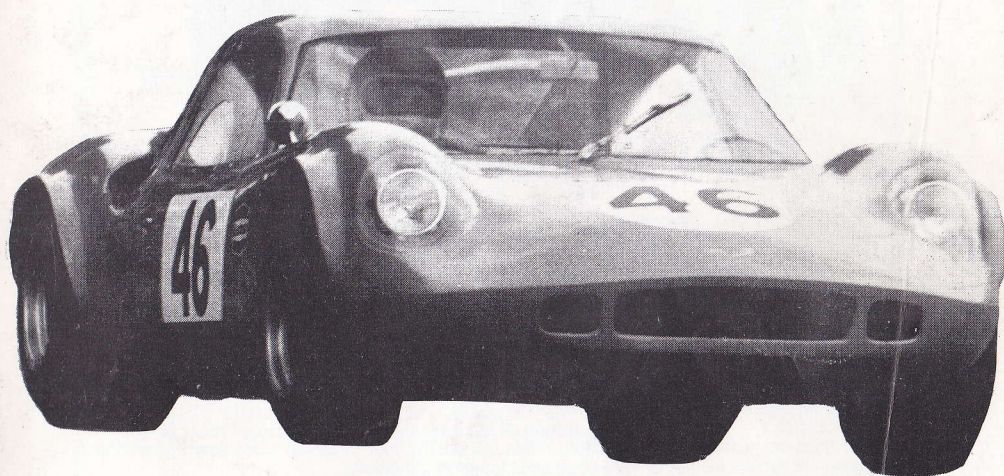




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INGLISTON 1970

11th October



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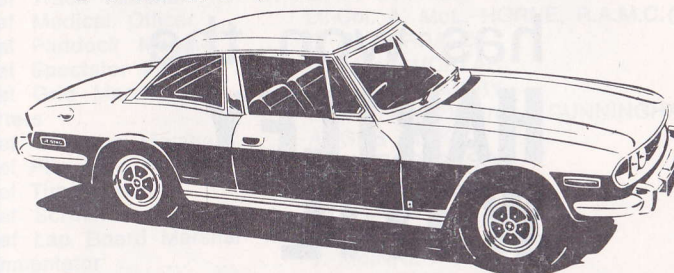
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Chief Lap Board Marshal	G. KERR
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Secretary to Meeting	A. M. LAMB
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Results Processors	W. H. CRABB and M. MALCOLM
Judges of Fact	W. A. MARTIN, L. BROWN, J. W. Mac-MILLAN and A. BARCLAY.
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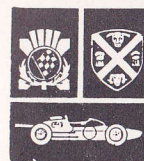
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Sunday, 11th October, 1970

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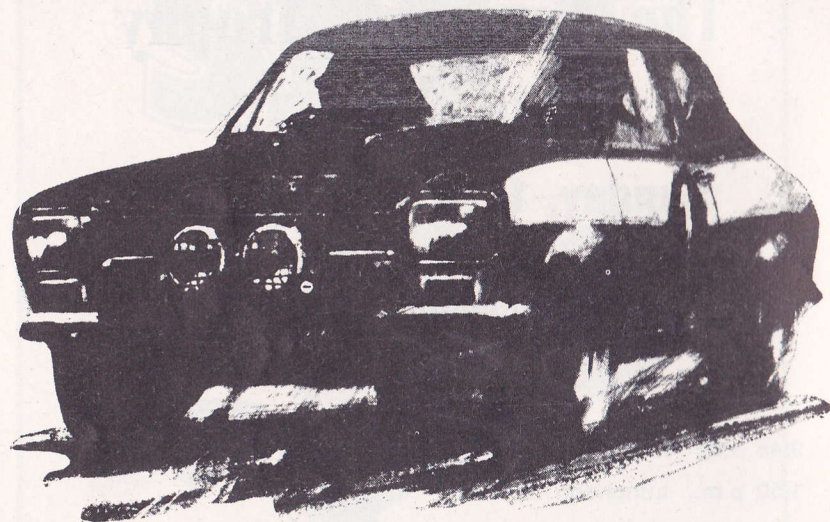
The Scottish Motor Racing Club Ltd.

* * *

PROGRAMME

- 9.45 a.m. Practice.
- 1.50 p.m. Luncheon Interval.
- 2.15 p.m. Modified Sports Cars (10 laps).
- 2.40 p.m. Special Saloons—Heat 1 (10 laps). The Alex Beith Trophy Race for Special Saloon Cars up to 1000 cc.
- 3.05 p.m. Formula Ford Cars (15 laps).
- 3.35 p.m. Special Saloon Cars—Heat 2 (10 laps). The Burmah Trophy Race for Special Saloon Cars over 1000 cc.
- 4.00 p.m. The Doune Cup Race for Historic Racing Cars (15 laps).
- 4.35 p.m. Special G.T. Cars, etc. (15 laps).
- 5.05 p.m. The Lombank Trophy Race for Formula Libre Cars (20 laps).
- 5.30 p.m. Presentation of Trophies.
- 5.45 p.m. Special Saloon Cars—Final (15 laps). The Hartley Whyte Championship Race.

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A word from our Sponsors

Lombank Limited are very happy once again to be the sponsors of today's meeting, and once again we congratulate the directors of Scotcircuits Limited and the members of the Scottish Motor Racing Club on the success achieved at Scotland's only Motor Racing Circuit. Again our thanks and appreciation are also due to all those officials and track marshals whose tireless efforts behind the scenes and around the track make motor racing possible.

To every competitor and spectator we wish a happy and enjoyable day and look forward to seeing some exciting racing.

ERIC J. P. C. L. KNIGHT,
Chairman.

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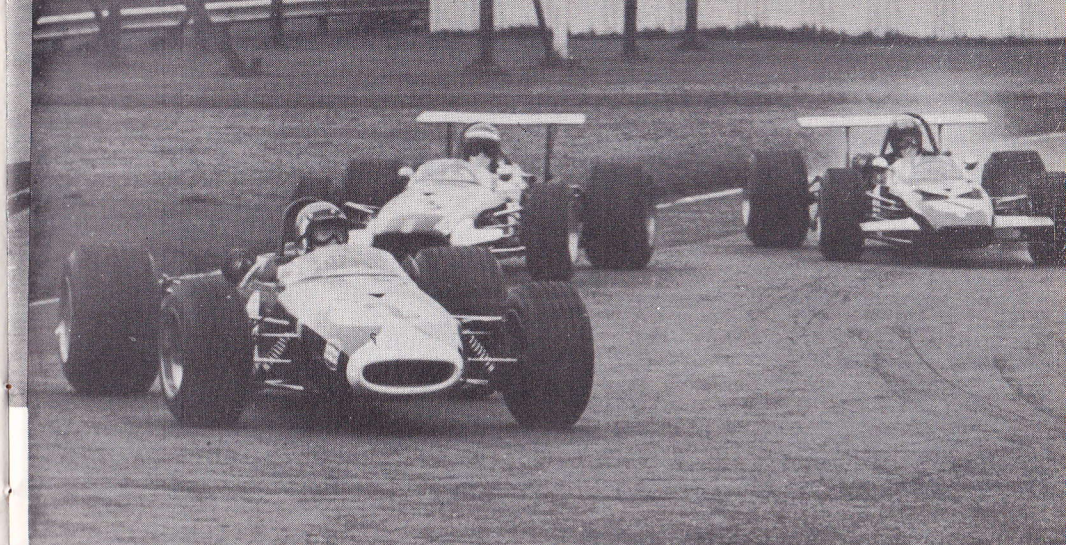
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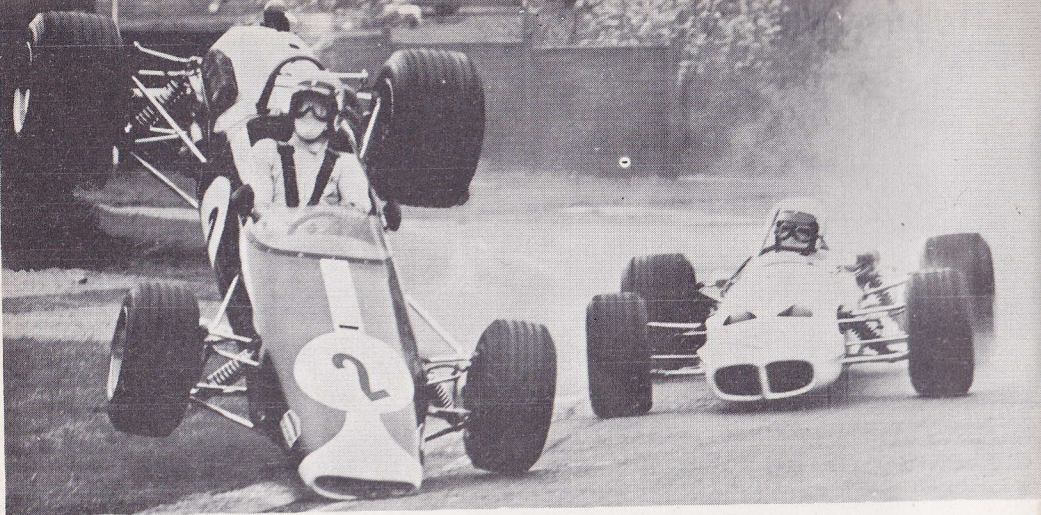
TRADE ENQUIRIES WELCOME



INGLISTON 1970

How on earth to review a Season at Ingliston—that is the problem! What phrase can describe the accumulated excitements of some 37 races? "The best Season's racing ever," was how Secretary of the Meeting, Alan Lamb, recently described 1970 at Ingliston. Perhaps that is the best description available too, since it not only conveys the excellence of the year's sport but lays an emphasis on the word "racing". For, not only have the races been fast and furious this year, they have also provided the cleanest year's sport seen at the Ingliston Circuit. There have been the inevitable incidents, of course, and "bumping and boring" does still go on, but we do seem to have seen an end to the worst offender of all, the stock car start. Certainly, the position in 1970 has been most encouraging—let us only hope that the racing can be made cleaner still (and safer) in 1971.

1970 has also put an end to the cry that "there are no thrills without spills." The Season has seen racing unsurpassed in the Circuit's history for consistent excitement. It all began in April, at the Edinburgh Students Charities Cup Race Meeting, with a monster entry after the winter lay-off. Indeed, with some 56 saloon car entries the organisers had to heat the saloons off in the morning, an event unheard of in the history of the Circuit. The process of elimination did, however, throw up a new saloon car king and, possibly, the personality of the year at the Circuit. Unnoticed during 1969 in his occasional drives with a Twin Cam Anglia, Dougy Niven went on from his win in April to clinch the Hartley Whyte Championship and the B.M.R.C. Trophy at the earliest possible date.



"the inevitable incidents . . ."

April also saw the beginning of the now almost traditional Libre thrash. Willie Forbes and Graham Birrell went out to repeat their tremendous battle in the same meeting in 1969 and they did not let the crowds down. The really memorable Libre races were reserved for July and August however, when the Irish Formula 2 brigade turned Ingliston into their own personal playground. After a scorching start by the wildest Aberdonian of all time, Willie Forbes, the Irish trio of Cullen, Reid and Nelson set out to show what Formula 2 racing is all about—and in the process they sliced very nearly a second off the lap record which everyone had thought to be a timekeeper's mistake until then! In August it was the turn of Reid, Nelson and Fildes to wave the Irish flag and this they did with such success that the same flag would have been hard put to to cover the leading duo as they crossed the finishing line.

September was the odd man out of 1970. For the first time ever no Formula Libre race was held and the principal honours of the day were given over to the Formula Ford and Formula 4 cars. "Drab" and "uneventful" was how "The Scotsman" saw the result while, on the other hand, "Motoring News" looked upon the Meeting as "one of the best in recent months." The Editor certainly knows who he believes! Certainly, it was the Ford's day and they made the most of it. Two first-class heats were followed by a scorching final in which Damien Magee and Peter Hull fought out the lead in the Kings Cup Formula Ford Championship. A feature of the race, apart from the classic battle for the lead, was the terrific dice for third place going on between Brian Harrison and Dave Manners until, at the very end, Brian lost it and fell back to fifth place. September was also a day for the saloons, seeing two of the most exciting saloon car battles yet. Prime mover in these was Jenny Birrell who once and for all proved that there is Birrell blood coursing through those veins of hers.

1970 too has seen consistently good Modified Sports car races, as also much improved G T fields. The event of the year to many must be, however, the visit of World Champion Jackie Stewart in May. With his brilliant display of driving and unflagging enthusiasm and cheerfulness, Jackie endeared himself to the 13,500 spectators who packed into the Circuit to see him. Let us hope that it is not too long before we see him behind the wheel of a car at Ingliston again.

