

Programme 3/-



# INGLISTON

13th APRIL, 1969

Organised by  
THE SCOTTISH MOTOR RACING CLUB



**Edinburgh Students'  
Charities Cup Race Meeting**



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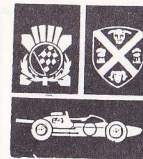
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**The Edinburgh Students' Charities Cup Race Meeting**

**Sunday, 13th April, 1969**

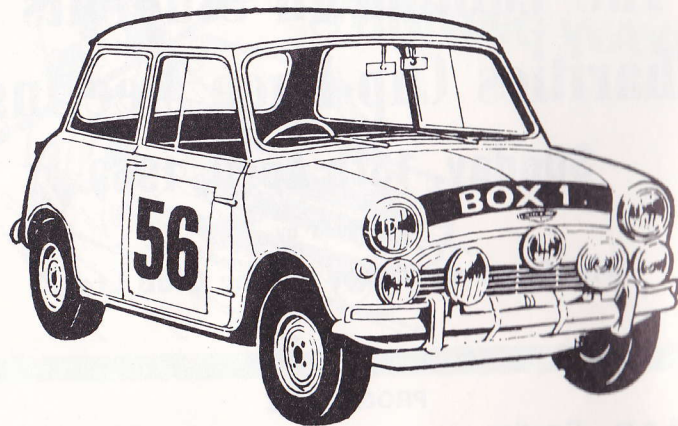
organised by

**The Scottish Motor Racing Club Ltd.**

**PROGRAMME**

- 9.45 a.m. Practice
- 12.45 p.m. Luncheon Interval
- 2.10 p.m. Flying Display by Wallis "James Bond" Autogyro
- 2.30 p.m. Event 1 Special Saloons up to 1000cc, Race 1, 10 laps
- 2.55 p.m. 2 EDINBURGH STUDENTS CHARITIES CUP RACE, Part 1, 15 laps
- 3.25 p.m. 3 Special Saloons over 1000cc, 10 laps
- 3.50 p.m. 4 Poduction Sports Cars, 10 laps
- 4.15 p.m. 5 Formula Ford Cars, 10 laps
- 4.40 p.m. 6 Special Saloons up to 1000cc, Race 2, 10 laps
- 5.05 p.m. 7 Special G.T. Cars, 10 laps
- 5.30 p.m. 8 EDINBURGH STUDENTS CHARITIES CUP RACE, Part 2, 15 laps  
Presentation of Trophies
- 6.10 p.m. 9 HARTLEY WHYTE CHAMPIONSHIP RACE, 15 laps

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Chief Scrutineer ... ..	J. GARDEN
Commentator ... ..	J. W. McINNES
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Stewards (for Club) ... ..	R. KAY, N. T. LITHGOW
Judges of Fact ... ..	W. A. MARTIN, I. CUNNINGHAM, A. REID, L. BROWN
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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/4889



After the end of the second part of today's main race, the Edinburgh Students' Charities Cup will be presented to the winner of both parts by the Charities Queen. When the Cup has been presented the winner will complete a lap of honour followed by the Charities Queen, who will be driven round the circuit by Mr. Tom Sleigh in a Jensen Interceptor (courtesy of Rossleigh Ltd., Scottish Distributors of Jensen cars). This car, in Jositano Yellow with black trim and tinted windows, is fitted as standard with a Slot/Stereo Radio. The power-house is a 6½ litre Chrysler unit which, coupled with a three speed automatic gearbox with manual control, gives 325 b.h.p.—in terms of speed, the car is capable of 145 m.p.h.

## A word from the Charities Appeal

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On behalf of Edinburgh Students Charities Appeal, may I welcome you to the Fourth Annual Charities Cup Race Meeting.

As always, we are deeply indebted to Scotcircuits Ltd. and to the Scottish Motor Racing Club for allowing us the freedom of Ingliston for the afternoon. At some time during the afternoon you will do doubt be beset by money-grabbing individuals, shaking cans and selling magazines and newspapers. At a stall behind the stand, more staid, though no less mercenary students will be busy persuading you to buy everything from a T-shirt to a chance to win a racehorse. Please give generously, and help us to help the beneficiaries listed below.

In accord with tradition, the Charities Cup and Tankard will be presented by the Charities Queen, who this year is Vicki Reid, a glamorous blonde from Galashiels, who we hope will add even more excitement to your afternoon.

Our grateful thanks are also due to Mr. T. W. Merrett, of Edinburgh, for generously donating and engraving the Charities Tankard, which will be presented to the winner of the Formula Ford race this afternoon. In conclusion, may I wish you an enjoyable, successful and exciting afternoon's racing.

ROBERT A. LAMBERT,  
Charities Cup Race Convener.

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### Edinburgh Students' Charities Appeal Beneficiaries 1969

British Empire Cancer Campaign for Research  
Paraplegic Sports Endowment Fund  
Shelter  
The Royal Blind Asylum & School (Edinburgh)  
Scottish Spina Bifida Association  
The Scottish Association for the Study of Dyslexia  
St. Andrew's Ambulance Association  
Royal National Life-boat Institution  
(Edinburgh, Leith & Granton Branch)  
The Edinburgh Committee of St. John  
Edinburgh Marriage Guidance Council  
Project Horizon (Scottish Spastics Appeal)  
The Scottish National Institution for the War Blinded  
The Lord Provost's Benevolent Fund  
Edinburgh University Settlement  
Local Charities in South East Scotland

## LIST OF ENTRIES

Car No.	DRIVER/Entrant	cc	Make/Model	from
1	W. FORBES	5000	Lola T142	Aberdeen
2	I. STIRLING	997	Cosworth Lola	Falkirk
3	J. MILLAR	1991	Brabham BMW	Bridge of Weir
4	G. BIRRELL/ Ecurie Ecosse	1594	Brabham BT23C	Boness
5	T. D. REID/ Irisn Racing Cars	1594	Brabham BT23	Belfast
6	A. CHARNELL	1650	Lola T.55	Balerno
7	J. ALEXANDER	875	Vixen F4	Glasgow
8	R. SCOTT	997	Brabham BT21	Cippenham, Slough
9	D. BERRY	1600	Brabham BT16/TC	Colwyn Bay, N. Wales
10	E. LABINJOH/ J. Fisher	1600	Fisher	Edinburgh
11	W. N. A. DRYDEN/ J. L. Romanes	2490	Lotus Climax 35	Longniddry
12	T. D. WALKINSHAW/ D. Lazenby	1600	Hawke FF	Waltham Cross, Ldn.
14	T. D. WALKINSHAW/ D. Lazenby	2000	Hawke Mk 10	Waltham Cross, Ldn.
15	J. GEMMELL	1600	Lotus 51AFF	Edinburgh
16	P. J. KIMBERLEY	1600	Lotus 41CX	Wellesbourne, Warks.
18	J. McDONALD	1600	Alexis F.F.	Hitchin, Herts.
19	G. THOMSON	1599	Brabham BT18	Milltimber, Aberdeen
21	D. MANNERS	1600	Lotus 51	Darlington
22	E. J. CLARK	1600	Lotus 51	North Berwick
23	D. WALKER/Jim Russell Int. Racing Drivers School	1598	Lotus 61	Norfolk
24	G. H. BIRRELL/ Equipe Centro Scot	1600	Crossle 16F	Larbert
25	H. GILBERT	1600	Beattie	London
26	J. MACKIE	1500	Marcos	Kirkcaldy
27	A. SOUTER	1594	Lotus Elan	Dundee
28	J. MILNE/ W. Shepherd	1293	M.G. Midget	Lundin Links
29	N. MORRISON	1991	Chevron GT	Alva
30	A. FLETCHER	4736	Ford G.T. 40	Alva
31	E. BLACKADDER	998	Nathan G.T.	Falkirk
32	G. SILVERWOOD/ D. Buller-Sinfield	1148	Mercury G.T.	Mirfield
33	J. ABSALOM/ R. Tallantyre	1098	Ginetta G4	Morpeth
34	G. TAYLOR	1091	Mini Marcos	Falkirk
35	J. GOTT	2982	Austin Healey 3000	Northampton
36	J. MILNE/ W. Shepherd	1800	M.G.B.	Lundin Links, Fife
37	A. N. HUTCHISON	1293	Austin Healey Sprite	Kennoway
38	T. N. THOMSON	3781	Jaguar E Type	Wishaw
39	J. D. DIACK	2912	Austin Healey 3000	West Kilbride
40	H. BAIRD	3781	Jaguar E Type	Bellshill
41	W. N. A. DRYDEN/ H. & G. Robinson Racing	850	Honda S800	Newcastle-on-Tyne
42	J. LENNOX	1140	M.G. Midget	Lanark
43	J. McFARLANE	1000	Austin Healey Sprite	Lanark
44	S. ROBINSON	4700	Ginetta G10	Darlington

