



# *ECURIE ECOSSE*

News From The Mews



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Member in action! Vice-chairman Harry Ballantine competing at  
Ingliston in his home-built Marcos

2/-

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# '66 Swan Song at Ingliston

by Alastair Balfour

At the last meeting of the season, a 10,000 strong crowd saw Aberdeen driver Willie Forbes overcome his recent spell of bad luck to win both heats of the Lombank Trophy race, the main event of the day.

Alan Rollinson, who finished second in the Trophy race, upheld his very consistent performances this season and won "The Scotsman" Trophy Championship.

For once the rains held off for the entire day, an unusual event at Ingliston, and consequently practice was a quieter affair than usual.

In the first race of the day (Sports and G.T. cars over 1200 c.c.) an interesting entry was Digby Martland's Chevron G.T. which was second fastest in practice. Geoff Breakell of Bradford, in a 2 litre Brabham BT8, leapt into the lead at the start, closely followed by local man Bill Dryden in Nick Cuthbert's Elan and Richard Scott's Elva-BMW. The Chevron was left on the grid and started off half a lap behind the leaders. Breakell maintained his lead over Dryden until the end (an unusual position for Bill Dryden to be in) with Jimmy Veitch in his fast Viva taking third place in front of Martland, who had carved his way through the field to fourth place.

Next was the first 25-lap heat for the Lombank Trophy. Bill Dryden was entered in the Ecosse-Climax, Irishman Tommy Reid was in a 4.7 litre Crossle (making its first appearance at Ingliston), compatriot Luke Duffy was in a Cooper and Les Leson Championship leader Chris Lambert was in his F3 Brabham. These were the newcomers to the

circuit (with the exception of Dryden) and they were joined by the old faithfuls. Having made fastest practice time at 39 seconds (one second outside Bill Stein's outright lap record), Willie Forbes shot into the lead in his Lotus 35 BMW, closely followed by Reid, Lambert and Rollinson. At the end of the second lap, Forbes was still in the lead, with Lambert and Rollinson scrapping furiously for second place, with Dryden in fifth place. But fate had struck before half the field reached the second lap. Reid spun his Crossle at Shepherd's and collected S.M.R.C. Chairman John Romanes, countryman Luke Duffy and Englishman Terry Ogilvie-Hardy—quite a "national" get-together! The net result was that all the cars were too badly damaged to continue.

The final of the Lombank Trophy was heart-breaking for Ecurie Ecosse fans as the Ecosse-Climax broke a rear wishbone on the warming-up lap. Afterwards mechanics explained this was the result of the constant battering the suspension had received on the ridged concrete edges of the track. The car skidded on three wheels and exhaust system before coming to a halt. At the start Willie Forbes in his Lotus BMW went straight into the lead and proceeded to pull away from his rivals. In second place came Chris Lambert followed by Andrew Fletcher. Rollinson spun and dropped back to last place then began a tremendous fight back to make up for lost time. Driving brilliantly, by lap 7 Rollinson was in third place in front of Fletcher, but 15 seconds behind

Forbes. Meanwhile the Ecosse-Imp was doing very well in fourth place, almost but not quite making up for the absence of the bigger car. On the 17th lap Lambert retired with a broken half-shaft and Rollinson was now only  $7\frac{1}{2}$  seconds behind Forbes. However, to win the Lombank Trophy, Rollinson would not only have to pass Forbes but win by  $2\frac{1}{2}$  seconds, the margin of Forbes' win in the first heat. Lap by lap the gap narrowed until on the last lap Rollinson was right on Forbes' tail, but he did not have enough power to pass and so Willie Forbes won with Fletcher in third place and Graham Birrell in the Ecosse-Imp fourth. Exciting stuff.

The last two races were compara-

tively uneventful, Tony Fall winning the second saloon race from Duncan Fisher's Perdal Cortina and Bill Borrowman's Cooper S.

The last race of the day, for sports cars up to 1200 c.c. was won by Bill Turnbull (sales manager of David Murray's garage firm) in the Edinburgh-built L.W.S. from Crossley's Lotus 11. The early leaders in this race, John Corfield and Nicholson in Lotus 23s. had collided at Merchants', both cars being too damaged to continue.

This was one of the best meetings of the year, with slick organisation and very exciting racing. Once again a hearty vote of thanks must go to the Scottish Motor Racing Club. See you all next year.



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