



ECURIE ECOSSE

News From The Mews



The Official Journal of Ecurie Ecosse Association Ltd



[*Photograph: The Scotsman*]

THEY'RE OFF!

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First and Foremost

Oh, the agony of it! Deciding which should get pride of place in this column, the wonderful display by Bill Stein in the new Ecurie Ecosse car, the Ecosse Climax, or the magnificent show put on by Scotcircuits Ltd. and the Scottish Motor Racing Club at Ingliston one wet, but not dreary, Sunday afternoon.

Both items are worthy of headlines, and indeed the national Press did full justice to both in their reports following the meeting. A brand new Scottish circuit with the main race of the day, *The Scotsman* Trophy Race being won by a brand new Scottish-built car with a young Scots driver representing Scotland's premier racing team. What could have been better for the motoring writers on a day miraculously devoid of "sensational" incidents?

A full report of this first meeting will be given elsewhere in our magazine, so we feel we can, with justification, use our space to sing lustily the praises of our new "baby".

Born some time in November, christened in February, the Ecosse Climax donned its outer layers and took its first steps at a place called Silverstone (a breeding ground for many machines—and men) on the 7th April. On the 11th of April it was thrown into the deep end and left to sink or swim on the rain-soaked Ingliston track. That the driver Bill Stein succeeded in keeping control of the very sprightly machine is something of a miracle, even to him. He said afterwards that he didn't dare move above third gear, as there was just too much power under the bonnet for the track conditions. And he still managed to win!

From the first moments the transporter appeared at Ingliston, it was surrounded by an interested throng, mostly from the racing fraternity at that early morning hour, who examined the new car with speculative interest. It was an unfamiliar sight that was disgorged from the blue transporter, a small, squat, silver car, with huge wheels, reminding us of the emblem in the centre of our E.E.A. badges. There had been so little time between collecting the car from the body-builders and producing it at Ingliston that no paint-work had been done, hence the anonymity of the aluminium body.

It must have been heart-warming to David Murray and his mechanics to see such a fine display of driving by Bill Stein, in such appalling weather conditions. He led the field in practice, and was never passed, then led the field in both races and was passed but once. The car gave a thoroughbred performance which belied its tender years and which augurs well for the future.

