

Organised by  
THE SCOTTISH MOTOR RACING CLUB

Programme 3/-



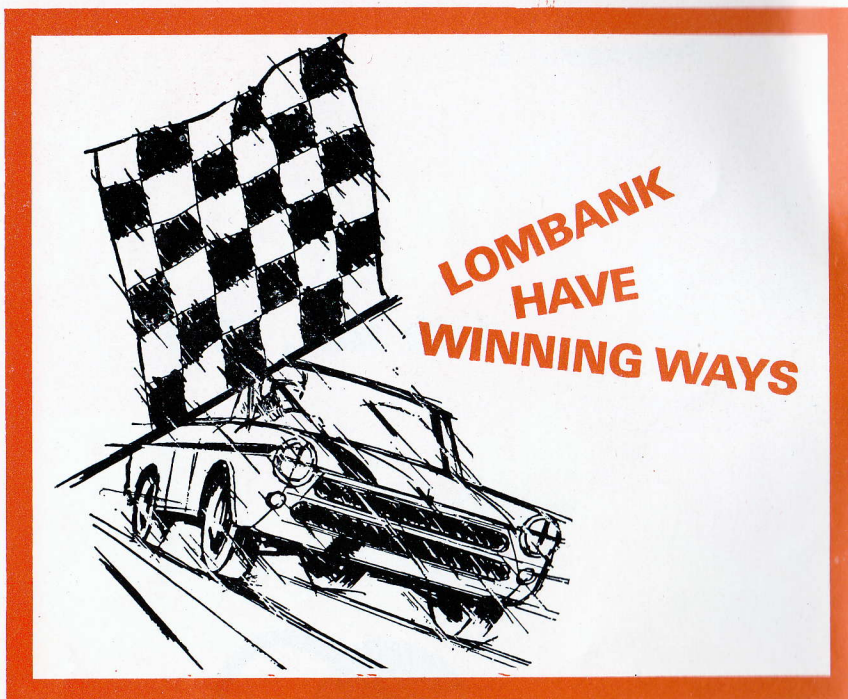
# INGLISTON

11th MAY, 1969



THE MAY RACE MEETING





#### Head Office

Lombank House, Purley Way, Croydon CR9 3BL  
Tel: 01-684 6911

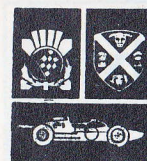
#### Edinburgh Office

Lombard House, 20 Dublin Street, Edinburgh 1  
Tel: 031-556 7289

#### Glasgow Office

Lombard House, 18 Newton Place, Glasgow C3  
Tel: 041-DOUglas 3091

Other offices at Aberdeen, Ayr, Dundee and throughout Great Britain



**SCOTCIRCUITS LTD**  
**INGLISTON**  
motor racing circuit

ROYAL HIGHLAND SHOWGROUND EDINBURGH

• • •

## The May Race Meeting

**Sunday, 11th May, 1969**

organised by

**The Scottish Motor Racing Club Ltd.**

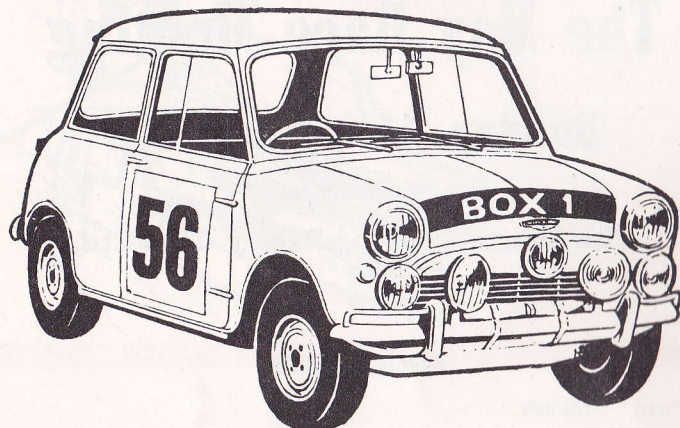
• • •

### PROGRAMME

- 9.45 a.m. Practice
- 12.45 p.m. Luncheon Interval
- 2.10 p.m. Aerobatic Display by Charles Masefield in a Beagle Pup
- 2.30 p.m. Event 1 Special Saloon Cars, 10 laps
- 2.55 p.m. 2 ADAM WYLLIE MEMORIAL TROPHY RACE, for  
Formula Libre Single-seater Racing Cars (Part 1)  
—and—  
Formula Ford Cars, 15 laps
- 3.25 p.m. 3 Production Sports Cars, 10 laps
- 3.50 p.m. 4 B.P. SALOON CAR TROPHY RACE, for Special  
Saloons over 1000 c.c., 10 laps
- 4.15 p.m. 5 PLAYERS GOLD LEAF TROPHY RACE, for Special  
G.T. Cars, 10 laps
- 4.40 p.m. 6 AUTO AUCTIONS TROPHY RACE, for Special  
Saloons up to 1000 c.c., 10 laps
- 5.05 p.m. 7 ADAM WYLLIE MEMORIAL TROPHY RACE (Part  
2)  
—and—  
Formula Ford Cars, 15 laps  
Presentation of Trophies
- 5.50 p.m. 8 HARTLEY WHYTE CHAMPIONSHIP RACE, 15 laps



# The incomparable **AUSTIN MINI-COOPER**



The Austin Mini-Cooper is rally-tested—AND PROVEN. It has an incomparable record in these tough endurance tests. You reap the benefit of this experience. With the Austin Mini-Cooper you get Hydrolastic suspension — for a smoother ride — extra braking power, lighter clutch control and a silkier gear change.

Don't just take our word for it.

ASK FOR A TRIAL RUN



**COMELY BANK**

**107 GLASGOW ROAD**

031-332 1344

031-334 1351

**EDINBURGH**

Assoc. Co.: George Fowler (Motors) Ltd., North Berwick

## OFFICIALS AND CREDITS

Clerk of Course ... ..	Dr. J. G. WAUGH, O.B.E.
Deputy Clerk of Course ...	A. D. HORNE
Chief Marshal ... ..	A. H. B. CRAIG
Deputy Chief Marshal ...	P. J. TUGWELL
Chief Observer ... ..	R. J. TRAILL
Chief Flag Marshal ... ..	W. W. HUME
Chief Track Marshal ... ..	G. F. STOREY
Chief Paddock Marshal ...	E. R. HERRALD
Chief Spectator Marshal ...	D. McLAUCHLAN
Chief Grid Marshal ... ..	G. MONTGOMERY
Starters ... ..	J. A. DICK PEDDIE & D. M. FRASER
Chief Crossing Marshal ...	ANGUS DICK
Chief Pits Area Marshal ...	K. H. ROBERTSON
Chief Medical Officer ... ..	Dr. A. DONALDSON
Chief Timekeeper ... ..	Dr. L. JAMIESON
Chief Scrutineer ... ..	J. GARDEN
Commentator ... ..	J. W. McINNES
Secretary to Meeting ... ..	A. M. LAMB
Competitor Reception ... ..	E. D. HODGES & E. S. CHAPMAN
Results Processors ... ..	W. H. CRABB & M. MALCOLM
Lap Indicator Marshal ... ..	G. KERR
Steward (for R.A.C.) ... ..	J. R. STEWART
Stewards (for Club) ... ..	R. KAY, N. T. LITHGOW
Judges of Fact ... ..	W. A. MARTIN, I. CUNNINGHAM, A. REID, L. BROWN
Chairman of Race Committee	J. L. ROMANES
Public Relations ... ..	COMPRO PUBLIC RELATIONS LTD. (GRAHAM GAULD)
Results Duplicating ... ..	GESTETNER DUPLICATORS (BSO) LTD.
Catering ... ..	D. S. CRAWFORD LTD.
First Aid ... ..	THE BRITISH RED CROSS SOCIETY (Scottish Branch)
Fire Precautions ... ..	THE SCOTTISH AMBULANCE SERVICE FIRE APPLIANCE SERVICES LTD. EDINBURGH FIRE BRIGADE
Breakdown Equipment & Staff	CLELAND OF BOGSIDE JAMES ROSS & SONS LTD. WESTFIELD AUTOCAR LTD. MEADOWHOUSE GARAGE LTD. JOHN GIBSON & SON LTD.
Outside Advertising ... ..	AEROSIGNS (LONDON) LTD.
Traffic Cones ... ..	UNIROYAL LTD.
Welding Facilities ... ..	PETER GORDON
Photographs ... ..	ERIC BRYCE, PETER TUGWELL

This meeting is held under the International Sporting Code of the F.I.A. and the General Competition Rules of the R.A.C., the Standing Supplementary Regulations of the R.A.C. and the additional regulations and instructions issued by the Club. Permit No. RS/4890



# A WORD ABOUT TODAY'S SPONSORS

---

## *The B.P. Trophy*

In August 1967, B.P. Trading, the principal trading subsidiary of the British Petroleum Company, withdrew their international support of Motor Racing. However, a number of the Group's associated companies continue to assist the sport in various fields.

B.P. Retail, in the U.K., supplied the fuels and lubricants for the winning car in last year's British Grand Prix at Brand's Hatch — Rob Walker's privately entered Lotus Ford 49B driven by Jo Siffert. Other motoring racing successes of B.P. associates were recorded in Austria, Canada, Australia and South Africa.

In the 1968 R.A.C. Rally, B.P. supported Saab (Great Britain) Ltd., who took the first two places with cars driven by Simo Lampinen and Carl Orrenius respectively.

B.P.'s interest also extends to the support of Motor Racing Stables, the foremost Racing Driving School in the United Kingdom. The School is open to any member of the public, and its main object is to find and promote any natural ability. Many of our famous names in racing today, such as Graham Hill, graduated from this School, which started at Finmere Aerodrome in Buckinghamshire, some eight years ago.

Today's event, the Saloon Car Race, is the first active support that B.P. Retail has given to motor car racing in Scotland since B.P. Trading's decision in 1967. I hope this race will provide enjoyment for both drivers and spectators.

---

## *A Success Story*

### *The Players Gold Leaf Trophy*

The association between Team Lotus and Player's Gold Leaf is only just over a year old. Yet in that short space of time Gold Leaf Team Lotus have won the Formula 1 World Championship and scored numerous wins in Formula 3 and sports car events.

This year the association will continue along similar lines. In Formula 1 Graham Hill will be defending his World Championship title, his

team-mates will be the brilliant Austrian, Jochen Rindt, and, on occasions, Mario Andretti, the Italian-born American who has also proved very fast on his few Formula 1 outings. At the moment the team are using last year's cars modified in several ways until the four-wheel drive model appears early in the season.

At Brands Hatch on April 13 John Miles and Australian Brian Muir gave Gold Leaf Team Lotus's brand new type 62 Group 6 car its maiden outing—and won their class after six gruelling hours in the Boac 500. This car looks a little like a 47 but underneath it is entirely different. The 47's backbone chassis has given way to a tubular space-frame and the engine is also new. It is the LV/220, a slant-four 2-litre engine, very highly developed with a specification which includes a dry sump, twin overhead camshafts and four valves per cylinder. The team drivers this season will be John Miles, Roy Pike and Morris Nunn.

In the highly competitive field of Formula 3 Gold Leaf Team Lotus will campaign two space-frame type 59s for Roy Pike and Morris Nunn.

With such a heavy involvement in motor racing, Gold Leaf Team Lotus are bound to give a great deal of pleasure to spectators throughout the world. We hope you enjoy going motor racing—and winning—with the 1968 World Championship Team.

---

## *The Auto Auctions Trophy*

Auto Auctions (Scotland) Ltd., who occupy their own modern premises within the Ingliston Showground, is the successful result of the endeavours of British Car Auctions Ltd. and Alex. Beith Ltd., Glasgow, to found and operate in the Edinburgh area a regular weekly sale by public auction of all types of cars, vans and commercial vehicles. The business is not, of course, confined to Edinburgh as sellers and buyers alike are to be found attending their Thursday sales from the far north of Scotland to the midlands of England. The normal entry of vehicles for each of these sales usually exceeds 150 and comprises modern cars and light vans with regular consignments of heavy commercial vehicles being offered on behalf of large companies, British Road Services Ltd., B.R.S (Parcels) Ltd., etc. Conducted in an ultra modern saleroom complete with seating for the convenience of buyers and a first-class canteen in operation during the time of each sale, auctions at Ingliston commence at 12 noon every Thursday.

Auto Auctions (Scotland) Ltd., welcome you to Ingliston any Thursday.



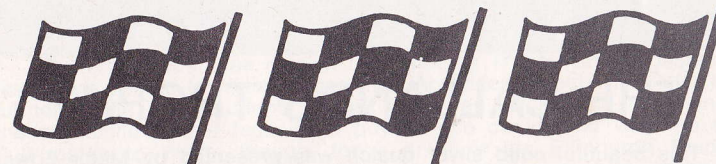
## LIST OF ENTRIES

Car No.	DRIVER/Entrant	cc	Make/Model	from
1	J. MILLAR ... ..	1991	Brabham BT21B ...	Bridge of Weir
2	I. STIRLING ... ..	997	Cosworth Lola .....	Falkirk
3	A. C. GOODFELLOW ...	4700	Fireball 5000 .....	Falkirk
4	T. BARCHOU/Ian Raby (Racing) Ltd. ... ..	1598	Brabham Twin Cam .....	Brighton
5	W. N. A. DRYDEN/ J. L. Romanes ... ..	2490	Lotus 35 .....	Edinburgh
6	R. MACKAY/ Wm. Dunnet & Co. Ltd. ...	997	Brabham BT21B .....	Thurso
7	A. CHARNELL ... ..	1650	Lola T55 .....	Balerno
8	R. SCOTT ... ..	997	Brabham BT21 .....	Slough
9	Mrs. A. MICKEL ... ..	2495	Braham BT23B .....	Glasgow
10	D. BERRY ... ..	1600	Brabham BT16 .....	Colwyn Bay
11	J. ANDERSON ... ..	998	Lola .....	Bonnybridge
12	E. LABINJOH/ J. Fisher ... ..	1600	Fisher .....	Edinburgh
14	J. PINKERTON ... ..	998	Mini .....	Glasgow
15	G. THOMSON ... ..	1599	Brabham FF .....	Milltimber
16	G. H. BIRRELL/ Equipe Centre Scot ...	1600	Crossle 16F .....	Larbert
17	B. K. HARRISON ... ..	875	Vixen F4 .....	Clarkston
18	E. J. CLARK ... ..	1600	Lotus 51 .....	N. Berwick
19	D. MANNERS ... ..	1600	Lotus 51 .....	Darlington
20	D. BRIAN SQUIRES ...	1600	Merlyn F.F. ....	Loch Lomond
21	B. HUNTER ... ..	1600	Lotus 51 .....	Portobello
22	A. ARNOLD ... ..	1600	Lotus 61C .....	London
23	J. GEMMELL ... ..	1600	Lotus 51A .....	Edinburgh
24	I. COCHRANE ... ..	1650	Ford Anglia .....	Dalrymple
25	W. L. MORRISON ... ..	998	Singer Chamois ...	Bridge of Allan
26	J. ABSALOM/ R. Tallantyre ... ..	1098	Ginetta G4 .....	Morpeth
27	A. FLETCHER ... ..	4736	Ford G.T. 40 .....	Alva
28	N. MORRISON/ A. Fletcher ... ..	2000	Chevron B.M.W. ....	Alva
29	J. MILNE/ W. Shepherd ... ..	1293	M.G. Midget .....	Lundin Links
30	A. SOUTER ... ..	1594	Lotus Elan .....	Dundee
31	E. BLACKADDER ... ..	998	Nathan G.T. ....	Falkirk
32	C. S. BARROW ... ..	998	Mallock U2 .....	Huby, Leeds
33	J. MACKIE ... ..	1489	Marcos .....	Lochore
34	G. SILVERWOOD/ D. Buller-Sinfield ...	1148	Mercury G.T. ....	Mirfield
35	A. HUTCHINSON ... ..	1293	Austin Healey Sprite .....	Leitholm
36	J. SCHONBERG/ Kessington Motors ...	1593	Mercury G.T. ....	Bearsden
37	J. MILNE/ W. Shepherd ... ..	1800	M.G.B. ....	Lundin Links
38	G. R. WILSON ... ..	1098	M.G. Midget .....	Kirkcaldy
39	M. HOPPERTON ... ..	1147	M.G. Midget .....	Inverary
40	C. MACLEAN ... ..	1600	Lotus Elan .....	Alness, Ross-shire
41	T. N. THOMSON ... ..	3781	'E' Type Jaguar .....	Wishaw
42	J. G. DUNBAR ... ..	1098	M.G. Midget .....	Loanhead



