

IF THE vast crowds who swarmed the new Ingliston circuit at the Royal Highland Showground, near Edinburgh, on Sunday 11th April, were anything to go by, the Scottish M.R.C. have certainly catered for a long felt need in Scotland. This delightful, if tiny, circuit of about three-quarters of a mile has been designed with the spectators in mind and has so many difficult swerves that the paying customer can observe drivers hard at work over most of the circuit.

For the opening meeting the weather was most unkind, being bitterly cold and serving up all the variations from brilliant sunshine, through rain and sleet to a howling gale. However, this in no way deterred the crowd, who filled the large grandstand long before racing was due to start and overflowed into the spectator areas. Mechanics had the luxury of covered concrete stalls in the paddock, but in between, the prevailing weather turned the ground into sticky mud, which with so much new excavation work to prepare the track was being washed over it, covering drivers and cars in a brown coating.

Drivers found they had to work extremely hard all the way, there being little in the way of straights, and the bends come up so quickly that often one is forced to take a wrong line on a slower bend to line up correctly to tackle the faster swerve following. Substantial steel rails line the more difficult turns and any error generally would entail damage—as P. Mossman (Diva-Ford) and Ian McAlister (Lotus 18) found to their cost in practice.

After an opening ceremony performed by A. K. Stevenson and Jim Clark, chairman of the Scottish M.R.C., the former driving the directors round the track in a 1916 Albion, the first of the 12 events started promptly at 2-15. All events except that for the 20-lap Scotsman trophy were of 12 laps.

The first event was for over 1,200 c.c. G.T. cars and had rallyman Andrew Cowan on pole position in the ex-Jim Clark prototype Elan with 1964 Scottish speed champion Ronnie Martin alongside in his white Elan. These two set the pace, with Martin screaming off the line to hold off Cowan all the way. The heavens opened for the Mini race (which included sole examples of Saab Sport, Anglia, Alan Barton's much cut-about Morris 1000 and Margaret Mackenzie's (Imp), but the other Jim Clark (970 Mini-Cooper S) splashed through Bankers' in the lead, ahead of Barton, who later disappeared. Next time round Ron McCutcheon (999 Mini-Cooper S) was challenging and Jimmy Clark, who had joined Anthony Marsh in the commentary box, predicted that his namesake would have to give best to McCutcheon. Whether the driver heard this or not, he had a moment in the Esses at Banker's which was seized by McCutcheon to snatch the lead, and pull away.

Adam Wylie (Lotus 31) led off the up to 1,200 c.c. racing cars and lost it at Shepherd's, being joined by several others including Alan Rollinson (Cooper-Cosworth) in a mêlée of cars and straw, from which Andrew Fletcher emerged in his red Brabham to take the lead. Wylie recovered quickly, as did Rollinson, the former hauling back to second ahead of Andrew Goodfellow (Cooper F3) but Rollinson not being able, despite going very fast, to better fourth.

Event four for over 1,200 c.c. sports cars gave J. S. Calvert a victory in his G.T. Elan from the ever present John Blades (Ginetta G4). The up to 1,200 c.c. G.T.s started in a howling gale of wind and rain. Johnston in the Aurelli Accessories M.G. Midget, bombed round in a secure lead ahead of D. D. Carmichael who, despite spinning his Midget at Farmer's, kept ahead of K. D. Pattullo (Midget).

Bill Stein shot off in a cloud of spray to lead the racing car event in the Ecosse-Climax, built specially for this track, while Jock Russell, not to be outdone, blasted the eardrums of those in the packed grandstand before sliding off after the Esses, demolishing a show stand in the process. By lap three Willie Forbes driving the more manageable Elva-B.M.W. was closing on the Ecosse car, as Malcolm Templeton and John Romanes battled in their Brabhams. Lap 4 found Forbes ahead and with a 2 secs. lead being held until lap 7, when the leading pair started lapping back markers. Alan Rollinson held a lonely third spot, but on lap 10 Forbes pulled over in front of the stands and let Stein through to make fastest lap so far in 45.2 secs.

The thunder of exhausts heralded the vintage race, all eight Bentley-mounted, so the customers could see the drivers at work. And work they did, with A. K. McCosh (44-litre) storming around shadowed by Frank Sowden (8-litre).

Jimmy Rae (M.G.B) had a runaway win in heat two for the over 1,200 c.c. G.T. cars, but his speed was somewhat down on the Elans in heat one.