And what of today? With no crystal ball to help, one can only hope that the closing Meeting of the 1970 Season will see as close and exciting a day's sport as we have come to expect during the rest of the year. On paper, however, it very much looks as if the pattern of the year will again be confirmed. A closely fought Modsports race, a cracking good Formula Ford battle for the Kings Cup Championship, the scream of Special G T cars vying with one another for the chequered flag—all will be present. Perhaps the two events of the day, though, will be those which have given 1970 a character all of its own at the Circuit. With the Callands Trophy Championship wide open, the Formula Libre event promises to see yet another Formula 2 slipstreaming battle to determine just what "Furrinner" will have the honour of carrying the Trophy back over the water to Ireland. And last but not least the big Saloon Car race should see one of the most monumental battles (literally) ever to be witnessed at Ingliston. To finish once again with the superlatives of our revered Secretary to the Meeting, "it's the best saloon car entry I've ever seen . . ."

"the most monumental battles ever . . ."





LIST OF ENTRIES

Car No.	DRIVER/Entrant	cc	Make/Model	from
1	W. FORBES	5000	Lola T142	Aberdeen
2	R. MacKAY/Wm. Dunnet & Co. Ltd.	1600	Brabham BT21B	Thurso
3	E. LABINJOH/J. Fisher	2000	Fisher/Alfa	Edinburgh
4	D. BERRY	3600	Brabham	Colwyn Bay
5	I. C. McLAREN	1600	Lola T55	Broxburn
6	T. D. REID/Irish Racing Cars	1794	Brabham BT30	Tandragee
7	K. FILDES/L. Duffy	1598	Crossle 19F	Dublin
8	B. NELSON	1598	Crossle 19F	Hillsborough
9	W. CREASEY	1600	Chevron TC	Dunstable
10	G. FRISWELL	1600	Brabham BT21	Coventry
15	M. PARKIN	998	Ecosse Imp	Edinburgh
16	D. McLEAN	997	Lola Jnr.	Lennoxtown
17	E. CLARK	1600	Lotus 51	N. Berwick
18	N. R. GINN	1600	Lotus 61M	Mansfield
19	B. HUNTER	1600	Hawke DL2A	Leith
20	D. G. A. MAGEE/Royal Restaurants	1600	Crossle 16F	Belfast
21	R. C. R. MALLOCK	1600	Mallock U2 Mk. 9	Hanslope
22	T. McKINNEY	1598	Merlyn Mk. 11A	Tandragee
23	D. G. MANNERS	1600	Lotus 51	Darlington
24	J. DAVIDSON	1600	Crossle 16F	Belfast
25	D. BOYD	1600	Crossle 16F	Newtonabbey
26	J. De STEFANO/Titan Properties Ltd.	1600	Titan-Lucas	London
27	B. EDGAR	1600	Crossle 16F	Cumber
28	T. HORROCKS	1600	Alexis Mk. 14	Preston
29	C. HARKNESS/M. Templeton	1598	Lotus 61M	Ballymena
30	R. EVANS	1600	Palliser BRM	London
31	P. HARRINGTON	1600	Merlyn XIA	Scunthorpe
32	D. MACLEOD/Peter Graham (Motors) Ltd.	1600	Dulon LD4C	East Calder
33	P. G. HULL/J. Tait	1600	Lola T200	Orpington
34	J. C. GRAHAM	1600	Crossle 16F	Glasgow
35	B. McCCRMICK/Irish Racing Partnership	1598	Crossle 16F	Castle Reagh
36	R. S. SMITH	1760	Project TC	Renfrew
37	J. CORFIELD	1500	Jabs Mk. 1	Peterborough
38	L. MORRISON/Equipe Centro Scot	1991	Chevron B8	Larbert
39	B. ROBINSON	1790	Chevron B16	Sherborne
40	A. FLETCHER	1991	Chevron BMW B8	Sherborne
41	G. B. BIRRELL	1790	Chevron B16	Perth
42	D. McMAHON	1991	Chevron B8	Milford
43	R. GLASS	1599	Mallock U2 Mk. 8	Cambridge
44	G. TEMPLE	1500	Chevron B1	Morpeth
45	J. A. PHILLIPS	1790	Chevron B16	Belfast
46	J. MACKIE	1558	Marcos	Lochore
47	R. M. F. MARTIN/Irish Racing Partnership	1498	Mallock U2 Mk. 8	Castle Reagh
48	D. FARNELL	1991	Chevron B8	Harrogate
49	G. MacWILLIAM	1498	Mercury GT	Glasgow
50	E. LABINJOH/J. Fisher	1100	Fisher GT	Edinburgh
51	I. HALL	1116	A.H. Sprite	Bristol
52	E. SEFTON-SMITH	1143	M.G. Midget	Staplehurst
53	J. ABSALOM/Felton Motor Company	1150	Ginetta G4	Morpeth

54	P. D. MacNAUGHTON ...	1098	Ginetta G4	Edinburgh
55	W. N. A. DRYDEN/H. & G. Robinson Racing	818	Honda S800	Gosforth
56	A. J. TOBIAS	599	Honda N600	Gosforth
57	D. S. LANGLEY	1147	A.H. Sprite	Milton of Campsie
58	M. HOPPERTON	1138	M.G. Midget	Inveraray
59	R. A. NETTLETON/ D. Holmes	1098	A.H. Sprite	Blackfordby
60	G. R. WILSON	1098	M.G. Midget	Kirkcaldy
61	J. HANLEY	1293	M.G. Midget	Comber
62	J. B. FLETCHER	1598	Lotus Elan	Littleborough
63	J. MILNE/W. Shepherd	1293	M.G. Midget	Lundin Links
64	A. FLEMING/ W. Shepherd	999	Mini Cooper 'S'	Lundin Links
65	J. A. HALL	1558	Lotus Elan	Edinburgh
66	A. SOUTER	1598	Lotus Elan	Dundee
67	J. G. DUNBAR	1293	M.G. Midget	Loanhead
68	A. H. F. PALMER	1216	Lotus Elite	Lanark
69	A. W. HUTCHISON	1293	A.H. Sprite	Kennoway
70	R. HUTCHISON/A. W. Hutchison	1275	A.H. Sprite	Kennoway
71	C. MACLEAN	1559	Lotus Elan	Alness
72	J. HOWDEN	998	Singer Chamois	Edinburgh
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77	F. GUNN/A. Barton	1275	Mini Cooper 'S'	Newburn
78	O. CORRIGAN/A. Barton	1275	Mini Cooper 'S'	Newburn
79	K. ALLEN	999	Mini Cooper 'S'	Crassford
80	D. A. FORSYTH	999	Downton Mini	Cultra
81	R. FORESTER-SMITH/ H. Shannon	998	Shannon Imp	Methven



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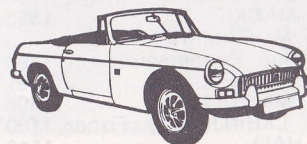
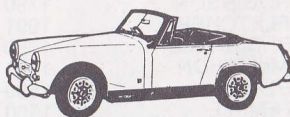
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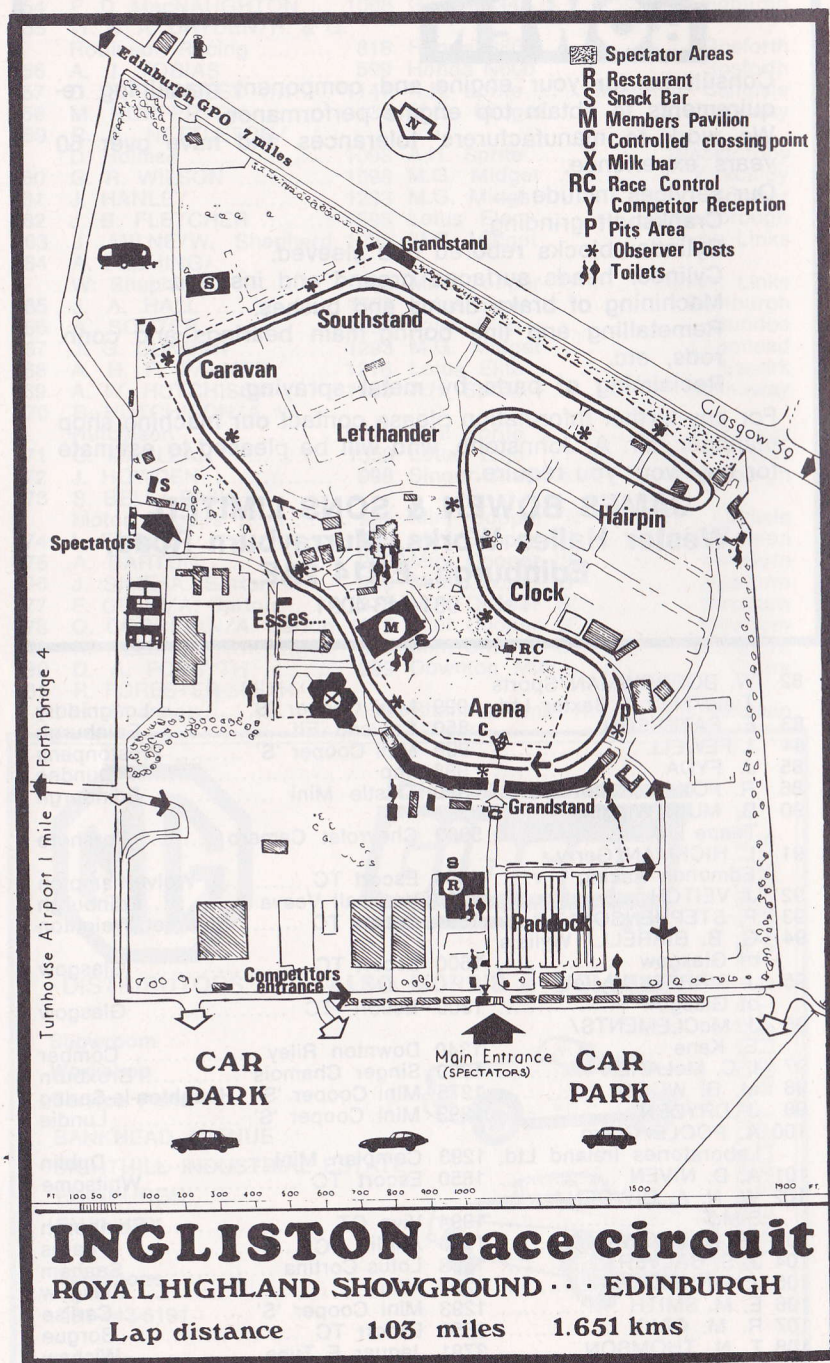
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86	R. FOX/K. Robertson	999	Thistle Mini	Edinburgh
90	B. MUIR/Wiggins Teape Ltd.	5000	Chevrolet Camaro	Pershore
91	L. HICKMAN/Gerry Edmonds Racing	1594	Escort TC	Wolverhampton
92	J. VEITCH	4700	Vauxhall Veeva	Edinburgh
93	P. STEPHENSON	1594	Escort TC	Market Weighton
94	G. B. BIRRELL/ Wylie's of Glasgow	1600	Escort TC	Glasgow
95	J. BIRRELL/Wylie's of Glasgow	1300	Escort TC	Glasgow
96	J. McCLEMENTS/ E. Kane	1340	Downton Riley	Comber
97	I. C. McLAREN	1220	Singer Chamois	Broxburn
98	M. B. WOOD	1275	Mini Cooper 'S'	Houghton-le-Spring
99	J. DRYDEN	1293	Mini Cooper 'S'	Lundie
100	A. POOLE/Glaxo Laboratories Ireland Ltd.	1293	Complan Mini	Dublin
101	A. D. NIVEN	1850	Escort TC	Whitsome
102	W. N. A. DRYDEN/ S.M.T.	1994	Viva GT	Edinburgh
103	R. M. BROWN	1700	Anglia TC	Largs
104	J. S. CALVERT	1598	Lotus Cortina	Seaham
105	J. PINKERTON	1293	Mini	Glasgow
106	E. M. SMITH	1293	Mini Cooper 'S'	Carlise
107	R. M. CAIG	1650	Escort TC	Borgue
108	T. N. THOMSON	3781	Jaguar E Type	Wishaw
109	G. OLIVER	1600	D.R.W. 8F	London
110	A. G. WATSON	1594	Mallock Mk. 8B	Burntisland



INGLISTON NOTES

You may be surprised to know that something like 500 voluntary officials are required to run a race meeting at Ingliston. Without their assistance there just would not be any racing and we would ask you to co-operate with them so as to ensure the enjoyment of every person, whether they be spectator, competitor or official. Your safety depends on them and we do ask you not to jeopardise their's or others' by disregarding their instructions.

