



# ECURIE ECOSSE

News From The Mews



The Official Journal of Ecurie Ecosse Association Ltd

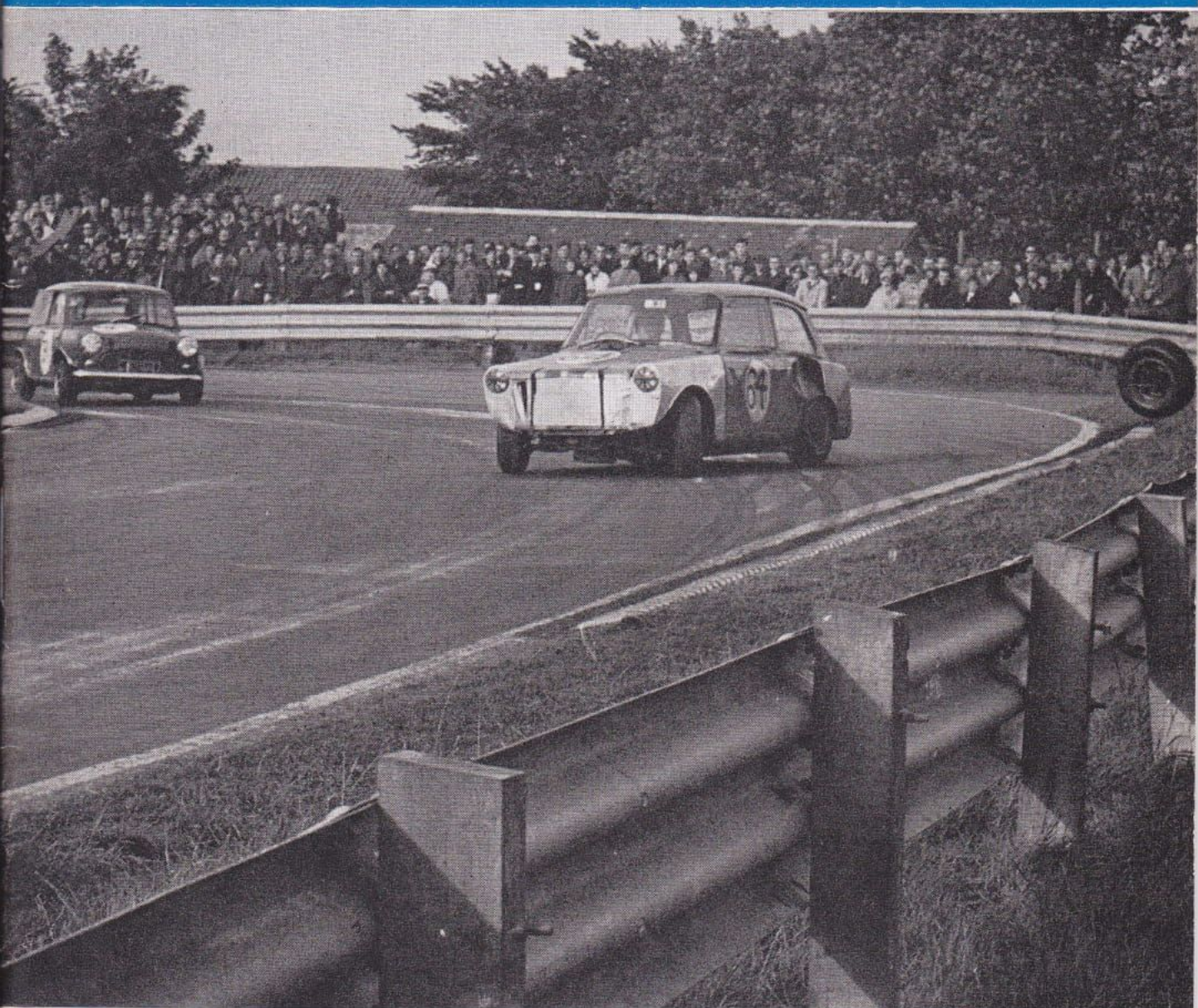


Photo: Scotsman Publications Ltd.

Just an everyday occurrence at Ingliston! J. R. Blanckley in a somewhat modified A40 loses his offside rear wheel at Gardner's Bend during the meeting of 3rd September.

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# INGLISTON SEPT. 3: SOME GREAT RACING

**Alastair Balfour**

With a well-deserved win in the main event at this meeting, the 40-lap Jock McBain Memorial Trophy race, Willie Forbes awoke new interest in the Scottish Racing Car Championship. Prior to this meeting, Andrew Fletcher, who finished second this time, had a commanding lead of 33 points to Forbes' 20 points, but now Forbes is only 10 points behind, and an outright win in the last meeting of the year, on October 1, could gain him the championship.