Car No.	DRIVER/Entrant	cc	Make/Model	from
45	D. THIRD	950	Turner Sports	Edinburgh
46	J. G. DUNBAR	1098	M.G. Midget	Loanhead
47	J. C. FORSYTH	998	Austin Healey Sprite	Edinburgh
48	D. S. LANGLEY	980	A.H. Sprite	Milton of Campsie
49	G. TODD/ Pinkie Mains Farm	1293	Austin Cooper S	Musselburgh
50	A. DOUGLAS NIVEN	1558	Ford Anglia	Duns
51	A. BELL	1275	Morris Cooper S	Carlisle
52	J. VEITCH	1310	Mini Cooper S	Kirkliston
53	I. C. McLAREN	1650	Vauxhall Viva	Broxburn
54	H. VICKERS/ A. Barton	1275	Morris Cooper S	Newcastle
55	F. GUNN/ A. Barton	1275	Morris Cooper S	Newcastle
56	J. DRYDEN	1293	Austin Cooper S	Lundie, by Dundee
57	I. R. OWER	1293	Austin Cooper S	Dundee
58	G. B. BIRRELL/Wylios	1969	Ford Escort Twin Cam	Glasgow
59	R. FORESTER-SMITH	3781	Jaguar 3.8 Mk 11	Edinburgh
60	I. C. R. KYDD	1293	Morris Cooper S	Strachur
61	R. M. CAIG	1650	Borgue Anglia	Kirkcudbright
62	D. J. MUTER	1275	EMC Cooper S	Bedlington
63	J. WALKER	1275	Morris Cooper S	Edinburgh
64	W. BORROWMAN/Sports Tune/Moir & Baxter Ltd	1293	Austin Cooper S	Longniddry
65	G. L. CLARK	1293	BMC Cooper S	York
66	W. GOLD/H. Baird	3781	Jaguar	Bellshill
67	R. J. S. HAINING	998	Hillman Imp	North Berwick
68	R. D. WYLIE	999	BMC Cooper S	Cummertrees
69	J. HOWDEN	998	Singer Chamois	Edinburgh
70	S. A. BELL	999	Morris Cooper	Carlisle
71	A. FLEMING/ W. Shepherd	999	Mini Cooper	Lundin Links
72	C. LIVINGSTONE	996	Renault	Inverary
73	P. MARSH	997	Austin Cooper	Carluke
74	J. I. JOHNSON	998	Austin Cooper	Kilbrachan
75	A. ORMISTON	997	Mini Cooper	Dunfermline
76	E. PATERSON	850	Lochbank Mini	Edinburgh
77	A. BARTON	999	Morris Cooper S	Newcastle
78	J. L. RITCHIE	996	Austin A40	Cardross
79	W. L. MORRISON	998	Singer Chamois	Bridge of Allan
80	K. ALLEN	998	Austin Mini Cooper	Carluke
81	N. R. GINN	850	Morris 7	Helensburgh
82	D. B. SMITH	998	Hillman Imp	Cupar
83	J. HANNAH	998	Milbro Mini	Wishaw
84	W. BORROWMAN/Sports Tune/Moir & Baxter Ltd.	999	Austin Mini Cooper S	Longniddry
85	J. PINKERTON	998	B.M.C. Mini	Glasgow
86	C. A. FERRARI	1000	Hillman Californian	Peterhead
87	J. A. J. CURRIE	999	Austin Cooper S	Dumfries
88	C. REEVES	998	Morris Cooper	Larkhall
89	K. MILLAR/ J. Dryden	997	Austin Cooper	Lundie, by Dundee
90	M. HARNESS/Jim Russell Int. Rac. Drivers School	1598	Lotus 61	Norfolk
91	A. C. GOODFELLOW	4700	Fireball 5000	Falkirk
92	R. MACKAY	997	Brabham BT21B	Thurso
93	K. ROBERTSON	1000	Thistle Mini	Edinburgh
94	S. ROBINSON	3000	Austin Healey	Darlington
95	M. HOPPINGTON	1147	M.G. Midget	Inverary
96	J. GRANT	970	Mini Cooper S	Haddington
97	T. PHILIP	998	Hartwell Imp	Dundee
98	G. R. WILSON	1098	M.G. Midget	Kirkcaldy
99	B. HUNTER	1600	Lotus 51	Portobello

## The Kings Cup F.F. Championship

### A BACKGROUND TO THE TROPHY'S SPONSORS

KINGS & CO LTD. was formed in 1899 when a small Company known as Robert King of Burnhouse, Beith, Ayrshire, was bought by James Nicholl Cuthbert and one or two of his associates. They traded as Quarrymasters and Contractors mainly in Ayrshire until the start of the first World War when the business was further expanded to include the felling and cutting of timber in the North of Scotland. However, by the early 1920's the road work was demanding much more capital and personal supervision, and so the timber mills were disbanded and by 1924 the first major road contract was won. This was for the reconstruction of the roadway system in Skye, and the value of the contract was about £100,000. It was here that the Company first moved away from steam-waggons to petrol driven ones, but however it was not until 1944 that the last of the steam Fodens left the roads.

From 1927, when the Borders branch was added, first at St. Boswells and later at Earliston, until 1939, many changes took place and numerous permanent Quarries with modern crushing plants were opened mainly to assist the contracting side of the business.

The Second World War saw great activity on aerodrome runways, supply depots, Army camps and anti-tank defences throughout Scotland, with the odd sortie into the North of England. It was just after this date that the founder died and the Company was being managed by the second generation of Cuthberts, namely Mr. Stewart, Mr. William and Mr. Norman.

Under the guidance of this younger team much modernisation took place, which showed dividends in that many important contracts were won with the North of Scotland Hydro Electric Board, The Air Ministry and local Authorities.

The first grandson of the Founder, and his namesake, joined the Board in 1961, followed in 1963 by the death of the Managing Director, Mr. Stewart.

In 1965 the Company ceased to be privately owned and became a member of the Derbyshire Stone Group, followed by a merger with Tarmac in 1968, to become a member of the £100 million Tarmac Derby Group.

### THE KINGS CUP FORMULA FORD CHAMPIONSHIP

Won by David Walker in the 1968 racing season at Ingliston, the Kings Cup Formula Ford Championship promises to be one of the exciting features in 1969. Sponsored by Kings & Co. Ltd., the Championship covers all six Formula Ford races at Ingliston this year and offers, as well as the handsome Kings Cup, prize money totalling £200. For those who wish to compile their own progress table during the season, points are awarded to the best placed F.F. cars running in these races on the basis: Highest-placed F.F. Car—9 points; 2nd—6 points; 3rd—4 points; 4th—3 points; 5th—2 points, and 6th—1 point. The best four scores will be counted for each competitor—should this result in a tie, the final result will be determined by reference to the highest number of highest placings. Lazier members of the public can follow the progress of the Championship through the Ingliston programmes for each meeting, which will give full details.

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N.B. Paddy Hopkirk is really Les Leston in disguise.



## JACKIE STEWART

### S.M.R.C.'s New President

When, just a year ago, Scottish Motor Racing Club was struck with the tragic loss of their President, Jim Clark, they were faced with the problem of finding a successor. In truth, it probably wasn't a great problem for the choice of Jackie Stewart and the subsequent invitation to the young Scot to become President was probably a matter of course. Like Jimmy, Jackie had raced as a member of Border Motor Racing Club, before the older name of Scottish Motor Racing Club was adopted and, like Jimmy, he was well known to most of the members.