Car No.	DRIVER/Entrant	cc	Make/Model	from
43	D. THIRD	950	Turner Sports	Edinburgh
44	W. N. A. DRYDEN/ H. & G. Robinson Racing	818	Honda S800	Newcastle
45	P. D. MACNAUGHTON	1098	Ginetta G4	Edinburgh
46	J. C. FORSYTH	998	Austin Healey Sprite	Edinburgh
47	J. H. APPELGARTH	1971	A.C. Ace-Bristol	Houghton-le-Spring
48	J. LENNOX	1140	M.G. Midget	Lesmahagow
49	M. PARKIN	1558	Lotus Elan	Edinburgh
50	J. D. DIACK	2912	Austin Healey 3000	Seamill
51	J. McFARLANE	1147	Austin Healey Sprite	Lanark
52	J. A. HALL	1558	Lotus Elan	Edinburgh
53	A. BROWN	1582	Porsche S90	Edinburgh
54	I. HALL	1132	Austin Healey Sprite	Bristol
55	D. S. LANGLEY	950	Austin Healey Sprite	Milton of Campsie, Glasgow
56	D. M. G. GRANT	950	M.G. Midget	Newton Mearns
57	G. L. CLARK	1293	Mini Cooper 'S'	Easingwold
58	R. F. MORRISON	1275	Mini Cooper	Helensburgh
59	W. A. BORROWMAN/Sports Tune/Moir & Baxter Ltd	1293	Mini Cooper 'S'	Longniddry
60	I. R. OWER	1293	Mini Cooper 'S'	Dundee
61	G. B. BIRRELL/ Wyllies	1920	Ford Escort Twin Cam	Glasgow
62	A. BARRETT	1293	Mini Cooper 'S'	Baillieston
63	I. C. R. KYDD	1293	Mini Cooper 'S'	Strachur, Argyll
64	A. D. NIVEN	1558	Anglia Twin Cam	Duns
65	R. M. CAIG	1650	Borgue Anglia	Borgue
66	N. HODGSON	1293	Mini Cooper 'S'	Carlisle
67	J. C. GRAHAM	1220	Singer Chamois	Glasgow
68	J. WALKER	1275	Mini Cooper 'S'	Edinburgh
69	H. VICKERS/ A. Barton	1275	Mini Cooper	Newcastle
70	F. GUNN/ A. Barton	1275	Mini Cooper	Newcastle
71	K. ROBERTSON	1293	Thistle Mini	Edinburgh
72	I. C. McLAREN	1650	Vauxhall Viva	Broxburn
73	J. DRYDEN	1293	Mini Cooper	Lundie, Dundee
74	G. TODD/ Pinkie Mains Farm	1293	Mini Cooper 'S'	Musselburgh
75	P. V. WRIGHT	1293	Mini Cooper	Newtownards
76	A. BELL	1275	Mini Cooper	Carlisle
77	L. EMSLIE	1293	Mini Cooper 'S'	Aberdeen
78	D. MUTER	1293	Mini Cooper 'S'	Stevenson
79	D. MUTER	1275	Mini Cooper 'S'	Bedlington
80	J. VEITCH	1310	Mini Cooper 'S'	Edinburgh
81	A. L. FLEMING/ W. Shepherd	999	Mini Cooper	Lundin Links
82	A. BARTON	999	Mini Cooper	Newcastle
83	K. ROBERTSON	999	Thistle Mini	Edinburgh
84	K. MILLAR/ J. Dryden	998	Mini Cooper	Lundie
85	S. A. BELL	999	Mini Cooper	Carlisle
86	T. A. TWAITES/ H. & G. Robinson Racing	615	Honda N600	Newcastle
87	P. MARSH	997	Mini Cooper	Carlisle
88	J. E. HOWDEN	998	Singer Chamois	Edinburgh
89	A. J. LITTLEJOHN	999	Mini Cooper 'S'	Elgin
90	M. S. ROSS	998	Mini	Monifieth, Angus

Car No.	DRIVER/Entrant	cc	Make/Model	from
91	N. R. GINN	850	Mini 7	Helensburgh
92	J. SIME	997	Mini Cooper	Paisley
93	A. D. T. BONAR	996	Austin A40	Leicester
94	J. GRANT	970	Mini Cooper 'S'	Haddington
95	C. REEVES	998	Mini Cooper	Larkhall
96	D. O. STEVENSON	999	Mini Cooper 'S'	Hamilton
97	J. HANNAH	998	Milbro Mini	Wishaw
98	C. FERRARI	998	Hillman Californian	Peterhead
99	A. ORMISTON	997	Mini Cooper 'S'	Dunfermline
01	J. I. JOHNSON	998	Mini Cooper	Kilbarchan
02	W. G. DYKES	998	Mini	Edinburgh
03	J. L. RITCHIE	998	Austin A40	Cardross
04	E. PATERSON	850	Colvend Mini	Edinburgh
05	W. A. BORROWMAN/Sports tune/Moir & Baxter Ltd.	999	Mini Cooper 'S'	Longniddry
06	R. HAINING	998	Hillman Imp	N. Berwick
07	R. D. WYLLIE	999	Mini Cooper 'S'	Annan
08	J. A. J. CURRIE	999	Mini Cooper 'S'	Dumfries
09	K. ALLEN	998	Mini Cooper	Crossford, Carlisle



**duplicating, duplicating, duplicating,**



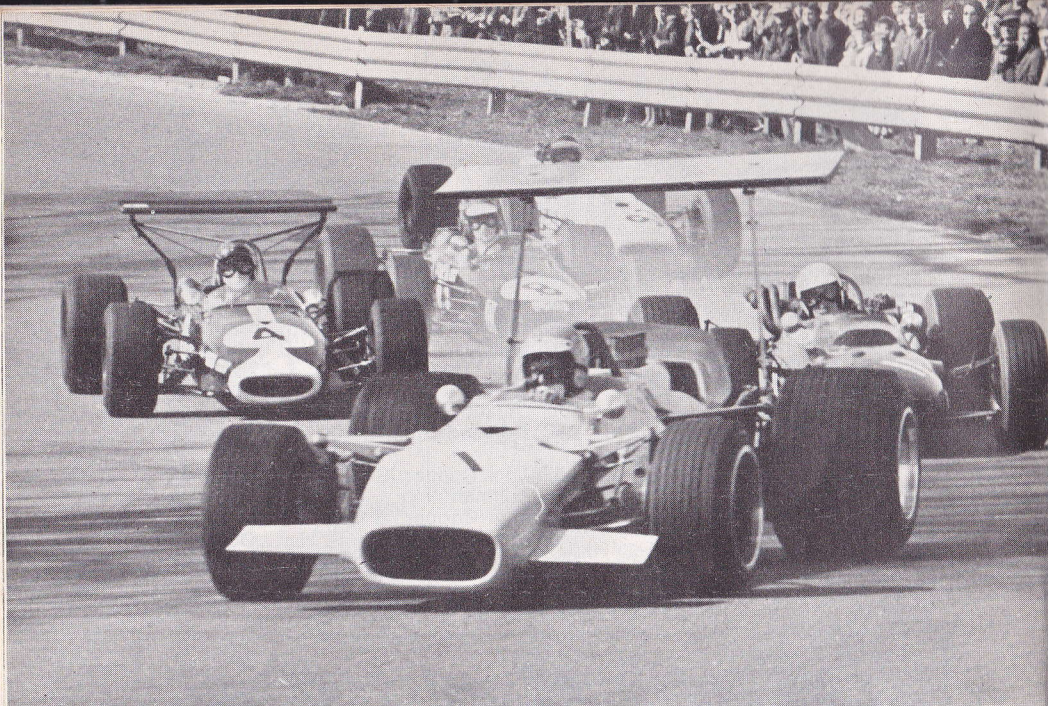
**duplicating, duplicating, duplicating.**

**BY STENCIL OR OFFICE OFFSET  
GESTETNER Ba-r-o-o-m**

*Gestetner*

**13-13A STAFFORD STREET, EDINBURGH 3. Tel. 031-255-4144**





## THE CALLANDS TROPHY

This beautiful solid silver quaich was presented by Major Edward G. Thomson along with very generous prize money to be won by the Formula Libre champion of Ingliston. Competitors can enter all six eligible events but only their four best scores count towards the championship.

Major Thomson is a great motor racing enthusiast and has done a great deal for this sport in Scotland and for Scottish drivers. He has a very fine private collection of interesting cars, including the 1938 Mille Miglia winning 2.9 litre Alfa Romeo, a type 50 Buggatti and many others such as Rolls-Royces and Bentleys.

He was a director, then Chairman and now President of Ben Line who operate fast cargo liners between U.K. ports and the Far East. After the war the Ben Line had only six vessels left and Major Thomson had considerable courage in introducing these fast cargo liners which were built in Scotland. Shipping giants such as P. & O. and Blue Funnel have since had to catch up their lead

### CALLANDS TROPHY FORMULA LIBRE CHAMPIONSHIP

DRIVER/Car	Points
W. FORBES/Lola ... ..	11
G. B. BIRRELL/Brabham ... ..	8
R. SCOTT/Brabham ... ..	6
R. MACKAY/Brabham ... ..	5
A. CHARNELL/Lola ... ..	4
W. N. A. DRYDEN/Lotus Climax ... ..	3

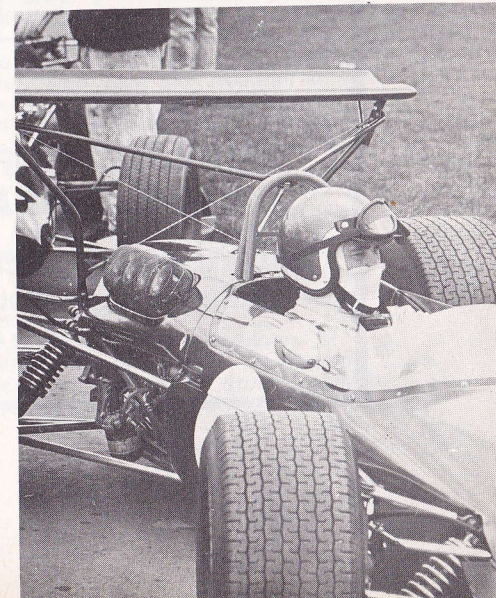
Scoring: 1 for finishing in each race plus—1st 9, 2nd 6, 3rd 4, 4th 3, 5th 2, 6th 1. Best four to count.



Current number one man in the Callands Trophy Championship and last year's winner is Willie Forbes from Aberdeen, caught here in a bashful tete-a-tete with Students' Charities Queen, Vicki Reid. Judging by the coy smile on her face it's a pity no one could hear what he said! Full marks to Willie, though, for a drive at the Edinburgh Students' Charities Cup Meeting which will long be remembered by those who were present.

Number two to Willie in both the Edinburgh Students' Charities' Cup Race and this year's Callands Trophy Championship was Graham Birrell, tipped by "Motor Sport" as one of the top dozen up-and-coming young drivers most likely to succeed in motor racing. Driving the ex-Jochen Rindt Brabham entered by Ecurie Ecosse, Graham spent the whole of the first part of this two race event looking up the massive twin exhaust stacks on Willie's Lola.

In the second part Graham managed to squeeze past Willie just before the hairpin and it was the latter's turn to play follow the leader. However, having knocked the outright lap record five ways backwards to Christmas the Aberdonian sneaked through on the inside at West Gate to regain the lead, Graham doing decidedly strange things with the Brabham in the process and ending up looking up his own exhaust pipes just by way of variety. In his own words, "The chassis suddenly changed to rubber and we were all over the place." By the time he had sorted himself out all he could see of Willie was fast disappearing in the distance but he motored on to finish in second place again.





**ASK FOR DETAILS OF OUR  
RANGE OF QUALITY MOTOR  
ACCESSORIES AT OUR SHOP  
BEHIND THE GRANDSTAND**

**By Return Post Free Service**

**GRAHAM  
BIRRELL  
(RACING)**

**392 St. Vincent St.**

**GLASGOW G.3**

**041-248-4534**

**\*INGLISTON BOOKING OFFICE**

**NEED A VAN? DO AS GB RACING  
—TRY THE NO FUSS, NO PROBLEM  
AVIS RENT-A-VAN SERVICE**

**GRAHAM BIRRELL (RACING) SCOTLAND'S LEADING  
RACING & RALLY EQUIPMENT SPECIALISTS**

## **For your Entertainment . . .**

May, the month when you wash your face in the dew, and, depending on your political inclinations, go wave the red flag afterwards. We hope the marshals won't be waving the red flag at Ingliston today as we have assembled an interesting field for all the races. Many of the names and the faces are familiar but Scottish Motor Racing Club have assembled some new ones and new cars for this the third meeting of the season.

To those who were at the April meeting the tremendous battle between **Willie Forbes** and **Graham Birrell** in Lola and Brabham respectively will still linger in the memory. Indeed most of those in motor racing in Scotland have done nothing but talk of their battle. It is therefore unfortunate that a clash of dates sees both of them at other race tracks, Willie Forbes in England for the Formula 5000 Championship and Graham Birrell at Jarama in Spain for a Formula 2 race. This, however, makes the Formula Libre events even more interesting as points in the Championship are up for grabs with a lot of people looking eager to score with Forbes out of the way.

Following his two third places at the last meeting **Richard Scott** with his BT 21 Brabham looks like being the favourite for this race. Ever since he first appeared at Ingliston with the ex-Willie Forbes Elva-B.M.W. Richard Scott has shown tremendous promise. In those days he had to travel down from Aberdeen with his car. Today, however, he travels twice as far from London where he is now a member of the Frank Williams organisation. Frank Williams has built up a fast reputation for being a shrewd team manager in motor racing and his recognition of Scott could well see Richard going far in the sport. Since his early days at the track Richard Scott has developed the type of smooth style which modern day race car driving demands and at today's meeting he will be out to notch a win. Last season he and fellow Aberdonian Willie Forbes battled for the Championship and it looks like they will be doing so again.

**Bill Dryden**, who hasn't had the best of luck in his racing, is likely to give Scott a race for his money as Dryden's car, a 2½ litre Coventry Climax engined Lotus owned by **John Romanes** has much more power in hand. Various small problems have plagued the Lotus in the last two meetings but if everything is going well today we could see Bill notching a victory.

