

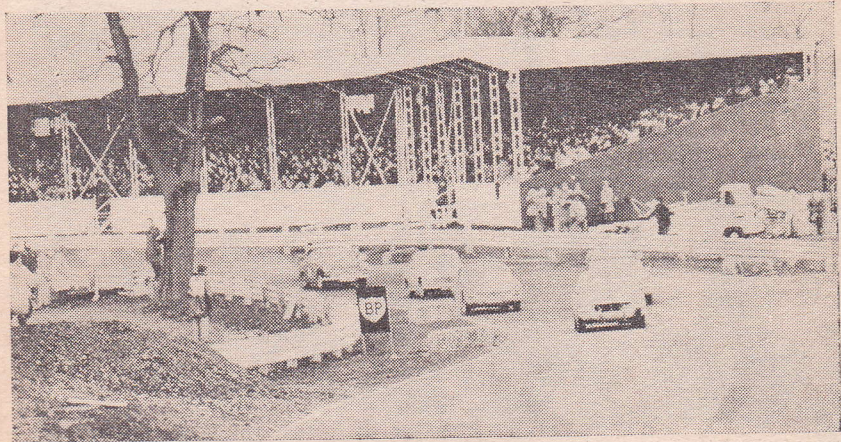
New Circuit

little longer than 0.76 of a mile, though it should not be forgotten that this track (described by one motoring correspondent as a "mini-circuit") is perhaps more demanding than many international circuits. Well-known driver Andrew Cowan, from Duns in Berwickshire, who drove his Lotus Elan into 2nd place in the opening race said that "there is little room or time for mistakes." Jackie Stewart who had walked around the track a week ago expressed the view that "the bends are a good test of driving skill"—and indeed in the event a number of cars suffered minor damage. Among these were enthusiastic Jock Russell and J. G. MacWilliam who spun off during practice in his Marcos Mk. 2, and was forced to retire with minor head laceration—fortunately the worst mishap of the afternoon. The tight corners were made even more hazardous by a heavy April shower just before lunch which considerably reduced the expected lap times. In practice the week before, director John Romanes, with his Brabham-Ford claimed that he had reached 95 m.p.h. at the fastest point but today the top speed was achieved by Bill Stein driving the specially built Ecosse-Climax lapping in 44.8 sec (61 m.p.h.).

As was expected by many locals, Ecurie Ecosse easily won the Scotsman Trophy race which delighted Patron David Murray, who said afterwards "there was too much power of course, and the wet weather didn't help, but it (the Ecosse-Climax) won its race and there were no snags. This is a great beginning for the circuit and I am sure it is going to be a success for motor racing in Scotland. This crowd didn't come out for the novelty. The track offers something they've never had the chance to enjoy before."

Before the afternoon's sport began the opening ceremony was performed by A. K. Stevenson, O.B.E., the doyen of motor sport in Scotland, and the country's representative on the Competitions Committee of the R.A.C. He conducted his final inspection of the circuit in a 1916 Albion along with the directors of Scotcircuits—the four directors are Jim Clark, who had cancelled an engagement in Vienna to be present on this great day; Ian Scott Watson, a close friend and neighbour of Clark's and who gave him particular encouragement during his early Grand Prix days; John Romanes, prominent Edinburgh business man and driver; and Jamie Lyon, Clark's legal adviser and the company's secretary who has been responsible for all the Scotcircuits transactions so necessary in a venture of this kind.

The remaining meetings scheduled to be held at Ingleston this season should see the circuit developed to its full potential and firmly established as one of the more interesting British circuits, and the home of Scottish motor racing.



A shoal of Sprites and Midgets enters the esses during the fifth event



During a heavy shower, a group of 10 small saloons—with a Minor 1000 something of a rarity in present-day saloon car racing—splashes through the esses

RESULTS

Event 1 (G.T. cars over 1,200 c.c.): 1, Lotus Elan (R. C. Martin); 2, Lotus Elan (W. Cowan); 3, M.G. coupé (J. Milne).

Event 2 (Saloon cars under 1,200 c.c.): 1, Mini-Cooper (R. McCutcheon); 2, Mini-Cooper (J. Clark); 3, Mini-Cooper (B. Coyle).

Event 3 (Racing cars under 1,200 c.c.): 1, Cooper (A. Fletcher); 2, Lotus (A. Wyllie); 3, Cooper (A. Goodfellow).

Event 4 (Sports cars over 1,200 c.c.): 1, Lotus Elan (J. Calvert); 2, Ginetta G4 (J. Blades); 3, Lotus 17 (U. Connolly).

Event 5 (Grand Touring cars up to 1,200 c.c.): 1, M.G. Midget (J. Johnstone); 2, Diva Ford D. Carmichael); 3, M.G. Midget (K. Pattullo).

Event 6 (Racing cars over 1,200 c.c.): 1, Ecosse-Climax (W. Stein); 2, Elva-BMW (W. Forbes); 3, F2 Cooper (A. Rollinson).

Event 7 (Vintage cars): 1, Bentley 1926 (A.

McCosh); 2, Bentley 1930 (F. Sowden); 3, Bentley 1924-28 (J. Barraclough).

Event 8 (Grand Touring cars over 1,200 c.c.): 1, MGB (J. Rae); 2, Ford-Healey Sprite (W. Donaldson); 3, Porsche Super 90 (T. Blackadder).

Event 9 ("The Scotsman" Trophy Race): 1, Ecosse-Climax (W. Stein); 2, Lotus 22 (T. Reid); 3, Lotus 31 (A. Wyllie).

Event 10 (Saloon cars over 1,200 c.c.): 1, Mini-Cooper S (T. Featherstonehaugh); 2, Lotus-Cortina (J. Kennerley); 3, Ford Perald Anglia (G. Birrell).

Event 11 (Sports Racing cars): 1, Elva-BMW (W. Forbes); 2, Lotus 17 (V. Connolly); 3, Lotus 23B (J. Millar).

Event 12 (Sports cars up to 1,200 c.c.): 1, Lotus 11 (J. Nicholson); 2, Terrier (M. Gill); 3, Lotus 11 (G. Crossley).

Fastest lap and new lap record: Ecosse-Climax (W. Stein), 44min 8sec, 61 m.p.h.