The Committee of Scottish Motor Racing Club made their approach to Jackie Stewart towards the end of last year and at the Club's annual dinner dance in the McRobert Pavilion here at Ingliston it was announced that Jackie had accepted the Presidency. This was not, in fact, confirmed until the recent A.G.M. of the club, and so S.M.R.C. go into the 1969 season with a new President.

Jackie is on the crest of a wave just now, winner in the South African Grand Prix in January and winner of the **Daily Mail** Race of Champions a few weeks ago, on both occasions with his Matra-Ford, and this year he seems set for success.

Throughout his life Jackie Stewart has been hungry for success. It was this hunger which made him a tough competitor in most of the sports he has taken up. It was typical of him that when, just a few years ago, he was introduced to squash he displayed the kind of animal determination to master it that we have seen in his clay pigeon shooting and his motor racing. He is a perfectionist who tends to flay himself unmercifully when he makes a foolish mistake. For instance, once, when he ran his B.R.M. into a loose patch of earth at the edge of the circuit and crashed the car he muttered about his stupidity for some time afterwards. Last year after his practice incident when he twisted his wrist badly he returned to Geneva (where he had just exiled himself with his wife, Helen, and family) and terrorised the specialists

and surgeons in that city desperate to get back to racing again. It was typical of his tenacity that he should choose to wear a plastic wrist strap and even win races with it.

Jackie Stewart is a man with tremendous confidence and a cool head not only on the track but off. He has developed an even stronger taste for style in his clothes and eating habits. One of the most amusing of dinner companions, he has the kind of open enthusiasm for life which breaks out as his face wrinkles up into his characteristic laughter.

On the track Stewart is a tough competitor who, when behind, worries away at his rivals but who, when in front, is stylish to watch. Most people will say his best race was winning the German Grand Prix at the Nurburgring last year when he squeezed into the lead in the mist and no one saw the way he went.

On his way to the top Jackie always had that something which made him stand out from the crowd whether it was in Barry Filer's blue Marcos at bumpy Charterhall or in Ken Tyrell's Cooper Formula Junior on a wet day at Snetterton. His first Formula 1 season was in 1965, when he had a brilliant run. Bad luck and the usual crop of mechanical problems have dogged him and kept him just short of the crown, but this year the signs are good. However, even if he doesn't achieve his dream of becoming World Champion his impish grin will still brighten up the grand prix scene even though it might be partly hidden by that black rug he wears on his head.

## For your Entertainment . . .

There is always a touch of exciting anticipation about the first big race meeting of the year at Ingliston. What cars will be there, what drivers, who is going quicker?

Today, however, we are sure the Edinburgh Students' Charities Cup meeting will be a good one. Already at the Novices meeting two weeks ago we were given some indication of form in the Formula Libre Race.

This race was won by **John Millar** from Bridge of Weir with his beautiful Brabham-B.M.W. 2 litre after a tremendous struggle. Last season John had rotten luck, the engine of his car never seeming to run properly, but two weeks ago he had a big grin on his face and the B.M.W. mill sounded just right. Indeed it was probably the first time he has been able to drive the car really hard and some indication of the power it produces was given when he got into a big power slide just past the stands which he controlled well.

Most disappointed man at the Novices meeting was **Bill Dryden**, however, who was airing **John Romanes'** Lotus-Climax for the first time. Last season John bought the 2½ litre Climax engine and fitted it to the Lotus with a high-mounted oil cooler at the back. In the Formula Libre race the vibration through the mountings was sufficient to break one of the oil pipes which scattered oil all over the circuit. At that moment Bill Dryden was leading the race and had set up a fast lap on the circuit. Due to the routing of the oil from the engine to the cooler the break in the pipe didn't record on the gauge for a few fractions of a second and Bill was worried that he had damaged the engine. However, the performance of the car makes it one to look out for this season.

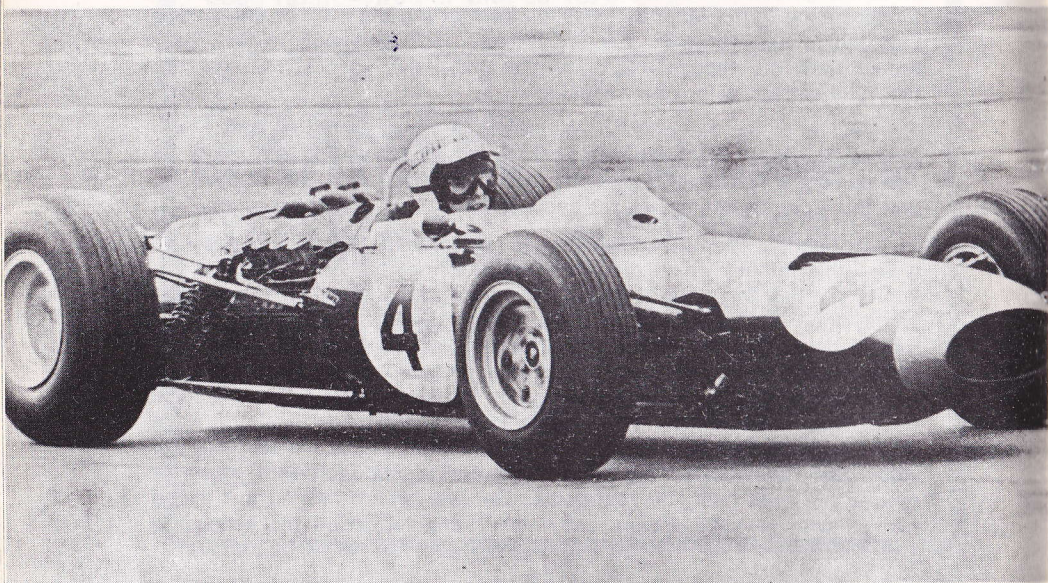
A late entrant, **Willie Forbes**, ran his T 142 Lola-Chevrolet and as there was no money involved in the race he wisely took the opportunity to get the feel of this big 5 litre car. He still managed to start from the back of the grid and work his way up to third. This yellow Lola will certainly be one of the attractions at Ingliston. It produces around 450 b.h.p., and is the most powerful racing car to be seen at the track. Its back wheels are almost a yard wide with big fat Goodyears. Over Willie's head is the familiar aerofoil and on the nose of the car are two small stabiliser aerofoils. Though the car looked a handful to get round Ingliston Willie Forbes will be an unknown quantity for everyone in the Formula Libre race.

Making its first appearance in Scotland is the new Ecurie Ecosse Brabham BT 23C which will be driven by **Graham Birrell**. This car will be running without its usual aerofoil as Graham feels he should get used to the car's handling before experimenting with the wing. The car, of course, was fitted with wings when it ran with **Jochen Rindt** at the wheel in the European Formula II races last year. Already Birrell has put up some fast times with the car in practice at Silverstone.

Driving a similar car, a Brabham BT23, is **Tommy Reid**, from Belfast, who is one of these cheery Irishmen we always like to welcome to Ingliston. He hasn't been terribly lucky on some of his visits and we remember the incident when he was caught in a multiple shunt with fellow Irishman **Luke Duffy** some two years ago.

**Tony Charnell** finished second in the Novices Meeting Formula Libre event with his Lola T66 and the car seems to be going well this season. In the opening laps he was holding off John Millar in the Brabham and no doubt Tony is looking forward to success this season.

Quietly over the winter **Richard Scott**, that other Aberdonian who finished second to Willie Forbes in the Callands Trophy Formula Libre championship, sold his Lotus 41 and bought a Brabham BT 21 Formula

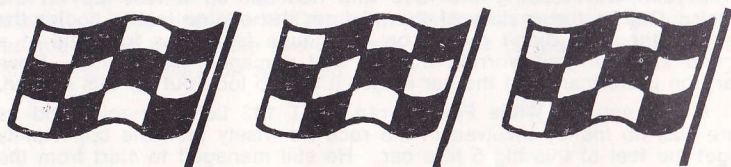


III car. He is making his first appearance at Ingliston with the car today. Another Ingliston regular, **Dave Berry**, who has been tipped for stardom, has his own Brabham BT 16 with a Ford Twin Cam engine and another Brabham, a BT 21B is entered for **Ronnie Mackay** from Thurso, so the marque Brabham is well represented in the Formula Libre race.

