



# *ECURIE ECOSSE*

News From The Mews



The Official Journal of Ecurie Ecosse Association Ltd

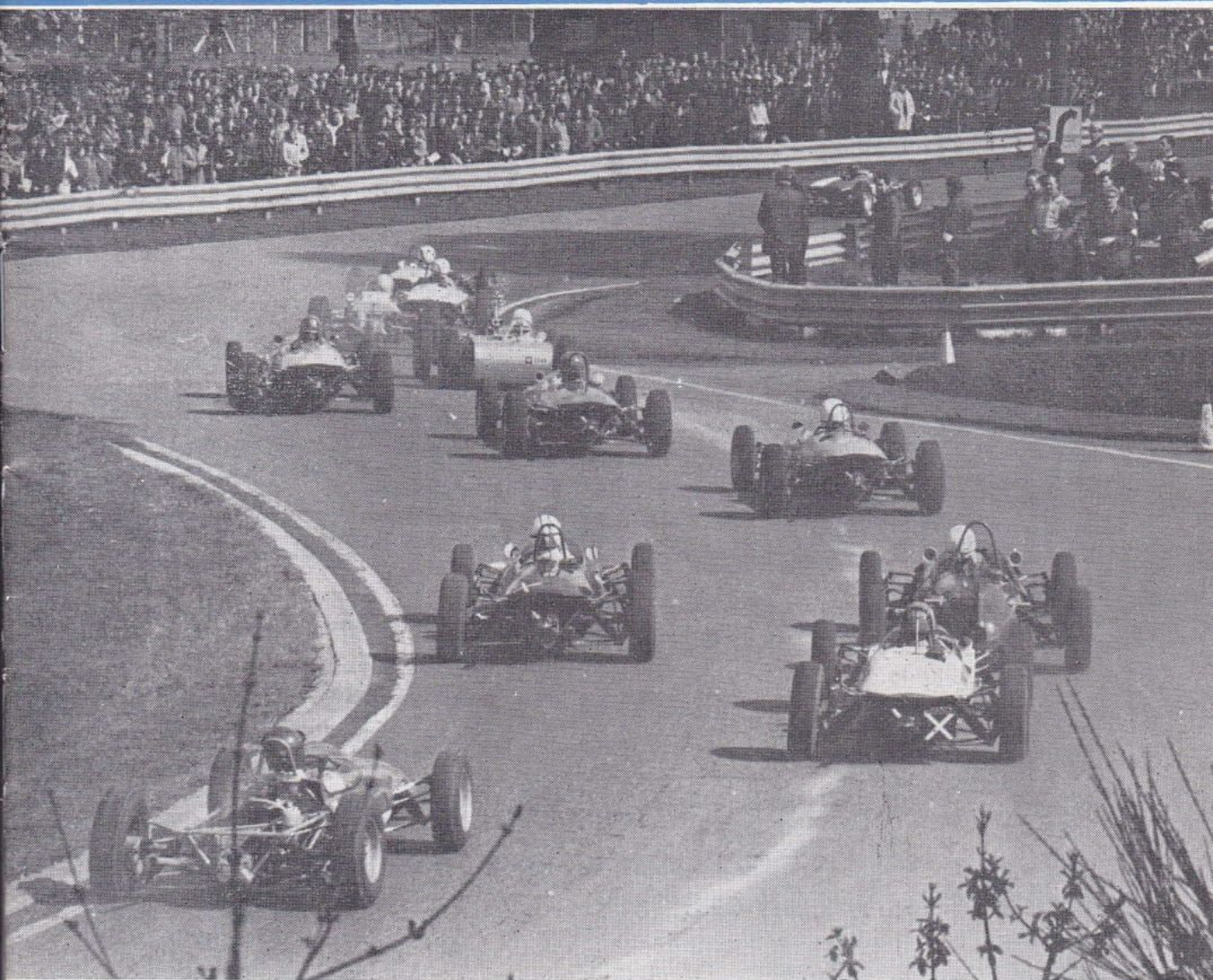


Photo: The Scotsman

Rush hour at Ingliston

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# SO NEAR — YET SO FAR

## Ecosse-Imps Show Promise

by Alastair Balfour

The Ingliston meeting of May 12 was a tantalising one for Ecurie Ecosse supporters. In practice Graham Birrell, driving the fuel-injected car (No. 12), had managed 41.4 seconds, the third fastest time, which put the Ecosse-Imp on the front row of the grid. Graham's brother Gerry, in the carburetted car did a 42.0 secs., good enough for a place on the second row.

The Imps looked really competitive, and had been going splendidly in practice, although badly baulked on several occasions. Before the race Sandy said that he felt really confident about the outcome of the race. "The cars are going really well, and it's not before time!"