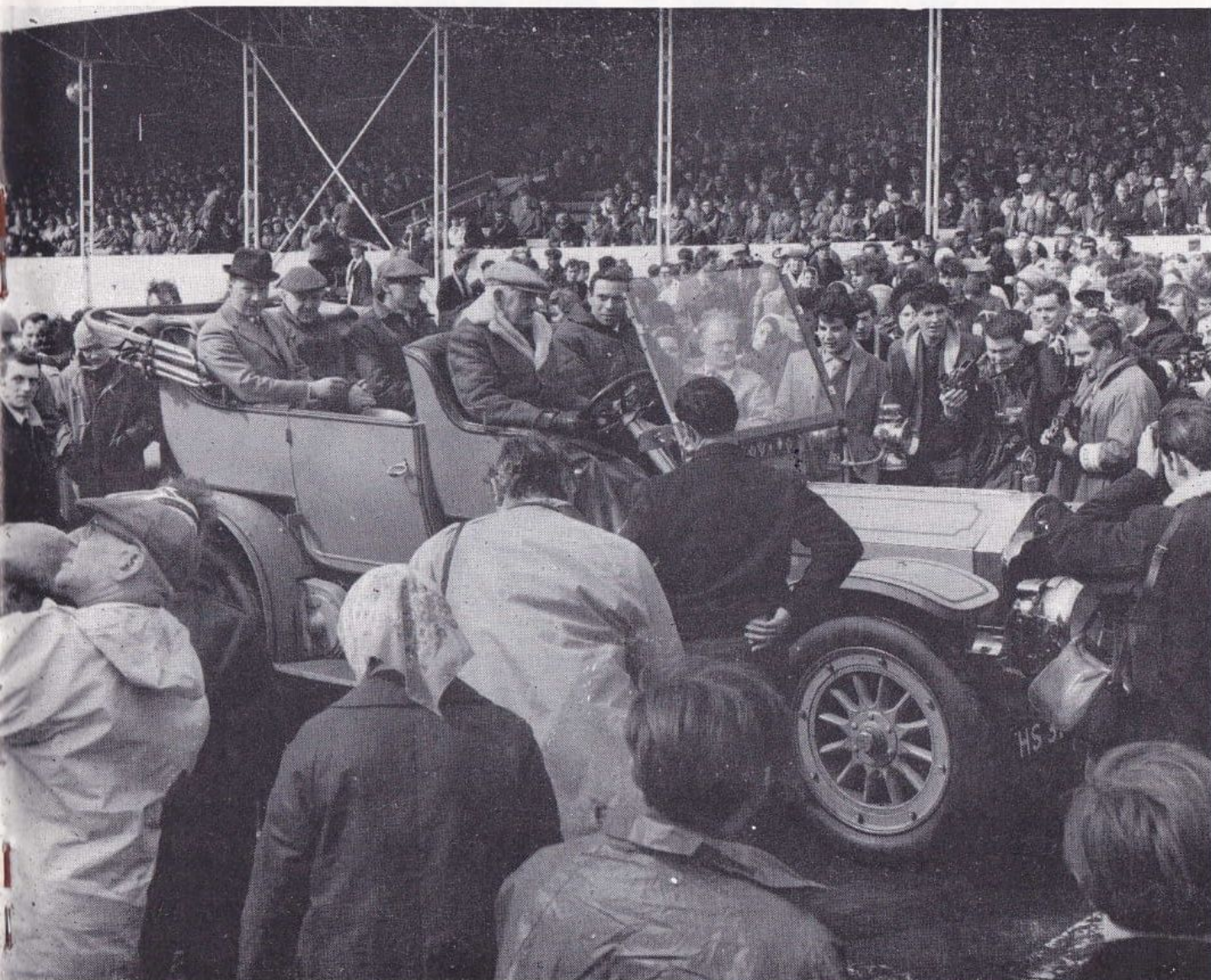
But what is its future? Certainly it will appear at all race meetings to be held at Ingliston, as it was for this track the car was initially built. It would be a shame if its outings were confined to five a year, but free formula racing is not catered for as much as it once was.

Nevertheless, this will be a fine trainer car and will enable David Murray to keep his promise to try out up-and-coming Scots drivers. There should be no lack of them as it would seem that the Ingliston curves will breed a very fine calibre of driver.

And so to the 9th of May for the Guards Trophy Motor Race Meeting.

Ingliston Launched!

Photographs by "The Scotsman"



"A.K." with the men behind Scotscircuits

On Sunday, the eleventh of April, the curtain was raised on Scotland's first properly planned motor racing circuit, contained within the grounds of the Royal Highland showground at Ingliston, 7 miles from Edinburgh's city centre.

The whole affair had been carefully planned by Scotscircuits, the owners of the circuit, and by the Scottish Motor Racing Club, the organisers of the meeting. Only a

week before, a full-scale "dress rehearsal" had been held, with members of the promoting club taking the chance of a Members' Practice Day and all officials and marshals turning out to learn their parts. Every possible contingency was covered and the entire session was voted a success. The actual practice sessions were more like unofficial

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Ingliston Launched (contd.)

races, and indeed the *unofficial* lap record went to Tommy Reid from County Armagh in his Lotus 22.

On race day, at an early hour, the sun shone on early risers and gave promise of a sparkling day. And what a lie that turned out to be! By ten o'clock, the heavens had opened and within a very short time, everyone was wading in mud, mud, glorious mud. This was one contingency that could not be adequately covered and lucky were the 5,000 people who had secured grandstand seats.

The practice sessions began fairly promptly and cars were soon ploughing their way through the rain and sleet, looking more like motor speed boats than racing cars. Plumes of spray rose from all four wheels as drivers struggled to keep their cars in a straight course and only a few were unsuccessful.