The entry is made up by **Andrew Goodfellow** with his 4.7 litre Fireball 5000 and **Edward Labinjoh** in Jack Fisher's beautifully made Fisher single seater which by now should have its Alfa Romeo engine.

If the entry for the Formula Libre races is good then the entry for the Formula Ford race is outstanding. This form of racing, which is aimed at encouraging new drivers, is ideally suited to Ingliston and if the entry for this race is of as good quality throughout the season we are in for some engrosing racing.

Heading the field are the two **Jim Russell** International Racing Drivers School Lotus 61's of Australian **Dave Walker** and **Mo Harness**. Walker is no stranger to Ingliston, being winner of the Formula Ford Championship last year. These two Lotuses, which are the latest "wedge" cars introduced at this year's racing car show, are virtually the works car so they should be interesting to watch. At the same



**duplicating, duplicating, duplicating,**



**duplicating, duplicating, duplicating.**

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time one of the two works Hawke Formula Fords is also entered for **Tom Walkinshaw**. The Hawke is a new make produced by former Team Lotus mechanic **Dave Lazenby** and will be appearing for the first time. Also look out for **Gerry Birrell** in the Equipe Centro Scott Crossle 16F. This car was a non-starter at the Novices meeting due to the lack of an engine and it is hoped that the engine will be ready for this meeting.

**Harry Gilbert**, that fireball from Aberdeen, is driving a brand new Formula Ford, the Beattie, and following his electric performances last year Harry has been given the opportunity to run this car on a sponsored basis.

Lotus 51's are out in profusion with **Jimmy Gemmell**, **Dave Manners** and the bearded **Ted Clark**, plus a Formula Ford Lotus 41 for **Phil Kimberley**.

With a field like that, this is one race we wouldn't bet on.

Event number 7 brings together the sports and and GT cars with the interesting addition of Scotland's latest motor racing team, **Scottish Privateers** with **Nigel Morrison** in his Chevron-BMW and **Andrew Fletcher** with his Ford GT 40. In the past the Ford GT 40 has been demonstrated at Ingliston but this will be the first time one has been raced on the circuit and Andrew Fletcher as a former Formula Libre champion will find it tricky to adjust to the big car on this circuit. In the same race **Ernie Blackadder** will be running his Nathan GT which is powered by a Hillman Imp engine. Produced by **Roger Nathan** for GT racing, it has done well in its class and has now found a home in Scotland with Ernie Blackadder.

**George Silverwood** is probably the favourite for this race with his Mercury GT, as he had many battles last season with the late **John Nicholson**. **George Taylor** will be running his Mini Marcos for the first time at the circuit and **John Milne's** 1300cc M.G. Midget will be out again.

In the Marque race Milne will be running his ex-B.M.C. competitions M.G.B. and there are a number of M.G.'s and Austin Healeys in the race. All eyes will, however, be on Chief Constable **John Gott**, the former B.M.C. rally team leader, with his big Healey 3000 and **Bill Dryden** with the H. & G. Robinson custard coloured Honda S800. The last time they met they had a whale of a battle and it looks like this will continue at this meeting. **Stu Robinson** will be along with his 4.7 litre Ginetta which should add even more excitement.

The saloon car races are split into three parts as usual, with two events for under 1000ccs and one over 1000ccs. Many of the familiar faces will be out, including **Logan Morrison** with his saloon car championship winning Singer Chamois. As usual he will have **Bill Borrowman** in the 1000cc Moir & Baxter Cooper Mini in his sights and it looks like being another season-long battle between these two. In the bigger saloon car race there is, of course, **Graham Birrell** in the Wylies sponsored Perdal Escort and now that Graham has got himself used to the car he could well dominate this form of racing this year. In the big class **Jim Dryden** is running his big Cooper and **Andy Barton's** two big Coopers are being driven by **Frank Gunn** and **Harry Vickers** this year. whilst Andy will run the 1000cc car against Logan Morrison and Bill Borrowman.

All told it looks like a good meeting to open the full season. We hope you will enjoy the racing.

## Some interesting notes

Members of the public who may be thinking of "having a go" and wish to know more about the racing at Ingliston should forward 2/6d. to Alan M. Lamb, Scottish Motor Racing Club, National Bank Chambers, Duns, Berwickshire, for a copy of the 1969 Book of Regulations. This contains the Additional Supplementary Regulations for all the 1969 Race Meetings, together with the regulations for the various Championships, details of the Expenses Payment Scheme and a list of eligible cars.

★ ★ ★

There seems to be something irresistible about the Students Charities' Appeal to the underworld of Edinburgh. Two years ago thieves made off with Scott Polard's Anglia—Scott, you will remember, was the person running the students' end of last year's Charities Meeting. Now we hear from Bob Lambert, this year's cheerful (& heavily bearded) convener, that his car was stolen only a few weeks ago. Although both cars have been recovered there has been no trace of the contents of either: which all goes to prove the old adage that, "Charity begins at home."

★ ★ ★

For those who feel in need of some refreshment during the day, D. S. Crawford Ltd. provide a comprehensive service. For Club Members a first class three course luncheon may be enjoyed 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/-, 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 briedies 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 dinner 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.

★ ★ ★

As at the Novices Race Meeting on Sunday, 30th March, 1969, Scotcircuits Ltd. and The Scottish Motor Racing Club Ltd. are pleased to welcome to Scotland the Burmah Oil Co. Ltd., who are now offering north of the Border the racing service which they have instituted in England. This will, of course, be a great boon to competitors who are now able to purchase petrol at the track at a very reasonable price.

You may be surprised to know that something like 400 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 theirs' or others' by disregarding their instructions.

★ ★ ★

Quite a lot of activity happens throughout the day and some of this may seem strange to the newcomer. All motor sport in Britain is strictly controlled by the Motor Sport Division of the R.A.C. and the controls are aimed at making the sport just as safe as is possible. Responsible for making sure that the meeting runs to schedule and runs according to the regulations is the Clerk of Course, whom you will see driving round the circuit between races in a car carrying a white flag, checking that everything is in order for the next event. His "nerve-centre" is the Race Control Building in the Central Enclosure (the rather splendid glass box below the clock-mast), where he keeps in touch by telephone throughout the day with all the points around the circuit. The track is divided into sectors, each under the control of an Observer, and each equipped with a telephone. The observer has with him a number of different marshals; some of these are responsible for keeping the track clear for racing and for undertaking rescue operations in the event of an accident, others for signalling to drivers

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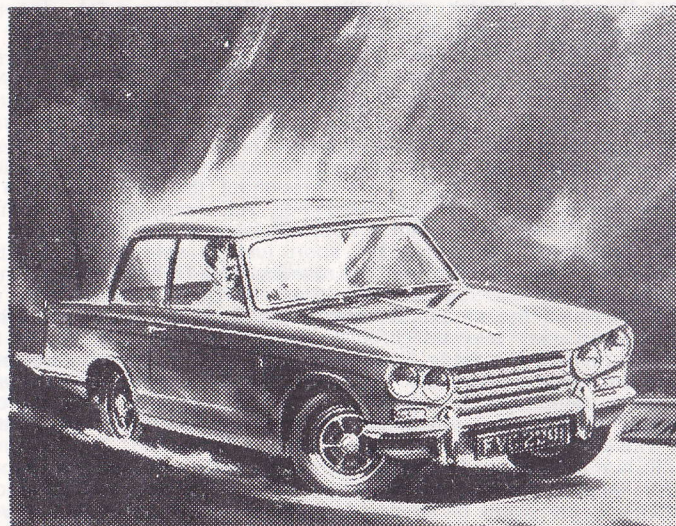
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by means of recognised flags to warn them of dangers or let them know that a car behind wishes to overtake.

If you want to know more about these officials, a series of articles will appear in the Ingliston programme during the 1969 Season, the first of these, the Flag Marshal, is on page 52.