Before the racing started Chris Barber's jazz band with Otilie Paterson—happily recovered from the illness that had stopped her singing for a year—gave an open-air concert in front of the grandstand. Really marvellous atmospheric stuff.

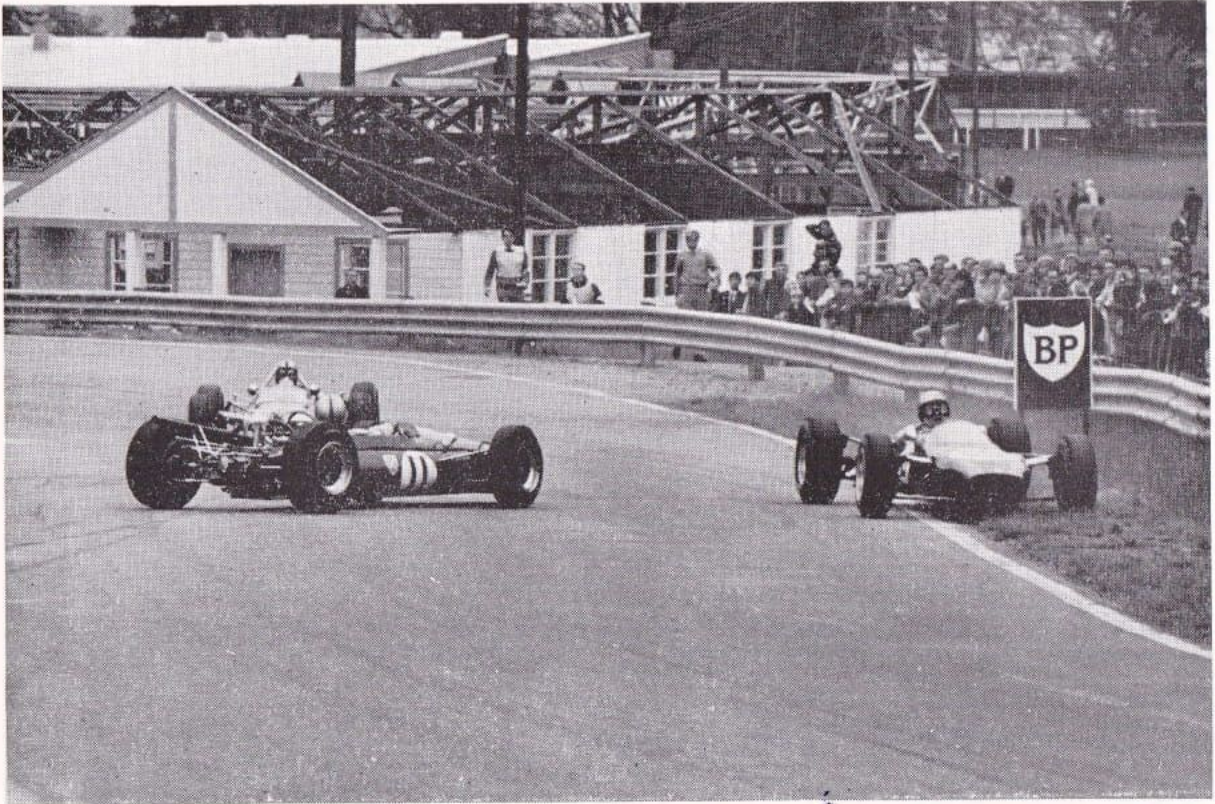
First race of the day was for saloons up to 1200 c.c., and was just won by Ken Allen's Mini-Cooper from Bell's similar car after a rather processional 10 laps. The Formula Vee machines were next out, and proved as uninspiring as ever with Nick Brittan winning by a couple of seconds from Graham Birrell, Jenny Nadin driving neatly into third place. This win gave Nick the Scottish Formula Vee Championship.

Event 3, for saloons over 1200 c.c. was a thriller. Right from the drop of the flag Muter, Labinjoh, Dryden, and Morrison (Ronnie) fought it out nose to tail, the honours eventually going to Dryden, followed home by Eddie Labinjoh and Davy Muter.

There was a surprise in race No. 4, for Sports and GT cars over 1200 c.c., when Bill Dryden and his Lotus Elan—leading in the championship—were soundly beaten by Howard Heerey and his rapid Chevron. This was the only interest in this processional event. Once again the saloons provided thrills galore in the second race for cars up to 1200 c.c. As expected Gerry Birrell led away from the start in his Climax-engined Chamois, but what was not expected was that Logan Morrison in a last year's Fraser Imp would stay with Gerry, and indeed pass him. Logan stayed in front for eight laps, but it was obvious that Birrell's car had the edge on speed. Finally he swept past on the approach to Bankers, winning by 2 seconds.