If there were prizes for long-service to Ingliston Welshman **Dave Berry** would be well in the running as he has been seen at the meetings here for a number of seasons. He is a driver of tremendous ability and one who, in the right car, is more than capable of winning. This season he has purchased an ageing Brabham BT 16 but at the last meeting he was going hard at it as usual. His main rival then was **Ronnie Mackay** from Thurso, a much travelled driver, who has the ex-John Millar Brabham BT 21B. As with Dave Berry, Ronnie Mackay has a reputation for being a fast and steady driver and as in all sports he is in need of the breaks. His car is a 1,000cc model, one of the smallest cars in the race and like **Ian Stirling** with his Cosworth-Lola he is giving away horsepower. On the other hand **Tony Charnell** has a way of getting the performance out of his 1650cc Twin Cam Lola. This car has given Tony some good experience in motor racing. When we first saw him at Ingliston in an Imp he tended to be spectacular and he suffered a number of problems. When he bought the Lola many enthusiasts winked at each other and expected Tony to wind himself round the nearest barrier but Tony has become a very consistent driver.

For **John Millar** the Brabham-B.M.W. has been something of a frustration and all last season it just never seemed to be running properly. At the Novices meeting this year, however, he drove steadily and well to win the formula libre event but then in April he got the



# We can't be beaten at Ingliston!

Not, of course, on the race  
circuit, but at selling  
modern MOTOR CARS, VANS  
and COMMERCIAL VEHICLES

## EVERY THURSDAY AT NOON

Entry Forms, Brochures,  
copy of "Scottish Guide  
to Used Car Prices"  
post free from:



INGLISTON SHOWGROUND,  
Ingliston Road, Newbridge, Midlothian

Telephone: CORstorphine 3200 and 3209

car out of line in practice and couldn't get the damage repaired in time for the race. If the car is functioning properly today don't be surprised to see this cool and calculated young Scot up with the leaders as he too has shown promise since he first raced at Ingliston.

The car which is one of the most interesting of the entry is **Agnes Mickel's** Brabham BT23B. Agnes Mickel has been one of Scotland's most consistent motor sporting personalities. She is very modest and unassuming but her performances in the various racing cars she has owned over the past ten years have marked her as a girl of exceptional ability. She is normally a spectator at Ingliston, preferring the concentrated effort of British National hill climb driving to sustained racing, but she decided to enter for this meeting to give her new Brabham a few laps before setting off in the British Hill Climb championship again with her husband Gray Mickel. The car she is using is one of three specially built by Jack Brabham for hill climbing with a 2.5 litre Coventry Climax engine. Since purchasing the car recently she has not had time to give it any proper try-out so she decided to enter for Ingliston. She explained last week that she had no thoughts about winning but merely wants to give the car a trial. She has raced sports cars at Charterhall a couple of times but that is the extent of her experience on the track.

In the Formula Ford race are a number of familiar faces, and the man who must start favourite is **Gerry Birrell** with the Equipe Centro Scot Crossle. This car, finished in red, is a potential race winner and at the last meeting Graham Birrell led the race until the mix up at the hairpin when Dave Walker came through with the Lotus 61 of the Jim Russell team.

Big **Brian Harrison** has his Hillman Imp engined Formula IV Vixen in the race and up to now Brian has been getting the feel of this tiny car. It is one of the smallest cars to race at Ingliston but it still needs some sorting out. Of the other Formula Fords **Tony Arnold** with his Lotus 61 Wedge is probably the man most likely to spring a surprise as his form is not as well known as that of the other drivers. **Ted Clark**, who went so well in his Lotus 51 until he too brushed with the Jim Russell team at the last meeting is another danger man whilst it will be interesting to see **Brian Squires** in action with his new Merlyn.

The GT cars are thinner on the ground this meeting than last and let us hope that the new Scottish Privateers team will be out in full strength. Last time **Andrew Fletcher** was a non-starter with his Ford GT 40 due to a broken crankshaft the week before the meeting. This time the car should be ready for him to join team mate **Nigel Morrison** who won the GT event at the last Ingliston meeting in a convincing manner. Nigel's yellow Chevron-B.M.W. seems most likely to fit into the winners slot again for despite Andrew Fletcher's ability he will find Ingliston a difficult circuit for his big Ford which is probably more used to Le Mans than Ingliston.

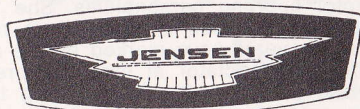
One of the prettiest cars in the race is **Ernie Blackadder's** Nathan GT with the Coventry Climax engine. **George Silverwood's** Mercury GT will have a competitor in **Jeff Schonberg's** similar car. Jeff raced a Formula Ford last season and has now graduated to a bigger GT car and it will be interesting to see how he fares against the experienced Silverwood. Both cars are based on the Lotus 23 but have coupe bodies.

In the sports car classes there are a number of interesting entries including **Tommy Thomson's** E type Jaguar and **John Absalom's** Ginetta G4 which was successful at the last meeting. Don't overlook **Bill Dryden** in the mighty mite, the Honda S800, as only gear selection problems stopped him from being well placed in the race after good practice times. **Joe Applegarth**, a staunch S.M.R.C. member from County Durham is running an A.C. Ace Bristol which is one of the best sports cars of its type produced and there is one Elan in there to make this a promising race.

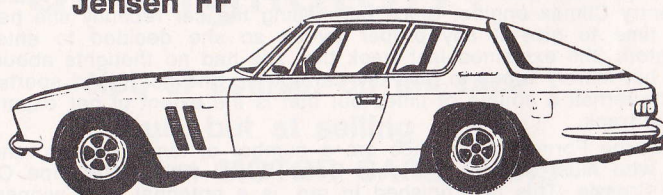


# ROSSLEIGH LTD.

Scottish distributors for



Contact us for a demonstration of the unique  
**Jensen FF**



Ferguson Formula 4 wheel drive with Dunlop Maxaret anti-skid braking system. The FF is powered by a 6.3 litre Chrysler engine with Torqueflite Automatic Transmission. Specification also includes—leather upholstery, seat belts, power assisted steering, heated rear windows, first-aid kit, electrically operated windows, twin speaker radio. **PRICE £7006 11 11 ex wks.**

and the exciting

## Jensen Interceptor

an exciting car in its own right with similar power unit and choice of manual or automatic transmission.

**PRICE £5198 8 0 ex wks. (Auto)**

# Rossleigh

Ltd.

By Appointment To Her Majesty the Queen, Motor Engineers

32 SHANDWICK PLACE,  
EDINBURGH EH2 4RU

Phone : 225 7243-8

153 BOTHWELL STREET,  
GLASGOW, C. 2

Phone : 248 3041

— and at —

ABERDEEN, Phone 26285; DUNDEE, Phone 22064; HAWICK, Phone 2135; INVERNESS, Phone 31915/7; KIRKCALDY, Phone 3703; PERTH, Phone 26248; STIRLING, Phone 4196; and NEWCASTLE UPON TYNE, Phone ONE-2-28981.

The saloon car entry is as usual tremendous with a great emphasis on Mini Coopers big and small. Perhaps it is best to latch on to just a few of the drivers to keep a look out for during the afternoon.

**Ronnie Morrison's** Mini Cooper will be making its first racing appearance this season replete with demon tweaks administered during the winter to make it not only faster but—as Ronnie hopes—more reliable. **Bill Borrowman** is in the fuel injected eight-port head Mini Cooper of the Moir & Baxter Sports Tune team. This is the first Mini Cooper at Ingliston with the new 12 inch wheels which are now legal. In fact to fit them under the wings Dunlop have produced a low-profile tyre specially for racing Minis.

Though **Graham Birrell's** name is down as driver of the Wyllies Ford Escort don't be surprised if his brother **Gerry Birrell** is in fact the driver. This will be an interesting development as the youngest Birrell knows how to get a saloon round Ingliston. He is hardly likely to be as quick as his brother on this his first drive in the car. **Gerry's** old Singer Chamois which took him to victory in the Saloon Car Championship in 1967 is now being driven by **Campbell Graham** and at the novices meeting he made everyone sit up and take notice at his first event. Today he is out against the big boys and he will be worth watching as he has already been tipped as a promising new Scottish saloon car driver. The **Andy Barton** team of Minis is out in strength again and **Jim Dryden** from Lundin Links seemed to be running himself into form at the April meeting.

**Trevor Twaite's** little Honda N600 will undoubtedly be the car everyone will watch in the up to 1,000cc saloon car event. Entered by the Honda wizards, **H. & G. Robinson** of Newcastle, it isn't going to dally and Trevor is familiar with the twists and curves of Ingliston.

## FIRE- IS YOUR BUSINESS, AND OURS

Manufacturers of

**F.A.S. SAFEGUARD FIRE EXTINGUISHERS,  
HOSE REELS, FIRE ALARMS, DETECTORS,  
STEEL FIRE ESCAPES, MAINTENANCE, Etc.**

**OUR EQUIPMENT SAFEGUARDS THIS MEETING**

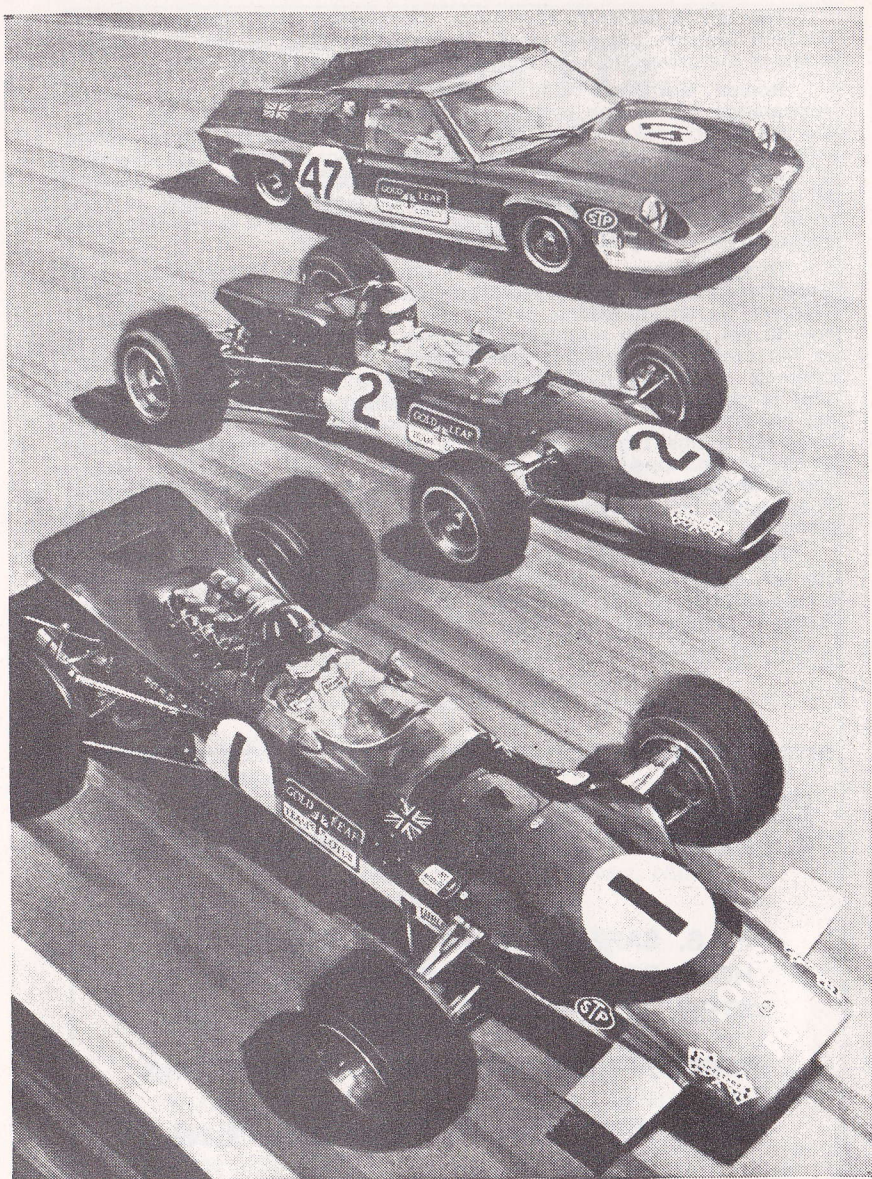
## Fire Appliance Services Ltd.

**ST. BOSWELLS, ROXBURGHSHIRE**

**Tel. 3 2 3 3**

**Keep Your Equipment Fighting Fit — Let F.A.S. look after it.**





## GOLD LEAF TEAM LOTUS

Winners of the F1 World Manufacturers' Championship, 1968!

This is a British motor-racing venture in which Gold Leaf is supporting the engineering brilliance of Lotus powered by Ford.



# Trust GOLD LEAF to taste good

## Some interesting notes

Spectators at the first two meetings this year may have been just a little bit disappointed to find that they were unable to reach the hair-pin and other parts of the new extension to the circuit. It has long been a disappointment also to the promoters that our patrons have been unable, should they feel energetic enough, to walk completely round the circuit. Plans are, however, afoot to provide a pedestrian path all the way round and it is hoped that this will appear in the not too distant future. Who knows, you may be able to do a lap on Shank's pony at the July meeting!

★ ★ ★

May we draw your attention to the regulations regarding dogs and other pets at race circuits. Occasionally spectators do not observe the signs advising them that pets are not allowed in the Ingliston Showground on race day and it is regretted that they often have to be inconvenienced by being required to return the animals to their cars—when this happens during a favourite event it can be most annoying! It would greatly assist officials at Ingliston and save this inconvenience were pet owners to leave their dogs, etc., at home or in their cars outside the Showground. While we appreciate the bond between animal lovers and their pets, this R.A.C. ruling is strictly enforced to safeguard both competitors and spectators alike. Motor racing is, as the trackside signs and your tickets point out, dangerous and the consequences of a dog, or other animal, straying onto the track could well be horrific.

★ ★ ★

For those who feel in need of some refreshment during the day, D. S. Crawford Ltd. provide a comprehensive service. Club Members may enjoy a first class three course luncheon in the MacRobert Pavilion for 11/6d. Other members of the public can obtain lunch and high tea in the Herdsman's Restaurant (situated to the north of the main Grandstand), where a specimen menu may consist of: Soup or fruit juice 1/3, Braised Steak 6/6, Veal & Ham Pie with chips 5/3. Fresh Gammon or Ham with salad 6/6, Haddock and Chips (high teas only) 5/3; Apple Tart and fresh cream 1/6, Fruit salad with fresh cream 2/6.

Hot drinks, pies and bries 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 Gardeners' and Shepherds' Corners. For "pinta people" the Scottish Milk Marketing Board sell milk drinks in their Milk Bar at the east end of the Grandstand. Cigarettes are on sale from the Players Kiosk situated behind the main Grandstand.

After the close of racing Club Members may obtain high tea in the MacRobert Pavilion. The Club also has a licensed Bar open from 12.30 to 2.30 and 6.30 to 9.30. This is often a good opportunity for the drivers to meet together socially after the racing to air their views, and members are always welcome.

★ ★ ★

Burmah Oil are once again at Ingliston offering north of the Border the racing service which they have instituted in England. This is, of course, a great boon to competitors who are able to purchase petrol at the track at a very reasonable price. One might say a small compensation for the recent budget.

★ ★ ★

Racing at Ingliston has been made possible by the courtesy of the Royal Highland and Agricultural Society, whose wonderful Showground this is. Can we ask you to respect their property and refrain from climbing on buildings or scattering litter? Thank-you!