★ ★ ★

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Racing "goodies" are on sale from Graham Birrell immediately behind the Grandstand.

Details of programme advertising and facilities for selling goods at Ingliston are available from Scotcircuits Ltd., National Bank Chambers, Duns, Berwickshire.

Details of trackside advertising may be obtained from Aerosigns (London) Ltd., Marlborough Hall, Lassel Street, London, S.E.10.

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★ ★ ★

At various points around the circuit there are teams of marshals whose duties are to signal by means of flags various information to the drivers. A blue flag held stationary means "there is a car close behind"; blue flag waved means "the car behind wishes to overtake." Yellow flag held stationary means "caution"; waved vigorously means "extreme danger, be prepared to stop." A yellow flag with red stripes signifies oil on the track, and a white flag means there is a service vehicle (ambulance, fire engine, etc.) on the circuit. You may see an official at the entry to the Esses holding a black flag together with a blackboard on which will be chalked a number. This means that the competitor whose number is on the board must immediately slow and drive gently to the pits. It may be that observers have reported some parts of his car loose or it may be that in the opinion of the Clerk of the Course he is driving in such a way as to cause danger to others.

★ ★ ★

Tickets for the main Grandstand, price 10/- each, are available from a kiosk immediately behind the Crossing Point to the Central Enclosure in the centre of the main Grandstand: why not treat yourself to a spot of luxury and buy a seat (or two)? For those who prefer the South Grandstand, tickets, price 6/-, are available at that stand.

Feeling peckish? Hot drinks, pies and bridies and roll sandwiches are available at the Snack Bars situated in the Herdsman's Restaurant on the ground floor of the MacRobert Pavilion, in the East Gate Yard and in the area between Caravan and Southstand corners. If you feel like a quick "pinta" why not get your milk drinks in the Milk Bar at the east end of the Grandstand. Cigarettes are on sale from the Players Kiosk situated behind the main Grandstand.

★ ★ ★

For those whose idea of a meal extends beyond a "pie and a pint" D. S. Crawford Ltd. provide Club Members with three-course luncheons in the MacRobert Pavilion for 11/6. Other members of the public can lunch in the Herdsman's Restaurant (north of the main Grandstand) where they may enjoy, *inter alia*, the following dishes: Soup or Fruit Juice 1/3, Braised Steak 6/6, Veal and Ham Pie with Chips 5/6, Fresh Gammon or Ham with Salad 6/6, Haddock and Chips (high teas only) 5/6, Apple Tart with Fresh Cream 1/9, Fruit Salad with Fresh Cream 2/6. Dinner is also served to Club Members in the MacRobert Pavilion after the close of racing and the Club Bar remains open there from 12.30 to 2.30 and 6.30 to 9.30.

★ ★ ★

Newcomers to Motor Racing may well be puzzled by some of the activities going on during the afternoon. Between every race the Course Car will be driven round by the Clerk of the Course or Chief Marshal, making an inspection of the condition of the surface and safety precautions. You will always know this car by the white flag it carries. Starting procedure has to be absolutely cut and dried, for it is not easy to keep a car running on the 'grid'—as the starting line is called—without "creeping" forward, or without overheating the engine. Three minutes before the start a siren will be sounded and the cars will then move onto the track and complete a warming-up lap, forming up on a dummy grid at the entry to the Arena. The siren will again be sounded at 1 minute when the cars move forward onto the grid, and with 30 seconds to go the starter will walk to his rostrum. With 5 seconds to go he will slowly raise the saltire and drop it smartly for the "off."

★ ★ ★

Remember her? Edinburgh Students Charities Queen of 1967, Joan Lambert, seems to have been nominated "dolly of the day" by Paul Watson, the chap who enters many of the Southern F2 and GT cars you see at Ingliston. Paul sent this photo up with Andrew Fletcher's entry and, being in a nostalgic mood this meeting, we decided to print it. The driver is none other than Andy Fletcher himself, receiving the Charities Cup for his drive at the May 1967 Meeting—certainly something to look back on, Andrew!



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205 Scottish General Hospital RAMC(V), based in Glasgow, with detachments in Edinburgh, Inverness and Dunoon, now provides an important part of the medical cover for the Ingliston Race Meetings. This volunteer Unit is part of Britain's Reserve Army. In a recent issue of a professional magazine this type of Unit was referred to as a 'shadow' hospital. And, of course, in the context of Britain's defence plans this description is perfectly correct. From there on, however, the description loses its cogency because in the context of its peacetime training the 'shadow' quickly gives way to 'substance.'

This hospital is part of the Territorial and Army Volunteer Reserve and, as such, is the only military hospital in Scotland today. It is officered by doctors and nursing sisters and staffed by men and women from a widely representative cross-section of Scottish life, who have devoted their spare time to learning the many techniques and disciplines which are practised in a modern general hospital. Although training to take their place in Britain's defence in time of war they bring to the everyday life of Scotland a wealth of knowledge and experience which all too often has to be put to practice on our roads and in our factories and homes.

The value of 205 General Hospital's peacetime role is amply reflected in the many calls which are made upon its services. In addition to Ingliston, the Unit provides medical cover at sporting events as widely diverse as the Ben Nevis Road Race and the Scottish Ski Championships in the Cairngorms. Considerable emphasis is laid on the outdoor life and all ranks receive a good basic training in map-reading, compass work, mountain and cold weather techniques too.

The Unit cordially invites you to come along and see their demonstration at today's Race Meeting—you're sure to find it interesting. Don't hesitate to put your inquiries to any of the officers or men and women who are taking part in the demonstration. They'll be glad to answer your questions and, if necessary, dispel your doubts!

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THE INGLISTON COMPETITION

The September competition must have really had you all scratching your heads like "good-o" since not one correct questionnaire was returned to National Bank Chambers. Strangely enough, it was not the trick questions which caught people out, but rather the simplest on the whole form. Every single competitor just "knew" that the maximum number of cars allowed on the Ingliston circuit at any one time is 15—the answer should, of course, have been 18, since the RAC permit extra numbers to practice (doubtless to allow for a reasonable "drop-out" rate). Neither did anyone know who the Editor of the Programme was (which was just as well, that question having been inserted by the Editor to see whether he is still as anonymous as he would like to think he is). Surprise answer was, however, to question 5. Certainly, the Editor did not think there was any connection between Juan Fangio and the Ingliston circuit but every single entry in the competition advised him that the Maserati 250F which the maestro drove in the British GP was demonstrated by the Marquis of Clydesdale at Ingliston on 11th August, 1968. Well, you learn something every day!

The other questions were so easy that it was not surprising that all the competitors had these correct. The first two entries opened (since all the entrants scored 4 out of 6) were submitted by Sandy Black and John Chessor and these two gentlemen have been awarded the free grandstand tickets and car passes. No free passes will be given out for this competition, however, there being no further meetings this year, but why not test your knowledge on the following questions. For those who cheat the answers are on page 27.

- 1 (a) Who won the FF race at Ingliston in April, 1970? (1)
- (b) Who was second? (1)
- (c) Third home was driving "lower than a snake's belly." What was the car? (1)
- 2 (a) How many different classes of car has Graham Birrell driven this season? (1)
- (b) What are they? (1)
- 3 What does TC stand for in Ingliston parlance? (1)
- 4 Who painted the oil paintings exhibited in the MacRobert Pavilion at the last Meeting? (2)
- 5 What does B.M.R.C. stand for? (1)
- 6 How many laps was the T. S. Cuthbert-Heuer Trophy Race in July of this year? (2)
- 7 (a) How many Race Meetings were held at Ingliston in 1969? (1)
- (b) How many Race Meetings were held at Ingliston in the 1969 season? (2)
- 8 What was the Hairpin originally called? (1)
- 9 Who is TNT? (1)

Tally: 10-16 points—very well kent; 8-12 points—good; 5-8 points—a passing knowledge of the circuit; 0-5—why not come back next year and try again!

INGLISTON LAP CONVERSION TABLE

1 LAP = 1.03 Miles

secs.	m.p.h.	secs.	m.p.h.	secs.	m.p.h.	secs.	m.p.h.
45.0	82.40	50.0	74.16	55.0	67.42	60.0	61.80
45.1	82.22	50.1	74.01	55.1	67.30	60.1	61.69
45.2	82.04	50.2	73.86	55.2	67.17	60.2	61.59
45.3	81.85	50.3	73.72	55.3	67.05	60.3	61.49
45.4	81.67	50.4	73.57	55.4	66.93	60.4	61.39
45.5	81.49	50.5	73.42	55.5	66.81	60.5	61.29
45.6	81.32	50.6	73.28	55.6	66.69	60.6	61.19
45.7	81.14	50.7	73.14	55.7	66.57	60.7	61.09
45.8	80.96	50.8	72.99	55.8	66.45	60.8	60.99
45.9	80.78	50.9	72.85	55.9	66.33	60.9	60.89
46.0	80.61	51.0	72.71	56.0	66.21	61.0	60.79
46.1	80.43	51.1	72.56	56.1	66.10	61.1	60.69
46.2	80.26	51.2	72.42	56.2	65.98	61.2	60.58
46.3	80.09	51.3	72.28	56.3	65.86	61.3	60.49
46.4	79.91	51.4	72.14	56.4	65.74	61.4	60.39
46.5	79.74	51.5	72.00	56.5	65.63	61.5	60.29
46.6	79.57	51.6	71.86	56.6	65.51	61.6	60.19
46.7	79.40	51.7	71.72	56.7	65.40	61.7	60.10
46.8	79.23	51.8	71.58	56.8	65.28	61.8	60.00
46.9	79.06	51.9	71.45	56.9	65.17	61.9	59.90
47.0	78.89	52.0	71.31	57.0	65.05	62.0	59.81
47.1	78.73	52.1	71.17	57.1	64.94	62.1	59.71
47.2	78.56	52.2	71.03	57.2	64.83	62.2	59.61
47.3	78.39	52.3	70.90	57.3	64.71	62.3	59.52
47.4	78.23	52.4	70.76	57.4	64.60	62.4	59.42
47.5	78.06	52.5	70.63	57.5	64.49	62.5	59.33
47.6	77.90	52.6	70.49	57.6	64.38	62.6	59.23
47.7	77.74	52.7	70.36	57.7	64.26	62.7	59.14
47.8	77.57	52.8	70.23	57.8	64.15	62.8	59.04
47.9	77.41	52.9	70.09	57.9	64.04	62.9	58.95
48.0	77.25	53.0	69.96	58.0	63.93	63.0	58.86
48.1	77.09	53.1	69.83	58.1	63.82	63.1	58.76
48.2	76.93	53.2	69.70	58.2	63.71	63.2	58.67
48.3	76.77	53.3	69.57	58.3	63.60	63.3	58.58
48.4	76.61	53.4	69.44	58.4	63.49	63.4	58.49
48.5	76.45	53.5	69.31	58.5	63.38	63.5	58.39
48.6	76.30	53.6	69.18	58.6	63.28	63.6	58.30
48.7	76.14	53.7	69.05	58.7	63.17	63.7	58.21
48.8	75.98	53.8	68.92	58.8	63.06	63.8	58.12
48.9	75.83	53.9	68.79	58.9	62.95	63.9	58.03
49.0	75.67	54.0	68.67	59.0	62.85	64.0	57.94
49.1	75.52	54.1	68.54	59.1	62.74	64.1	57.85
49.2	75.37	54.2	68.41	59.2	62.64	64.2	57.76
49.3	75.21	54.3	68.29	59.3	62.53	64.3	57.67
49.4	75.06	54.4	68.16	59.4	62.42	64.4	57.58
49.5	74.91	54.5	68.04	59.5	62.32	64.5	57.49
49.6	74.76	54.6	67.91	59.6	62.21	64.6	57.40
49.7	74.61	54.7	67.79	59.7	62.11	64.7	57.31
49.8	74.46	54.8	67.66	59.8	62.01	64.8	57.22
49.9	74.31	54.9	67.54	59.9	61.90	64.9	57.13

INGLISTON LAP RECORDS

Circuit: 1.03 miles

FORMULA LIBRE CARS

Over 1000cc:
 B. NELSON (Crossle 19F) 49.0 secs. 75.67 m.p.h.
 Under 1000cc:
 R. SCOTT (Chevron B15) 50.7 secs. 73.14 m.p.h.

FORMULA FORD CARS

A. ROBERTS (Hawke DL2A) 52.2 secs. 65.98 m.p.h.

FORMULA 4 CARS

B. HARRISON (Vixen VB1) 57.4 secs. 64.60 m.p.h.

SPECIAL GT CARS

Over 1150cc:
 J. MILES (Lotus 62) 52.2 secs. 71.03 m.p.h.
 Under 1150cc:
 J. G. McWILLIAM (Mercury GT) 56.2 secs. 65.98 m.p.h.