This practice session saw the first

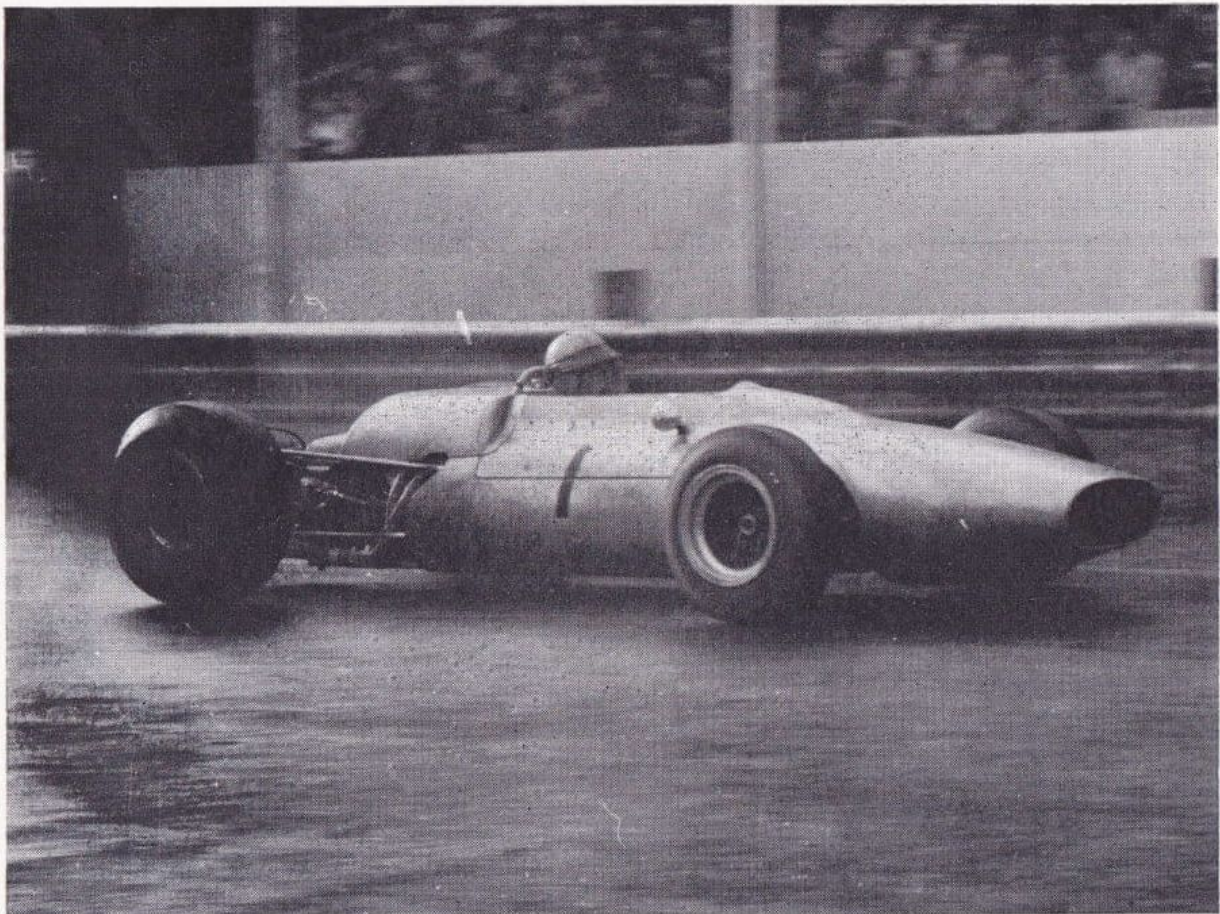
official appearance of the Ecosse-Climax, the specially-built car which was seen in embryo form at the Annual Dinner. In the hands of Bill Stein, it led the field and looked as firm as a rock as it thrashed its way round this twisty, tricky circuit, and it certainly appeared to be putting up the fastest practice time.

A few hearts and hopes were broken at this practice session. Bill Stein's new car, his Lotus 31, went up in a puff of blue smoke when his oil pipe blew out — sending a few folk like Adam Wyllie and Ian McAlister spinning on the oil. This, of course, put paid to Bill's efforts in his own car.

Another vehicle which came adrift was Tim Wilson's Diva-Ford in the hands of ex-E.E. mechanic, Peter Mossman. Peter, in fact, was the only casualty of the day when he

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Ecosse-Climax with Bill Stein on its winning way



cut his brow on his crash hat and got the full treatment from the enthusiastic ambulance and first aid men.

