



ECURIE ECOSSE

News From The Mews



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[Photograph: *Daily Express*]

A victory wave from "our" boy Jackie

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Festive Ingliston

Report by Donald Walker and Neil Hudson

The S.M.R.C.'s Festival Race meeting on 29th August provided some of the most thrilling duels yet seen at Ingliston—as well as some of the dullest. Many of the big names who have enlivened previous meetings were drawn away by the Bank Holiday events down south. Prominent among those missing were Ecurie Ecosse, due to an overlooked entry date.

Some of the races were as processional and as predictable as a clockwork train, but not the main event, the 25-lap Formula Libre race for the Jock McBain Memorial Trophy, presented by Jim Clark. This was won by Alan Rollinson, who since the death of his racing partner, Adam Wyllie, has become a full-time professional.

Though engaged at Brands Hatch on the Saturday, and due to race there again on the Monday, and though beset with engine troubles, Rollinson broke off to race at Ingliston. He arrived with little time to do more than qualify in a fairly low position, starting on the second back row of the grid.

In pole position with a time of 39.4 sec. (matching the lap record held by Bill Stein) was Tommy Reid, driving the Irish Racing Cars' Lotus 22. He made a good start, closely chased by Willie Forbes in his remarkable Elva-B.M.W., who took him on lap 3; Reid later retired with suspension trouble. Forbes opened out a long lead over Andrew Fletcher in a Brabham F3, but Rollinson was carving up the field brilliantly and now lay fourth. Next lap, the blue Brabham took Fletcher and set off in pursuit of Forbes. The Elva, perhaps trying too hard, slid

off at Merchants on the 16th lap, letting Rollinson through.

And so they finished—Rollinson, Forbes, Fletcher—the winner's average being 66.98 m.p.h., a shade slower than Bill Stein's 67.31 at the previous meeting.

This race was a new departure for Ingliston, in that the ten starters were decided purely on practice times. At previous meetings, two heats had been run for the main event, qualifiers being the fastest five in each. The new formula consisted of 25 laps (instead of 20), with a rather dull consolation race for the non-qualifiers. Supporting races were reduced from 12 laps to 10, a factor which, combined with the loss of the qualifying heats, made the meeting considerably shorter, without making it more exciting.

The first race turned out to be a walk-over for the G.T. Cortinas with virtually no competition from the big Cooper S's. Denis Wood led the procession from start to finish.

Event 2 (GT over 1200 cc) looked interesting with the first appearance of a Sunbeam Tiger. Graham Birrell drove as well as he was able, but the Tiger did not have the road holding to match its 4.2 litres. There was, however, quite a duel between Bill Dryden (Elan) and John Blades in the Northumbria Racing Ginetta. The Ginetta, which had arrived too late for proper practice and started well back on the grid, eventually got to the front on the eighth lap, going on to win comfortably. Andrew McCracken in his Elan, trying hard to catch the leaders, spun off at Merchants on the fourth, damaging his front end.

Event 3 (saloons under 1200cc)

was won by David Forsyth in a beautifully prepared Mini-Cooper, the only excitement being from dicing "Chimps."

The fourth race, for unlimited sports cars, was a walk-over for Willie Forbes, again in his Elva-B.M.W., but to everyone's surprise McCracken reappeared in his banded Elan, to take second place from Blades' Ginetta. McCracken went on to finish a successful day with two wins in his Lotus XI, which had been entered by J. Nicholson.

Undoubtedly the best supporting event to the McBain Trophy Race was the sixth race, for unlimited saloons, with two Perdal Anglias and a Cooper S. circling as if roped together. First the Mini (Ed Labinjoh) caused a flutter, making use of its rubbing strip by going round Bankers in tandem with another Mini, driven by D. Muter.

Labinjoh continued to cling to the tails of the two "big" Anglias, but on the second last lap the striving Cooper tangled its back bumper with Gerry Birrell's Perdal, and in the leading Anglia, R. Blaylock forged ahead to win without further ado.

Race 9, the second one for small saloons, provided a double for Seton Mains with Bill Borrowman, just back from honeymoon, showing he could still handle the Mini S. He took the lead early on, followed by Ronnie McCutcheon in a similar car with Andy Barton next in his ridiculously fast Morris Minor. And that was how they finished.

The only life in the last two events, consolation races, was provided by K. McCosh blowing up his vintage Bentley and spattering some oil on the track. But by this time many of the 10,000 crowd had already left for home.

Long John

SCOTCH WHISKY

**THE SCOTCH
THEY DRINK IN
SCOTLAND**

