



ECURIE ECOSSE

News From The Mews



The Official Journal of Ecurie Ecosse Association Ltd



Photo: W. Rae, Falkirk

Harry Ballantine, with granddaughter Freda Brooks, receives the Player's Gold Cup from Mrs Catherine Shaw, wife of Player's Regional Sales Promotion Manager

2/-

Vol. 10 No. 10

September 1967

Go Faster . . . on a Pinta!

Alastair Balfour

A crowd of 14,000 saw Andrew Fletcher win the main event at the August Ingliston meeting, the 50-lap Pinta Man Trophy race, to take a commanding lead in the *Daily Record* Scottish Racing Car Championship. Ecurie Ecosse, represented by Graham Birrell in the "old" Ecosse-Imp, was fourth in both heats of this race, one of the best performances yet. Eddie Labinjoh renowned for producing fireworks at Ingliston, was entrusted with the second Ecosse-Imp and lived up to his reputation!

Threatening clouds greeted the large crowd but the rain held off except for the first heat of the main race. Practice was, if possible, even more hairy than usual due to the exceptionally large entry of 124 cars, which made it necessary for drivers to record a reasonably fast time to ensure a starting place in the race. Jock Russell was involved in a contretemps with Johnny Walker's slow Formula 4 car, the hapless Jock having to replace a rear hub carrier.

As is customary at Ingliston these days, we were entertained by an aerial display before racing started. It was the turn of the "Red Devils" Parachute Regiment, making a return visit, to drop in on the circuit from 4,000 ft. A very precise and perfectly-executed manoeuvre, if not quite as spectacular as the R.A.F.'s "Red Arrows".

The first race was for Formula Vee machines, Nick Brittan repeating his last meeting's success and winning by 2½ seconds from Gerry Birrell, both in Team VW-entered Beachs, although not before Birrell

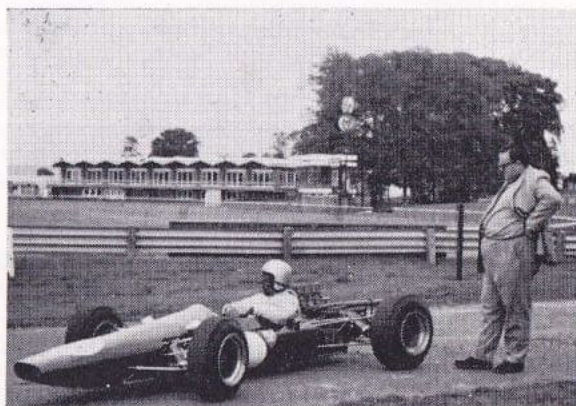
had led the Londoner for two laps. Jenny Nadin, who was very good to watch (she drove well, too!), was third.

Event 2, for saloons up to 1200 c.c., was somewhat processional, Ken Allan's Mini-Cooper being first past the chequered flag followed by Pinkerton's A40 and Bell's Cooper S.

The first heat of the Pinta Man Trophy (in case you haven't guessed, the meeting was sponsored by the Scottish Milk Marketing Board) was chiefly notable for Jock Russell's erratic progress, as the racing was somewhat uninspiring. The bulky Russell-Ford had pushed its way into third spot from the start, spun at the end of that lap, restarted three laps later, spun after two more laps, came back after three laps, etc. It turned out that poor Jock was suffering from gremlins in the gearbox, possibly an aftermath of that practice crash, which continued to trouble him in the second heat.

From the start Fletcher in his Brabham BT18 jumped into the lead just as the rains started to fall, and

No, James—you wouldn't fit in! Sir James Scott-Douglas watches Ed Labinjoh at a recent testing session.



CONTINUED ON PAGE 11

increased that lead to win comfortably by half a lap from Willie Forbes' Lotus-BMW. Forbes was in turn the same distance ahead of the third man home, D. Berry in a Frank Lythgoe-entered Brabham F3, who just beat Graham Birrell in the Ecosse-Imp — a great effort by Birrell. In practice, incidentally, Graham had put up the same time as Jock Russell. Eddie Labinjoh was rather slow in this race, obviously not yet accustomed to the car. He spun off on the 10th lap, without damage to the car, but was not allowed to restart by the track marshals.

The race for saloons over 1200 c.c. was exciting, with five cars—the Cooper S's of Barton, Dryden, Labinjoh, Ronnie Morrison and Borrowman—battling for the lead throughout the entire 10 laps. They eventually finished in the above order. Tom Sleight in a 3·8 Mk 2 Jaguar had a race-long battle with Stuart Christie's Anglia for a second-last place, the Jag. not being ideally suited to the circuit but getting off the grid ahead of the Anglia and jolly well staying there. Sleight won by 0·4 of a second.

Event 5, for Sports and Special GT cars, was won by John Nicholson in a Lotus 23B, who took the chequered flag only 0·6 seconds ahead of Ernie Blackadder's Elan. Trevor Thwaites' very pretty Mercury GT—a special-bodied version of the Lotus 23—took third spot.

Next was the Milk Slogan race for the faster saloons up to 1200 c.c. There was a fantastic start with Gerry Birrell, Logan Morrison and Tony Charnell, all mounted on "Chimps", roaring side by side into Bankers', which has only room for two cars abreast at best. Charnell was forced onto the grass, went sideways, ground to a halt and continued, although he retired at the

"pits" next time round. Meanwhile, Logan Morrison in his ex-Fraser-Imp was leading the previously-unheadable Birrell, until he spun, leaving Gerry an easy victory. Highlight of this race was Morrison's fight-back from virtually last place to just fail to take second spot from Ron Mackay in another Imp.

Willie Forbes won the second heat of the "Pinta Man" Trophy from Andrew Fletcher who, realising that he had a sizeable lead from the first heat, sensibly stayed behind Forbes. When Fletcher was presented with his trophy, the poor chap had to drink some milk. What racing drivers have to go through! Again Graham Birrell was 4th in this heat behind Berry, and Labinjoh spun, this time on the 4th lap, once again not being allowed to restart.

The Hartley Whyte Championship race for the fastest six saloons in each of the two classes, was won by Davy Muter in Andy Barton's Cooper S from Jimmy Dryden's similar car, and Gerry Birrell's Chammy, the first time I can remember that Gerry has not won this race with his very rapid Climax-engined car.

There were three E-Types entered in the last race of the day, for Marque cars, but it was a Sprite which jumped into the lead at the drop of the flag. However, John Lewis made his journey from Wales worth while when he swept past Hutchison's Sprite in his racing E-Type, an incredibly fast car. Behind him Hutchison and John Milne in an M.G.B. scrapped for second place, the honours eventually going to the smaller car. The other two E-Types were virtually standard and were too much of a handful to get anywhere except the grass verge on Ingliston's tight circuit.

Once again another interest-packed day, with hardly a dull moment.