Bill Turnbull in the Bertram "special", the L.W.S., was a very surprised man when he found one of his wheels trying to beat him to it at the exit from Gardeners' corner, but no real damage was done to the car although that was Bill out of the racing.

The official opening of the circuit was due to be performed by that veteran of the Scottish motor sport, and our Vice-President, Mr. A. K. Stevenson, O.B.E. In a 1906 Albion, a car manufactured by the one Scottish motor manufacturer whose name has remained a byword since their formation, "A.K." was to make his final inspection of the circuit, accompanied by the Directors of Scotcircuits, Jim Clark (who needed no introduction), John Romanes (who was due to race his Brabham later in the day), Ian Scott Watson (the Secretary of the meeting) and Jamie Lyon, Scotcircuits Company Secretary.

At 2 p.m. on the dot, out came the Albion and off the party set, round the circuit in blazing sunshine (the only concession the weather made that day), and accompanied by enthusiastic clapping and cheering from the capacity crowd. "A.K." duly declared the circuit open, cut the tape and before you could blink, they were off—off to the first race at Ingliston, and what a whopper it was.

The first event was for G.T. cars over 1200 c.c. featuring some fast Elans and E-types. Eric Liddell in a racing Elan (instead of his usual E-type) set off at a cracking pace, but soon came to grief. Ronnie Martin, the current Scottish Speed Champion, in his racing Elan was hotly pursued by Andrew Cowan in the Border Reivers standard mach-

ine which is, in fact, Ian Scott Watson's own road transport. Both these drivers gave a splendid display of driving finesse and finished in that order with John Milne in the pretty M.G. Coupe finishing third. The E-types of Ronnie Morrison and Tom Sleigh could do no better than 6th and 7th on this rather difficult circuit. This was a first class start to the day's programme.

Event three produced the first heat for "The Scotsman" Trophy, a race for Racing Cars under 1200 c.c. After some interesting racing, the first five places were taken by Andrew Fletcher (Cooper), Adam Wyllie (Brabham), Andrew Goodfellow (Cooper), Alan Rollinson (Cooper) and Ross Payne (Lotus).

In event 6, the second heat for the main trophy, the Ecosse-Climax appeared in the race for Racing Cars over 1200 c.c. Bill Stein got off to a good start and led most of the way, the only vehicle to pass him being that very fast Elva-B.M.W. driven by Willie Forbes, last year's recipient of the Ron Flockhart Trophy. As this trophy has also been won by Bill Stein, we knew we were in for a good dice and we were certainly not disappointed. Bill harried Willie and in true Brabham style, passed him on the grandstand corner and managed to hold the lead until the end. That threat from across the Irish Sea did not materialise, as Tommy Reid's car seemed to be suffering from lack of steam, though goodness knows there was enough of that around in other places. Third place was taken by Allan Rollinson (who somehow managed to get into two heats), 4th by Tommy Reid and 5th by John Romanes in his Brabham, and so the stage was set for the final.

Strangely enough the final was not quite so exciting as the heats, as Willie Forbes' attack came to nothing as he coasted into the pits after

his warming up lap, and Bill Stein had it all his own way to the chequered flag and the magnificent Scotsman Trophy.

The rest of the programme passed without too much incident, until event 10, the Mini race. Unfortunately a black flagging incident brought Bill Borrowman into the pits when in fact the summons was intended for another car that had the misfortune to hit a barrier on the previous lap. It probably cost Bill a place, but it was the only unfortunate occurrence in a perfectly organised day.

Here let us put in a word of praise to Anthony Marsh who gave a first class commentary on the whole proceedings. He was well informed and made even the most processional race sound like an exciting battle. We look forward to hearing him on many more occasions.

Quite a number of drivers, comparatively new to circuit racing, acquitted themselves extremely well, particularly Andrew Cowan who is

better known for his rally driving, and Margaret Mackenzie, who didn't exactly set the heather on fire in her first race, but certainly made the marshals' life worth living! Another bright boy, driving-wise, was J. S. Rae who drove Joe Potts' M.G.B. with great flourish and Blair Donaldson who surprised even himself by finishing second in the G.T. race in his Ford Healey Sprite.

