



# ECURIE ECOSSE

News From The Mews

The Official Journal of Ecurie Ecosse Association Ltd



Mrs Margaret Ballantine, wife of Vice-Chairman Harry Ballantine, presents the Alexanders of Edinburgh trophy to Mr Maurice Cracknell at the recent Concours d'Elegance.

2/-

Vol. 12 No. 1

October 1968

# Longer Track Makes for Better Racing

by Alastair Balfour

The Edinburgh Festival meeting at Ingliston on September 8 was the first to be held on the extended 1.03 mile circuit, and provided some of the best racing yet seen here. Unfortunately it was partially spoiled for Association members by the non-appearance of the Ecosse-Imps due to modifications still being in progress.

The main event, the 40-lap Jock McBain Memorial Trophy race, turned out to be perhaps the most exciting single-seater event ever seen at Ingliston. From the start Andrew Fletcher, his Brabham BT 18 at last going to his liking, took the lead, closely followed by Willie Forbes in his yellow Lotus 35-B.M.W., Howard Heerey and the Chevron F3, and Bill Dryden's Brabham BT21A.

But at West Gate, the new hair-pin at the end of the back straight, first Fletcher skidded letting Forbes into the lead, then Heerey spun and was rammed by Dryden, both cars being damaged sufficiently to prevent them from continuing.

All this left Forbes and Fletcher about 50 yards apart, and they stayed like this for about 30 laps. Meanwhile Dave Berry was driving superbly in his rather second-hand-looking Brabham F3, pulling up from 6th place to third by lap 10, and catching and passing Fletcher 20 laps later. Berry had crashed his car in practice and lacking the necessary parts, was packing up to go home when another competitor

who had arrived too late to race lent Berry his radiator.

About this time Forbes' car started to blow out oil in ever-increasing amounts, and it seemed highly probable that he would not make the finish. Berry caught and passed him on lap 36, only to spin off into the barriers near West Gate two laps later. A tragic end to a brilliant drive. At the same time a very disappointed Forbes coasted to a stop in front of the main grandstand with no oil pressure. All this left Fletcher in the lead by 26 seconds from Richard Scott in his Lotus 41, but it was then announced that Fletcher had been penalised 30 seconds by officials for jumping the start.

The tension on the last lap was tremendous. Fletcher crossed the line thinking he had won, then came Scott, still 26 seconds behind, to win by four seconds. Scott, of course, did not know of Fletcher's penalty, and was utterly amazed when he was told that he had won. This win lifted him in the Scottish championship to just one point behind the leader, Willie Forbes.

Apart from this, the meeting was also notable for, in the Marque Cars event, the incongruous sight of Chief Constable John Gott's huge Austin-Healey 3000 being chased, and held, by Bill Dryden's tiny 800 c.c. Honda. I don't know what has been done under the Honda's bonnet, but it is incredibly fast, holding the Healey on acceleration along the back straight!