



# *ECURIE ECOSSE*

News From The Mews



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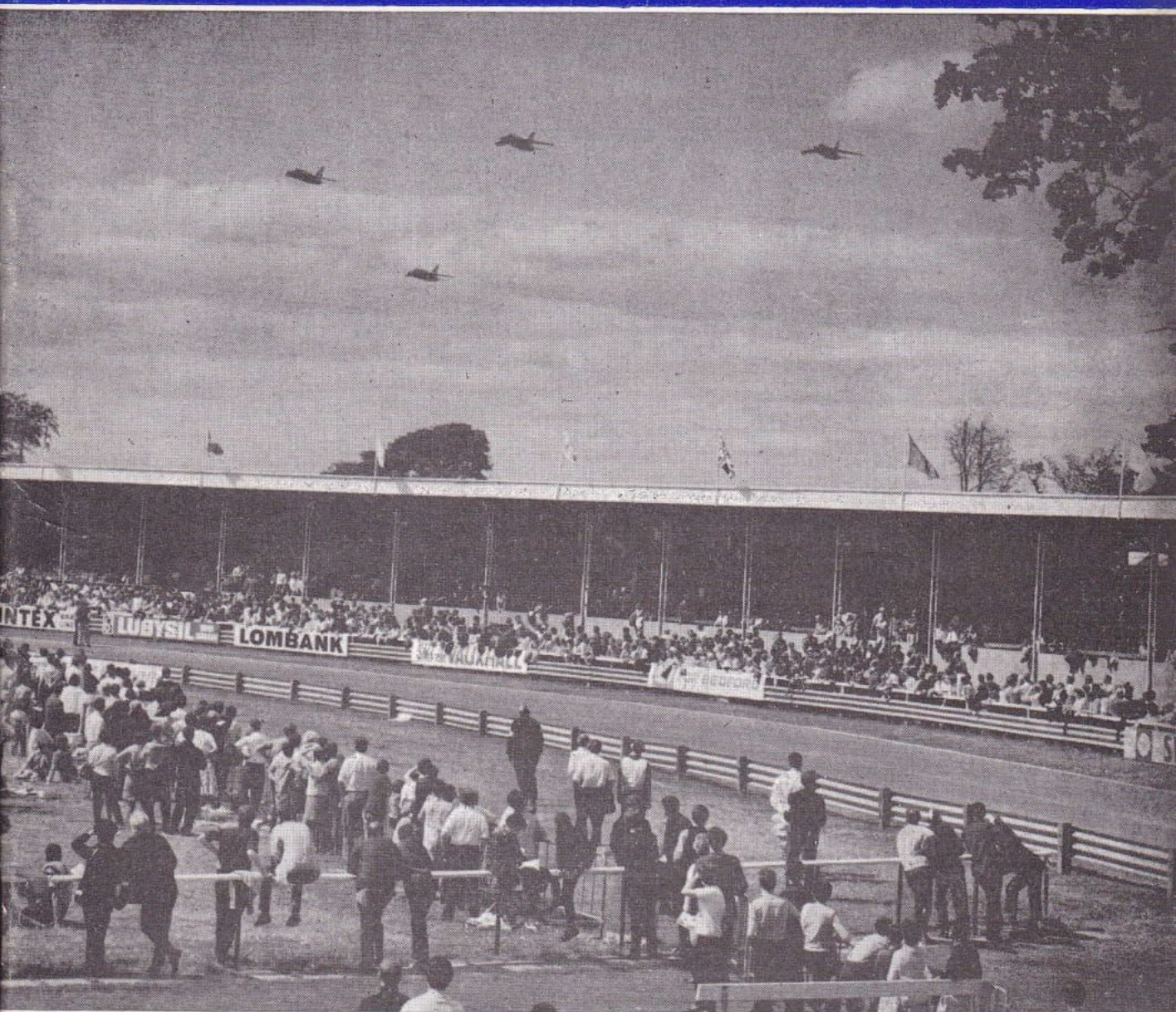


Photo: "The Scotsman"

The Red Arrows during one of their impressive displays  
at a recent Ingliston meeting.

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# A Record-Breaking Ingliston

by Alastair Balfour

The S.M.T. Trophy race meeting on the 23rd July was a record-breaking one in many respects; lap records fell, crowd attendance was a record (17,000, with the gates having to be closed 30 minutes after the meeting started) sun-shine must have been the best yet, and speed records were shattered by the R.A.F.'s Red Arrows Aerobatic Team with a fantastic display of ground-level flying.

Practice was as eventful as ever, a notable casualty being Peter Gethin, come north to try to retain the S.M.T. Trophy and the King Hussein Trophy, who damaged his F3 Brabham. Before racing started a little ceremony was held in the commentary box, where a presentation was made to that G.O.M. of Scottish motor sport, A. K. Stevenson, celebrating his 80th birthday that day.