★ ★ ★

*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!*

★ ★ ★

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/-.

★ ★ ★

When he isn't throwing his Jag. round the track Reg. Forester-Smith will be pleased to sell you photographic goods from his shop behind the Highland Grandstand. Reg's shop will be open throughout the afternoon so, if you do happen to run out of film (both cine or still) don't forget to pop back and recharge your camera.

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Fellow competitor Graham Birrell is also 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!

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.

★ ★ ★

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

11th May THE MAY RACE MEETING.  
 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 3rd May, 2nd August, 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/-)

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## Chris Williams

Christopher Michael Mayo Williams (29) (known simply as Chris, died instantly at Silverstone on the afternoon of Wednesday, March 26th, when the Formula 2 Merlyn-Ford he was driving left the track at Becketts. He had been testing the Bob Gerard owned car with a view to the Thruxton meeting two weeks ago, where he was due to make his first regular appearance as a member of the factory Merlyn Formula 2 team—he had driven the car once before at Rome last October.

Chris Williams was born in India, and later educated at Cheltenham before going up to Oxford to read Engineering. It was while at Oxford that he became interested in motor

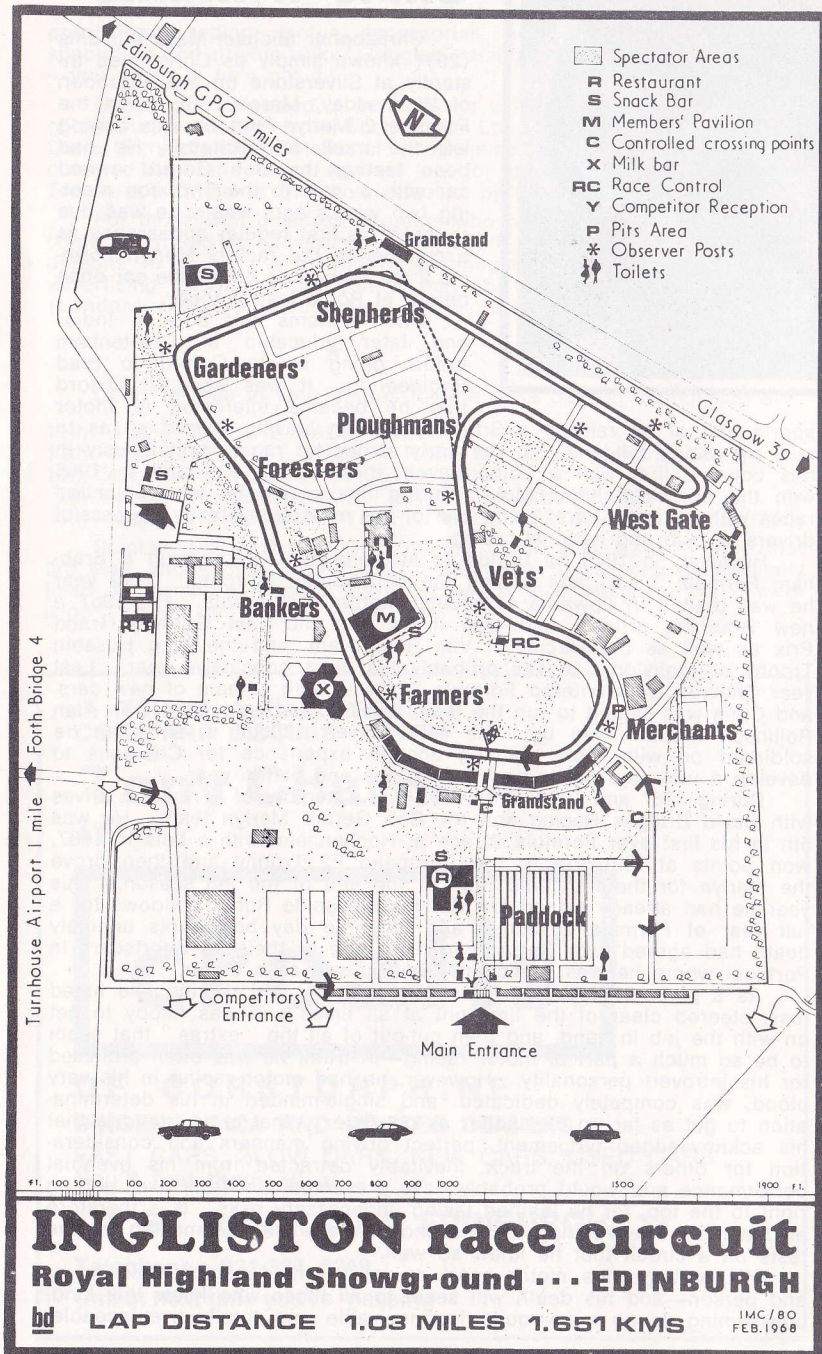
sports first of all rallying a Sprite, and then leaving Oxford so as to take up racing full-time. In the early sixties he raced continuously in this country, first with a Lotus Seven, then with a 23B and in 1965 with the Lotus-Brabham-B.M.W. During this period he won unlimited races with all three cars, being one of the most consistently successful drivers in club and national racing.

However, in 1966 he turned to single-seaters, purchasing a Brabham Formula 3 car, and joining the continental "Circus." That year he was placed in upwards of twenty international events. For 1967 a new Brabham arrived, and with it he won the East German Grand Prix as well as the Circuit of Vila Real event, and the King Hussein Trophy at Ingliston. It was probably his most conclusive year. Last year Chevron Cars entered Formula 3 racing with a team of new cars, and Chris was signed to run the team and become lead-driver with Alan Rollinson to back him up. The cars proved difficult to sort, but he soldiered on with them, gaining enough experience for Chevrons to develop a new and better car towards the end of the year.

During 1967 and 1968, Chris also had a number of Formula 2 drives with David Bridges Racing and the Bob Gerard Merlyn team. He was 5th in his first ever Formula 2 race at Hockenheim with a Lola in 1967, won points at Thruxton in the European F2 Trophy and then drove the Merlyn for the first time right at the end of the '68 season. This year he had already signed for Merlyns alongside Robin Widdows for a full year of Formula 2 racing, and only the day before his untimely death had agreed with Chevron to drive one of their B8 Sportscars in Portugal where he was particularly well known as a driver.

As a person, Chris Williams was quiet, shy and retiring; he hated fuss, steered clear of the limelight at all times and was happy to get on with the job in hand, and then cut-out of all the "extras" that seem to be so much a part of motor racing—in truth, he was often criticised for his introvert personality. However, he had motor racing in his very blood, was completely dedicated, and single-minded in his determination to get as far up the ladder as possible. What is so ironic is that his acknowledged judgement, perfect driving manners and consideration for others on the track, inevitably detracted from his eventual performance and would probably have prevented him from ever getting right to the top, for he loathed taking unnecessary risks. It is therefore all the more heartrending that he should die while just making routine tests on a circuit that he knew so well.

His parting from motor sport of yet another accomplished driver and person—and his death will seem to all those who knew this kind, unassuming young man—quite inconceivable and totally irreplaceable.