MODIFIED SPORTS CARS

Under 1150cc:
 J. ABSALOM (Ginetta G4) 57.2 secs. 64.83 m.p.h.
 Over 1150cc:
 A. SOUTER (Lotus Elan)
 and J. B. FLETCHER (Lotus Elan) ... 57.4 secs. 64.60 m.p.h.

SALOON CARS

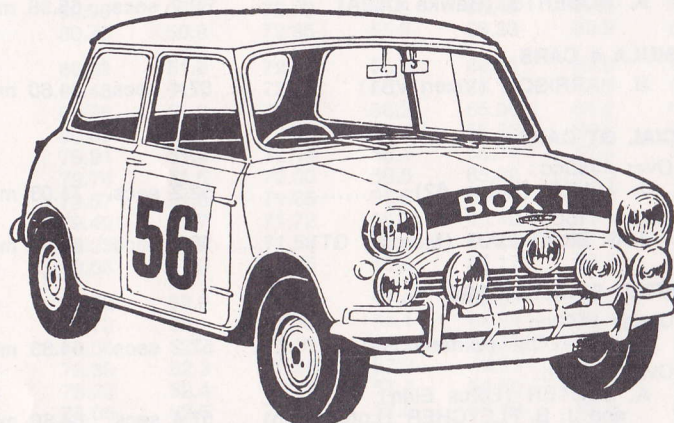
Over 1000cc:
 G. B. BIRRELL (Escort TC)
 and A. D. NIVEN (Escort TC) 57.0 secs. 65.05 m.p.h.
 Under 1000cc:
 S. A. BELL (Mini)
 and J. HOWDEN (Chamois) 58.2 secs. 63.71 m.p.h.

OUTRIGHT LAP RECORD

B. NELSON (Crossle 19F) 49.0 secs. 75.67 m.p.h.

WARNING TO THE PUBLIC.—Car and Motorcycle Racing is dangerous and persons attending at this track do so entirely at their own risk. It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land, and the drivers and owners of the vehicles and passengers in the vehicles, are absolved from all liability arising out of accidents causing damage or personal injury to spectators, ticket holders or officials.

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THE "B.R.M.C. TROPHY" MEMBERS' CHAMPIONSHIP

One Championship that has attracted very little publicity this year is the B.M.R.C. Trophy Championship open to Scottish Motor Racing Club Members. Whether this is because of the incredible difficulties experienced in working out the results or not we cannot (or rather, will not) say but now, at last, we present an up-to-date Trophy Table to bring the members of the public (and competitors) up to date. Unlike the other Ingliston Championships, the B.M.R.C. Trophy allows S.M.R.C. competitors to count their best score from each Meeting (and not, as in other cases, the best 4 in the season) and this has resulted in Dougy Niven carrying off the honours convincingly. The tussle for second place, between Graham Birrell and Peter Hull, could well see both drivers trying their utmost in their respective events this afternoon.

DRIVER/Car	April	May	July	Aug.	Sept.	Total
A. D. NIVEN/Escort TC	9	9	9	6	9	42
P. G. HULL/Lola T200	—	9	9	4	9	31
G. B. BIRRELL/Brabham BT23C, Escort TC, Chevron B8	6	9	—	9	4	28
J. ABSALOM/Ginetta G4	3	9	—	4	9	25
D. FARNELL/Chevron B8	9	—	6	4	6	25
A. BARTON/Mini Cooper 'S'	—	9	—	9	6	24
A. FLETCHER/Chevron B8	—	—	9	6	9	24
D. MAGEE/Crossle 16F	—	6	—	9	9	24
S. A. BELL/Mini Cooper 'S'	9	6	6	—	3	24
A. SOUTER/Lotus Elan	2	—	9	6	6	23
J. E. HOWDEN/Singer Chamois	1	4	4	4	9	22
D. S. LANGLEY/A.H. Sprite	9	—	4	3	4	20
J. BIRRELL/Escort TC	1	3	6	4	6	20

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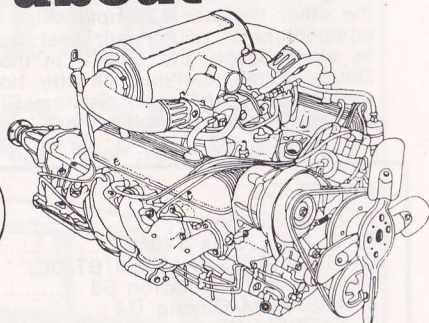
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you won't be thinning out your oil with a hot engine. At all times, STP will be working with the oil in your engine to fill up the lubrication gaps, and keep your car fit and well. We've written a book about the good STP does in your engine. Why not write to us and ask for the book free of charge. It makes satisfying reading. And a convincing argument for spending 14/6 next time you top up with oil. STP. Available from Garages, Halfords and all good accessory shops.



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J. H. Melville & Co. Ltd., 3/5, Raglan Street, Dundee.
Falkirk Auto Electrical Co. Ltd., High Pleasance, Falkirk.
Turner & Co. (Auto Services) Ltd., 59/71, Brown St. Glasgow.

Sponsoring a race at Ingliston

Many business concerns have recently become increasingly aware of the advantages which can be obtained through the medium of an advertising policy linked to motor sport. Motor sport has become the second biggest spectator sport in the British Isles and several organisations have not been slow to recognise the potentiality inherent therein. The obvious examples are Gold Leaf and Yardley, whose backing of Team Lotus and B.R.M. is internationally renowned. But motor sport as an advertising medium need not be confined to the commercial giants; here, at Ingliston, such diversified concerns as Lombank, S.M.T., Auto Auctions Ltd., Scotbeef Ltd., Eadie Cairns, McInnes Textiles Ltd., House of Fraser, the Laughing Duck and the Army have all discovered that sponsoring a race can make sense for them too.

What is involved in sponsoring a race? Obviously the race chosen, whether it be one of the saloon car races, the formula Ford race, the G.T. race or the production sports car event, will be known as "The Trophy Race", thus ensuring that the concern's association with the sport is communicated to the spectators at Ingliston. And, with a crowd attendance of between 7,000-15,000 people, that's a lot of advertising. A free page of advertising is also given in the official programme with further background information about the sponsor being given in a page of editorial. The sponsored race will also be shown in the programme and referred to by the commentator, and it is often the case that the sponsor's name finds its way into the National and Motoring Press when the race meetings are covered. Just to drum the message home, a free banner site is also supplied at the circuit. And, if the meeting is televised, who knows what the impact might be?

The creature comforts of the individual sponsors are not forgotten either. Scotcircuits Ltd. supply a suitably engraved tankard for presentation to the winner of the chosen event and all that the sponsor himself has to do is think up some nice things to say about himself in the programme and then, after lunch with Scotcircuit officials in the MacRobert Pavilion, recline in comfort on the six free grandstand seats made available.

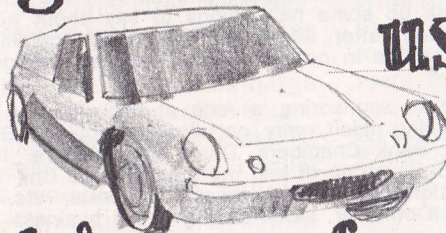
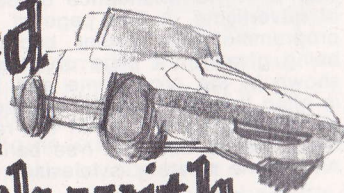
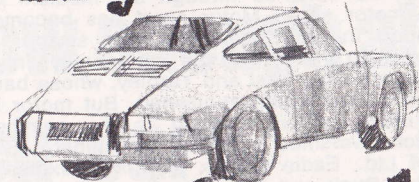
If you are interested in sponsoring a race at Ingliston, or even sponsoring the Race Meeting itself, why not drop a note to SCOT-CIRCUITS LTD., National Bank Chambers, Duns, Berwickshire. If the racing side of things is not your cup of tea, there are always Championships to sponsor, spectator competitions, beauty contests, etc.—you name it, Scotcircuits has it on offer. Motor racing is big business—why not make it yours?



ANSWERS TO THE INGLISTON COMPETITION

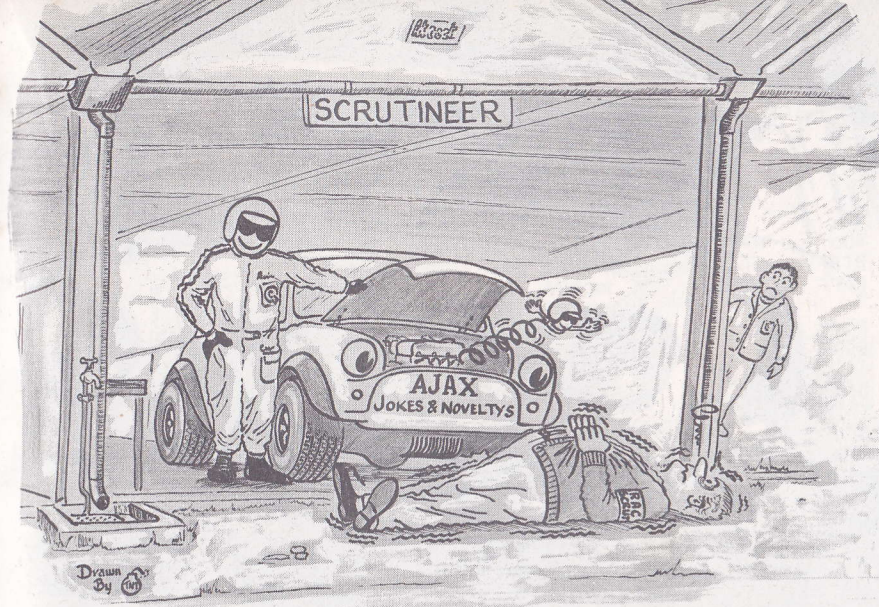
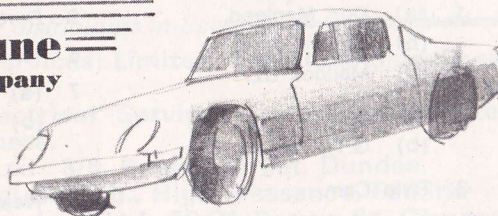
- | | |
|-----------------------|--|
| 1 (a) Don Macleod. | 5 Border Motor Racing Club. |
| (b) Geoff Oliver. | 6 15. |
| (c) Mallock U2. | 7 (a) 7. |
| 2 (a) 3. | (b) 6. (Novices' Meeting, 1969, was officially part of the 1968 Season.) |
| (b) G.T., Saloon, F2. | |
| 3 Twin Cam. | 8 West Gate. |
| 4 John Dunbar. | 9 Tommy Thomson. |

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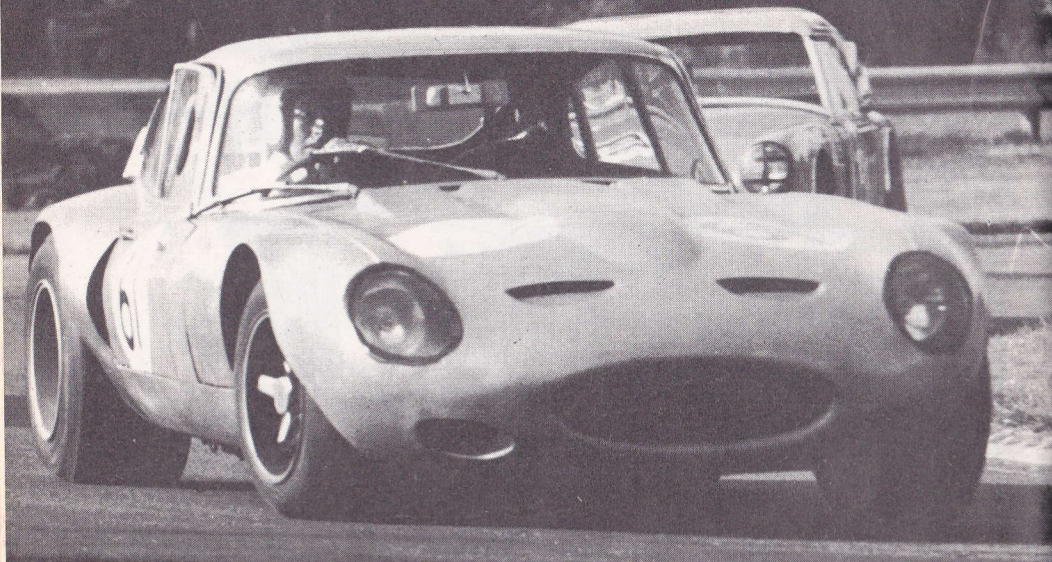


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It's very much championship day at Ingliston today and the Modified Trophy" Championship by a very short cowlings is the Felton Motor Company's John Absalom with his exceedingly fast Cosworth/Lucas Ginetta G4. John once again lowered the Modsport lap record at the last Meeting and proved that the definition for this Marque definitely does mean "modified." Indeed, John's 1970 achievements list makes even Jackie Stewart look like a novice—eight outright wins, eight class wins, and lap records at Ingliston, Croft, Rufforth, Mallory Park, and Silverstone. Second in the Championship, however, is Dundee star Alex Souter with his Lotus Elan.

