

THE Edinburgh Festival Race Meeting at Ingliston on Sunday last had little festival air about it, with a damp track for the morning's practice and threatening skies keeping the usual crowd of spectators away. However, those who did come saw Alan Rollinson back once more to demonstrate his mastery by winning the up to 1200 cc racing car event, and then retain the Jock McBain Memorial Trophy for the second year by running off with the main 40-lap event, in his Frank Lythgoe Brabham.

The Alan Fraser team with two Imps, for Nick Brittan and Ray Calcutt, similarly cleaned up the saloon car events, trouncing the local fast men.

The 10 events laid on for the afternoon all started bang on time. First was a 10-lap up to 1200 cc saloon car race; Ian Pinkerton (A40) was expected to make the running and so he did, opening a huge lead straight off the start from Bob Haining (999 Cooper), Keith Robertson (962 Mini) and Iain Fraser (997 Cooper). It was the end of lap 3 before Haining got the message

row but being dragged by the Peralda Chamois of Gerry Birrell, which soon went off song and retired. Tony Charnell (Imp) got steamed up and retired next in this "Ten Little Niggers" type event, letting Bill Borrowman (Sport-Tune Mini-Cooper S) into third with Alastair Robertson fourth some way behind; by lap 9 they had both disappeared, bringing Ron McCutcheon (Mini-Cooper S) into third at the flag.

The main race of the day, over 40 laps, was the longest so far held at Ingliston. Alan Rollinson was the favourite to win, but Willie Forbes had found a new rear hub carrier in Edinburgh for his Lotus, which was damaged in practice. However, his bad luck struck again when he went off at Bankers on the opening lap, leaving Rollinson a secure leader, with Bill Dryden motoring the Ecosse Climax steadily in his second event with this powerful car. Jock Russell (Russell Ford V8) had Andrew Fletcher's F3 Brabham firmly in his shadow until lap 22 when Fletcher got past, and John Romanes (Lotus 35) claimed fifth after Andy

next up. Such was Nicholson's pace that he still annexed third in spite of the penalty.

The final event, for the six fastest saloons in each event, brought the Fraser Imps up against the big Minis; from their front row positions they took charge of this 15 lap event with Nick Brittan leading Ray Calcutt throughout, holding off Davy Muter, whose clutch gave out on lap 11, leaving Ronnie and Logan Morrison squabbling for third ahead of Sandy McCradun (Anglia) in fifth place.

RESULTS

Saloons up to 1200 cc (10 laps): 1, R. J. Haining (Mini-Cooper), 7 m 58 s, 57.19 mph; 2, K. Robertson (Mini); 3, D. I. Fraser (Mini-Cooper). **Fastest lap:** Haining and J. Pinkerton (A40), 60.0 mph. **GT and sports—over 1200 cc (10 laps):** 1, W. N. Dryden (Lotus Elan), 7 m 04.0 s, 64.49 mph; 2, H. Heerey (Chevron); 3, R. Scott (Elva-BMW). **Fastest lap:** Scott, 66.56 mph. **Racing cars up to 1200 cc (15 laps):** 1, A. W. Rollinson (Brabham F3), 10 m 11.1 s, 67.14 mph; 2, A. D. T. Fletcher (Brabham F3); 3, W. Forbes (Ecosse-Imp). **Fastest lap:** Rollinson, 68.91 mph. **Saloons over 1200 cc (10 laps):** 1, D. J. Muter (Mini-Cooper S), 7 m 31.4 s, 60.55 mph; 2, R. F. Morrison (Mini-Cooper S); 3, W. L. Morrison (Mini-Cooper S). **Fastest lap:** Muter, 63.04 mph. **Clubmen's cars (10 laps):** 1, H. Heerey (Chevron), 7 m 17.1 s, 62.52 mph; 2, L. Cochran (Lotus 7); 3, Miss J. Hutchinson (Terrier). **Fastest lap:** Heerey, 64.98 mph. **Marque cars (10 laps):** 1, J. E. Milne (MG Midget); 2, G. Birrell (Lotus Elan); 3, I. Naismith (Lotus Elan). **Fastest lap:** Milne, 60.39 mph. **Saloons up to 1200 cc (10 laps):** 1, R. F. Calcutt (Fraser Imp), 7 m 26.0 s, 61.34 mph; 2, N. Brittan (Fraser Imp), 7 m 26.2 s; 3, R. D. McCutcheon (Mini-Cooper S). **Fastest lap:** Calcutt, 63.33 mph. **Jock McBain Memorial trophy (40 laps):** 1, A. W. Rollinson (Brabham), 26 m 48.5 s, 67.98 mph; 2, W. N. Dryden (Ecosse Climax); 3, A. D. T. Fletcher (Brabham F3). **Fastest lap:** Rollinson, 70.33 mph. **Sports and special GT cars up to 1200 cc:** 1, A. A. Barton (Mini-Marcos), 7 m 51.3 s, 57.77 mph; 2, J. Absalom (Ginetta); 3, J. Nicholson (Lotus 23B). **Hartley Whyte Trophy race (15 laps):** 1, N. Brittan (Fraser Imp); 2, R. Calcutt (Fraser Imp); 3, R. F. Morrison (Mini-Cooper S).