No longer to be seen at Ingliston is Ian Scott Watson's familiar Elan +2, shown here on its way to victory in the Marque Car Race at the May Meeting last year with Andrew Cowan at the wheel. Ian has replaced this with a Fiat 850 Sports which, judging from his enthusiastic reports, is just the job for dashing about the Borders. As a farewell to the Plus Two, let's join Ian in the Elan as he talks his way round a lap of the Ingliston circuit. Ian takes up the story at Shepherds, "a really vicious fast bend with a slight dip half-way through where the old circuit turned right. Doing about 5000 in 3rd here — 65 m.p.h. — accelerating hard to about 80 m.p.h. and quickly into top gear. What a revelation! **Top** gear at Ingliston! Wonder if I can hold it to the West Gate bend-marker before braking—Chicken!—down to 3rd, down to 2nd almost simultaneously, heel-and-toeing urgently, hold it in close to the inside verge and let it drift wide on the exit; one can't help but be surprised by its tightness but with the comparative ease with which it can be taken assisted by a generous cross-fall (super-elevation to the technical). There's a suspiciously large tree close to the outside verge as one straightens up, well-wrapped in tractor tyres to act as buffers for those unfortunate enough to contact it. Then up through 2nd to 3rd—doing about 65 or so here for a few yards before it's back again to 2nd and—boy oh, boy!—this is a **real** man's corner, Ploughman's. It's a tight left-hander which goes on round and round but after a few laps it seems to get easier as one finds the thing to do is take it fairly "late" (as they say) correcting a bit of oversteer as one boots it in 2nd and clipping the verge on the outside (hope Robin Traill, the Chief Observer, wasn't looking!) and one's up into 3rd almost before one's straightened up, nicely placed for the left-handed Vets. Surprise, surprise, we're going almost as fast into this bend as we were on the old circuit but it's flat out and anchors hard on past the back of Race Control to line up for Merchants. This seems easier because we were better placed coming out of Vets but it's still a terror of bend until one discovers the secret is to start taking the corner much earlier than one would expect and hold close into the kerbing drifting across on the exit to the cobbles in front of the timekeepers' box. (Thinks: How does Graham Birrell or Logan Morrison get round this one alongside someone else?) Farmers. is flat out; don't need to brake for Bankers, just lift off momentarily to steady the car up and a quick flick left then right without touching the kerbs (imagine Gerald Storey, Chief Track Marshal, or Nigel Kennedy, the Bankers Observer, is watching) and one's just in time to line the car through Foresters—that's better, with the apex straightened out, for it's much easier to line up for Gardeners before braking on the patch across what used to be a bad bump and hurriedly select 2nd gear. Watch it for locking up the brakes and hold it as it drifts wide on opposite lock coming out of the bend and we're back on the top straight 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:		
W. FORBES (Lotus-BMW) .....	52.4 secs.	70.76 m.p.h.
Under 1000cc:		
J. MILES (Lotus Holbay 41X) .....	52.4 secs.	70.76 m.p.h.

### FORMULA FORD CARS

D. WALKER (Russell-Alexis) .....	57.0 secs.	65.05 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.

### MARQUE CARS

Under 1150cc:		
W. N. A. DRYDEN (Honda 800S) .....	61.2 secs.	60.59 m.p.h.
Over 1150cc:		
J. GOTT (Austin-Healey 3000) .....	61.8 secs.	60.00 m.p.h.

### SALOON CARS

Over 1000cc:		
G. BIRRELL (Perdal Escort) .....	57.2 secs.	64.83 m.p.h.
Under 1000cc:		
W. A. BORROWMAN (Mini-Cooper S) ...	58.9 secs.	62.95 m.p.h.

### OUTRIGHT LAP RECORD

W. FORBES (Lotus-BMW)		
J. MILES (Lotus Holbay 41X) .....	52.4 secs.	70.76 m.p.h.

Today sees the start of the following championships, which will run on until the end of the season.

- THE CALLANDS TROPHY CHAMPIONSHIP FOR FORMULA LIBRE
- THE KING'S CUP FORMULA FORD CHAMPIONSHIP
- THE "HARTLEY WHYTE TROPHY" CHAMPIONSHIP
- THE "SHEILA WHYTE TANKARD" CHAMPIONSHIP
- THE B.M.R.C. TROPHY MEMBERS' CHAMPIONSHIP
- THE JOHN NICHOLSON TROPHY

More information about these will be contained in future Ingliston programmes.

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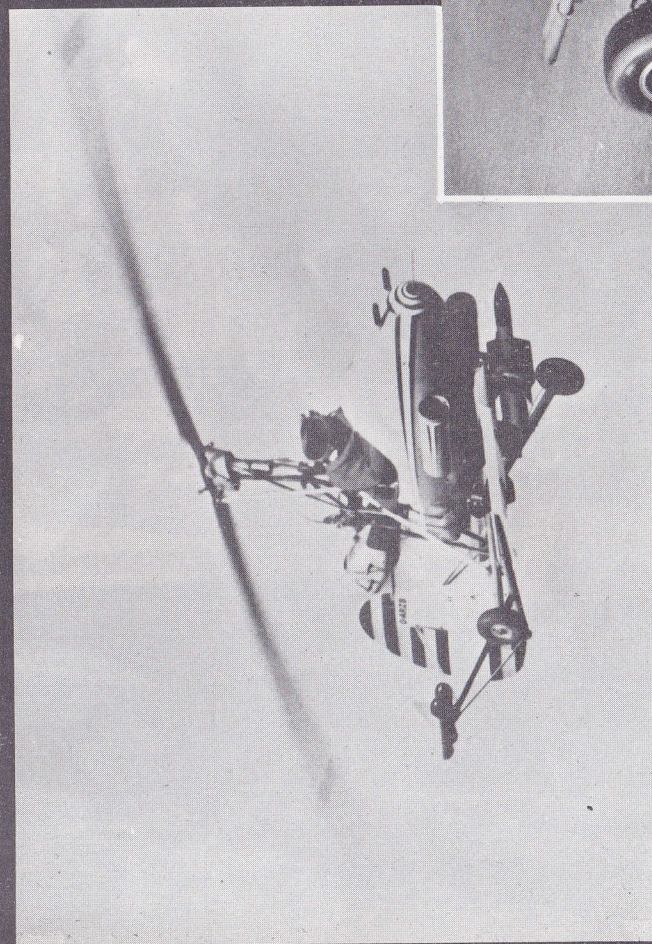
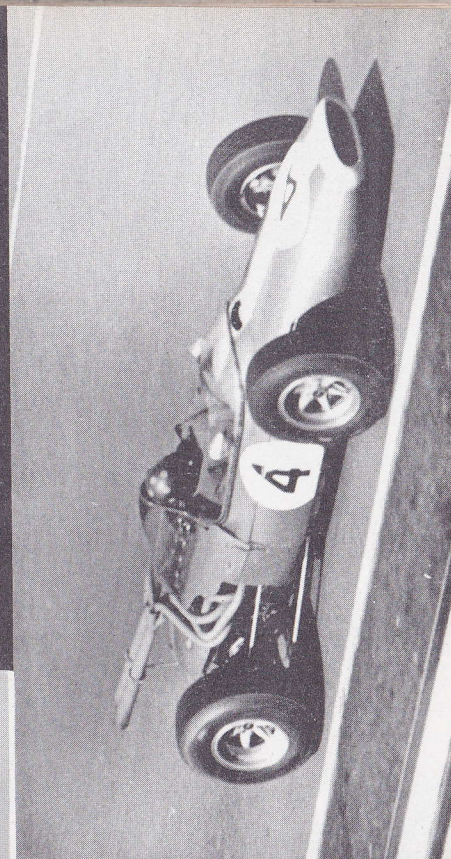
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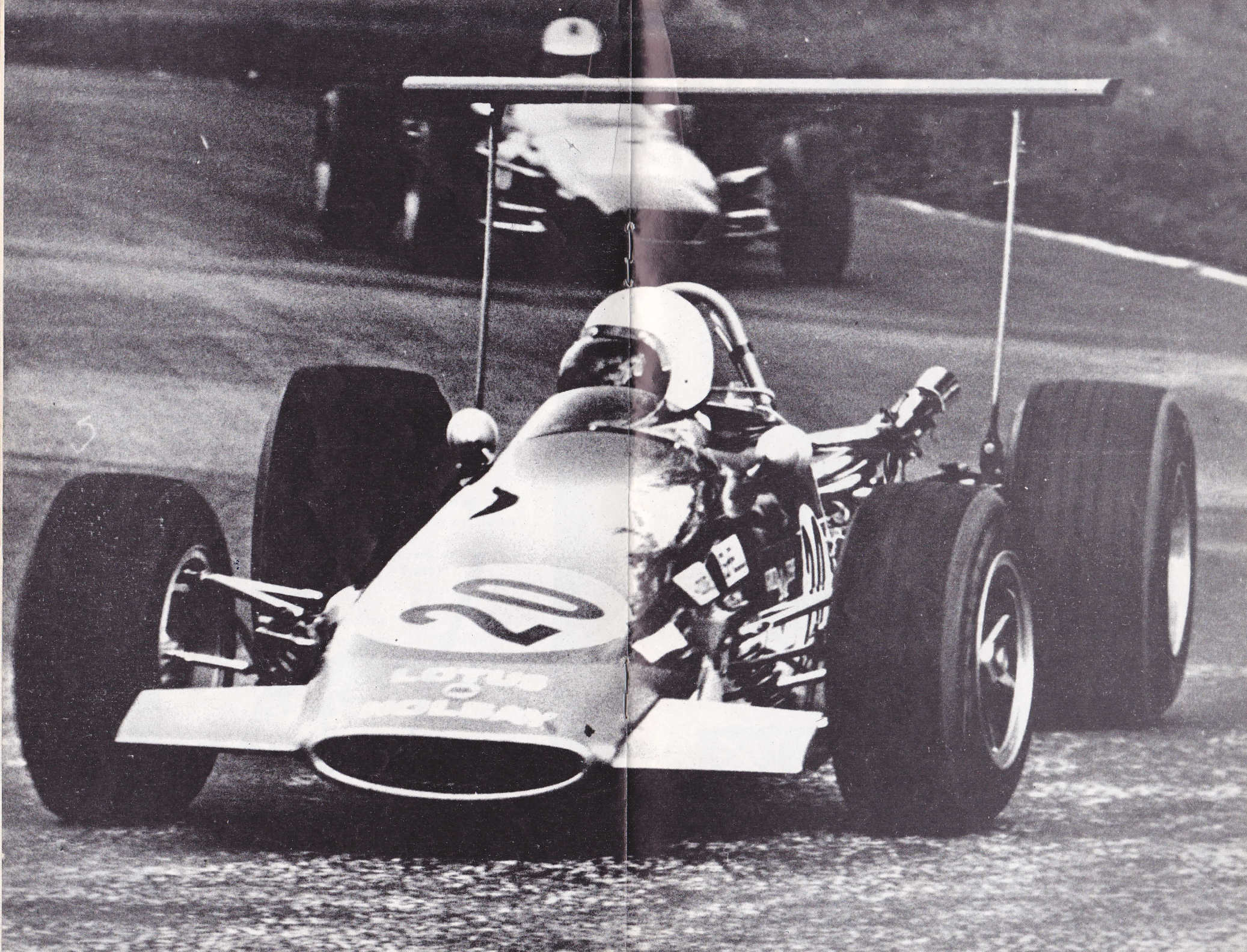


