



# *ECURIE ECOSSE*

News From The Mews



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The New Daimler V8—250 Saloon which was one of the "hits" of the Scottish Motor Show.

2/-

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# Soggy but Super Ingliston

Alastair Balfour

The last Ingliston meeting of the season was marked by a continuous downpour; the best-ever entry; the deciding of three championships, and some superb driving in appalling conditions.

Londoner John Miles, driving a Lotus 41 entered by Lotus components, walked off with the main award, the Lombank Trophy, after a brilliant drive that left everyone else floundering in his wake on a track inches deep in water.

Despite Miles' win, however, Andrew Fletcher won the Scottish Racing Car Championship although his car never left the starting line in either of the two heats due to transmission trouble. How did Ecurie Ecosse fare? Well Eddie Labinjoh in the Eccosse-Imp was the only entry for the Lombank Trophy, and that was a reserve. He completed three laps before retiring in the first heat, and in the second, Eddie failed to start at all. Perhaps this was merely a warm-up for the F3 race, in which both Imps were entered, Graham Birrell being at the wheel of the second one. In the race Graham finished 3rd and could well have done better but for a spin on the third lap. Labinjoh came in a lap behind.

John Miles took the Lotus 41 smoothly off the grid into the lead of the first 24-lap heat for the Lombank Trophy, in torrential rain, and proceeded to draw away from the rest of the field at a remarkably rapid rate. In fact Miles and Maurice Nunn—who was in second spot—were the only two cars that

looked as if they were motor racing. Everyone else was simply crawling round dispiritedly. The Scots were completely out of it: the highest placed competitor from north of the border was John Romanes in 7th place. Willie Forbes had spun on the first lap and was way back behind Romanes; needless to say Jock Russell had well and truly stuffed his Russell-Ford into the barriers; Andrew Fletcher hadn't even started, and Eddie Labinjoh had gone after three laps. Lambert finished in third place ahead of Berry and Lamplough. A decisive victory for the English professionals over the Scots amateurs.

The *Daily Record* Cup for up to 1000 c.c. racing cars had a really good entry including the two Ecosse-Imps, but unfortunately half of the field failed to turn up. Maurice Nunn in a Lotus 41 led initially until he had a "moment", letting the ever-present John Miles through to an easy win from Geoff Oliver in a Brabham and Graham Birrell in the newer fuel injection Imp. It looked as if Graham had taken heed of D.M.'s lecture after the last meeting, as he was in second place, leading Miles, for some laps until his spin.

The rain, which had held off for the previous race, did not return until half way through the second part of the Lombank Trophy race, by which time Chris Lambert in his powerful Brabham F2 was well in the lead from John Miles and Willie Forbes—the latter wearing Graham

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INGLISTON (contd.)

Birrell's crash hat, which led to some confusion at first. However Lambert would have had to win by over 40 seconds from Miles, a task which while very difficult in the damp quickly became utterly im-

possible as the heavens opened. Indeed so heavy was the downpour that officials wisely stopped the race after 15 laps of the scheduled 25, thus saving the marshals from imminent drowning.

JACKIE'S DILEMMA (contd.)

some success in Formula Two so a marriage between the two seemed to be the thing.

"Ken Tyrrell, whom of course I know very well, is an excellent team manager but of course with all privateers the financial output is enormous and it is a gamble he is taking.

"I too am taking a gamble, probably the biggest in my career so far. I won't have the same resources backing me up as I had with a big outfit like BRM and things will be pretty much on a shoe-string. But

I feel it is a gamble which could pay off.

"The Ford V8 engine is certainly, I reckon, the most powerful one on the circuits as Jimmy Clark has proved. I would rate Ferrari as next. However I have made my decision and Tyrrell it is. It has been estimated that he could lose about £20,000 if the gamble fails. Naturally we hope it won't and I would love to repay Ken's faith in the project and myself by giving him next year's World Championship."

Yes, it looks like quite a year, 1968, for Mr Stewart.

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