

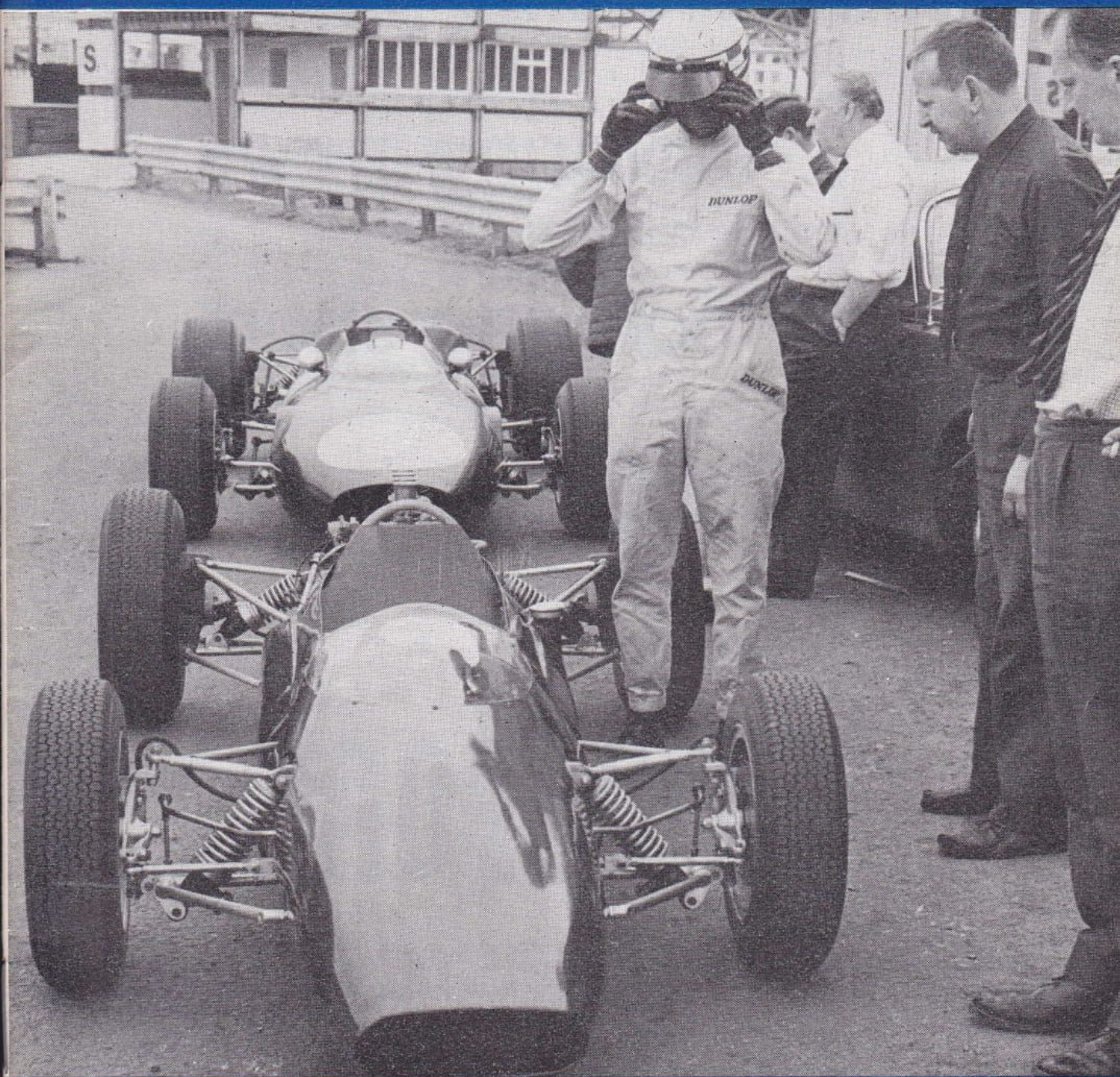


# *ECURIE ECOSSE*

News From The Mews



The Official Journal of Ecurie Ecosse Association Ltd



2/-

Vol. 9 No. 10

September 1966



Photo: John Pickett.

Alan Rollinson with an addition to his range of Silverware.