Neither Alex nor John Absalom had it all their own way in September, however, since a newcomer to the Circuit, Jon Fletcher, gave them both a very hard run for their money before having to retire. Jon's previous successes include ten wins this year and lap records at Croft, Rufforth, Cadwell Park and a shared lap record at Ingliston (no, you clot, not in the same class as John Absalom). Indeed, both Alex Souter and Jon Fletcher lowered the lap record in September and his return promises a first-class dice at the front.

The Irish menace in this race is provided by John Hanley with his MG Midget. John will have to go exceedingly fast, however, to catch Ewan Sefton-Smith who brings his incredibly fast Chris Steel powered Midget up from the deep South to challenge his friend David Langley on the latter's home ground. Ewan apparently showed David a clean pair of heels down South not so long ago and the Scottish driver prevailed upon him to come North for a return bout. Certainly, this could be a very good match since David's Sprite is not noted for its tardiness.

In the supercharged division, Bill Dryden has another shot at the honours with the H. & G. Robinson Racing Honda while John Milne will be having his hands full of Midget power. Certainly, all the ingredients for another first-class modsports dice.

EVENT 1

HAIRPIN MODIFIED SPORTS CARS 10 LAPS

2.15 P.M.

Up to 1150 cc

Car No.	DRIVER/Entrant	Make/Model of Car	cc
51	I. HALL	A.H. Sprite	1116
52	E. SEFTON-SMITH	M.G. Midget	1143
53	J. ABSALOM/Felton Motor Company	Ginetta G4	1150
54	P. D. MacNAUGHTON	Ginetta G4	1098
55	W. N. A. DRYDEN/H. & G. Robinson Racing	Honda S800	818
57	D. S. LANGLEY	A.H. Sprite	1147
58	M. HOPPERTON	M.G. Midget	1138
59	R. A. NETTLETON/D. Holmes	A.H. Sprite	1098
60	G. R. WILSON	M.G. Midget	1098

1st (£30) 57.2nd (£15) 3rd (£5)

Over 1150 cc

61	J. HANLEY	M.G. Midget	1293
62	J. B. FLETCHER	Lotus Elan	1598
63	J. MILNE/W. Shepherd	M.G. Midget	1293
65	J. A. HALL	Lotus Elan	1598
66	A. SOUTER	Lotus Elan	1598
67	J. G. DUNBAR	M.G. Midget	1293
68	A. H. F. PALMER	Lotus Elite	1216
69	A. W. HUTCHISON	A.H. Sprite	1293
70	R. HUTCHISON/A. W. Hutchison	A.H. Sprite	1275

Reserves:

108	T. N. THOMSON	Jaguar E Type	3781
71	C. MACLEAN	Lotus Elan	1559

1st (£30) 62.2nd (£15) 63.3rd (£5)

Fastest Lap 62.57.4 secs. 64.6

"H. & G. ROBINSON TROPHY" CHAMPIONSHIP FOR MODIFIED SPORTS CARS

DRIVER/Car	April	May	July	Aug.	Sept.	Total
J. ABSALOM/Ginetta G4	3	9	—	4	9	25
A. SOUTER/Lotus Elan	2	—	9	6	6	23
D. S. LANGLEY/A.H. Sprite	9	—	3	3	4	19
T. N. THOMSON/Jaguar E Type	—	6	—	9	—	15
J. MILNE/M.G. Midget	6	1	—	—	3	10
M. HOPPERTON/M.G. Midget	—	3	4	—	—	7
R. ANDREASON/Marcos	—	—	6	—	—	6
A. HUTCHISON/A.H. Sprite	1	4	—	—	—	5
J. GOTT/Austin Healey 3000	4	—	—	—	—	4
J. A. HALL/Lotus Elan	—	—	2	2	—	4
I. HALL/A.H. Sprite	—	2	—	1	—	3
B. MURPHY/Jaguar E Type	—	—	—	—	2	2
J. G. DUNBAR/M.G. Midget	—	—	1	—	—	1
R. HUTCHISON/A.H. Sprite	—	—	—	—	1	1

Scoring: 1st 9, 2nd 6, 3rd 4, 4th 3, 5th 2, 6th 1.
Best four to count.

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The firm of Alex. Beith Ltd. is as well known in motoring and motor trade circles as the Royal Highland and Agricultural Society in farming circles. It has also watched with admiration the enterprise of Scotcircuits Ltd. in establishing and operating the Racing Circuit in The Royal Highland and Agricultural Society's Showground in Ingliston.

This kind of initiative deserves the support of Scottish firms, and as the premier motor auction firm in Scotland Alex. Beith Ltd. are pleased to give their support by sponsoring one of to-day's races.

This firm came into touch with Ingliston when their associated company, Auto Auctions (Scotland) Ltd, negotiated with the Royal Highland and Agricultural Society to lease ground to build new premises for the rapidly growing motor auction business in Edinburgh. It is worthy of note that the Ingliston business is in process of doubling their sale accommodation there.

Weekly motor auctions of around 250 vehicles are conducted on Wednesdays by Alex. Beith Ltd. in the Corporation of Glasgow Markets Department sale-yard in Graham Square, Glasgow, E.1.

Their publication "Scottish Guide to Used Car Prices", published on the 15th of each month, is the best current guide to the values of used motor vehicles, containing a factual record of the actual sales and prices realised of about 1,000 vehicles sold during the previous month.

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Well then, what do we have here—perhaps not quite so exciting on paper as the terrific “Big Saloon” entry but we do lay a very close bet that the small saloons will provide as much entertainment on the track. It's been a difficult season for the small saloons, with no one driver establishing any set dominance. The season, started with a record-breaking run by Carlisle-based driver Sedic Bell but, although he has since been travelling remarkably quickly, Sedic has been unable to keep out in front all the time. His one-time tutor, Andy Barton, has been one of the menaces, while “Box” Borrowman has provided a fair bit of competition from the Scottish side of the Border. The man who has suddenly come back into his own with a bang this year, however, has been Edinburgh's own Jim Howden. A prominent feature at the front of all the saloon car races in 1968, Jim was not quite so successful last year. This season, however, has been a much happier one for him and his Chamois has rarely been out of the top three. Indeed, he now shares the class lap record with shifty Sedic. (Where on earth does the Editor get all these ridiculous nicknames from—makes them up as he goes along, I shouldn't wonder.)

Competition is provided from the far North by Lewis Emsley who has fitted a new Cooper “S” engine to his car. For the life of us we are having considerable difficulty in identifying the make of his mount since he has described it on his entry form as a “Lewis Emsley”! Surprisingly enough, however, the driver is not shown as being Mini Cooper. Seriously though, while that may have been a slip of the pen, Lewis will be hoping that it is the only slip he has at this Meeting! More at home in Hillclimbs, where he is presently leading his class in the Championship, is Ken Allen with his Mini Cooper “S,” while Reg. F.S. will once again be pushing the leaders with his Shannon Imp. The Irish menace comes from Tony Forsyth whose Downton Mini is presently lying second over-all in the Northern Ireland 1000 c.c. class Championship.

All right then, now it's your turn to stick your necks out. In the last Programme the Editor put his out on a limb and predicted the possible winner in advance. (Granted, he did spread the prediction just a wee bit but that's a mere technicality!) Now it's your turn—see if you can name the eventual winner. The Editor certainly can't—all he will predict today is that the racing will be as close as always.

Special Saloon Cars — Heat 1 THE ALEX BEITH TROPHY RACE for Special Saloons up to 1000 cc

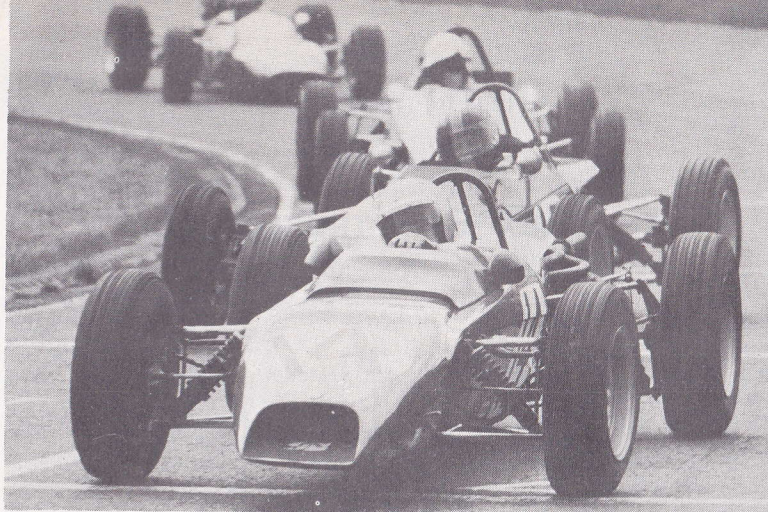
10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
56	A. J. TOBIAS/H. & G. Robinson Racing	Honda N600	599
64	A. FLEMING/W. Shepherd	Mini Cooper 'S'	999
72	J. HOWDEN	Singer Chamois	998
73	S. BELL/Bell's Motor Repairs	Mini Cooper 'S'	999
74	L. EMSLIE	Mini Cooper 'S'	999
75	A. BARTON	Mini Cooper 'S'	999
76	J. SIME/A. Barton	Mini Cooper 'S'	998
79	K. ALLEN	Mini Cooper 'S'	999
80	D. A. FORSYTH	Downton Mini	999
87	R. FORESTER-SMITH/H. Shannon	Shannon Imp	998
82	W. BORROWMAN/Sports Tune/Muir & Baxter Ltd.	Mini Cooper 'S'	999
83	E. PATERSON	Colvend Elf	850
84	J. FEWELL	Mini Cooper 'S'	999
85	J. FYDA	Imp	998
86	R. FOX/K. Robertson	Thistle Mini	999

1st (£20) 72 2nd (£12) 75 3rd (£8) 73 4th (£6)

5th (£4) Fastest Lap secs.





Damien Magee's win in the John McBain Memorial Trophy Race in September has now opened up the Kings Cup Formula Ford Championship with a vengeance. While Peter Hull still has, on paper, a 4-point lead, one must always remember that only the best four scores in any season count and that, looking at it that way, both drivers must be reckoned to be level pegging for the lead. Things should accordingly be pretty fierce up there at the front this afternoon but, if September's form is anything to go by, the Editor will be placing his money on Demon Magee himself. Which is as good a way of losing one's money as any, I suppose.

For some curious reason, however, no doubt greatly appreciated by the organisers, Damien has roused out all his Irish friends and driven them over the water for this afternoon's Meeting. Thomas McKinney brings the ex-Patsy McGarrity Merlyn from Tandragee (the home of your genial Tommy Reid) while the Kirkistown FF Champion, Jack Davidson, brings his Crossle over. Crossles are also in evidence from Brian Edgar and Derek Boyd, the 1970 Northern Ireland Hill Climb Champion and Ulster Automobile Formula Ford Champion. In amongst this illustrious group is the '68 Kirkleston FF Champion and '69 Mondello FF Champion, Crawford Harkness, with his 1970 mount, a Lotus 61M. All and all, a very powerful Paddy Package—indeed, today might almost be called a "Scotland v. Ireland" 'National.

Just to make things truly international, two works entries from England really stir the broth up. John De Stefano brings the Titan-Lucas with which he won the Northern Formula Ford Championship this year while Richard Mallock takes over the Mallock U2 usually driven by Terry Horrocks. Terry, however, changes his allegiance for this Meeting to Alexis and will no doubt be going all out to show the boss the way around Ingliston.

Did we say "Scotland v. Ireland" earlier! Now that we come to tot it up, it very much looks like Ireland v. Ireland, there being very few Scottish competitors in this race in fact. Those that are, however, are well able to uphold their country's honour. Leading the group (well, someone has to be first) is the wet-weather ace Ted Clark, while a similar car, although a newer model, is driven by Neil Ginn, formerly from Helensburgh. The newest mount of them all, however, is that of Edinburgh man Bernie Hunter, who purchased his Hawke just before the last Meeting. In typical form, Bernie ran this in remarkably well and will certainly be doing his best to keep his nose cone out of the exhaust fumes. All and all, pretty good potential and about as drab and uneventful as a couple of sticks of dynamite.