The first Formula Vee race to be held in Scotland, and the first event in a series of four for a Scottish Vee Championship, started off the programme. Out of an entry of 15 cars, Nick Brittan, in a Beach entered by the works V.W. team, had been fastest in practice, with the 24-year-old blonde, Jenny Nadin, leading in the British Formula Vee Championship, beside him on the grid.

Brittan jumped straight into the lead and was never headed, finishing 10 secs. ahead of Heerey and Jenny Nadin who had cheekily passed Andrew Cowan for third place on the last corner. The cars, despite their bulk and lack of drama, lapped surprisingly fast, Britain's best time being 63.3 m.p.h., a good Cooper S time.

The over 1200 c.c. saloons race was a shadow of what it might have

been, judging from the entry list, as Jaguar 3.8 Mk 2 and Vitesse didn't start while a past winner of the event, the Jaynick Anglia, had gearbox trouble and was reduced to touring gently round. Jim Dryden won from Bill Borrowman and Ed. Labinjoh, all Cooper S-mounted.

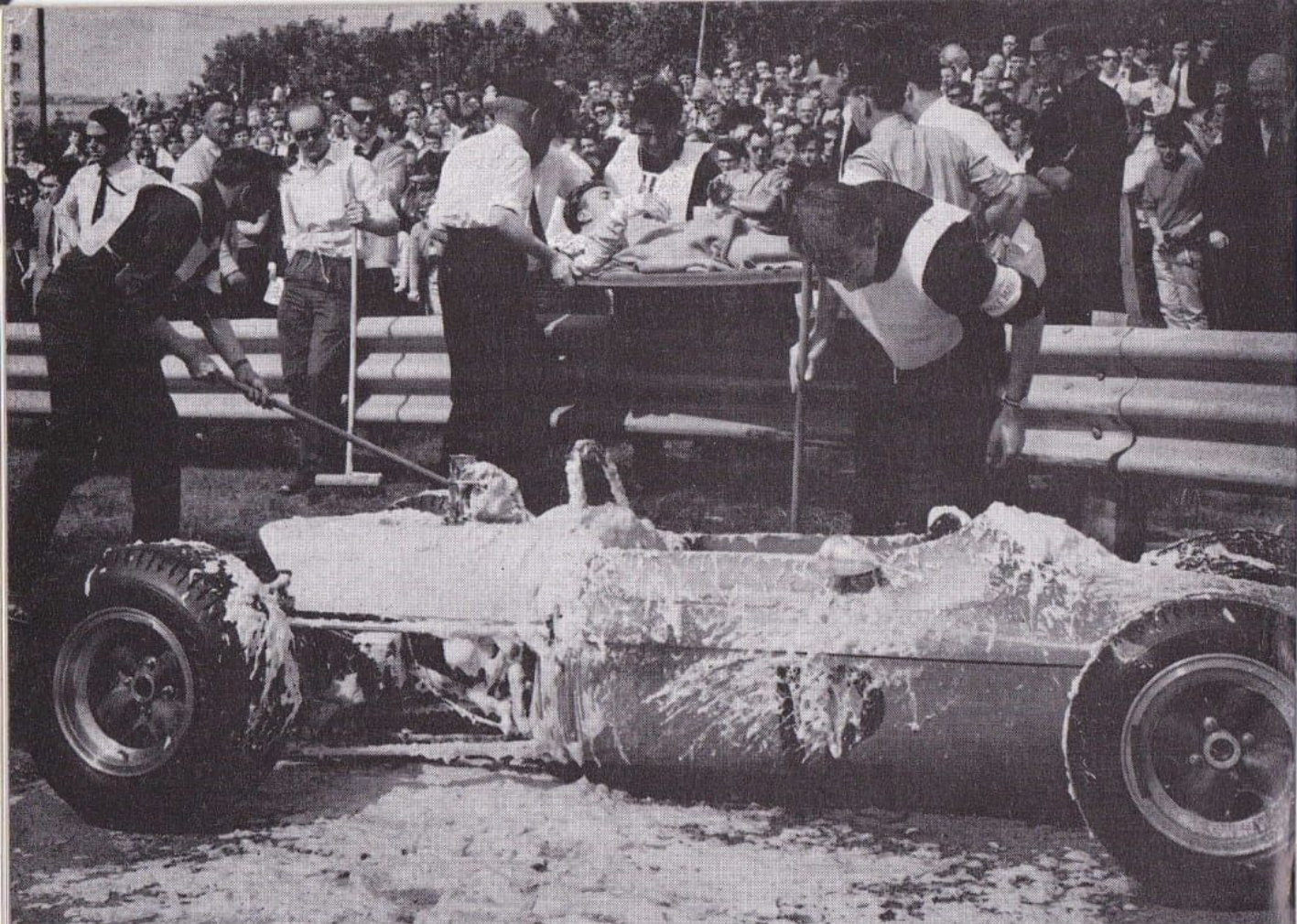
Next was the first 25 lap heat for the S.M.T. Trophy, and a very interesting entry was Radio London driver, Keith St. John, with a 3 litre McLaren Climax. However—you've guessed it!—the car didn't turn up. On the front row of the grid was Andrew Fletcher in his 1600 c.c. Brabham BT 18 in pole position, Willie Forbes' usual Lotus-BMW and Surrey driver Chris Williams and his F3 Brabham.