And so to the next meeting, on 9th May, which we hope will be blessed with better weather so that spectators, competitors and officials may enjoy the comfort that Ingliston can provide. And by the way, a word to spectators outwith the stand. Please do move round the circuit. There are many viewing areas and an excellent tany system so that you'll be able to keep track of the entire race from any point. If everyone bunches together in one spot, then of course it must be difficult to see the circuit, so—move along there!

FULL RESULTS ON PAGE 22



When you use Esso Golden
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Ingliston Results

"THE SCOTSMAN" TROPHY RACE (20 Laps)

1, W. Stein (Edinburgh), Ecosse Climax; 2, Tommy Reid (Belfast), Lotus 22; 3, A. Wyllie (Edinburgh), Brabham—Speed, 59.4 m.p.h.

OTHER RESULTS

Sports Cars over 1200 c.c. (12 Laps)

1, G. S. Calvert (Seaham), Lotus Elan; 2, J. Blades (Whitley Bay), Ginetta G.4; 3, V. Connolly (Felling-on-Tyne), Lotus 17—52.9 m.p.h.

Grand Touring Cars up to 1200 c.c.

1, J. Johnstone (Dumfries), M.G. Midget; 2, D. Carmichael (Edinburgh), M.G. Midget; 3, K. Pattullo (Edinburgh), M.G. Midget—50.5 m.p.h.

Racing Cars over 1200 c.c.

1, W. Stein, Ecosse Climax; 2, W. Forbes (Aberdeen), Elva-B.M.W.; 3, A. Rollinson, Cooper—57.4 m.p.h.

Grand Touring Cars over 1200 c.c.

1, J. Rae (Bellshill), M.G.B.; 2, W. Donaldson (Roslin), Ford Healey Sprite; 3, T. Blackadder (Falkirk), Porsche Super 90—51.7 m.p.h.

G.T. Cars over 1200 c.c. (12 Laps)

1, R. C. Martin (Newton Mearns), Lotus Elan R; 2, A. Cowan (Duns), Lotus Elan; 3, J. E. Milne (Glasgow), M.G. Midget Coupé—54.1 m.p.h.

Saloon Cars up to 1200 c.c. (12 Laps)

1, R. D. McCutcheon (Wigtown), Mini-Cooper S; 2, J. Clark (North Berwick), Mini-Cooper S; 3, B. C. Coyle (Glasgow), Mini-Cooper S—51.4 m.p.h.

Racing Cars up to 1200 c.c. (12 Laps)

1, A. Flecher (Culross), Brabham F.3; 2, A. Wyllie (Edinburgh), Brabham; 3, A. C. Goodfellow (Falkirk), Cooper F.3—55 m.p.h.

BOOK REVIEW

The Motor Racing Register 1965

15s.

Once again this up-to-date manual of who's who in motor racing lands on my desk, and once again, everyone who wants to know who's who rushes to lay claim on it. You see, this is the kind of book that is constantly being referred to and is always spot-on with correct, up-to-date information.

Geoffrey Dempsey has made an excellent job of the compiling and editing of this book—and in his spare time too. In his introductory article, he seeks sponsorship from the motor trade in order to ensure the book's future. It is to be hoped that this plea will be answered.

The book itself is a veritable mine of information as a quick look through the contents will show. The results of all the World Championships are given, with explanations of points rating and previous winners. The same applies to European Championships and British Cham-

pionships. British and Club trophies are detailed, with current and past winners. The racing calendar for international and British circuits is given (for those who don't have a Blue Book) and all the British circuits are described, with details of lap records (this even includes Ingliston).

A down-to-earth translation is given of appendices C and J of the F.I.A. International Sporting Code, which in itself is a godsend to any competitor and the book is completed by a Who's Who list which includes the names of all British drivers in national or international races in this country in 1964, together with names, addresses (and ages) and personal details of the members of the Motor Racing Register.

As I have said before, this is a very worth-while companion for any motoring enthusiast. Copies can be had from the Motor Racing Register, 8 Eaton Mews North, London, S.W.1.

W. J.