



JIM CLARK starts the Guards Trophy final.

Third Ingliston meeting

Jim Clark and Jackie Stewart attend Scottish M.R.C.'s event

By BILL HENDERSON

FOR their third meeting at Ingliston, the Scottish M.R.C. laid on some real crowd pullers last Sunday, what with the presence of Jim Clark, Jackie Stewart demonstrating the Rover-B.R.M., and 12 races all packed into a space of just over four hours.

As most categories were swamped with entries, the club provided two races in each case, the prevalent malady of non-starters allowing reserves to race in most instances.

The first event, a 12-lapper for up to 1,200 c.c., saloons, set the tempo for the meeting when a real set-to developed after A. Charnell whipped his Imp off the line, heading Graham Birrell (Chamois), and Iain Fraser (Mini-Cooper). Those two were ably backed by Mrs. Charnell and Gerry Birrell, similarly mounted. After Jim Dryden retired his Mini-Cooper, Iain Fraser shot past Graham Birrell and set about Charnell, taking the lead on lap 9 and gradually pulling ahead to the flag.

The second race later in the afternoon was enlivened at the outset when G. Kennedy lost his Mini-Cooper at Bankers, but his teammate, Rod McCutcheon, secured the lead, Andy Barton Morris 1000 being tied up with Bill Borrowman until a soft tyre meant retirement for the latter.

Despite a shoal of non-starters, the over 1,200 c.c. G.T.s provided the highlight of the afternoon, when Bill Stein from pole position in the Ecurie Ecosse Tojeiro held a lead in a high-speed train with Eric Liddell and Mike Beckwith (Elans), this only broken when Beckwith stole the line from Liddell at Gardiners. This dice had even Jim Clark and Jackie Stewart hopping with excitement, but the second race quietened a little after Harry Ballantyne lost the lead when spinning his Marcos-Volvo, giving Gerry Birrell the chance to show the speed of his 2-litre Perdal-Anglia, to pull away from Jimmy Rae who never gives up trying to pass in the Joe Potts M.G.B.

The first 12-lap heat of the Guards Trophy race was rather tame by comparison, but gave Andrew Fletcher (Brabham F3) a fine win from M. H. Gill's similar car with J. Millar (Lotus 23) and T. Bibb (Cooper F3) fighting for third.

The second heat included the faster machinery and featured a real carve-up by Willie Forbes (Elva-B.M.W.) and Bill Stein (Ecosse-Climax). Jock Russell had his Russell-Ford really motoring, but had to subdue Mike Beckwith (Elan) and Andrew Goodfellow (997 Cooper F3), leaving him no time to tackle third place man David Bridges (Brabham 1600).

The Ecosse Tojeiro did not appear for the sports car race, leaving Forbes to establish a handsome lead over Eric Liddell (Elan), but the next event, with a solid phalanx of large-engined Minis promised more excitement. Alas, Tom Christie had a shunt on the first lap, and it was left to Rob Smith and Tim

Fetherstonhaugh to make the running.

The over 1,200 c.c. G.T.s started with a real ding-dong between Jimmy Mackay (Lotus 11 G.T.), John Milne (Midget) and G. McWilliam (Marcos), the leader spinning but restarting alongside the Midget to maintain his place, while a sick motor in the Marcos brought J. Johnston a third in his well-driven Midget.

After Jackie Stewart had "Hoovered" the track, with Jim Clark "navigating" the Rover-B.R.M., the 10 fastest were flagged off by Clark for the 20-lap Guards Trophy. Stein was outraged once more by the Elva-B.M.W. of Forbes, but overwhelmed the red car on lap 3 and proceeded to pull away and break the circuit record with a lap in 39.4 secs., 69.3 m.p.h. Andrew Goodfellow was going great guns in his Cooper F, Fletcher in the F3 Brabham taking six laps to catch him, but he had Jock Russell hurtling after him, the big Ford-engined car going really well until lap 11, when Jock's bad luck struck at Gardiners.

The over 1,200 c.c. saloons provided the next excitement, Graham Birrell snarling the Perdal-Anglia into a safe first place ahead of T. Simpson (Lotus Cortina), who was chased by Bob Blaylock in the second Perdal-Anglia. Neil Dangerfield provided additional interest with Nippon Racing's Isuzu Bellett, which he spun but which had proved fast on this circuit.

The final event in this fine day's sport found John Milne (Midget) successfully keep M. H. Gill (Terrier) at bay for 12 laps while G. Crossley (Lotus 11) had a private scrap with D. M. Ross in the Aberdeen Racing (Lotus 11 G.T.).

RESULTS

Saloon cars up to 1,200 c.c. Race 1: 1, Fraser (Mini-Cooper), 10 m. 10.6 s.; 2, A. Charnell (Hillman Imp); 3, G. Birrell (Singer Chamois). Race 2: 1, R. McCutcheon (Mini-Cooper), 9 m. 10.8 s.; 2, A. Barton (Morris 1000); 3, D. N. Smith (Mini-Cooper S). G.T. cars over 1,200 c.c. Race 1: 1, W. J. Stein (Tojeiro-Ford EE), 8 m. 45 s.; 2, M. Beckwith (Lotus Elan); 3, W. N. A. Dryden (Lotus Elan). Race 2: 1, G. Birrell (Ford Anglia), 9 m. 58 s.; 2, J. S. Rae (M.G.B.); 3, A. I. Robertson (Lotus Elan). Formule Libre. Heat 1: 1, A. D. T. Fletcher (Brabham-Ford F3), 8 m. 36 s.; 2, M. H. Gill (Brabham-Ford); 3, J. Millar (Lotus-Ford 23). Heat 2: W. Forbes (Elva-B.M.W. Mk. 7), 8 m. 12.6 s.; W. J. Stein (Ecosse-Climax); 3, D. Bridges (Brabham-Ford 1600). Final: 1, W. J. Stein (Ecosse-Climax), 13 m. 33 s.; 2, W. Forbes (Elva-B.M.W. Mk. 7); 3, A. D. T. Fletcher (Brabham-Ford F3). Sports cars over 1,200 c.c.: 1, W. Forbes (Elva-B.M.W. Mk. 7), 8 m. 28 s.; 2, E. Liddell (Lotus Elan); 3, I. Cochrane (Lotus 7 G.T.). Saloon cars over 1,200 c.c. Race 1: 1, R. G. Smith (Mini-Cooper S), 8 m. 54 s.; 2, T. R. Fetherstonhaugh (Mini-Cooper S); 3, I. McGowan (Mini-Cooper S). Race 2: 1, Graham Birrell (Ford Anglia), 9 m. 12.8 s.; 2, T. Simpson (Lotus Cortina); 3, R. Blaylock (Ford Anglia). Sports cars up to 1,200 c.c.: 1, J. Milne (M.G. Midget), 9 m. 16 s.; 2, M. H. Gill (Terrier-Ford Mk. 2); 3, G. Crossley (Lotus 11). G.T. cars up to 1,200 c.c.: 1, J. Mackay (Lotus 11 G.T.), 9 m. 13.4 s.; 2, J. Milne (M.G. Midget); 3, J. Johnstone (M.G. Midget).