When the flag fell Fletcher hesitated and finally got away 4th last. Meanwhile Forbes had taken a lead he was never to lose. Behind the leader was Williams, John Romanes, chairman of the promoting company at Ingliston, in his Martin-engined Lotus 35, and Julian Gerard in a Cooper 74.

Allan Rollinson, last year's Ingliston champion, disappeared from the lap-charts on lap 3 only to reappear a lap later. Then Fletcher went off and stayed off the circuit. Meanwhile up at the front Forbes and Williams were battling for the lead, Williams with an engine half the capacity of that of Forbes' car.

Then on the 21st lap Rollinson's car caught fire at the front and he crashed into a barrier at Gardeners, ripping a wheel off his new Brabham. He struggled out of the car and was given first aid by track marshals while the fire was put out. Later it was learned that he had

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*A foam-covered Brabham bears witness to the marshalling efficiency as Allan Rollinson is carried to an ambulance.*

*Photo: Evening News.*

TASTE THE DELICIOUS PERFECTION OF DRAMBUIE

A LIQUEUR BLENDED FROM THE MOST DELIGHTFUL SECRET OF ALL TIME

THE UNIQUE SCOTTISH LIQUEUR

**PRINCE  
CHARLES  
EDWARD'S  
LIQUEUR**

burns on his chin, hands and legs, but his condition was said to be "cheerful"!

So the race ran out with Forbes an unflurried winner by 2 secs. from Williams, with Romanes, Gerard and Jock Russell in 3rd, 4th and 5th places.

The second saloon car race for under 1200 c.c. cars was won as expected by Gerry Birrell in the 1140 c.c. Climax-engined Chamois, but not without a fight, for Logan Morrison in one of last year's Fraser Imps proved surprisingly fast and took 2nd place. Behind this pair, Davey Forsyth's Cooper S pursued and finally caught Tony Charnell's "Chammy" Sport, but just failed to pass him on the line, though they managed to bump bumpers after they had been given the chequered flag.

The 25-lap King Hussein Trophy race for F.3 cars was a procession, with Chris Williams winning from D. Berry, both in Brabhams. The two Ecosse Imps were entered, driven by Graham Birrell and Willie Forbes, and were impressive in the race, holding 4th and 5th places respectively until after about 20 laps Forbes slowed, dropping back into 7th slot. Meanwhile Birrell was all set to take 4th but was caught napping by Peter Gaydon's Brabham, which passed the blue Imp on the last corner.

In the event for Special G.T. cars Nick Moor had entered a Lotus 47, the new Europa-bodied car, for John Blades to drive.

However Bill Dryden in Nick Cuthbert's Elan led off the grid and stayed in front despite the desperate attempts of Blades in what was clearly a more stable car on the corners. On the last corner of the last lap (again!) Blades tried to force his way past, spun, got going again, and acceler-

ated across the line to just pip Andrew Cowan in Harry Ballantine's lovely Marcos G.T. for 2nd. Behind all this excitement Ernest Blackadder was rotating his Elan in the same spot after his fight for 3rd place.

The final heat for the S.M.T. Trophy was won by Willie Forbes by 3 secs. from Chris Williams, thus gaining the Aberdonian the Trophy. Jock Russell made a fine start into second place on the first lap but once again poor Jock got carried away and spun at Merchants, re-starting at the tail of the field and retiring on the 8th lap. John Romanes, too, started well, but fell back with brake trouble to finish 5th. Julian Gerard and Peter Gaydon took 3rd and 4th places.

After this event, the Red Arrows pilots, now in natty blazers, made a lap of honour to a tremendous reception from the crowd.

Final event of the day was the Hartley Whyte Trophy race for the fastest six saloons in each class, and this race is generally as hairy as one might expect! There were two Imps and a Cooper S on the front row of the grid, and the Mini wasn't the fastest. How things have changed! Gerry Birrell won from Logan Morrison, Ed. Labinjoh and Jim Dryden, but there was fierce fighting all through this event.

A feature of this meeting was the aluminised asbestos fire suits, and four marshals wearing these were stationed round the circuit at likely points. According to Mr Ian Scott Watson, secretary of the meeting, these suits were specially made for Ingliston by a Glasgow firm. Also at this meeting was a new type of foam burns dressing, used on Allan Rollinson. It is very encouraging to see this Scots circuit taking a lead in such vitally important matters.

This meeting was one of the best yet from Scotcircuits Ltd. Let's hope the next, on 13th August, is as good.