But alas, these high hopes were not sustained. As the cars were coming out on to the grid Gerry suddenly found that he couldn't get any gears. A quick check confirmed that the linkage had been damaged, and the car was left on the grid. Graham Birrell didn't make a very good start and was lying in the middle of the field when he came into the pits complaining of the engine being off tune. He was sent back into the race, to finish well down. A sad ending to a promising start, but it is worthwhile remembering that the Ecosse-Imps are very small-engined compared with most of the other single seaters racing. To get

on the front row of the grid with only 998 c.c. is a remarkable achievement.

Apart from the Ecurie Ecosse cars, the main excitement at this meeting was the smashing of lap records that went on all afternoon. Bill Stein's 1965 outright lap record of 38 seconds set up in the Ecosse-Climax finally was shattered no less than 44 times in the main event, the Adam Wylie Memorial Trophy Race. Peter Gethin, driving a Chevron F2 car, broke the record 17 times during the 30-lap race, finally leaving it at 37.0 secs., the new outright record.

The first race, for saloons up to 1000 c.c., was chiefly noticeable for Paterson's Mini 850 Racer—as it was described in the programme—trailing its exhaust system between its wheels, showering sparks, for two laps until it fell off at the same time as the black flag was produced. Jim Sime in a Mini-Cooper won, from J. E. Howden's Imp.

Andrew Cowan, the ex-Rootes works rally team driver from Duns, drove Ian Scott Watson's standard and new Elan+2 in the Marque Cars event—and won! What's more, he won from Stuart Robinson's hairy Austin Healey 3000 and Alec Poole's brother Arnold, in an MG Midget, although it must be said that it was raining. The Elan was FAST and looked very stable

on the corners. Anyone care to lend me one for a road test. . . .?

Gerry Birrell in his 1300 c.c. Singer Chamois entered by Claud Hamilton Motors Ltd. won the Eadie Cairns Trophy event for saloons over 1000 c.c. Behind that bald statement lies the usual incredible melée which characterises every Ingliston saloon race. Jim Dryden in his 1293 c.c. fuel-injected Cooper S took the lead from the start hotly pursued by Davy Muter's S, Gerry Birrell, and Graham Birrell's wild Perdal Ford Escort. Dryden and Gerry Birrell soon left the rest of the field behind and so close were they travelling that Jim could almost have switched off his engine coming round by the main grandstand, as Birrell was more often than not pushing the Mini along with the Singer's nose. Eventually Gerry got past by the simple, if unethical procedure of thumping the Mini's rear quarter so hard it sent Dryden sideways right in front of the grandstands. Getting the car straightened out, must have shaken him so much that he let both the Birrells past shortly after.

Next was the Formula Ford race

which, while lacking in excitement, gave the over-heated spectators time to cool down. Harry Gilbert won in a Lotus 51 from Mike Peel's Merlyn. One of the competitors in this race was Richard Mallock, son of Arthur Mallock, in—you've guessed!—a Mallock U2, which was rather unkindly referred to by a spectator as an "anodised kitchen unit on wheels."

Event 5, the second race for saloons up to 1000 c.c., was relatively uneventful, Logan Morrison winning in his Chamois from D. J. Stewart's Imp and Andy Barton's Cooper S. Then came the Tunnock Trophy race for Special G.T. cars. John Nicholson's beautifully-turned out and fast Jaynick GT—based on a Lotus 23 B, and a rather dubious "GT car"—won at a canter from G. Silverwood's Mercury GT.

At last, and unusually far back in the programme, came the main event, the 30-lap Adam Wylie Memorial Trophy race. An amusing sideline to this event was the entry in the reserve list of a certain Mr J. Hendry, from Team Mefco, Martin Hone's outfit. In his entry form this Mr Hendry, who said he