The longest-ever race at Ingliston was next—the 40-lap Jock McBain Memorial Trophy event — and it was as exciting as many a ten-lap saloon race has been.

As the flag swept down Jock Russell made a fantastic start, leaving everyone standing. As the field came round at the end of the first lap Jock was still leading from Fletcher and Forbes, with Graham Birrell—driving the newer Ecosse Imp for a change—in 5th spot. Experienced Ingliston racegoers settled back and waited for Jock to spin off, as has usually been the case in previous events, but surprise, surprise! After ten laps the phenomenal Jock was still firmly in the lead in his brutish Russell-Ford, and had even pulled



*Eddie Labinjoh rotates the Ecosse-Imp, while Reg Forrester-Smith looks slightly perturbed as his Cooper F3 takes to the grass. The oncoming driver did not collide with Eddie, but how this was avoided nobody knows!*

out a couple of seconds on Forbes—who had passed Fletcher.

Graham Birrell was still a lonely 5th, having just lapped a struggling Eddie Labinjoh in the second Ecosse Imp. Eventually the inevitable happened and Willie Forbes in his usual Lotus-BMW passed Jock and began to draw away. Fletcher followed Forbes, and so Russell was now in third place with Chris Williams—leading the up to 1000 c.c. class, ahead of Birrell—rapidly closing on him.

Eventually the Aberdonian won by 8 seconds from Fletcher, with Jock Russell just holding off Williams for third, having driven what must be his best race yet. Graham Birrell was 5th and second in his class after a not very forceful drive, and Eddie Labinjoh was second last, 3 laps behind the winner.

The under 1200 c.c. Sports and GT race was somewhat uninspiring, John Nicholson leading by a fair margin in his lovely Lotus 23B GT—yes, GT—from Andy Barton's

Mini-Marcos and Absolam's Cinetta G4, until the last lap when Nicholson appeared slowly round the last corner, oil pouring from the rear of the Lotus. However he managed to coast the line just ahead of Barton.

Last race of the day was the Hartly White Trophy Championship race, over 25 laps—the longest race for saloons yet, for the fastest six saloons in each class. At the start Logan Morrison out-accelerated Birrell's Chamois again, and at the end of the first lap held a small lead from Birrell, Dryden, Muter, Labinjoh, Ronnie Morrison and Fisher, and there wasn't all that much room between the cars. After 10 of the 25 laps Fisher had dropped out and the first six were split into three groups of two, a glorious scrap going on in every group. Then Muter passed Dryden into 3rd spot and Gerry Birrell went missing, only to return at unabated speed a lap later. This left a happy Logan Morrison to win

from Muter.

After all this excitement there was still Chris Barber and Otilie Patterson to give the second concert. This was one of the best day's racing yet at Ingliston, and judging from the entry list for the next meeting (Trevor Taylor with a works Lotus 47; an Alan Fraser

Imp driven by Tony Lanfranchi, and F2 cars from Chris Lambert and Robert Lamplough), on October 1st, should be just as good. In addition to this top-class entry, the Red Arrows, that fantastic aerobatic team of the R.A.F. will be performing once again. See you there!

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## BRANCH NEWS

### London

This Branch has not done much for a little while, in fact not anything, neither have we been in print for a little while. However, one very good reason to change all that is to congratulate "News from the Mews" on its Tenth Anniversary; this also goes for the Association, of course, and to all the folk who have made Ecurie Ecosse, David Murray and the team, and everybody who has made this Association what it is. May you have continued success, E.E.A. and "News from the Mews," and may all your troubles be little ones.

Maybe, too, London Branch, we could use this Anniversary to try and get out of the doldrums! Soon you will be hearing from me with regard to the Branch Annual General Meeting in November, till then . . . .

EILEEN ALLAN

### Aberdeen

Officially retired, I have been coerced into writing for this column once again. (Not that I mind!)

Since the Aberdeen Branch Committee has always had a great deal of support from the area members (unlike some other unfortunate branches) it has been decided to hold two film shows in the near future at the Dee Motel, Garthdee Road, Aberdeen, on the following dates:

Wednesday, 25th October, and  
Wednesday, 29th November.

The film titles are at present being withheld (a normal Aberdeen con-trick) so be sure to go along and enjoy yourselves. Liquid refreshments will be abundantly available for those who wish them.

The new Aberdeen Secretary is Robert Hosie, 330 Hardgate, Aberdeen.

BRYAN SANGSTER