The major race of the day for the Scotsman Trophy was over 20 laps and featured the 10 fastest racing cars. Unfortunately only nine made the grid and when Willie Forbes (Elva-B.M.W) pulled in there were eight. However, Stein leading in the Ecosse-Climax was being shadowed by Alan Rollinson, who got his Cooper-

Cosworth to within 1 sec. of the leader on lap 8. Rollinson's engine went off-song around lap 15 and the Ecurie Ecosse man pulled away to make the fastest lap so far, in 44.8 secs. Rollinson stopped on lap 18 and let the consistent Tommy Reid (Lotus-Ford 22) take second with Adam Wylie (Lotus-Ford 31) third.

The over 1,200 c.c. saloons lost some interest when the exuberant Ed Labingoh packed up on lap one and a straw bale squabble at Shepherd's further spread the field. T. R. Fetherstonehaugh (1275 Mini-Cooper S) made the running.

The second last event provided a win for Willie Forbes (Elva-B.M.W.) well ahead of V. Connolly (Lotus 17), while on the closing laps J. Millar (Lotus 23) overhauled J. Nicholson (Lotus 11) for third. The final event for up to 1,200 c.c. sports cars showed a win for J. Nicholson (Lotus 11) with M. H. Gill (Terrier) in second place, but chased in the later stages by G. Crossley (Lotus 11), who had suffered from an earlier spin. So finished the first Ingliston meeting.

#### RESULTS

Grand Touring cars over 1,200 c.c. (12 laps): 1, R. C. Martin (Lotus Elan), 54.1 m.p.h.; 2, A. W. Cowan (Lotus Elan); 3, J. E. Milne (M.G. Midget). Saloons cars up to 1,500 c.c. (12 laps): 1, R. D. McCutcheon (Mini-Cooper S 999), 51.4 m.p.h.; 2, J. Clark (Mini-Cooper S 970); 3, B. Coyle (Mini-Cooper S 1071). Racing cars up to 1,200 c.c. (12 laps): 1, A. D. T. Fletcher (Brabham-Ford F3), 55.0 m.p.h.; 2, A. R. Wylie (Lotus-Ford 31 F3); 3, A. C. Goodfellow (Cooper-Ford F3). Sports cars up to 1,200 c.c. (12 laps): 1, J. S. Calvert (Lotus Elan), 52.5 m.p.h.; 2, J. E. Blades (Ginetta-Ford G4 1650); 3, V. Connolly (Lotus-Climax 17). Grand Touring cars up to 1,200 c.c. (12 laps): 1, J. P. M. Johnstone (M.G. Midget), 51.2 m.p.h.; 2, D. D. Carmichael (M.G. Midget); 3, K. D. Pattullo (M.G. Midget). Racing cars (12 laps): 1, W. J. Stein (Ecosse-Climax 2.5), 57.4 m.p.h.; 2, W. Forbes (Elva-B.M.W. Mk. 7); 3, A. Rollinson (Cooper-Cosworth F2). Vintage cars (12 laps): 1, A. K. McCosh (Bentley 41), 48.5 m.p.h.; 2, F. A. Sowden (Bentley 81); 3, J. E. Barraclough (Bentley 41). Grand Touring cars over 1,200 c.c. (12 laps): 1, J. S. Rae (M.G.B), 51.7 m.p.h.; 2, W. B. M. Donaldson (A.H. Sprite-Ford); 3, T. E. Blackadder (Porsche Super 50). Formula Libre (20 laps): 1, W. J. Stein (Ecosse-Climax 2.5), 39.2 m.p.h.; 2, T. D. Reid (Lotus-Ford 22 1.6); 3, A. R. Wylie (Lotus-Ford 31 F3). Saloons cars over 1,200 c.c. (12 laps): 1, T. R. Fetherstonehaugh (Mini-Cooper S 1275), 54.5 m.p.h.; 2, J. R. Kennerley (Lotus Ford Cortina); 2, G. Birrell (Ford Anglia). Sports-racing cars (12 laps): 1, W. Forbes (Elva-B.M.W. Mk. 7), 55.2 m.p.h.; 2, V. Connolly (Lotus-Climax 17); 3, J. Millar (Lotus-Ford 23). Sports cars up to 1,200 c.c. (12 laps): 1, J. Nicholson (Lotus-Ford 11), 51.1 m.p.h.; 2, M. J. Gill (Terrier-Ford Mk. 2); 3, G. Crossley (Lotus-Climax 11).

## INGLISTON OPENER

Vast crowds at first ever race meeting at Ingliston, near Edinburgh.

by BILL HENDERSON

SCOTTISH WIN on a Scottish circuit. Bill Stein in the wet with the Ecosse-Climax with which he won the Scotsman Trophy at Ingliston.