Many members of the general public may not be aware that it is possible for them to come to Ingliston in the morning on race days to watch the competitors practising. For the drivers, the ten or more laps practice session for each event is useful in making quite sure the car is handling just right, in getting the feel of a new car or, in the case of newcomers to Ingliston, in familiarising themselves with the circuit. Each car is also timed during practice, since it is these lap times which determine what the drivers' grid positions are to be in the race itself. What this means, of course, is that the competitors are really trying their hardest to clock a fast lap time, thus ensuring a favourable place on the starting grid. The morning is accordingly never dull—indeed, since there is always a small drop-out of competitors between practice and the race itself, it is often the case that some of the most exciting action occurs in the morning. The spectator in the morning will certainly see many more of the original entrants and their vehicles than will the person who arrives at two o'clock. The early bird will also be able to assess each competitor's form and to make up his own mind as to their chances in the afternoon's sport.

What does all this extra entertainment cost? Absolutely nothing. The charge for admission to the Showground, etc., is exactly the same whether you spend eight hours watching the racing or eight minutes! Between the end of practice and the beginning of the afternoon's programme a variety of lunches can be obtained, ranging from a mug of soup and a hot pie to a delicious three course luncheon. Club members may also retire to the bar in the MacRobert Pavilion between 12.30 and 2.30 and, over the soothing influence of the brew of their choice, join in the speculation as to the afternoon's racing.

In short, why not make a day of it and come along in the morning. It costs you no more and gives double the entertainment value. We're ready at nine when the gates open—are you?

## JOHN GIBSON & SON LTD.



FOR

**1300 MK. 2 SALOONS — MIDGETS — MG.Bs.**

**MG B. G.T.s.**

**MG Cs.**

**Also MORRIS, RILEY, WOLSELEY & PRINCESS 1300s**

Showroom & Service :  
BANKHEAD AVENUE  
SIGHTHILL INDUSTRIAL ESTATE  
EDINBURGH 11  
Phone 031-443-6191

Main Workshop & Stores :  
BONNINGTON ROAD  
LEITH  
EDINBURGH 6  
Phone 031-554-2311

**ALL CLASSES OF REPAIR WORK EXPERTLY CARRIED OUT**

Spectators wishing to view the day's sport in comfort may purchase grandstand tickets from a kiosk immediately behind the Crossing Point to the Central Enclosure in the centre of the main grandstand. For those who prefer the Shepherd's Grandstand, tickets are available from a kiosk in the East Gate Courtyard. Prices for all tickets are 10/-. For those who prefer to make sure of their seats in advance, a booking form for the remainder of the 1969 Season on page 31.

★ ★ ★

When he isn't throwing assorted vehicles round the track Graham Birrell is in business behind the grandstand selling motor accessories and racing equipment to spectators and drivers alike. Goggles, racing overalls, stopwatches, etc.—you name it, he's got it! Why not pop back during a gap in the racing and browse through his wares.

Spectators interested in facilities for selling goods at Ingliston may obtain further details from Scotcircuits Ltd., National Bank Chambers, Duns, Berwickshire. Details of programme advertising may also be obtained from the same address or, for those in a hurry, from the Treasurer's Office at Ingliston, situated by the main North Gates.

For those with business interests who have been impressed by the colourful trackside advertisements (seen by approximately 100,000 persons in a year) and who have thoughts of making use of these advertising facilities, particulars may be obtained from Aerosigns (London) Ltd., Malborough Hall, Lassel Street, London, S.E.10.

★ ★ ★

We very much regret that many of our patrons were inconvenienced by a lengthy wait at the turnstiles before gaining entry to the Edinburgh Students' Charities Cup Race Meeting on 13th April. While Scotcircuits Ltd. and the Scottish Motor Racing Club do everything in their power to keep things running smoothly, spectators will appreciate that there is a limit to the number of people that can be passed through the turnstiles at any one time. When almost 7,000 people arrive in the space of one hour (as at the Edinburgh Students' Charities Cup Race Meeting) queues are bound to develop, and we do ask you to be patient and await your turn. While it is almost inevitable that tempers become frayed in such circumstances, may we request you please not to vent your emotions on the innocent turnstile attendants — any delay is certainly not of their making and arguments with them will only create further wastage of time. Indeed, one way to avoid the rush is to make a day of it and come to Ingliston in the morning to watch the practice sessions. It costs no more and certainly makes for an interesting, and relaxed day's sport.

★ ★ ★

Regulars at Ingliston will have noticed that the programme has taken on a somewhat new look this season. Much of this must be attributed to the use of a new photolitho process by our printers, Messrs. How & Blackhall of Berwick. While they have had the new machinery for over a year it has taken some time for the full implications to sink through to yours truly—however, now that we can see the possibilities of this process, let's hope for even better programmes as the year progresses.

Members of the public may not realise that the programme itself cannot be compiled until entries for each meeting close some two weeks prior to race day. We are sure you will join with us in a round of applause for the printers, who do a really splendid job in the fight against time to have it ready for your entertainment.





Club members may be interested to hear that the Dunfermline and St. Andrew's Car Clubs are running a hill climb meeting at Raith Estate, Kirkcaldy, on Sunday, 25th May, 1969. These clubs have invited S.M.R.C. members to compete in this closed event so there will be a spectator interest for the Club. This is in fact the last year that Raith will be used, due to its forthcoming development as a housing estate, so what about dropping in on the 25th?

Another Restricted Meeting open to S.M.R.C. members is the Mid-Cheshire Motor Racing Club's Race Meeting on Saturday, 7th June, 1969, at Oulton Park. Those interested in competing should contact National Bank Chambers, Duns, for Supplementary Regulations and Entry Form. Alternately, they might write direct to the Secretary of the Meeting, Alan S. Atkinson, 12 Crewe Road, Shavington, nr. Crewe, Cheshire.

★ ★ ★

Dates to note in your diaries for the 1969 Season at Ingliston are:

- 13th July THE S.M.T. TROPHY RACE MEETING (National British).
- 10th Aug. THE AUGUST RACE MEETING.
- 7th Sept. THE EDINBURGH FESTIVAL RACE MEETING.
- 5th Oct. THE LOMBANK TROPHY RACE MEETING (National British).

Scottish Motor Racing Club members will also want to note that 2nd August and 13th and 27th September have been provisionally fixed as Members Practice Days (at which club members can "have a go" on the circuit for a mere 10/-)

★ ★ ★

N.B.—Jackie Stewart is really Graham Birrell with a wig.

**IF YOU'VE A CAR PROBLEM  
COME AND DISCUSS IT WITH**

**Tony Charnell**

**AT**

**croalls**

**OF CORSTORPHINE**

**SINGER, SIMCA AND ROOTES DEALERS**

**FAST CARS, SLOW CARS, NEW CARS, USED CARS**  
You'll find them all at

**162 St. John's Road, EDINBURGH, 12**

**Telephone : 031-334 6248**

Call in next time you're passing





The above portrait of the late Jim Clark was commissioned by the S.M.R.C. and presented by the club to the Jim Clark Memorial in Duns. The painting hangs in The Jim Clark Room, Burgh Chambers, Duns, where the late World Champion's Trophies are on public display. Monday to Saturday, 10 a.m.-12 noon; 2-5 and 6-8 p.m., and on Sundays from 2-5 and 6-8 p.m.

Hockenheim, 13th April. 1969.

## The Jim Clark Memorial Trophy

Held in two 20 lap heats in honour of the late Jim Clark who was killed almost exactly one year prior to the event, the Jim Clark Memorial Trophy Race for Formula 2 cars provided the usual slip-streaming battle in front of approximately 100,000 German fans.

Formal proceedings commenced with practice on a wet and cold Saturday in which, after much changing of tyres Pescarolo (Matra) took fastest time from Servoz-Gavin (Matra) and

Ahrens (Brabham). Ford engines again dominated the day, although H. Hahne did well to record 4th fastest time in the works B.M.W. Former Ingliston regular Alan Rollinson (Lotus) was beaten into 6th fastest time by Piers Courage in the Brabham. Ferrari were again disappointed with their performance, seemingly having left some of their horsepower in the Argentine!

A change of weather on the Sunday saw seven drivers battling nose to tail in dry sunny conditions in the first heat, Pescarolo usually getting the best of Hahne, Courage and Beltoise, with Ahrens, Servoz and Rollinson following closely. On the penultimate lap Hahne led in the stadium to tumultuous applause from the packed grandstands, but, on the important last lap, he relinquished the lead to Pescarolo. Beltoise was a close third, with Ahrens, Courage, Servoz-Gavin and Rollinson following in that order.

For the second heat conditions had changed again, the windy overcast sky causing Pescarolo, Gavin and Ahrens to fit soft rain tyres to their cars. With slight rain falling on the first couple of laps, their decision appeared to be justified, but an improvement in the weather led to their dropping out of the leading group leaving Beltoise, Hahne and Courage to sort out the last laps. Courage having spun away his chances on the 16th lap, the wily Beltoise outbraked Hahne on the fast return straight and led over the line to win on aggregate by 6/10th second after 200 miles of wheel to wheel racing at over 125 m.p.h. from Hahne, Courage, Ahrens, Beltoise, Gavin and Rollinson.

The trophy was presented to the winner by Jim Clark's father, Mr. James Clark (photo right), who attended at the circuit for the race and to visit the spot where his son so tragically lost his life a year ago. It is to be hoped by all who have motor racing in their blood that part of the research presently being carried out by the Jim Clark Foundation will result in the reduction, and eventually elimination, of such tragic incidents.

S.M.R.C. and Scotcircuits Ltd. wish to acknowledge their debt to Brian Hart, who attended at the circuit, and to "Motoring News" by whose courtesy the photograph of Mr. James Clark appears.





## 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:

W. FORBES (Lola T142) ..... 49.8 secs. 74.46 m.p.h.

Under 1000cc:

J. MILES (Lotus Holbay 41X) ..... 52.4 secs. 70.76 m.p.h.

### FORMULA FORD CARS

D. WALKER (Lotus 61) ..... 56.8 secs. 65.28 m.p.h.

### SPECIAL GT CARS

Over 1150cc:

J. H. BLADES (Chevron GT) ..... 53.9 secs. 68.79 m.p.h.

Under 1150cc:

G. SILVERWOOD (Mercury GT) ..... 58.8 secs. 63.06 m.p.h.

### PRODUCTION SPORTS CARS

Under 1150cc:

W. N. A. DRYDEN (Honda 800S) ..... 61.2 secs. 60.59 m.p.h.

Over 1150cc:

J. GOTT (Austin-Healey 3000) ..... 61.2 secs. 60.58 m.p.h.

### SALOON CARS

Over 1000cc:

G. B. BIRRELL (Twin Cam Escort) ..... 57.0 secs. 65.05 m.p.h.

Under 1000cc:

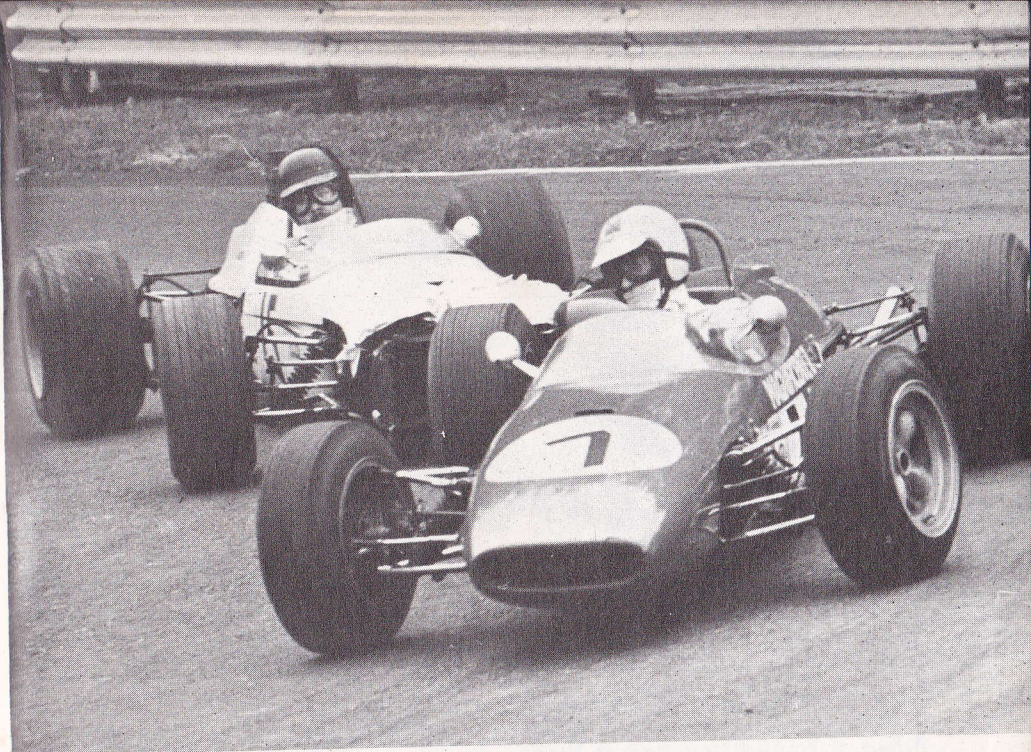
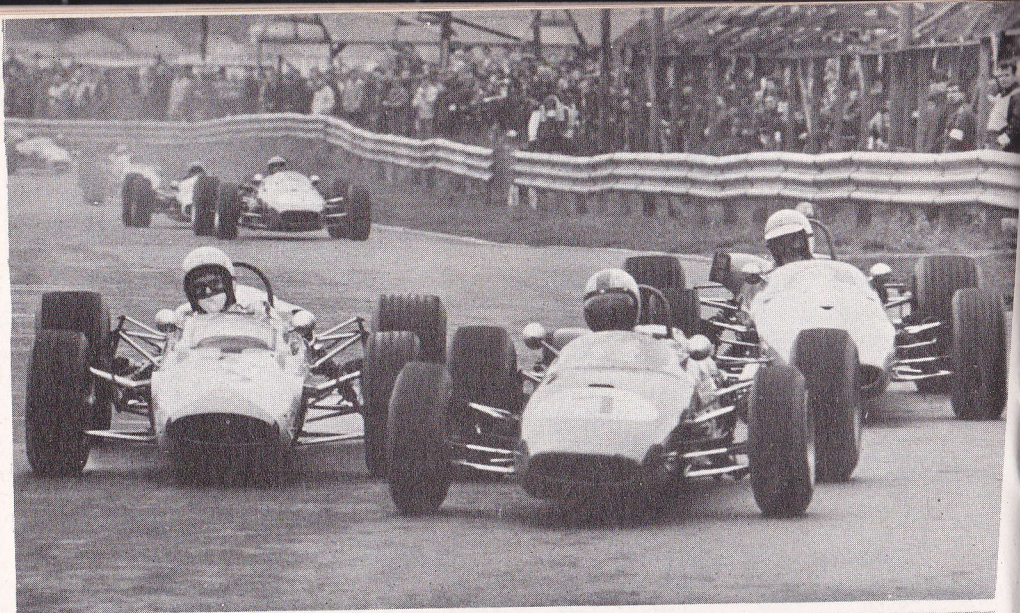
W. A. BORROWMAN (Mini-Cooper S) ... 58.9 secs. 62.95 m.p.h.