FORMULA FORD CARS

15 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
17	E. CLARK	Lotus 51	1600
18	N. R. GINN	Lotus 61M	1600
19	B. HUNTER	Hawke DL2A	1600
20	D. G. A. MAGEE/Royal Restaurants	Crossle 16F	1600
21	R. C. R. MALLOCK	Mallock U2 Mk. 9	1600
22	T. MCKINNEY	Merlyn Mk. 11A	1598
23	D. G. MANNERS	Lotus 51	1600
24	J. DAVIDSON	Crossle 16F	1600
25	D. BOYD	Crossle 16F	1600
26	J. De STEFANO/Titan Properties Ltd.	Titan-Lucas	1600
27	B. EDGAR	Crossle 16F	1600
28	T. HORROCKS	Alexis Mk. 14	1600
29	C. HARKNESS/M. Templeton	Lotus 61M	1598
30	R. EVANS	Palliser BRM	1600
31	P. HARRINGTON	Merlyn XIA	1600
32	D. MACLEOD/Peter Graham (Motors) Ltd.	Dulon LD4C	1600
33	P. G. HULL/John Tait	Lola T200	1600
34	J. C. GRAHAM	Crossle 16F	1600

Reserve :

35	B. McCORMICK/Irish Racing Partnership	Crossle 16F	1598
109	G. OLIVER	D.R.W. 8F	1600

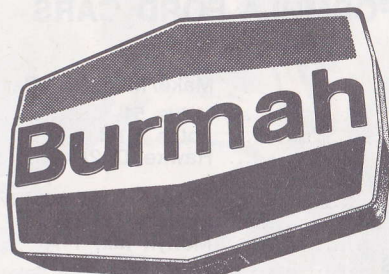
1st (£40) 20 2nd (£25) 33 3rd (£15) 32 4th (£10) 29

Fastest Lap 30 55.8 secs. 66.45

"KING'S CUP" FORMULA FORD CHAMPIONSHIP

DRIVER/Car	April	May	July	Aug.	Sept.	Total
P. G. HULL/Lola T200	—	9	9	4	6	28
D. MAGEE/Crossle 16F	—	6	—	9	9	24
T. CLARK/Lotus 51	—	4	3	6	—	13
D. OLIVER/D.R.W. 8F	6	—	—	3	3	12
D. MANNERS/Lotus FF	—	2	6	—	4	12
D. MACLEOD/Dulon LD4C	9	—	—	—	—	9
N. R. GINN/Lotus 61E	—	3	4	2	—	9
T. HORROCKS/Alexis Mk. 14	4	—	—	—	2	6
J. GEMELL/Lotus 51A	3	—	—	—	—	3
S. C. RUSSELL/Mallock U2	2	—	1	—	—	3
A. ROBERTS/Hawke DL2A	—	—	2	—	—	2
D. A. SUNTER/Barracuda	1	—	—	—	—	1
J. W. SIMPSON/Lotus 51C	—	1	—	—	—	1
J. C. GRAHAM/Crossle 16F	—	—	—	1	—	1
B. HUNTER/Hawke DL2A	—	—	—	—	1	1

Scoring : 1st 9, 2nd 6, 3rd 4, 4th 3, 5th 2, 6th 1.
Best four to count.



**comes to
the home
of Scottish
motor
racing**

THE BURMAH TROPHY RACE

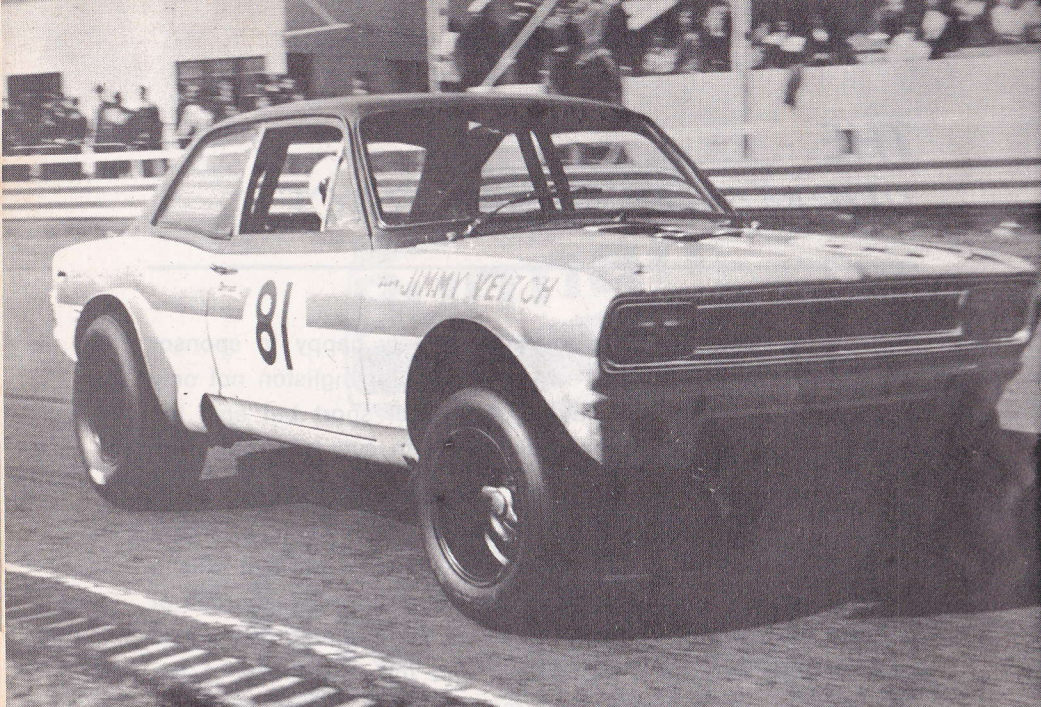
The Burmah Oil Company is extremely happy to sponsor this race for saloon cars over 1000cc here at Ingliston not only because of its keen association with motor sport but also because it enables them to participate in an event in their own country.

It is not generally known that Burmah is Scotland's largest company. It was launched in Scotland in 1886 when it was a single pioneer formed expressly to develop the oil resources of one country—Burmah. Today, in terms of market growth, it is one of Britain's largest companies and the operations of the 150 or more subsidiaries that make up the Group not only cover all phases of the petroleum industry but include important international interests in the engineering and industrial products fields.

Burmah was responsible, in large measures, for the formation of the company known as the British Petroleum Company. Burmah continues to maintain its large investment in BP and also a substantial shareholding in The 'Shell' Transport and Trading Company Limited.

Through Castrol, a member of the Group, Burmah has been closely involved in the world of motor sport both at home and abroad and with many successes including those in the London-Sydney Marathon and the World Cup rally. The club support given by the Group has an established reputation and Burmah and Castrol, either jointly or individually, have sponsored many rally and race meetings. Indeed, many of the similar clubs, throughout the U.K. have reason to be grateful for the Castrol club support who not only provide one hundred and one things required to run a meeting, but also provide a lubricant!

Burmah hope that you enjoy today's racing here at Ingliston and that you arrive home safely.



Phew! One hardly knows where to start with perhaps the finest field of saloon cars ever seen at the Scottish Circuit. Two names instantly spring to the fore—Australian Brian Muir, winner of the 1970 Tourist Trophy, brings the incredibly powerful Wiggins Teape Chevy Camaro to the Circuit while 1969 British Saloon Car Champion Alec Poole tries his hand with his Turbocharged Mini. For those who feel that Minis have no look-in against the big Escorts, just watch the Complan Mini as it charges down the back straight—certainly, Alec has no trouble whatsoever demolishing the Irish Escorts. Chevy Camaros are quite another thing, however, and if Brian can power the bigger car away at the start heaven only knows how anyone is going to get past him!

The local opposition will doubtless be provided by Hartley Whyte Champion-elect Borderer Doug Niven, and by Messrs Birrell both of whom are described on their entry form as “known to Commentator.” Funny . . . ! Most interesting feature of the Wylie's entries, however, is that Jenny is driving a 1300 cc Escort. Wonder what happened to the big engine? And talking of big engines, Jimmy Veitch will be out once again in his V8 Veeva. Ringing the changes on Ford power is John Calvert with his FVA Ford Cortina.

Another incredibly fast Paddy-wagon is the Downton Riley of the 1969 Ulster Saloon Car Champion, Jim McClements, another Mini which has been known to scare a few Escorts in its time. Not too worried about the Mini menace, however (although perhaps he should be), is Lawrie Hickman with his Gerry Edmonds Racing Escort TC. With 5 lap records with a Group 5 Escort and a class win at the British Grand Prix Meeting under his belt, Lawrie will be all set to add to his French and Danish successes with another “foreign” win in Scotland. Other Escorts are fielded by Paul Stephenson and Bob Caig while Bill Dryden tries to uphold the Vauxhall honour with his Viva GT.

And after all that, there's no room to talk about the regular drivers at Ingliston. Who said we never provide new names and new faces!

Special Saloon Cars — Heat 2 THE BURMAH TROPHY RACE for Special Saloons over 1000 cc

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
77	F. GUNN/A. Barton	Mini Cooper 'S'	1275
90	B. MUIR/Wiggins Teape Ltd.	Chevrolet Camaro	5000
91	L. HICKMAN/Gerry Edmonds Racing	Escort TC	1594
92	J. VEITCH	Vauxhall Veeva	4700
93	P. STEPHENSON	Escort TC	1594
94	G. B. BIRRELL/Wylie's of Glasgow	Escort TC	1600
95	J. BIRRELL/Wylie's of Glasgow	Escort TC	1300...
96	J. McCLEMENTS/E. Kane	Downton Riley	1340
97	I. C. McLAREN	Singer Chamois	1220
98	M. B. WOOD	Mini Cooper 'S'	1275
99	J. DRYDEN	Mini Cooper 'S'	1293
100	A. POOLE/Glaxo Laboratories Ireland Ltd.	Complan Mini	1293
101	A. D. NIVEN	Escort TC	1850
102	W. N. A. DRYDEN/S.M.T.	Viva GT	1994
103	R. M. BROWN	Anglia TC	1700
104	J. S. CALVERT	Lotus Cortina	1598
105	J. PINKERTON	Mini	1293
106	E. M. SMITH	Mini Cooper 'S'	1293

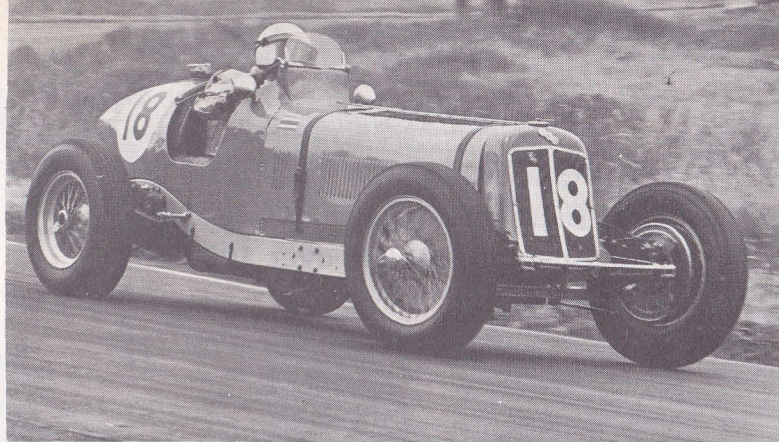
Reserves:

78	O. CORRIGAN/A. Barton	Mini Cooper 'S'	1275
107	R. M. CAIG	Escort TC	1650

1st (£20) 100 2nd (£12) 95 3rd (£8) 90 4th (£6)

5th (£4) Fastest Lap secs.





A fine representative field has been gathered together for Ingliston's first Historic Racing Car event. Six of these cars are supercharged, and the sounds from their engines, plus the smell of their methanol racing fuel and the sight of their drivers struggling to control powerful cars whose roadholding is not up to modern standards, should add up to something quite memorable.

Favourite to win the race will be an E.R.A., possibly in the blue-and-yellow colours of Prince Birabongse of Siam, for two of the cars "Bira" used to race so successfully before the war are running today — "Remus" driven by the Hon. Patrick Lindsay and "Hanuman" driven by Bill Morris. A third E.R.A., painted black, in the hands of Patrick Marsh, was originally owned by Richard Seaman. These cars have six cylinder 1½ litre supercharged engines with two high camshafts and short push-rods, based upon the Riley engine. The beautiful silent gear-changes made by their drivers are due to the fact that the cars all have pre-selector gearboxes.

In the pre-war voiturette races the Italian Maseratis were the chief rivals of the E.R.A.s (the initials stand for English Racing Automobiles), and a supercharged six cylinder twin overhead camshaft Maserati is entered here today driven by Ray Fielding, from Forres. Known as the 6C 1500, this beautiful red monoposto (single-seater) was built in Bologna in 1936, and is the only car in today's race with independent front suspension.