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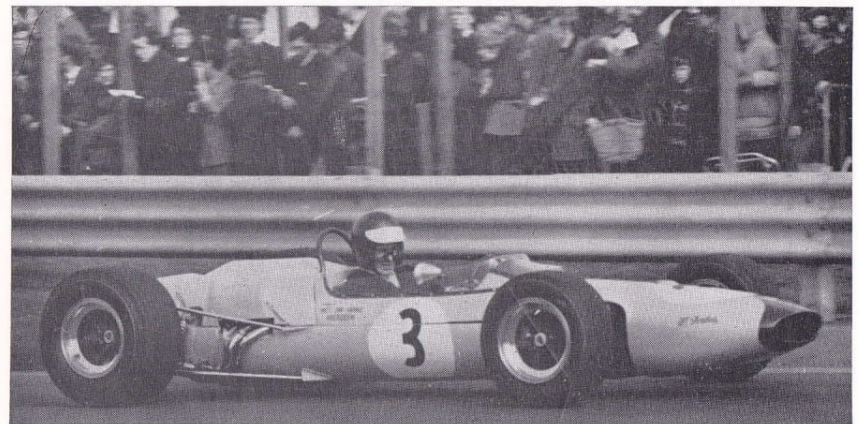
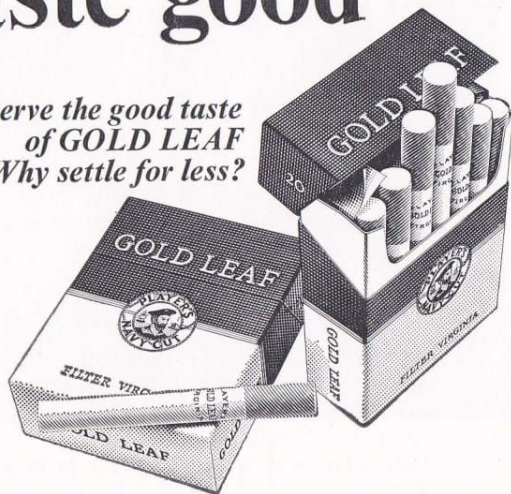


Photo: The Scotsman  
*As calm as ever, Willie Forbes takes top honours.*



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PG 195D

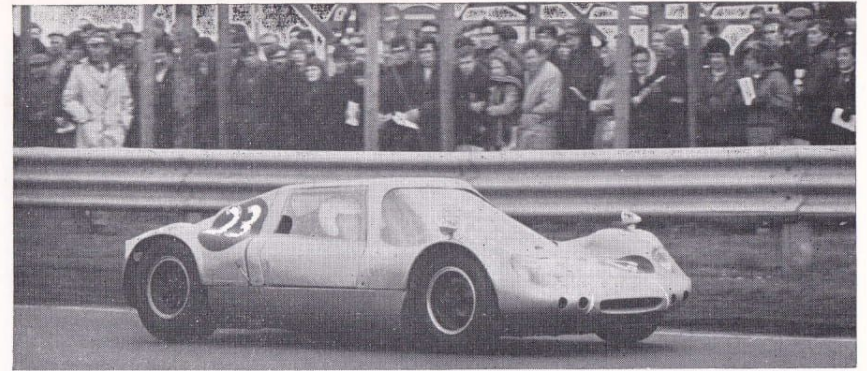


Photo: The Scotsman

*Nicholson sweeps all before him.*

came from Fife, modestly gave as his profession "works Formula 3 driver", and claimed to have finished fifth in last year's European F2 Championship. This puzzled not only Ian Scott Watson, but also Martin Hone, who had never heard of Mr Hendry, and Chris Williams, who had been fifth in the F2 Championship. In addition Mr Hendry described his car as being a "Brabham F3, powered by a Cosworth F3 engine of 1559 c.c., six cylinders, and air-cooled! Somebody is having somebody on. . . .

The sad story of Ecurie Ecosse in this particular race has already been told, but the rest of it went like this. Willie Forbes in his familiar yellow Lotus 35-B.M.W. jumped straight into the lead, never to lose it. Behind him were Bill Dryden's new Brabham BT21A, Dave Berry's Chevron F3, and Peter Gethin in the F2 machine, both incidentally entered by Adam Wylie's former entrant, Frank Lythgoe. Andrew Fletcher was not happy with his car, now sponsored by Brian Waldman's Magnificent Seven Action Club in Edinburgh, and dropped steadily back, as did John Millar who had bought the

Brabham B.M.W. driven by Peter Gethin in the Race of the Champions earlier this year at Brands.

The story of the race is really that of Peter Gethin, for he drove a magnificent race while fighting his way up to within a few seconds of Forbes by the chequered flag. The fact that he broke the lap record 17 times merely emphasises his tremendous performance.

The last event, the Hartley Whyte Trophy Championship race for the fastest six saloons in each of the classes, was a race of attrition, only three cars from the twelve starters still running at the finish. None of the nine retirals were due to driver fault either. Logan Morrison led from the start because he viciously cut Gerry Birrell's Chamois off going into Bankers. Then Jim Dryden and his fuel-injected Cooper S—probably the fastest saloon combination at Ingliston yet—went past both to take the lead. Then Birrell slowed from his dice with Morrison and pulled into the pits. Dryden coasted to a stop opposite the McRobert Pavilion, all of which left a slightly-surprised Logan Morrison in the lead, which he held to the end.