### OUTRIGHT LAP RECORD

W. FORBES (Lola T142) ..... 49.8 secs. 74.46 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.

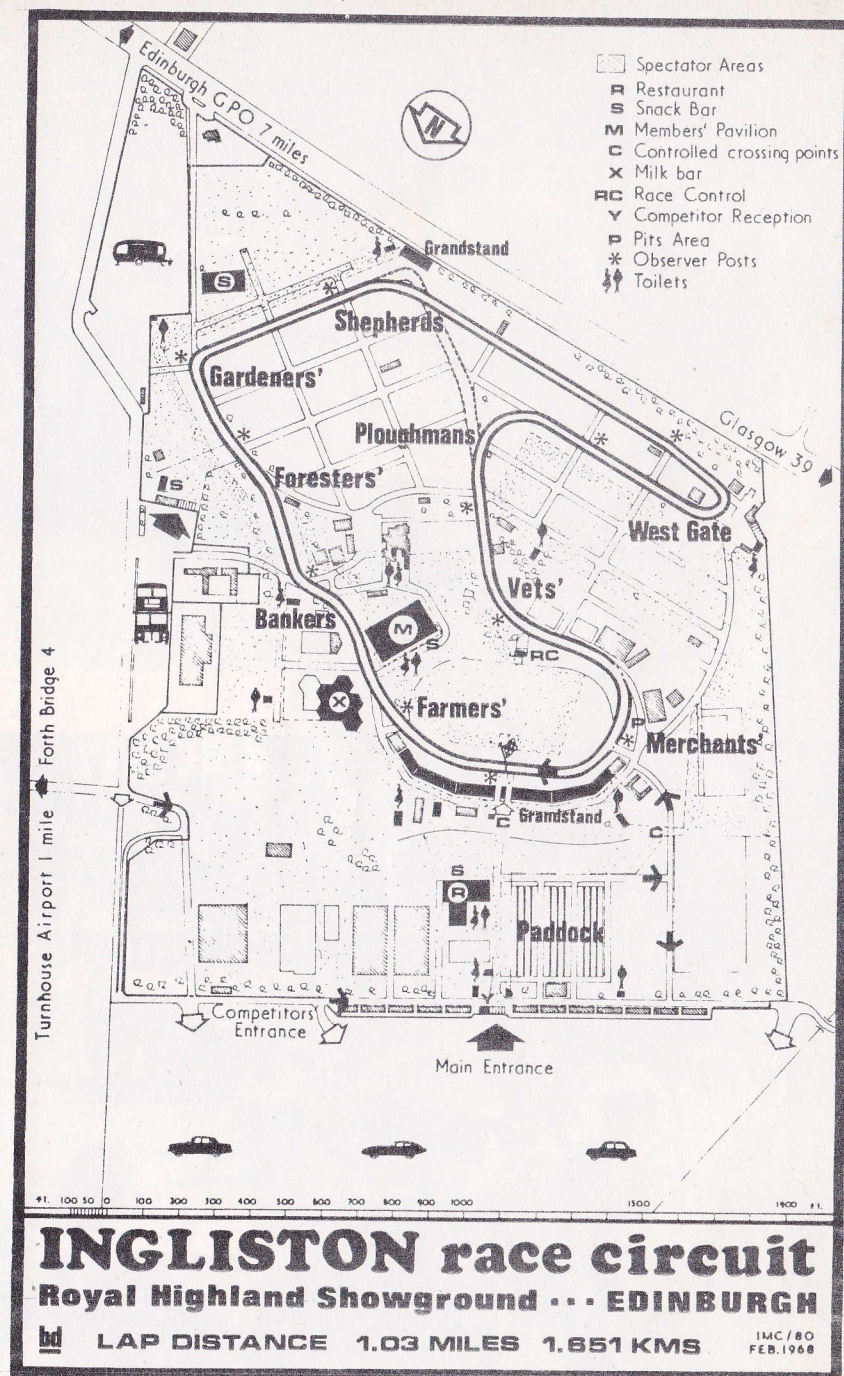




**LUCKY**





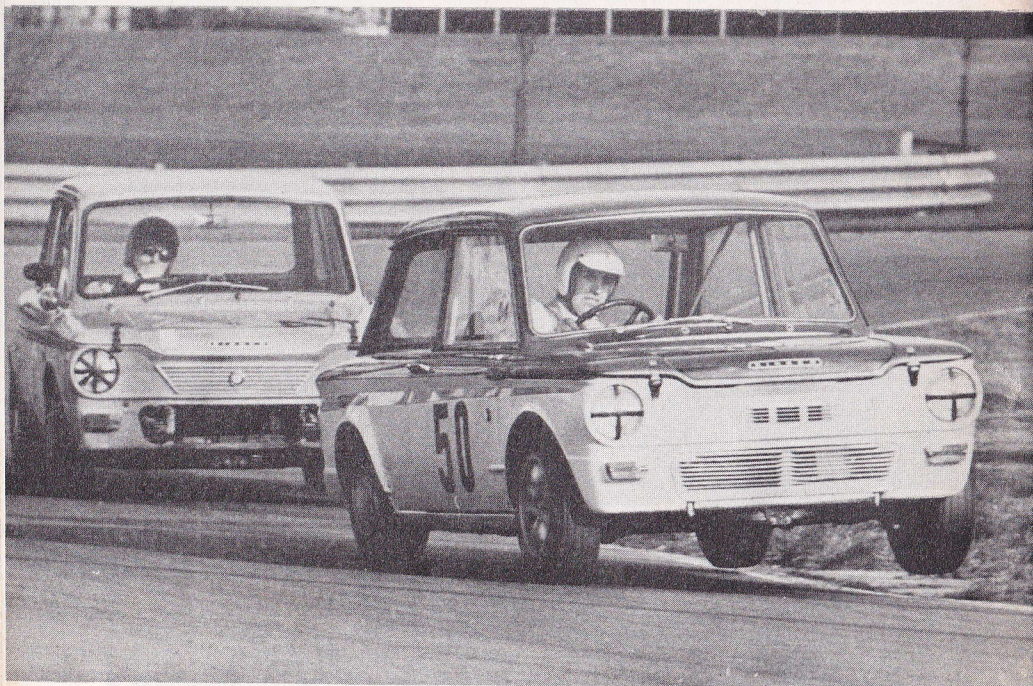


Whereas Wg. Cdr. Wallis, the designer and pilot of the amazing Autgyro which spectators saw at the last Ingliston meeting, holds the world altitude record (unofficial though it be) and on that exceedingly modern craft, today's special attraction sees yet another record beater at Ingliston—Charles Masfield, who will be piloting a Beagle Pup in a series of aerobatic manoeuvres this afternoon, set up a London-New York Atlantic record for biplanes in 1964 flying a thirty year old de Havilland Dragonfly. It is hard to imagine just which is the more terrifying or uncomfortable feat—sitting on an autogyro at 15,000 feet or alone in mid-Atlantic in a pre-war biplane!

The man who endured the latter of these feats is Charles Masfield, a twenty-nine year old graduate of Cambridge University. Having taken a degree in Aeronautical Engineering, Charles learnt to fly in the Royal Air Force Voluntary Reserve. From this basic training he has logged up some 3,600 hours of flying experience on seventy-five different types of aircraft and now holds a Commercial Pilot's Licence and Instrument Rating. These qualifications have landed him in the plum post of Chief Demonstration Pilot of Beagle Aircraft Limited and Marketing Regional Director for the United Kingdom and Western Hemisphere.

During the past two years Charles Masfield has given over one hundred aerobatic displays in the 400 m.p.h. P51-D Mustang, the 'plane with which he won the King's Cup Air Race in 1967. This year, by way of contrast, he is demonstrating the Beagle Pup in a routine of low level aerobatics which should have spectators gazing skywards in amazement. The display is scheduled for 2.10 this afternoon, so watch out for it. Watch out too for a "new aerobatic manoeuvre" (which is as much information as he will divulge) which Charles has evolved in the Beagle.





What's this! Starting off with a Hartley Whyte or what? The organisers are endeavouring, this Meeting, to counteract the recent tendency to small grids at Ingliston and today's first race sees one of their experiments. Regular spectators will be aware that it has been a fairly normal practice, where there are a lot of saloon car entrants, for one or other of the classes (up to and over 1000cc) to be split into two races. This not only allowed us to accept more entries but also provided an extra event for your entertainment.

One of the problems about the old system was, however, that, where there were say 28 small saloon entrants (assuming that this was the class to be divided into two events) and say 24 big saloons, six of the big saloons had to be turned down and the special saloons up to 1000cc were split into two races with 14 competitors each. Many of you will by now have noticed that, whether due to mechanical faults or otherwise, on average one-quarter of an entry list may fail to compete; each of the two small saloon races might then suffer from a lack of numbers on the grid, thus tending to be slightly less exciting from the spectators' point of view.

To counteract this tendency to small grids it was decided to try the experiment of running a race for each of the two saloon car classes and a third race, in which class would not matter, for all entrants who could not be accommodated in the other two events. In the example given above, this would mean that the six "extra" big saloons did not have to be refused but could be accepted to race alongside the extra wee saloons (thus augmenting the grid). In short, this scheme should please the drivers since more can now be accepted and should also satisfy you, the public, by providing more exciting racing. Well, that's the theory anyway: why not sit back and see if it works out that way in practice!

# SPECIAL SALOON CARS

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
3-62	A. BARRETT ... ..	Mini Cooper 'S'	1293
63	I. C. R. KYDD ... ..	Mini Cooper 'S'	1293
66	N. HODGSON ... ..	Mini Cooper 'S'	1293
68	J. WALKER ... ..	Mini Cooper 'S'	1275
74	G. TODD/Pinkie Mains Farm	Mini Cooper 'S'	1293
78	W. ALLISON ... ..	Mini Cooper 'S'	1293
87	P. MARSH ... ..	Mini Cooper	997
90	M. S. ROSS ... ..	Mini	998
91	N. R. GINN ... ..	Mini 7	850
93	A. D. T. BONAR ... ..	Austin A40	996
94	J. GRANT ... ..	Mini Cooper 'S'	970
95	C. REEVES ... ..	Mini Cooper	998
96	D. O. STEVENSON ... ..	Mini Cooper 'S'	999
97	J. HANNAH ... ..	Milbro Mini	998
99	A. ORMISTON ... ..	Mini Cooper 'S'	997
02	W. G. DYKES ... ..	Mini	998
2-03	J. L. RITCHIE ... ..	Austin A40	998

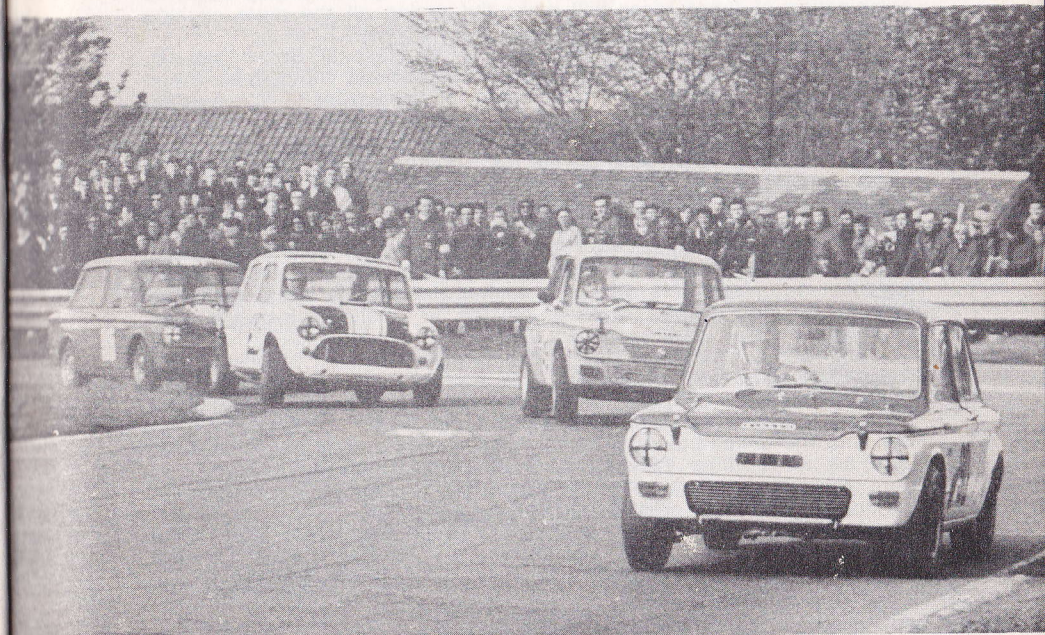
## Reserves:

14	J. PINKERTON ... ..	Mini	998
24	I. COCHRANE ... ..	Ford Anglia	1650

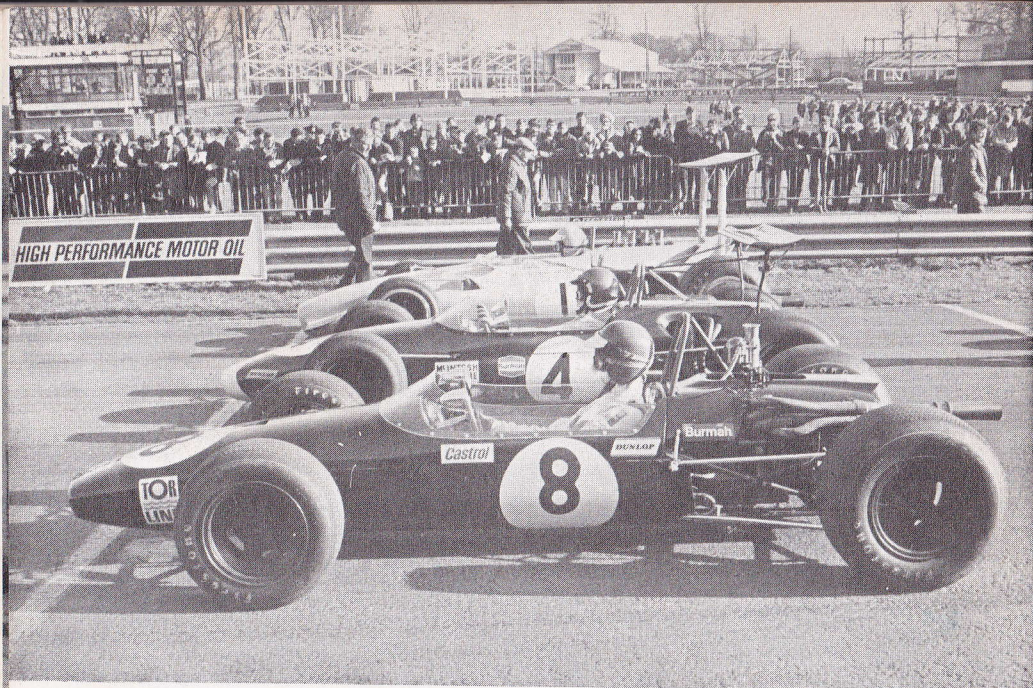
1st (£20) 68 2nd (£12) 96 3rd (£8) 91

4th (£4) 03 Fastest Lap 68/96 — 73.6 secs.

Winner's Speed: 12 m. 40.2 s.: ..... mph







Rather a disappointing entry for both Formula Libre single seater racing cars and Formula Ford cars has resulted in both races being run on the track at the same time. Spectators should remember this and look out for the leaders in both classes rather than merely looking at the overall picture. This will not only improve their enjoyment of the race but will explain the difference in speed between the two groups of cars. Indeed, it is to be hoped that the full grid resulting from the combination of these races will make the racing all the more exciting for spectators.

One reason for the depleted grid is the National British Meeting at Brands Hatch today: one of Ingliston's staunchest competitors, Willie Forbes, has forsaken us to venture South of the Border to this meeting and no doubt more have followed his example. Indeed, of the front row of the grid at the Students' Charities Cup Meeting, only one driver is present today—Dick Scott with his Brabham BT21 (No. 8 in the photo above). Dick certainly need not be ashamed of his performance on 13th April since, in the second part of the main event, he shaved 0.2 seconds off John Miles lap record for single seaters up to 1000cc. Unfortunately, the race was not officially split into classes and so his time of 52.2 secs. cannot stand in the record books; it was, nevertheless, a very fine drive. A similar Brabham is being driven by Ron Mackay from Thurso, who was not too far behind Dick on the 13th, his best lap being 52.6 seconds.