To oppose these voiturettes is a genuine Grand Prix car from the mid-thirties era. This is one of the famous 2.9 litre supercharged straight eight cylinder Type B Monoposto Alfa Romeos, popularly called the P3. This particular car started life as a 2.6 litre in 1932, and was brought up to 2.9 specification in 1934. Belonging to Neil Corner, it is driven by Peter Waller, whose father raced an Alvis at Brooklands, and who has himself been racing an E.R.A. with much success for the past twelve years. The P3 Alfas raced by the Scuderia Ferrari were the supreme Grand Prix cars of the early thirties before the Mercedes and Auto Unions came on the scene, with more victories than their rivals the Bugattis and Maseratis. The most famous P3 driver was Tazio Nuvolari. The P3s are at their best on fast circuits with long straights, so Ingliston is not really a P3 circuit, though it would probably have appealed to Nuvolari, reminding him of the park circuits in Milan and Turin. This P3 has the later strengthened 3-speed gearbox, and the unusual divided prop-shaft transmission unique to the P3s.

Colin Readey's Riley, although unsupercharged, is nearly as fast as the E.R.A.s. It is a T.T. Sprite with a six cylinder 2 litre engine. Fitted with a four cylinder engine, it was one of the works team cars which ran in the 1935 and 1936 T.T. races on the Ards Circuit, Belfast, and later belonged to Bob Gerard. Jonathon Abson's Lagonda Rapier has a four cylinder twin overhead camshaft unblown engine, stretched from the standard 1100 cc. to 1485 c.c. by Elliot Elder in his Edinburgh

EVENT 5

4.00 P.M.

THE DOUNE CUP for Historic Racing Cars

Car No.	DRIVER/Entrant	Make/Model of Car	Year	cc
1	C. F. READEY	Riley	1935	1808
2	H. F. MOFFATT	Bugatti Type 35	1924	2262
3	N. CORNER	Bugatti 35B	1930	2271
4	W. R. G. MORRIS	E.R.A. 'B' Type	1936	1488(s)
5	J. D. ABSON/E. Elder	Lagonda	1935	1485
6	Hon. P. LINDSAY	E.R.A., R5B	1936	1485
7	P. MARSH	E.R.A.	1935	1488
8	K. SCHELLENBERG	Barnato Hassan Special	1930	7983
9	K. MCCOSH	Bentley	1926	4500
10	R. FIELDING	Maserati	1936	1493
11	P. WALLER/N. Corner	Alfa Romeo	1932	2900
12	M. MORRIS	E.R.A.	—	2000

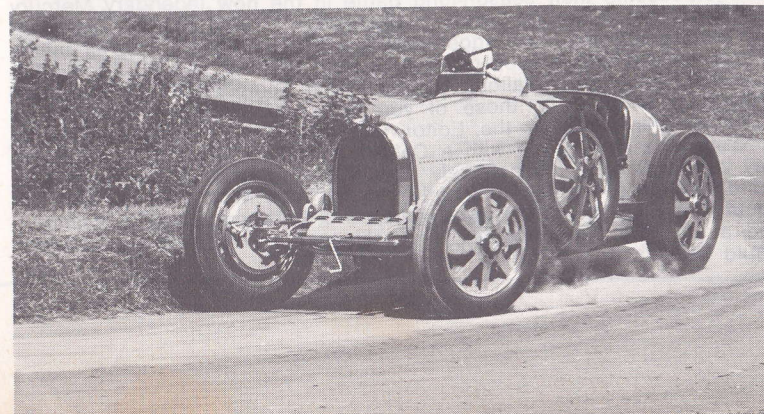
1st (£10) 12 2nd (£5) 4 3rd (£3) 10 6

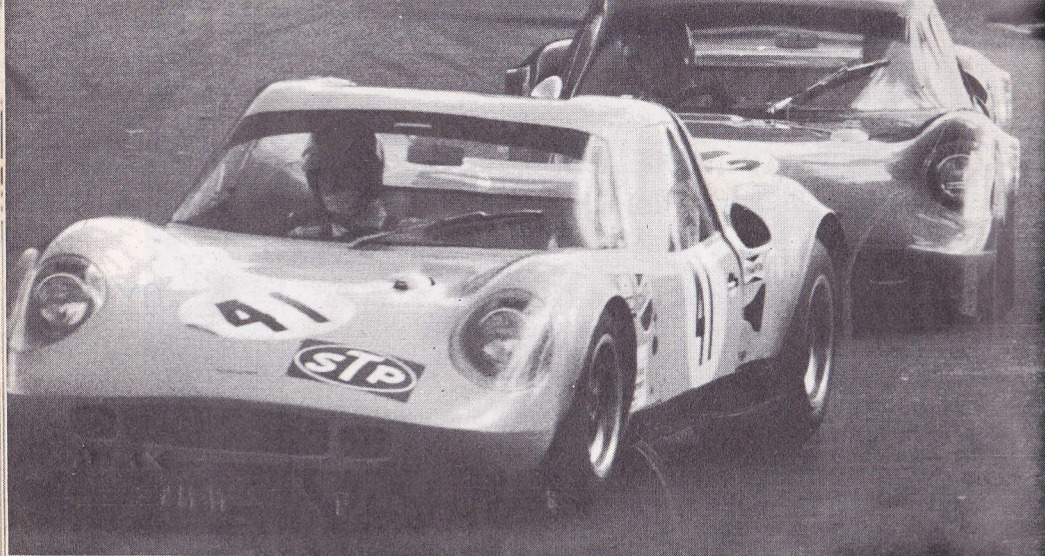
workshop. Supercharged 1100 c.c. Rapiers were raced at Brooklands before the war, but this larger capacity car is unique.

The 'twenties were the hey-day of the Bugatti racing car, and the 2 litre Type 35 in unsupercharged form first appeared in the 1924 French G.P. at Lyons, with its shapely body and unique aluminium wheels. Hamish Moffatt's unsupercharged 2.3 litre car looks identical to the Lyons originals, even to having narrow beaded-edge tyres. Neil Corner drives a 1930 2.3 litre Type 35B with a similar straight eight cylinder single overhead camshaft engine, but supercharged. This particular car is one of the fastest vintage racing cars in the country today, and Neil is one of the most successful vintage drivers.

Bentleys are famous for their string of wins at Le Mans in the twenties. Kaye McCosh's car has a 4½ litre four cylinder single overhead camshaft engine in a 3 litre chassis, and a few years ago averaged well over 100 m.p.h. for an hour at the Monthlery track near Paris driven by its previous owner, Gordon McDonald.

Finally, we have a famous old Brooklands car now resident in Scotland and driven by Keith Schellenberg, also well-known in bobsleigh and power boat racing. This is the huge single-seater Barnato Hassan Special powered by a six cylinder 8 litre Bentley engine. Built as a track car, it held the Brooklands lap record in 1935 at 142.60 m.p.h., later putting its lap speed up to 143.11 m.p.h. Though theoretically thoroughly unsuited to road racing, nevertheless at Oulton Park Keith once led all the E.R.A.s with this car until his brakes gave out, and he will undoubtedly have to make use of all the road and possibly some of the grass verges as well today in trying to do a repeat performance.





At long last we once again have a potential GT grid which should have you all sitting up and biting your fingernails. A positive host of Chevrons takes to the field, led by the familiar faces of Andrew Fletcher, Logan Morrison, Dave Farnell and Graham Birrell. Graham, with his split new B16, will be trying everything he knows to stir things up today but the main feature of this race must be the dice between Dave Farnell and Andy Fletcher for the Sheila Whyte Tankard Championship. With only one point between them, today's race will be the deciding factor—spectators should remember, however, that the best four scores only count and that, consequently, should Dave achieve first or second place, the four points which he scored in August would no longer be added to his total. His maximum pointage now possible is therefore thirty points but this is also the total which Andy Fletcher would achieve even if he only comes second today. The racing should, therefore, be very fast and furious between these two to determine just who is going to carry off the £100 first prize.

Out to disrupt things, however (and do goodness knows what damage to the Sheila Whyte Table) are two of our many Irish competitors. Derek McMahon provides the GT threat with his Chevron BMW while his fellow countryman, Archie Phillips, brings his split new Chevron B16 Sports Racing car. Archie may well be providing some pretty close competition to the leaders today, having been in his time Irish Saloon Car Champion and Sports Car Champion. Doing battle with him in a similar car, but FVC powered, is the well-kent face of Brian Robinson who recently piloted this car home to a first at the September Cadwell Park International.

Down amongst the smaller GT's Grahame McWilliam and Eddie Labinjoh resume their season-long battle in the now legendary Mercury v. Fisher dice while the fastest Modsports, if required, will again be invited to challenge their bigger brothers. The Clubman's side of things is ably represented by Bob Glass with his "Cosbay"—well, that's what he calls it—powered Mallock U2 and Geoff Temple with the very first Chevron ever built. To those of you who are wondering just what a "Cosbay" is (as was the Editor until recently!) it appears that it consists of a Holbay top with a Cosworth bottom. Depending on which way you look at it it's definitely upside down! Also in the weird and wonderful class (namewise that is) is the Jabs Mk. 1. All we can say about this is that it has two seats, two carburettors, four cylinders and a 1500 cc. Ford engine. Curiously enough, it's also a prototype! Could be interesting . . .

SPECIAL G.T. CARS

Sports Racing Cars and Clubman's Cars, etc.

15 LAPS

Over 1150 cc

Car No.	DRIVER/Entrant	Make/Model of Car	cc
36	R. S. SMITH	Project TC	1760
37	J. CORFIELD	Jabs Mk. 1	1500
38	L. MORRISON/Equipe		
	Centro Scot	Chevron B8	1991
39	B. ROBINSON	Chevron B16	1790
40	A. FLETCHER	Chevron BMW B8	1991
41	G. B. BIRRELL	Chevron B16	1790
42	D. McMAHON	Chevron B8	1991
43	R. GLASS	Mallock U2 Mk. 8	1599
44	G. TEMPLE	Chevron B1	1500
45	J. A. PHILLIPS	Chevron B16	1790
46	J. MACKIE	Marcos	1558
47	R. M. F. MARTIN/Irish		
	Racing Partnership	Mallock U2 Mk. 8	1498
48	D. FARNELL	Chevron B8	1991
110	A. G. WATSON	Mallock Mk. 8B	1594

1st (£30) 2nd (£15) 3rd (£5)

Up to 1150 cc

49	G. MacWILLIAM	Mercury GT	1148
50	E. LABINJOH/J. Fisher	Fisher GT	1100
.....			
.....			
.....			
.....			

1st (£30) 2nd (£15) 3rd (£5)

Fastest Lap secs.

"SHEILA WHYTE TANKARD" CHAMPIONSHIP FOR SPECIAL G.T. CARS

DRIVER/Car	April	May	July	Aug.	Sept.	Total
D. FARNELL/Chevron	9	—	6	4	6	25
A. FLETCHER/Chevron	—	—	9	6	9	24
L. MORRISON/Chevron	6	9	—	—	—	15
G. B. BIRRELL/Chevron	—	—	—	9	4	13
E. LABINJOH/Fisher	4	4	—	1	2	11
J. G. McWILLIAM/Mercury	—	—	4	3	—	7
E. REGAN/Chevron	—	6	—	—	—	6
T. E. BLACKADDER/Nathan	3	3	—	—	—	6
G. TEMPLE/Chevron	2	—	—	—	3	5
G. SILVERWOOD/Chevron	—	—	3	—	—	3
J. MACKIE/Marcos	1	2	—	—	—	3
R. S. SMITH/Project	—	—	—	2	—	2
J. STRACHAN/Lotus	—	1	—	—	—	1

Scoring : 1st 9, 2nd 6, 3rd 4, 4th 3, 5th 2, 6th 1.
Best four to count.