## Ingliston Twice Over **Alastair Balfour**

24th July

Good weather greeted a very large crowd at this meeting sponsored by S.M.T. Ltd. Among the visitors was King Hussein of Jordan who presented his trophy to the winner of the formula three race. Ingliston had been given the singular honour of being included in His Majesty's State Visit programme.

This was the first national meeting to be held in Scotland since 1955, and as might be expected, it attracted many visitors from England and Ireland. A minor annoyance was the non-appearance of many competitors including Robin Darlington and his 4.7 litre Kincraft; Chris Summers' Lotus - Chevrolet; Jack Oliver's Ford Mustang, and unfortunately, Ecurie Ecosse. With Bill Stein in hospital there was no-one available to drive the Ecosse-Climax or the Ecosse-Imp.

The first event, for G.T. cars up to 1200 c.c., saw an exciting duel between John Milne (ex-Dick Jacob M.G. Midget) and Geoff Crossley (in a Lotus XI G.T.), for third place behind a flying John Corfield in his Diva G.T. and Andy Barton's Mini-Marcos then for second place when Barton retired, Milne leading across the line.

There was a good entry for the S.M.T. Trophy race and the crowd was not let down in the first 25 lap

heat. On the drop of the flag Ernie Powrie led in his 3 litre Repco-Brabham, hotly pursued by John Cardwell and Peter Gethin in the Ron Harris F2 Lotus cars. Willie Forbes made a poor start in his Lotus 35 B.M.W. and had to work his way through the field from ninth place. Both Cardwell and Jock Russell had a go at Powrie, Cardwell spinning off and Russell succeeding. Shortly after this Powrie retired and Willie Forbes spun off while challenging Jock for the lead. So a happy Jock Russell took the chequered flag for the first time in his Russell-Ford. In fact so happy was he that he spun off at Gardeners' on his lap of honour, trying to go round the corner while waving to the crowd with one hand and taking his crash helmet off with the other. Peter Gethin and John Cardwell finished second and third respectively in the Ron Harris cars.

At the start of the second heat Jock Russell lost his clutch on the grid and so lost the chance of winning the S.M.T. Trophy. At the start Gethin streaked into the lead only to be passed by a determined Willie Forbes who was never headed. Cardwell overtook Gethin to finish second, but Gethin's third place in his heat, and second in the previous one gained him the S.M.T. Trophy on aggregate.

CONTINUED ON PAGE 16

The over-1200 c.c. saloon car race created a disturbance when Graham Birrell's usually all-conquering 1.8 litre Perdal Anglia was chased in no uncertain fashion by Freddie Heaney's 1.4 litre Downton Cooper S. Graham eventually scrambled home first and Davy Muter's Cooper S was a lonely third. Bill Dryden in a Lotus Elan won a processional G.T. race and that man Peter Gethin took home more silverware in the shape of the King Hussein Trophy for winning the Formula Three race in a Brabham F3.

The Birrell brothers might have been excused for feeling that it wasn't their day, for in the up to 1200 c.c. saloon event Gerry leapt into an unexpected lead in his Chamois only to be passed by Bill Borrowman's 999 Cooper S, and so it remained until the end. Borrowman, incidentally, is the only man I know who takes Bankers' flat-out in

two beautiful drifts. In the final saloon event of the day, Freddie Heaney passed Graham Birrell's Anglia to win, with brother Gerry third.

*14th August.*

Again, another large crowd wended it's way to Ingliston for the Milk Race Meeting, sponsored as one might guess, by the Milk Marketing Board.

Somehow Jim Clark had been conned into driving one of the milk floats in the race but despite his skilled driving of the unwieldy vehicle, (top speed 18 m.p.h.) could only finish second.