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By BILL HENDERSON

and closed on the flying A40, while Fraser did likewise to Robertson. K. H. Allan, P. Henderson, Nick Waterhouse and N. Eginton, meanwhile, diced their Coopers behind Ian Birrell in a lonely fifth spot. Further back, Corinne Charnell was throwing her Imp along when both Pinkerton and Haining loomed large in her mirrors on the final lap; the former essayed the right side of her Imp and slid on the grass verge, nicking poor Corinne into the greenery, while he was side-swiped by Haining's Cooper from the other side; the A40 completed the straight on its roof, to end up against the barrier at Shepherds. Haining continued in his much-battered Cooper to win, while Pinkerton was pulled out with only a grazed shoulder.

The second event, a 10-lapper for sports and special GT cars over 1200 cc, was something of an anti-climax after this, as Bill Dryden had a runaway win in the Cuthbert Elan, some way ahead of a determined Horace Heerey, renewing battle in his Chevron with Ian Cochrane (Lotus 7), who held the Chevron off for but two laps; Cochrane was next hounded by Richard Scott (Elva-BMW) who took third place around half distance when the Lotus disappeared, leaving fourth to Ernest Blackadder, who had made a poor start in his yellow Elan and had to overcome sundry Marcos-Fords, Lotus 7s and a TVR.

The up to 1200 cc racing car 15-lapper found Andrew Fletcher and Alan Rollinson outstripping the field in their Brabhams, cornering side by side until the Lythgoe Brabham finally clinched things on lap 8. Behind, John Millar was a rather insecure third, as Willie Forbes was getting acquainted with the Ecosse-Imp; he eventually hurled the car past the Brabham on the inside at Shepherds. Dave Booton drove his new red Brabham well on his first visit to the circuit to keep ahead of Dave Rees in the other Lythgoe car.

Event four, for over 1200 cc saloons, was plagued with non-starters, none of the Peralda Anglias being fit, and Fred Heaney's fleet 1400 cc Cooper S scratched. Sandy McCracken howled his Anglia into the lead but was docked 30 secs for jumping the start, dropping him to fourth. However, he kept Davy Muter and Ronnie and Logan Morrison (Mini-Cooper Ss) at bay throughout, with a long gap to Jimmy Fewell, in an ailing Mini which was soon gobbled up by G. Carr (Cooper). Logan Morrison grabbed third but a broken gear lever gashed his palm and he dropped to fourth, the leading four closing up with the positions unchanged at the flag-fall.

Horace Heerey (Chevron) again had to overwhelm Ian Cochrane (Lotus 7) in the 10-lap race for clubmen's cars, but Cochrane never let up, the pair lapping the field and the Chevron driver establishing a new class record in the process; Jill Hutchinson (Terrier) took third place a lap in arrears, while a number of cars succumbed so that only six were classified as finishers.

There were shocks aplenty in the 10-lap *marque* car race, when first Ronnie Morrison stormed his 4.2 E-type into the lead ahead of pole man Gerry Birrell (Elan), then proceeded to lose it in a big way at Vet's Corners, held it admirably and avoided contact with anything solid, and restarted at the tail of the field, earning applause from the stands. Up front, John Milne (Dick Jacobs Midget) from the third row passed Birrell, as Donald Carmichael (Sprite) dropped down to eleventh place. Ian Naismith (Elan) never gave up trying but to no avail, and as predicted in the programme it was John Milne's race.

The Fraser Imps took the field for the second up to 1200 cc race, leaving the grid from the front

Goodfellow had spun his Cooper-Ford while blinded by blood from a cut from a flying stone. Rollinson ran out an immaculate and popular winner.

The event for Sports and special GT cars up to 1200 cc found John Nicholson (Lotus 23B) penalized half-a-minute for a jumped start. However he continued and pulled away from Andy Barton's Mini-Marcos, with J. Absalom (Ginetta)

ALAN ROLLINSON (Brabham) leads Bill Dryden (Ecosse Climax) and Jock Russell (Russell-Ford) into Shepherds in the Jock McBain Trophy race (below). NICK BRITTAN (Fraser Imp) gets the inside line from Gerry Birrell (Peralda Chamois) at Shepherds; Ray Calcutt and Tony Charnell (Imps) follow (bottom).