CALLANDS TROPHY FORMULA LIBRE CHAMPIONSHIP

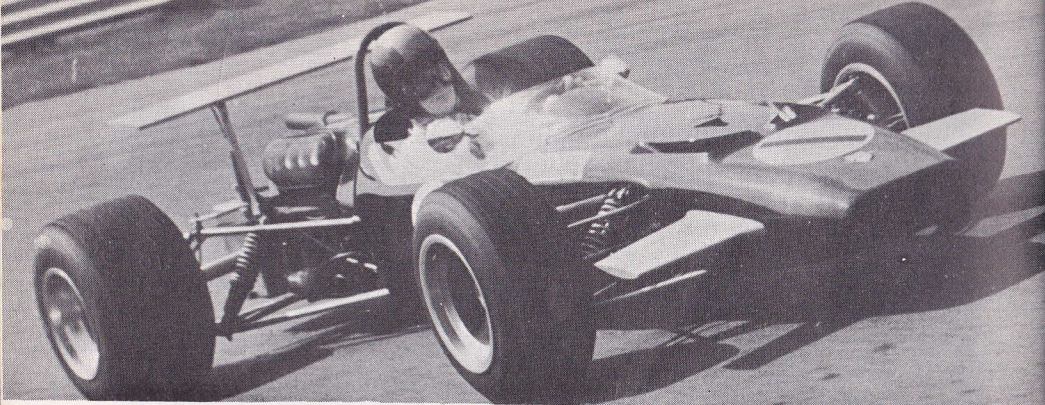
DRIVER/Car	April	May	July	Aug.	Total
K. FILDES/Crossle	—	10	4	5	19
T. D. REID/Brabham	—	—	7	10	17
B. NELSON/Crossle	—	—	10	7	17
W. FORBES/Lola	10	—	—	—	10
R. M. MACKAY/Brabham	5	—	3	—	8
I. C. McLAREN/Lola	—	5	—	3	8
T. WALKINSHAW/Lotus	—	7	—	—	7
G. B. BIRRELL/Brabham	7	—	—	—	7
B. CULLEN/Brabham	—	—	5	—	5
E. LABINJOH/Fisher-Alfa	4	—	—	—	4
J. BLADES/Lotus	—	—	—	4	4
J. MILLAR/Brabham	3	—	—	—	3
D. BERRY/Brabham	—	—	2	—	2
J. A. MURRAY McGRATH/Ecosse Imp	2	—	—	—	2
K. WRIGHT/Brabham	—	—	1	—	1

Scoring : 1 for finishing, plus—1st 9, 2nd 6, 3rd 4, 4th 3, 5th 2, 6th 1. Best four to count.

What today's Formula Libre grid may lack in quantity it more than makes up for in quality, containing as it does many of the regular Irish Formula 2 competitors who have injected a new lease of life into this event during the 1970 season. And, as a tit for tat, it is very much on the cards that the circuit will be injecting a further £500 into the Irish competitors' pockets after today's race. Yes, that is the prize money shared between the first three places in The Callands Trophy Formula Libre Championship and, with all three of these places in Irish hands, it looks like a 1-2-3 for the Shamrock brigade today. Leader in the Championship, by a mere two points, is Ken Fildes from Dublin, who's Crossle 19F is now becoming a regular sight to the fore at many F2 races in Britain. Breathing so close behind his exhaust pipes that they are almost sitting on his aerofoil are both Tommy Reid and Brian Nelson, two Irishmen who have taken the International trail with their F2's this season.

All three of these cheerful individuals (which is the best way of dealing with these Irish—when they get together in a crowd on Sunday nights at the bar in the MacRobert Pavilion it's blue ruddy murder!) are pretty well versed in the "whys and wherefors" of Ingliston, having been intimately connected with two of the best Libre dices yet seen at this circuit. The first was at the last National British Meeting in July when Willie Forbes' long-standing lap record was well and truly demolished by no fewer than four drivers. The honours, race and record-wise, eventually went to Brian Nelson but not before the lead had been held by the same four cars one after the other. The hairpin proved to be the trouble for Brian Cullen and for Tommy Reid on that occasion, both making minute errors there—minute or not, however, they were sufficient to let Brian Nelson storm past into the lead and gave him a further 10 points in the Callands Table.

August saw the next meeting between the Reid, Fildes and Nelson trio and, throughout the whole of the 25-lap race, they seemed extraordinarily loathe to part company. Brian Nelson established an early lead from Tommy but, by the half-way stage, the beautifully turned out red and yellow Brabham of Reid was out in front. For a while things were pretty tense up there until Brian "went to sleep" for a lap or two and fell back dramatically. It almost looked as if Ken Fildes (who



was not exactly motoring slowly by any manner of means) was going to take him for second place when, during the closing laps, Brian put on a terrific spurt to close right up to Tommy. The effort was too late, however, for the Brabham crossed the line inches ahead of his Crossle. A quick glimpse at the Callands Trophy Table after that race confirmed everyone's suspicions that the whole operation was a Machiavellian plot, cooked up by the Irish, to carry "all that luvly money" (as Tommy once said) over the water. Certainly, with half their banks on strike, some ready cash would no doubt come in very handy. The only question that remains now is, whose hands will be on the coveted £250 first prize.

The only Scot who can possibly upset the plot now is Willie Forbes, twice winner of the Callands Trophy and unlucky not to be better placed this year, having been forced to retire with suspension problems while leading in both the July and August races. The lure of the tracks is now losing its potency for the wily Aberdonian, however, and today could be the last time we see him on the Scottish circuit (in a competitive capacity, that is)—while the Editor, and, no doubt, spectators, sincerely hope that this is not the case there are possibilities of an early retirement from racing. If that is so, it would be fitting indeed were he to achieve a hat-trick and carry off the Callands Trophy for the third year running. Theoretically possible that this may be, the odds are very much against it since it would almost require all three Irish leaders not to finish. Only time will tell, but the one thing that is certain is that, if the big yellow Lola is on form today, Willie will be a hard man to pass. With 5 litres of power behind him he will be into the Eesses in the lead and, as everyone knows, there are very few people who can say that they have got round Willie Forbes at Ingliston.

Another "far Northerner" who is not renowned for his loitering habits is Ronnie Mackay. Ronnie, merely two points behind Willie in the Championship, will be pitting the Shannon tuning technique against that of Southern demon tweaker, Brian Hart (who is wholly responsible for the incredible speeds that the Irish achieve—don't believe the drivers when they say that skill is involved: like any good train driver they just point and press!). Two English twin cams from Bill Creasey and Geoff Friswell will be stirring things up, however, while local drivers Eddie Labinjoh and Ian McLaren will be trying to uphold the native honour. Returning again with his 3½ litre Oldsmobile powered Brabham is 1969 Callands runner-up from Wales, Dave Berry. Dave has had a pretty sorry season at Ingliston on his ventures North of the Border this year but he will be hoping today to reverse that trend.

Should the grid be depleted by this afternoon the long-suffering Formula Fords will be invited, in the usual way, to make up the numbers. If the truth be known, the FF competitors are only too keen to have another bash just for the fun of it. And it can prove to be pretty profitable for them too! Certainly, do not be misled into thinking that all the action takes place up at the front — further down the field (although not too far) you can bet your boots that the Fords will be having a whale of a dice.

EVENT 7

5.05 P.M.

THE LOMBANK TROPHY RACE for Formula Libre Single-Seater Racing Cars

20 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
5-1	W. FORBES	Lola T142	5000
2	R. MACKAY/Wm. Dunnet & Co. Ltd.	Brabham BT21B	1600
3	E. LABINJOH/J. Fisher	Fisher/Alfa	2000
4	D. BERRY	Brabham Oldsmobile	3600
5	I. C. McLAREN	Lola T55	1600
1-6	T. D. REID/Irish Racing Cars	Brabham BT30	1794
7	K. FILDES/L. Duffy	Crossle 19F	1598
2-8	B. NELSON	Crossle 19F	1598
9	W. CREASEY	Chevron TC	1600
10	G. FRISWELL	Brabham BT21	1600
15	M. PARKIN	Ecosse Imp	998
16	D. McLEAN	Lola Jnr.	997
14			
.....			
.....			
.....			

1st (£100) ...8... 2nd (£60) ...4... 3rd (£40) ...7... 4th (£20)

5th (£10) Fastest Lap secs.

Bonus of £20 for first up to 1000 cc or Formula Ford car to finish (subject to more than one starter).



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Do not read this page

So you can't take orders, can you? You can't be told what to do, eh? No, sir, you're going to make up your own mind, aren't you? No one's going to persuade you to join the Scottish Motor Racing Club. Nothing in it for you, anyway. Just another bunch of crazy idiots like all these Clubs nowadays who seem to think they're something special. That's not for you—you're an individualist. It certainly doesn't impress you that the S.M.R.C. has more than quadrupled its membership in just five short years—just a bunch of sheep, the lot of them jumping on the bandwagon. Heavens above, you've probably quadrupled your overdraft in half the time, so beat that! Huh, to think that facts and figures could sway you—they can prove anything with statistics nowadays!

So, S.M.R.C. is one of the biggest motor racing clubs in the U.K. and still growing fast. So what? : so is the fish you caught last week (growing fast, that is) so you won't be hooked by that one. Goodness, gracious, you're not going to coax another two guineas out of your grey-haired bank manager just to line the coffers of that shower at Duns, wherever that might be. Think you're mad: not likely. It doesn't impress you that membership of the S.M.R.C. taken out now entitles you to membership for the whole of the 1971 season as well as the rest of this year and discount of 6/- on tickets for all the race meetings next season. That still leaves 6/- unaccounted for, doesn't it, and you're blown if you'll pay a penny more than you have to, especially now that the overdraft rates are up. It's not as if you wanted free copies of "Top Gear" every month (price to the general public—1/6) with four pages of Club News in it. You certainly don't want to know what's happening in the sport in Scotland or what Graham Birrell has to say about it. Nor do you want to go into the paddock at Ingliston to see Graham or the other drivers—what would you do looking at the cars? Huh, probably find something nasty in there.

What about Mabel and the kids, anyway?; do they think you're mug enough to cough up a further 10/6 to give them family membership and many of the benefits of full membership? Some hope. A wife's place is in the home, you say, stuffing cotton wool in the kids' gobs so the screaming brats don't annoy you when you get back from a hard day's spectating at the circuit. Not for you is the balcony in the members' pavilion giving a good view over the track—you'd much rather stand three-deep by the trackside and get the occasional boring glimpse of an aerofoil whizzing past. It's more like a bit of a gamble, see—every third meeting or so you might get a butchers at a helmet or two.

Cor, stone the crows, look at those suckers trooping over to the MacRobert Pavilion for food and drink—a right flock of sheep, the lot of them. Think we'd catch you leaving your place in the howling gale to go and have a natter and noggin in civilised comfort—we must be mad even to suggest it. You just enjoy your jammy piece and have a good giggle at the thought of those idiots forcing themselves to swallow their tomato soup, chicken, veg., spuds, apple pie and cream, coffee, etc. Lot of fat good it'll do them!

We know you've never wanted to drive your own car round Ingliston so there's no point in telling you about the members' practice days. Nor could you care a hang about film shows, Noggin and Natter Nights and the like to keep in touch during the winter months.

Okay, then, if that's the way you feel, don't complete the application form on the reverse. What do we care? Who'd want a right pain-in-the-neck like you in the S.M.R.C., anyway? Come to think of it, we've probably done ourselves a favour by putting you off with the above spiel. Might as well make sure and drum the message home—DO NOT COMPLETE THE APPLICATION FORM ON THE REVERSE OF THIS PAGE. And that's an order!



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Application Form for 1970/71 Membership

I, Mr./Mrs./Miss
(delete as appropriate) (Christian Names) (Surname)

of

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please, in BLOCK
CAPITALS, including
postcode, if any.)

hereby apply for Membership of THE SCOTTISH MOTOR RACING CLUB LTD. and agree, if elected, to be bound by the Memorandum and Articles of Association thereof for the time being.

...../...../70
Signature, please.

(Please tick appropriate boxes)

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Ingliston race meetings ☐ rallies.

☐ I would like to pay future subscriptions by Bankers Order.

☒ Please send me an Application Form for Family Membership for
my son who resides with me.

☒ Please send me, if elected, the following Club insignia:

..... Blazer Badge	@ 45/-	£	:	:
..... Car Badge	@ 25/-		:	:
..... Overall Badge	@ 12/6		:	:
..... Repeat-Motif Tie	@ 19/6		:	:
..... Single-Motif Tie	@ 19/6		:	:
..... Lapel Badge	@ 4/-		:	:
..... Windscreen Transfer	@ 2/6		:	:

AMOUNT OF ANNUAL SUBSCRIPTION 2 : 2 : —

I enclose ☐ my cheque ☐ P.O. ☐ Cash for £ : :

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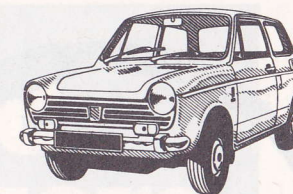
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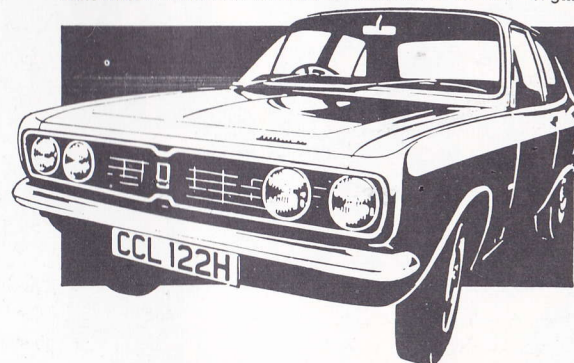
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