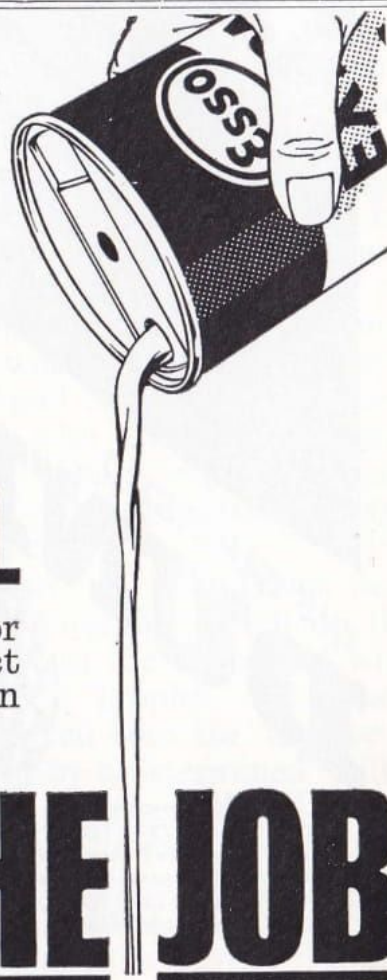
Practice had produced troubles for Ecurie Ecosse. David Murray, true to his policy of giving every opportunity to up and coming Scottish drivers, had Bill Dryden driving the Ecosse-Climax and Graham Birrell the brand-new Ecosse-Imp. During practice the Ecosse-Climax broke a



## EXTRA MOTOR OIL

Ecurie Ecosse always use Esso Extra Motor Oil—the oil that stays on the job to protect your engine when it's idle as well as when it's running.

# STAYS ON THE JOB



gear-selector and the Ecosse-Imp a valve, so Stan and Sandy, plus two able mechanics from Merchiston Motors, David Murray's garage firm, were kept very busy.

Interesting entries for the main race came from John Romanes, the chairman of the organising club at Ingliston, the Scottish Motor Racing Club, with a Martin-Ford-engined Lotus 35; and another Jack Fisher Special, the Fisher-Lancia, driven by that fearless Mini exponent Eddie Labinjoh. At the drop of the flag Alan Rollinson, making a welcome return in Frank Lythgoe's F2 Brabham, leapt straight into the lead and stayed there. Behind him Andrew Fletcher held a safe second place in his F3 Brabham, but Jock Russell in third place was not quite so secure from the attentions of McWilliam and Calvert. However Jock found some extra steam and lost his pursuers, the race running out without any further changes in position. Unfortunately the Ecosse-Climax was not repaired and did not appear.

For the second heat of this race, however, the Ecosse-Climax was ready and started from the back of the grid because of its non-appearance in the first heat. Rollinson went into his accustomed lead and Jock Russell and Andrew Fletcher began a fierce battle for second place. Meanwhile Bill Dryden had been climbing steadily through the field of 12 cars from eleventh on the first lap to eighth on the sixth lap, and so on up to fifth place from which he had to retire on the 23rd lap of the 25 lap race with a fractured rear wishbone. Jock Russell had been driving extremely well in his fight with Fletcher but was forced to drop back with bad misfiring to finish third behind the conquering Rollinson.

The race for saloons over 1200 c.c. produced some stirring driving and was notable for the appearance of Ronnie Morrison in a Cooper S

in third place waving his gear lever furiously. Despite this setback he continued at almost unabated speed to finish the race which was won by the inevitable Graham Birrell in the Perdal Anglia.

Event 3, for Clubman's cars, was won by Ian Cochrane in a Lotus 7 after the race leader, Heerey in a Chevron-Ford, had been penalised thirty seconds for jumping the start. The idea behind the Milk Slogan Race was that each of the saloon cars would carry a slogan advertising milk (Lapa Pinta, Speed Ahead on Milk, etc.) and the spectator who had forecast the finishing order of slogans would win a prize. Needless to say, the person who had picked Gerry Birrell's slogan won, for his 1180 c.c. Perdal Chamois proved utterly unbeatable. He was followed home by Tony Charnell in an Imp and Bill Borrowman in his Cooper S. Pity one didn't know which car carried which slogan before the race started.

Event 8, for G.T. cars over 1200 c.c. saw a couple of interesting cars running. First was a Mark 1 Sprite into which had been shoe-horned an 1800 c.c. Ford engine, and the other special was a Triumph TR4 fitted with a 4.5 litre Ford V8 engine. Neither of these cars was very fast, however, and the race was won by Jimmy Veitch in his Diva G.T. from Ernie Blackadder in an Elan and Ian Cochrane in a Lotus.

In the final event of the day, for Formula 3 cars, Graham Birrell was entered in the Ecosse-Imp. Alan Rollinson took an immediate lead in Lythgoe's Brabham F3 this time, followed by Andrew Fletcher in his Brabham. Graham, looking somewhat large in the tiny car tailored for Bill Stein, eventually managed to finish fourth despite overheating—both Graham and the car!

So ended another Ingliston meeting.