The man to watch out for in the formula libre part of this race is Dave Berry, however, who turned in a scorching 51 second lap at the Charities meeting. On the 13th Dick Scott did manage to beat him into fourth place but Dave certainly has that edge of speed and may well turn the tables this afternoon. Another man to look out for is Tony Barchou, who brings the Ian Raby (Racing) Brabham Twin Cam up from Sussex—this was the car raced by Ian Raby in International Formula 2 events, so great things can be expected.

Another well-kent face hoping to sweep the board with Willie Forbes and Graham Birrell out of the way is Bill Dryden in John

Continued on Page 38

EVENT 2

2.55 P.M.

## ADAM WYLLIE MEMORIAL TROPHY RACE — Part 1

15 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
1	J. MILLAR ... ..	Brabham BT 21B ... ..	1991
2	I. STIRLING ... ..	Cosworth Lola ... ..	997
3	A. C. GOODFELLOW ... ..	Fireball 5000 ... ..	4700
4	T. BARCHOU/ Ian Raby (Racing) Ltd. ...	Brabham Twin Cam ... ..	1598
5	W. N. A. DRYDEN/ J. L. Romanes ... ..	Lotus 35 ... ..	2490
3-6	R. MACKAY/Wm. Dunnet & Co. Ltd. ... ..	Brabham BT21B ... ..	997
7	A. CHARNELL ... ..	Lola T55 ... ..	1650
8	R. SCOTT ... ..	Brabham BT21 ... ..	997
9	Mrs. A. MICKEL ... ..	Brabham BT23B ... ..	2495
2-10	D. BERRY ... ..	Brabham BT16 ... ..	1600
11	J. ANDERSON ... ..	Lola ... ..	998

### Reserves:

12	E. LABINJOH/J. Fisher ...	Fisher ... ..	1600
----	---------------------------	---------------	------

1st (£50) ... 6 ... 2nd (£30) ... 10 ... 3rd (£20) ... 1 ...

4th (£10) ... Fastest Lap: ... 6 ... — 63.7 secs.

Winner's Speed: 16 m. 25.2 s.: ... mph

## FORMULA FORD CARS

### A QUALIFYING ROUND FOR THE KINGS CUP CHAMPIONSHIP

15 LAPS

16	G. H. BIRRELL/ Equipe Centro Scot ... ..	Crossle 16F ... ..	1600
17	B. K. HARRISON ... ..	Vixen F4 ... ..	875
18	E. J. CLARK ... ..	Lotus 51 ... ..	1600
19	D. MANNERS ... ..	Lotus 51 ... ..	1600
20	D. BRIAN SQUIRES ... ..	Merlyn F.F. ... ..	1600
21	B. HUNTER ... ..	Lotus 51 ... ..	1600
22	A. ARNOLD ... ..	Lotus 61C ... ..	1600

### Reserve—

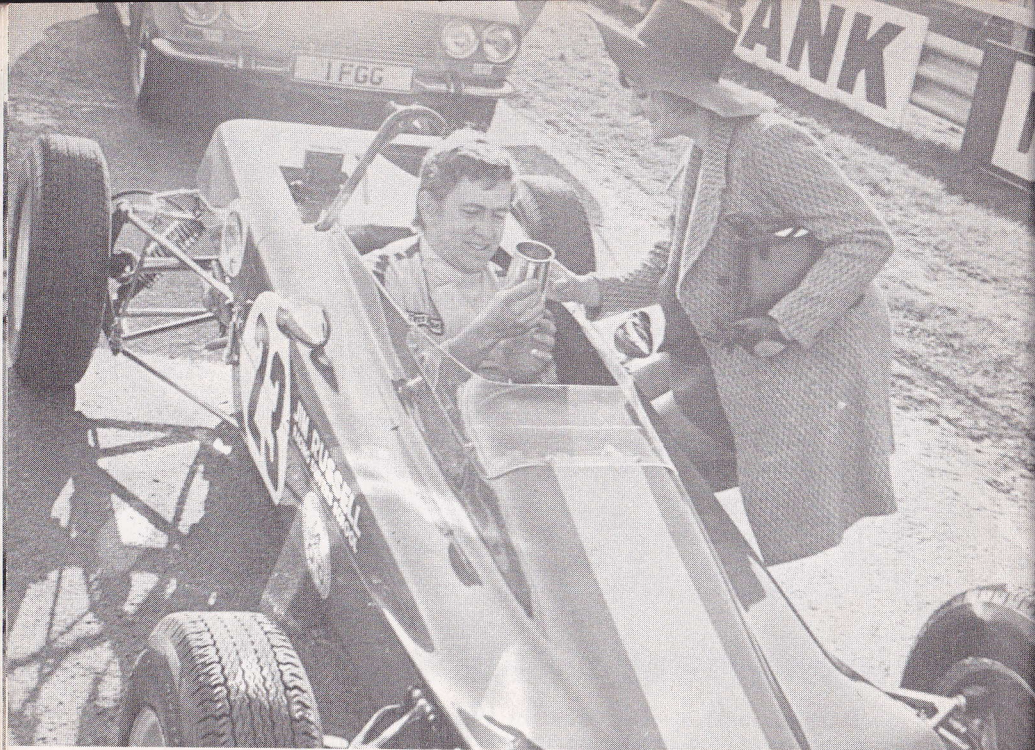
23	J. GEMMELL ... ..	Lotus 51A ... ..	1600
15	G. THOMSON ... ..	Brabham FF ... ..	1599

1st (£20) ... 16 ... 2nd (£12) ... 3rd (£8) ...

4th (£4) ... Fastest Lap: ... — ... secs.

Winner's Speed: 60 m. 3.2 s.: ... mph





Romanes' Lotus 35. This car has not been going too well this season, having been bothered with all sorts of plumbing troubles, etc., but John hopes it will be healthy enough to give the other competitors a bit of a fright this afternoon.

"Consistent" is the word one might use about that well-known figure, Andy Goodfellow, who has motored round the Ingliston circuit since it opened in the faithful old Fireball, each season with a different powerhouse. This afternoon may see a change, however, for Andrew did a monumental to the car at the B.R.S.C.C. Sprint on 20th April and doubts if the Fireball will be ready in time for this afternoon. If not, he hopes to race his Holbay-Ford powered Cooper TF6; don't be surprised if the car bulges a bit at the sides as Andy once told us that he found it a bit of a tight squeeze! Not surprisingly, really, since it was once piloted by "Wee Jackie" himself.

And talking of "tight squeezes" just take a look at entrant number 9! Spectators two years ago may remember Jenny Nadin in the Formula Vee events, so Mrs. Mickel is certainly not the first of the fair sex to grace the circuit in a single seater: as far as the writer can remember, however, it is the first time we have had a woman in the Formula Libre event (and having said it I confidently anticipate at least two dozen letters correcting me!) While she has never competed at Ingliston before Agnes Mickel is certainly not our idea of a woman driver considering the way she handles her Brabham. The car itself was built in 1967 as a hill-climb car for Mike Hawley.

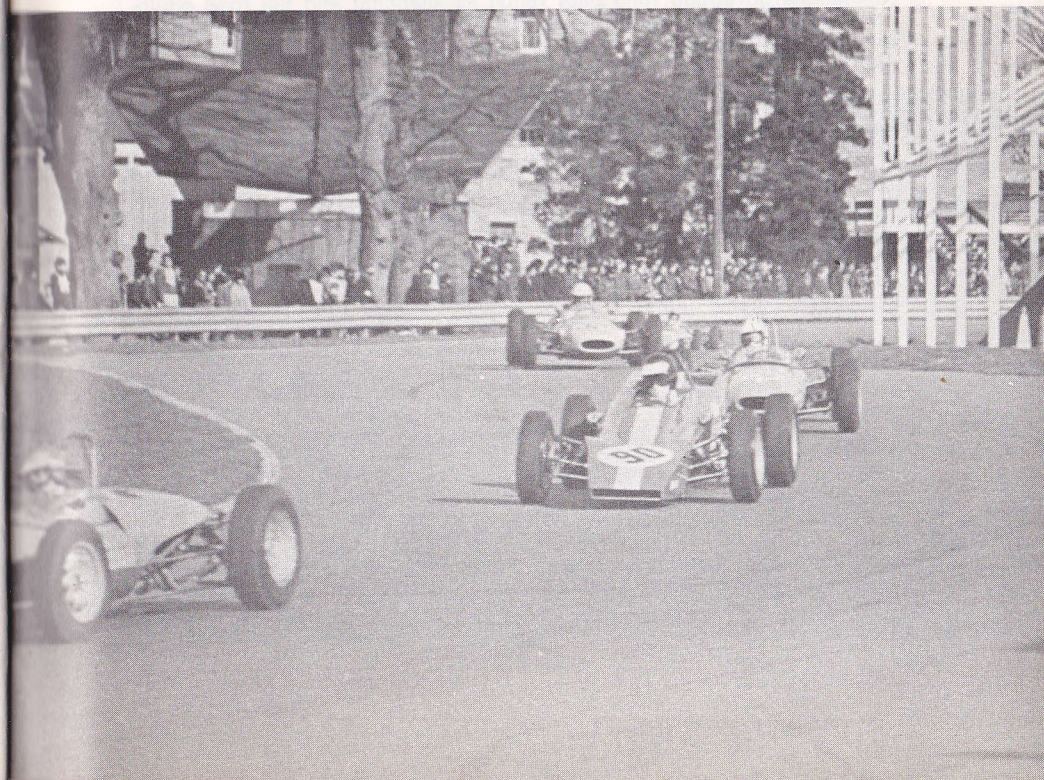
Today sees the second round of the Kings' Cup Formula Ford Championship, presently led by Dave Walker in the Jim Russell Lotus 61. At the April meeting Dave improved on his own lap record of 57 seconds with a lap of 56.8, which is probably why he looks so happy in the photo above. Looking at his practice times makes interesting reading too—his fastest lap in practice on the 13th was 55.8 seconds!

Team-mate Mo Harness (below Car 90), although not so fast, still managed to achieve a fourth placing.

The absence of the Jim Russell cars this afternoon throws the Kings' Cup wide open, however, and, on the face of things, number one contender for the honours should be Dave Manners with his Lotus 51. A farmer from Darlington, Dave lies second in the Championship. Nevertheless, the man to reckon with may prove to be Portobellian Bernie Hunter (3rd in the Kings' Cup). Bernie does in fact have to his credit the fastest lap completed by a Formula Ford car in a race at Ingliston this season, having clocked 56.2 in the Formula Libre event at the Novices Meeting in March. Once again, unfortunately, the rule book disallows him an official record so he will have to rest content unless he can pull another scorcher out of the bag this afternoon.

One car which didn't appear on the 13th was Tony Arnold's split new wedge Lotus and, if all goes well this afternoon, this car may well rival the times set up by the other new Lotus. Another car yet to really show its paces at Ingliston is the Equipe Centro Scot entered Crossle 16F. The Crossle has shown itself to be really fast on the English circuits but has not quite hit it off north of the Border yet. Nevertheless, this could quite easily prove to be this afternoon's dark horse: And who's driving it? Thought it was time the name Birrell appeared anyway! Don't be surprised if brother Graham appears on the track in place of Gerry though—it's getting to be that these Birrells are as interchangeable as crash helmets (on sale from, you've guessed it, Graham Birrell (Racing) behind the main Grandstand)!

Spectators may have noticed the appearance, at the April meeting, of a F4 car amongst the Formula Fords. While these cars can fairly shift, they are not quite up to tackling the heavyweights in the Formula Libre race and the S.M.R.C. accordingly decided to slot F4 entries in with the Formula Ford race where they would be more competitive. Do-it-yourself fans compiling their own Kings' Cup Championship table should note that F4 cars are not eligible for points in this Championship.







What an entry! Perhaps this is a justification of the recent decision made by S.M.R.C. Race Committee regarding production sports cars. In the middle of the 1968 season at Ingliston the organisers decided to tighten up the then Marque regulations since it was felt that this class was one which could be made suitable for persons unable to afford a separate car for racing. It was accordingly decreed that all production sports cars had to be taxed and insured and driven to and from all meetings, that they had to comply with Ministry of Transport regulations governing road cars (such as silencing and full road equipment), etc. In short, the cars had to comply with the spirit of the marque regulations which defined them as "cars available in numbers to the public and such as would be used daily for road use."

These tighter controls were in fact much stricter than those imposed at other British circuits and it was thus hoped that many more local drivers of sports car would be tempted to try their hands against others of approximately the same speed. Like many other excellent ideas in theory the scheme did not work out in practice. Whether afraid of "redesigning" their road cars against the Ingliston barriers or not, the local drivers did not take up the challenge and entries fell rather than rising as anticipated.

Regular competitors were also suffering under the new scheme since many had to "de-tune" their cars before racing. One of the most valid arguments against the new Regs. was the pained cry that, if you had to drive your car to and from the circuit, what on the earth did you do when you crashed the thing (visions of John Absalom walking back to Morpeth!) Another oft heard tale was of the trailer parked some hundred yards from the Ingliston gates from which the car was "driven to and from all meetings." Feeling that the position should be reversed drivers made known their views at the Club's A.G.M. and, as a direct result, the Race Committee returned things to their former position before the April meeting.

All of which may be one reason for John Gott's new class record of 61.2 seconds in his Austin Healey 3000 on April 13th. Purists may want to compare the lines taken by John Gott (above) and number one man in the prodsports event at the Charities Meeting, John Absalom (opposite) at the Hairpin—our excuse for printing the two photographs.