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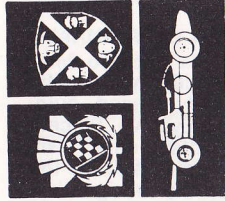


**STALEMATE**





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## Ingliston 1969 Advance Booking Form

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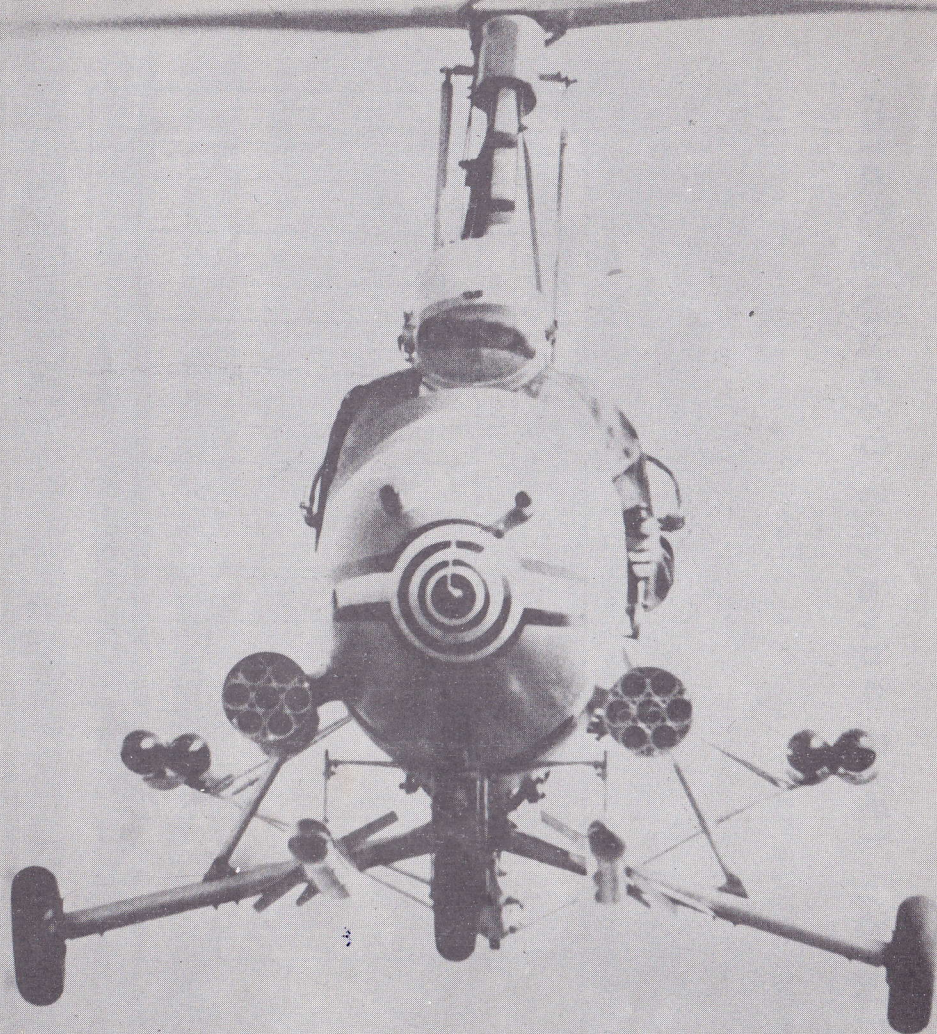
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13 July												
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7 Sept												
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Preference for Block in Highland Grandstand <input type="checkbox"/>											CHEQUE/POSTAL ORDER/CASH Total £	

Return with remittance to SCOTSCIRCUITS LTD NATIONAL BANK CHAMBERS DUNS BERWICKS.



## LITTLE NELLIE

Motor racing fans with a bloodthirsty taste in films will have no difficulty in identifying "Little Nellie" as that fantastically armed autogyro which was a big feature in the recent film "You Only Live Twice." Just before this afternoon's race meeting begins "Little Nellie" will be giving a display which promises to be every bit as dramatic as the racing. At 2.10 p.m. Wing Commander K. H. Wallis, the designer of the Wallis Type WA-116 Autogyro — the technical name for "Little

Nellie"—will commence the demonstration with a mechanical rotor-spin-up, followed by a short take-off during which the rotor drive will be automatically disengaged. After a steep sustained climb Wg. Cdr. Wallis will "let go"—literally!—with a display which may even include a machine gun attack on a ground target such as a "villain's" car (— is Jock Russell around?)

The autogyro being shown this afternoon was designed originally by Wg. Cdr. Wallis with military roles in view. Powered by a modified American McCulloch target-plane engine of 1634 cc, it is capable of over 130 m.p.h. in level flight and has carried a 200 lb. pilot to over 15,000 feet (the prototype having more than doubled the autogyro world altitude record, subject to official confirmation). Contrary to current rumours around the paddock, Wg. Cdr. Wallis is not marketing a super-charged version for disgruntled Formula Libre drivers!

In the filming of "You Only Live Twice" the aircraft carried working flame and smoke generators on the tail, 14 rockets (in packs of seven) 50 parachute "mines," and two large "guided" weapons, all of which were actually fired or launched. Two fixed machine guns completed the armament. In the spectacular air fight sequence two-way radio was an essential and, in addition, for some sequences it was necessary for the autogyro to carry the large "Panavision" cine camera to record "Bond's-eye" shots. While this assembly appeared more like a camera with autogyro attached than the other way round, it flew, and was able to indulge in mock combat with "Spectre's" helicopters while shooting film.