# PRODUCTION SPORTS CARS

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
2-26	J. ABSALOM/R. Tallantyre	Ginetta G4	1098
37	J. MILNE/W. Shepherd	M.G.B.	1800
38	G. R. WILSON	M.G. Midget	1098
39	M. HOPPERTON	M.G. Midget	1147
40	C. MacLEAN	Lotus Elan	1600
41	T. N. THOMSON	'E' Type Jaguar	3781
43	D. THIRD	Turner Sports	950
3-44	W. N. A. DRYDEN/H. & G. Robinson Racing	Honda S800	818
45	P. D. MACNAUGHTON	Ginetta G4	1098
46	J. C. FORSYTH	Austin Healey Sprite	998
47	J. H. APPELGARTH	A.C. Ace-Bristol	1971
49	M. PARKIN	Lotus Elan	1558
50	J. D. DIACK	Austin Healey 3000	2912
52	J. A. HALL	Lotus Elan	1558
53	A. BROWN	Porsche S90	1582
1-54	I. HALL	Austin Healey Sprite	1132
55	D. S. LANGLEY	Austin Healey Sprite	950
56	D. M. G. GRANT	M.G. Midget	950

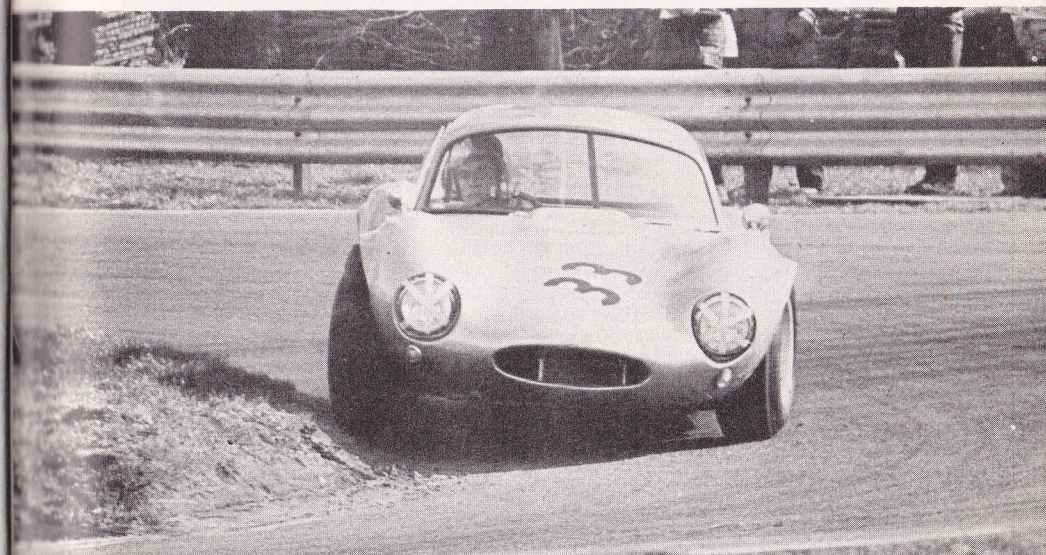
## Reserve—

48	J. LENNOX	M.G. Midget	1140
51	J. McFARLANE	Austin Healey Sprite	1147
42	J. G. DUNBAR	M.G. Midget	1098
35	A. HUTCHISON	Austin Healey Sprite	1293

1st (£20) 37 2nd (£12) 54 3rd (£8) 39

4th (£4) 52 Fastest Lap: 5.4 — 62.8 secs. 55.69

Winner's Speed: 11 m. 50 s.: ..... mph







Number one man in this year's Hartley Whyte Trophy Championship, Graham Birrell, returns (we hope) with the twin cam Escort this afternoon to try to improve on the new lap record of 57 seconds which he set last time out. Graham suffered somewhat from fuel starvation problems in the big saloon race on the 13th, his fuel pump stopping on the third lap as the Escort stormed away from Jimmy Veitch's Cooper 'S'. Although Jimmy was able to battle through to first place in the large saloon event Graham had his revenge later in the afternoon in the Hartley Whyte Trophy race.

Spectators at the April meeting will recall the memorable start by Graham in that event: from the fourth row of the grid he squeezed the Escort through to sixth place before Bankers, justifying everything the pundits have ever said about him! On lap two he was lying third and, after sneaking past Andy Barton on the inside of the hairpin (with exactly the same manoeuvre that Willie Forbes used on him earlier in the day in the main race) he took the lead by lap 3! Jimmy Veitch waited until the sixth lap before taking Andy Barton to finish runner up to Graham in the invitation event.

Another speedy individual in the big saloons at the Charities Meeting was Davy Muter, whose Cooper 'S' was, at one time, lying second to Veitch. Davy, however, suffered the indignity of having his starter motor fall off, thus letting Jim Dryden home into the second place. Both Davy and Jim are back this afternoon and spectators should look out for a continuation of their dice.

Returning to Ingliston again is the 1966 Hartley Whyte Champion, Ronnie Morrison from Helensburgh. Also returning to the circuit are two ex-Birrell cars: Campbell Graham, who was so successful in the Novices Meeting in March, is piloting the ex-Birrell Chamois, while A. Douglas Niven (third and fifth in April) takes the wheel of the ex-Birrell Perdal Anglia. Douglas has, however, installed a Lotus twin cam in the boilerhouse.

# **B.P. SALOON CAR TROPHY RACE,** **for Special Saloons over 1000 c.c.**

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
57	G. L. CLARK ... ..	Mini Cooper 'S' ... ..	1293
58	R. F. MORRISON ... ..	Mini Cooper ... ..	1275
59	W. A. BORROWMAN/Sports Tune/Moir & Baxter Ltd. ...	Mini Cooper 'S' ... ..	1293
60	I. R. OWER ... ..	Mini Cooper 'S' ... ..	1293
1-61	G. B. BIRRELL/Wyllies ... ..	Ford Escort Twin Cam ... ..	1920
64	A. D. NIVEN ... ..	Anglia Twin Cam ... ..	1558
65	R. M. CAIG ... ..	Borgue Anglia ... ..	1650
67	J. C. GRAHAM ... ..	Singer Chamois ... ..	1220
69	H. VICKERS/A. Barton ... ..	Mini Cooper ... ..	1275
70	F. GUNN/A. Barton ... ..	Mini Cooper ... ..	1275
71	K. ROBERTSON ... ..	Thistle Mini ... ..	1293
72	I. C. McLAREN ... ..	Vauxhall Viva ... ..	1650
73	J. DRYDEN ... ..	Mini Cooper ... ..	1293
75	P. V. WRIGHT ... ..	Mini Cooper ... ..	1293
76	A. BELL ... ..	Mini Cooper ... ..	1275
77	L. EMSLIE ... ..	Mini Cooper 'S' ... ..	1293
3-79	D. MUTER ... ..	Mini Cooper 'S' ... ..	1275
2-80	J. VEITCH ... ..	Mini Cooper 'S' ... ..	1310

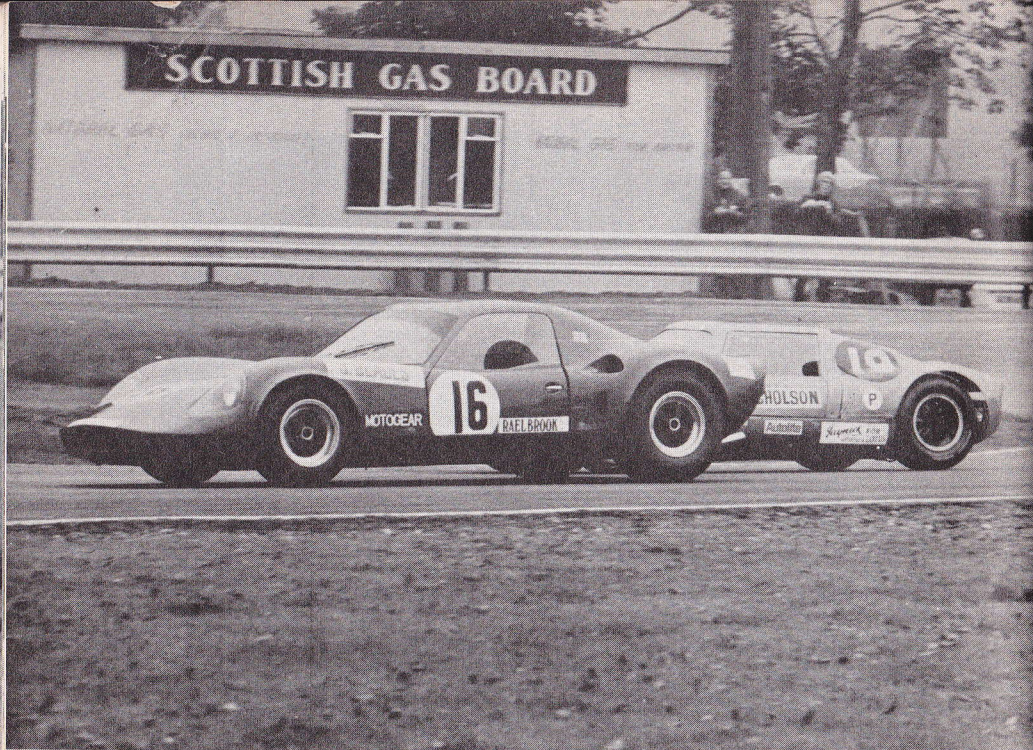
1st (£20) 61 2nd (£12) 80 3rd (£8) 79

4th (£4) 73 Fastest Lap: 61/80 — 64.4 secs.

Winner's Speed: 10 m. 56 s.: ..... mph







Hey, what are all these blank spaces for on the list of entries? And look at that prize money! Once again the organisers are experimenting just a bit to try to give spectators even more for their money. Let's face it, the Special G.T. grid on the 13th of April was just a bit sick, wasn't it. So what are we doing about it? While there are 11 entrants for this event it will be something of a miracle if more than 8 reach the starting line this afternoon. To ginger things up just a little, the more competitive Production Sports Cars are being invited to join in this race and it is hoped to line up as near to the permitted maximum of 15 cars on the grid as possible. Which is one way of livening up the proceedings!

The G.T. entry for this afternoon is also somewhat better than at the Charities' Meeting—once again Scottish Privateers are present with Nigel Morrison in the Chevron G.T. which won the race at the last meeting. The other beastie in the stable is the Ford G.T.40 which was unable to appear in April. To tell the truth no one is quite sure how this car is going to handle at Ingliston but Andrew Fletcher aims to show us today. The author has his reservations, having seen a G.T.40 compete at Aintree where it was halfway down the straight before the power came on—on that basis Andrew should be somewhere near Linlithgow before the thing stops! Joking apart, this could be well worth watching since Andrew is a driver of no mean calibre.

Wee G.T. lap record holder George Silverwood is also back with the Mercury G.T. but this time he will have to contend with Jeff Schonberg who makes a welcome return to Ingliston with a bigger capacity Mercury. On the "very wee G.T." front Ernie Blackadder appears with the 998 c.c. Nathan G.T., another car which should improve on its performance in April.

Remember Andrew Cowan's drives last season in Ian Scott Watson's standard Elan +2? If you thought that car was fast, look out for the competition lightweight Elan this afternoon driven by Alex Souter.

# PLAYERS GOLD LEAF TROPHY RACE, for Special G.T. Cars

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
26	J. ABSALOM/R. Tallantyre	Ginetta G4	1098
27	A. FLETCHER	Ford G.T. 40	4736
1-28	N. MORRISON/A. Fletcher	Chevron B.M.W.	2000
29	J. MILNE/W. Shepherd	M.G. Midget	1293
30	A. SOUTER	Lotus Elan	1594
3-31	E. BLACKADDER	Nathan G.T.	998
32	C. S. BARROW	Mallock U2	998
33	J. MACKIE	Marcos	1489
2-34	G. SILVERWOOD/ D. Buller-Sinfield	Mercury G.T.	1148
36	J. SCHONBERG/ Kessington Motors	Mercury G.T.	1593
54	I. HALL	AUSTIN HEALEY SPRITE	132
44	W. N. A. DRYDEN	HONDA S. 800	818
39	M. HOPPERTON	M.G. MIDGET	1142
35	A. HUTCHINSON	AUSTIN HEALEY SPRITE	1293
52	J. A. HALL	LOTUS ELAN	1558
42	J. G. DUNBAR	M.G. MIDGET	1098
55	D. S. LANGLEY	AUSTIN HEALEY SPRITE	958
38	G. R. WILSON	M.G. MIDGET	1098
1st (£35) 34 2nd (£25) 54 3rd (15) 29 4th (£8) .....			

5th (£5) 33 Fastest Lap: 34 — 64.4 secs.

Winner's Speed: 10. m. 58.4 s.: ..... mph

## "SHEILA WHYTE TANKARD" CHAMPIONSHIP

DRIVER/Car	Points
N. MORRISON/Chevron G.T.	9
G. SILVERWOOD/Mercury G.T.	6
J. MILNE/M.G. Midget	4

Scoring: Highest-placed "Special G.T." Car—9 points, 2nd 6, 3rd 4, 4th 3, 5th 2, 6th 1. Best four to count.





Unfortunately on the 13th the fast saloon car up to 1000 c.c. event was marred by non-starters and, even after the drop of the flag, by sundry mechanical troubles. Reigning Hartley Whyte champion, Logan Morrison, sped away from the second row of the grid to take the lead from Jim Howden and Andy Barton but, on the second lap, Morrison's car had a recurrence of the fuel starvation trouble which had struck earlier in practice and relinquished the lead to Barton and Howden at Ploughman's. Others to drop by the wayside included Bill Borrowman in the Sports-Tune/Moir & Baxter Cooper "S" which was suffering from plug troubles. In all, only four cars completed the full distance at the Charities' Meeting which was, to say the least, disappointing.

The whole flock are, however, back today and it is hoped that this event will recapture all of its old excitement. Among the faster non-starters at the last meeting who are hoping to run more smoothly this afternoon are Keith Robertson, Sedic Bell, Bob Haining and Jim Currie. Possibly the maddest of them all (wrath-wise that is!) is Jimmy, whose failure to compete was not due to mechanical troubles at all but to slight technicalities encountered regarding his medical certificate; we can only hope that Jim has sorted everything out by now and is restored to his usual position on the grid. Another car which will arouse everyone's interest is the wee Honda N600 entered by the Newcastle team H. & G. Robinson Racing. Boasting only 615 c.c.'s in its fuel injected Honda engine, one wonders if this little beastie is going to upset the results in much the same way that the S800 has done in the production sports car events.

If we were wanting to stick our necks out to make a prediction for this race we might have said it would be a close thing between Logan Morrison and Bill Borrowman with, perhaps, the Honda as the dark horse. However, that is very much what we would have said in April—and look at what happened there!

# **AUTO AUCTIONS TROPHY RACE, for Special Saloons up to 1000 c.c.**

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
81	A. L. FLEMING/W. Shepherd	Mini Cooper ... ..	999
2-82	A. BARTON ... ..	Mini Cooper ... ..	999
83	K. ROBERTSON ... ..	Thistle Mini ... ..	999
84	K. MILLAR/J. Dryden	Mini Cooper ... ..	998
1-85	S. A. BELL ... ..	Mini Cooper ... ..	999
86	T. A. TWAITES/ H. & G. Robinson Racing	Honda N600 ... ..	615
88	J. E. HOWDEN ... ..	Singer Chamois ... ..	998
89	A. J. LITTLEJOHN ... ..	Mini Cooper 'S' ... ..	999
92	J. SIME ... ..	Mini Cooper ... ..	997
98	C. FERRARI ... ..	Hillman California ... ..	998
01	J. I. JOHNSON ... ..	Mini Cooper ... ..	998
04	E. PATERSON ... ..	Colvend Mini ... ..	850
2-05	W. A. BORROWMAN/Sports Tune/Moir & Baxter Ltd.	Mini Cooper 'S' ... ..	999
06	R. HAINING ... ..	Hillman Imp ... ..	998
07	R. D. WYLLIE ... ..	Mini Cooper 'S' ... ..	999
08	J. A. J. CURRIE ... ..	Mini Cooper 'S' ... ..	999
09	K. ALLEN ... ..	Mini Cooper ... ..	998
25	W. L. MORRISON ... ..	Singer Chamois ... ..	998

1st (£20) 85..... 2nd (£12) 25..... 3rd (£8) 82.....

4th (£4) 06..... Fastest Lap: 82... — 60.8... secs.

Winner's Speed: 10.. m. 57.2 s.: ..... mph







comes to  
the home  
of Scottish  
motor  
racing

EVENT 7

5.05 P.M.

**ADAM WYLLIE MEMORIAL TROPHY RACE — Part 2**  
**A QUALIFYING ROUND FOR THE CALLANDS TROPHY**

15 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
1	J. MILLAR ... ..	Brabham BT 21B ... ..	1991
2	I. STIRLING ... ..	Cosworth Lola ... ..	997
3	A. C. GOODFELLOW ... ..	Fireball 5000 ... ..	4700
4	T. BARCHOU/ Ian Raby (Racing) Ltd. ... ..	Brabham Twin Cam ... ..	1598
5	W. N. A. DRYDEN/ J. L. Romanes ... ..	Lotus 35 ... ..	2490
1-6	R. MACKAY/Wm. Dunnet & Co. Ltd. ... ..	Brabham BT21B ... ..	997
7	A. CHARNELL ... ..	Lola T55 ... ..	1650
8	R. SCOTT ... ..	Brabham BT21 ... ..	997
9	Mrs. A. MICKEL ... ..	Brabham BT23B ... ..	2495
2-10	D. BERRY ... ..	Brabham BT16 ... ..	1600
11	J. ANDERSON ... ..	Lola ... ..	998

Reserves:

12	E. LABINJOH/J. Fisher ... ..	Fisher ... ..	1600
----	------------------------------	---------------	------

1st (£50) 6 2nd (£30) 10 3rd (£20) 1  
4th (£10) 16 Fastest Lap: 6 — 54.6 secs 67.91  
Winner's Speed: ..... m. .... s.: ..... mph

**RESULTS ON AGGREGATE**

1st (Edinburgh Students' Charities Cup) .....	6	R. MACKAY	.....
2nd .....	3rd .....	4th .....	.....
Winner's Time (on aggregate) .....	30m	39.6s	.....

**FORMULA FORD CARS**

15 LAPS

3-16	G. H. BIRRELL/ Equipe Centro Scot ... ..	Crossle 16F ... ..	1600
17	B. K. HARRISON ... ..	Vixen F4 ... ..	875
18	E. J. CLARK ... ..	Lotus 51 ... ..	1600
19	D. MANNERS ... ..	Lotus 51 ... ..	1600
20	D. BRIAN SQUIRES ... ..	Merlyn F.F. ... ..	1600
21	B. HUNTER ... ..	Lotus 51 ... ..	1600
22	A. ARNOLD ... ..	Lotus 61C ... ..	1600
Reserve—			
23	J. GEMMELL ... ..	Lotus 51A ... ..	1600
15	G. THOMSON ... ..	Brabham FF ... ..	1599

1st (£20) 16 2nd (£12) ..... 3rd (£8) .....  
4th (£4) ..... Fastest Lap: 16 — 58.8 secs 63.40  
Winner's Speed: ..... m. .... s.: ..... mph





**KINGS**  
*serve Scotland*

Suppliers of concrete aggregates,  
concrete and building sands,  
coated macadams, hot and cold  
asphalts.

Operations cover the following counties:  
Angus, Ayrshire, Berwick, Dumfries, Dumbarton, Fife, Inverness, Lanark,  
Midlothian, Nairn, Perth, Renfrew, Ross & Cromarty West Lothian

**Kings & Co. Limited**  
**19 WOODSIDE CRESCENT, GLASGOW, C3**  
Tel.: DOUGLAS 3654 (5 lines) Grams: "KERBING, GLASGOW."  
Member of the Tarmac Derby Group

EVENT 8

5.50 P.M.

# **HARTLEY WHYTE TROPHY CHAMPIONSHIP**

15 LAPS

FOR THE FASTEST SEVEN SALOON CARS IN EACH OF THE CLASSES  
(UP TO 1000 cc AND OVER 1000 cc)



Car No.	DRIVER/Entrant	Make/Model of Car	Qual. Time cc
1-61	G. B. BIRRELL	FORD ESCORT TC	19.20
2-85	S. A. BELL	MINI COOPER	9.99
3-80	J. VEITCH	MINI COOPER S	13.10
25	W. L. MORRISON	SINGER CHAMOIS	9.98
09	K. ALLEN	MINI COOPER	9.98
06	R. HAINING	HILLMAN IMP.	9.98
79	D. MUTER	MINI COOPER S	12.75
73	J. DRYDEN	MINI COOPER	12.93
70	F. GUNN	MINI COOPER	12.75
82	A. BARTON	MINI COOPER	9.99
98	C. FERRARI	HILLMAN CALIFORNIAN	9.98
71	K. ROBERTSON	THISTLE MINI	12.93
84	K. MULLAR	MINI COOPER	9.98
68	J. WALKER	MINI COOPER S	12.75

1st £(25) 61 2nd (£15) 80 3rd (£10) 79

4th (£5) 25 Fastest Lap — secs.

Winner's Speed: m. s. mph



# What does he do?

## THE SCRUTINEER AND THE JUDGE

The scrutineer scrutinises. A simple statement, but a true one, for in a sport like motor racing a close scrutiny must be maintained at all times on the driver but particularly on the car.

Scrutineers at Ingliston come under the control of John Garden, who lives in Inverurie and during the summer is kept busy driving around the country attending motor sporting events. Indeed the day before the last Ingliston meeting he was at Muir of Ord for the Players No. 6 Autocross meeting. After this event he drove home and spent only sufficient time to have a meal before setting off for Ingliston in his Volkswagen caravan. He arrived at the circuit at 1.0 a.m. on the morning of the meeting. That's keenness for you.

At the track he meets members of his team, who check over every single car before it is allowed out on the track to practice. Normally the Ingliston team includes people like Iain Bennie, who was himself prominent in the sport and like John McCubbin, another of the scrutineers, is a former builder of specials. Both of them have a fair idea of the way a car should be prepared as they have all done the jobs themselves. This kind of practical knowledge is invaluable to a scrutineer, as just by looking at a car he can find the weak spots. Then there is David Stephen, normally seen at events in the East of Scotland, and former rally driver Bill Clelland.

Go down to the end row of the pits during the morning before practice starts and you can see the scrutineers at work. Usually they work quietly, tend to be reflective and consult with each other. They have seen most of the tricks of the trade, the botch up job, the deliberately dirty engine to cover up a hairline crack in a cylinder block. Indeed with oil a major problem at Ingliston they are particularly tough on oil leaks. As a tip to anyone who intends driving at Ingliston, a scrutineer likes to see a car presented as clean and tidy as possible. They use a bit of psychology here and feel that if a man is willing to spend the time in properly cleaning the car before placing it before them he has probably checked it out pretty thoroughly on the mechanical side.

Normally by noon the scrutineers' job would appear to be over. John Garden has wiped his hands for the last time, Iain Bennie has got his pipe out for a reflective puff; but their job doesn't end there, for any car which breaks down on the circuit or has an accident has to be inspected by the scrutineers before it is allowed out on the circuit again and even when the car is too badly damaged to go out they have to check it over in case a mechanical fault caused the accident.

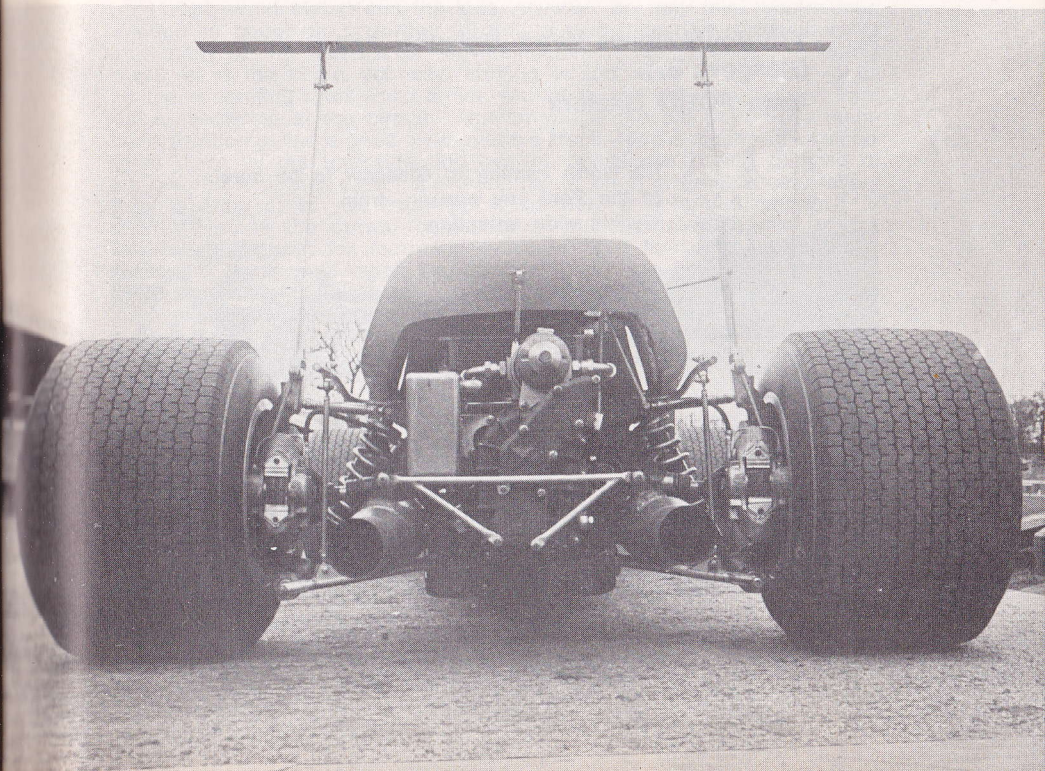
Typical of their job was the case of the 3.8 litre Jaguar driven by Bill Gold at the last meeting which lost a wheel in front of the stands. This was rather a special case as the same car had lost the same wheel at the novices meeting two weeks before. When this sort of thing happens the scrutineers give it a thorough check over. We followed this particular case closely. John Garden inspected first the wheel to see if, in the cornering strains, the bolts had stretched the metal around the bolt holes. There was nothing to be seen, however. So they

then checked the threads to see whether a nut had broken off and weakened the wheel but all four sets of threads were perfect. In the end the scrutineer had to admit that it was a mystery and the only conceivable reason for the wheel coming off was the simple one that the nuts had not been tightened fully and had simply unscrewed themselves. It wouldn't surprise me, however, if they take a good look at the same wheel when the car next appears, just to make sure.

Just as an airline will get investigators in to find out what caused a crash so the scrutineers are expected to dig into the bits and pieces and construct from eye witnesses the type of accident which might give them a clue as to what caused it. For this reason they carefully check any component which has been welded and might have cracked or any sign where there might be undue strain. The current vogue for wide wheels has, for instance, caused them to check wheels carefully because a driver could easily fit bigger wheels on a car where they either are unnecessary or else too great a strain on the components.

Another group of people at Ingliston who do one of these jobs no one thinks much about are the judges. With cries of "Here comes de judge" they bear down on places like the start line and look out for people jumping the start. A driver who starts his own race before the flag has dropped is docked 30 seconds and so you have one or two judges who stand at the edge of the track looking for offenders. Amongst the judges are Laurie Brown, Ian Cunningham and Alex Reid. The last two were well known in motor sports some years ago and Alex, indeed, went as far as to qualify his appointment as a start line judge by remarking "it takes one to catch one." Judges are also needed to assist the observers in discerning whether a driver might be committing one of the sins of racing. These sins and the role of the observer, however, will be the subject of a future "What does he do" article.

*What was that we said in the April programme about rabbits nesting in Willie's exhausts!*





# Look out today for Wylie's sponsored **escort**

**A formidable  
Contender at  
Ingliston**



**370 Pollokshaws Road, Eglinton Toll,  
Glasgow, S.1.  
Main FORD Dealers**

**It's worth coming to Glasgow to be sure  
of the Ford you want — from  
Wylie's wide selection.**



## 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 four 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 mac: not likely. It doesn't impress you that membership of S.M.R.C. taken out now entitles you to discount of 6/- on tickets for the remaining four race meetings this season. That still leaves 18/- unaccounted for, doesn't it, and you're blown if you'll pay a penny more than you have to, especially after that budget. It's not as if you wanted free copies of "Top Gear" every month (price to the general public—1/6d.) 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. Load of old cobblers, the lot of it—what do you want to know about cheaper car sleepers to Europe, "rescue insurance" to get you home if you break down over there, and maps to find your way back; nor are you interested in reading about some fellow Jackie Stewart winning races somewhere or other or how to keep on the right side of the recent changes in the law affecting the motorist (some of the topics dealt with in the April edition of "Top Gear").

What about Mabel and the kids, anyway; do they think you're mug enough to cough up a further 10/6d. 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 member's 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 sea—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!





## SCOTTISH MOTOR RACING CLUB

Application Form for 1969 Membership

BLOCK CAPITALS

Full Name .....

Address .....

.....

Phone ..... Occupation .....

Do you wish to be considered for Marshalling at Race Meetings ?

YES/NO

I hereby make application to become a member of THE SCOTTISH MOTOR RACING CLUB LIMITED and, if elected, agree to be bound by the Memorandum and Articles of Association thereof for the time being.

I enclose remittance for the total detailed under.

Please send details of Family Membership.

Date ..... 1969 (Signed) .....

Subscription .....	2 gns.	£2	2	0
Family Membership .....	10/6			
Car Badge .....	25/-			
Lapel Badge (brooch type) .....	4/-			
Repeat-Motif Tie (Terylene) ...	19/6			
Blazer Badge .....	45/-			
Windscreen Sticker Badge .....	2/6			
Overall Badge .....	12/6			

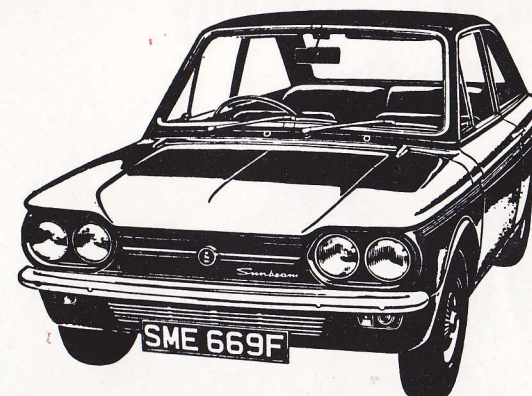
CHEQUE/P.O./BANKER'S ORDER £ .....

Return with remittance to

SCOTTISH MOTOR RACING CLUB LIMITED,  
NATIONAL BANK CHAMBERS, DUNS,  
BERWICKSHIRE.

# ZOOM!

## the new Sunbeam Stiletto



for men whose wives  
think they've given up sports cars

Reassure your wife with a new Sunbeam Stiletto.

Show her how luxuriously saloon it is—four deep seats, the front ones reclining, plenty of room, and swish twin headlights.

Don't tell her it's got a race-bred Sunbeam Sports engine, (ZOOM), fastback styling, vinyl covered roof, twin carburettors and rally instrumentation.

The new Sunbeam Stiletto. Only £812 Come and zoom it from our showroom (try the Sunbeam Imp Sport, too). Today.

*\*Ex works price inc. P.T. Seat belts extra.*

Part of the new deal from Rootes

**JAMES ROSS & SONS**  
(MOTORS) LTD.

Lochrin, Tollcross, Edinburgh, 3

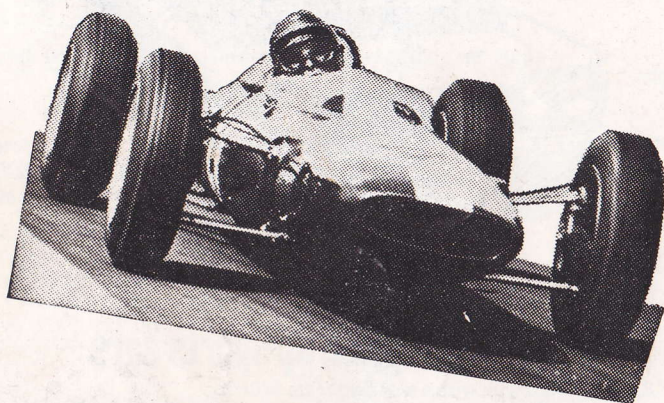
FOuntainbridge 1555

AUTHORISED DEALER  **ROOTES**



***HASTE YE BACK AGAIN!***

***Our next Meeting is the  
The S.M.T. Trophy  
Race Meeting***



***Sunday, 13th July : 2.00 p.m.***

***Advance Booking Form inside***

***BE SURE OF YOUR SEAT IN  
THE STAND!***