Wing Commander Wallis' interest in the air can be traced back through his family to 1909 when his father and uncle constructed an all-metal monoplane. After his education at King's School in Ely, Cambridgeshire, he carried on the family interest by gaining his pilot's "A" licence in 1937. After seeing active service in the Second World War as (amongst other roles) a bomber pilot with the Royal Air Force, Wing Commander Wallis moved over to the technical side of the Service. In 1958 he commenced experimental work, as a private venture, on ultra light autogyro aircraft and this led to his being awarded the "Alan Marsh" medal in 1963 by the Royal Aeronautical Society for his "outstanding contribution to the study of rotary winged flight." Since he retired from the R.A.F. in 1964, he has devoted his full energies to the autogyro and has recently been awarded the "Seagrave Trophy" for his work.

Wg. Cdr. Wallis has every bit as much right to the name "James Bond" as actor Sean Connery, since it was the former who appeared as Connery's double in "You Only Live Twice." Those of you who have seen this film will remember him wearing an open-necked sleeveless shirt and a helmet fitted with a dummy cine and T.V. camera, hardly the ideal dress for flights over a 6,000 ft. volcano at 6.30 a.m. As the final indignity the Wing Commander was relieved of his moustache, a loss which might well have seriously affected the aerodynamical stability of his 'craft! Fortunately this has now been fully reinstated for today's spectacular demonstration.

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**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.**



Returning to Ingliston this afternoon with his Lochbank Mini is Eric Paterson, raring to repeat the win he achieved a fortnight ago in the Sports-Time Handicap Race. This may prove to be fairly difficult since two other drivers who competed in the Novices Meeting all put up lap times not too far behind Eric's best of 66 seconds. John Ritchie in an A40 was one who will be on today's grid; another with a name positively reeking of burnt rubber and Castrol "R" is Charlie Ferrari, who was only 0.2 seconds behind Eric on his best time and he will be trying to turn the tables this outing.

Seen last season at Ingliston, Neil Ginn returns to the Charities Meeting with a car built in England to comply with Formula Mini 7 requirements. This Formula works on rather the same sort of theory as Formula Ford—the basic idea is to provide a class for inexpensive saloon car racing, using modified 850 cc B.M.C. Mini Saloons. While this is a good idea when Mini 7 entries are sufficient to make up a full race (or even a class) the specification laid down for these cars is fairly restrictive and it will be interesting to see just how competitive Neil is going to be against the others in this race.

Perhaps better known in Autocross circles, Clive Reeves is trying his hand on a tarmac (or Bitmac, to be absolutely correct) surface with the Mini Cooper with which he has achieved class wins in the former type of event. At least he should be able to cope if he finds himself having to take to the grass!

Trying not to repeat their performance in The Novices Meeting are Philip Marsh, Ken Millar and Joe Johnson—spectators a fortnight ago will remember Philip sliding his car broadside in front of Ken who promptly connected. What followed was a regular nose to tail "traffic light" shunt at the hairpin in which both Joe Johnson and Tab Philip (Event 6) were involved.

EVENT 1

2.30 P.M.

**SPECIAL SALOONS UP TO 1000 cc — Race 1**

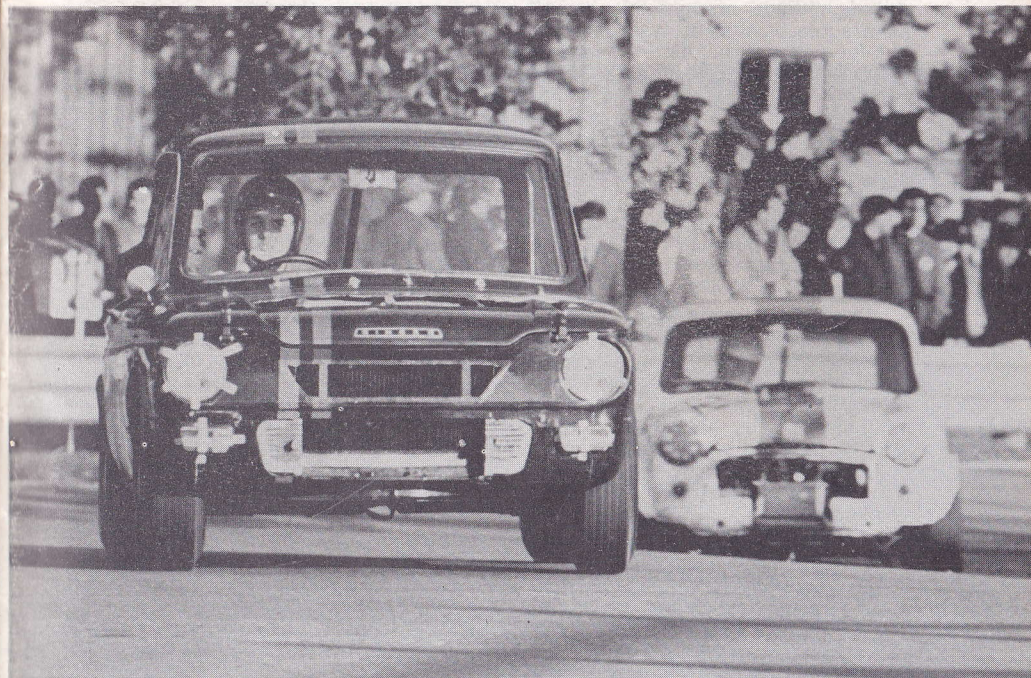
10 LAPS

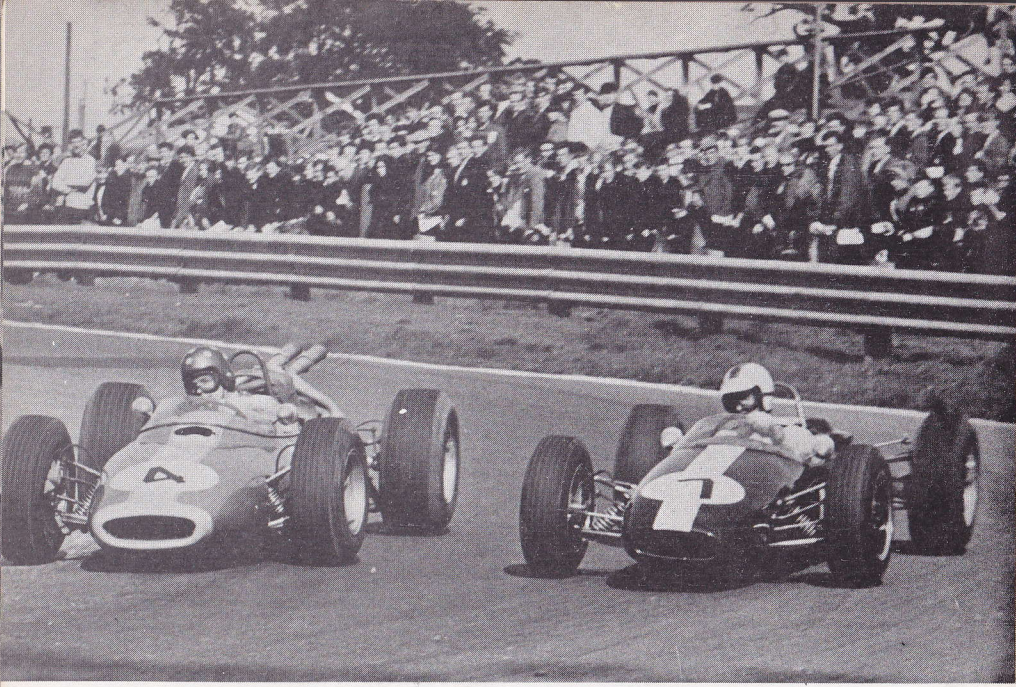
Car No.	DRIVER/Entrant	Make/Model of Car	cc
72	C. LIVINGSTONE	Renault	998
73	P. MARSH	Austin Cooper	997
74	J. I. JOHNSON	Austin Cooper	998
75	A. ORMISTON	Mini Cooper S	997
76	E. PATERSON	Lochbank Mini	850
78	J. L. RITCHIE	Austin A40	996
81	N. R. GINN	Morris 7	850
83	J. HANNAH	Milbro Mini	998
85	J. PINKERTON	B.M.C. Mini	998
86	C. A. FERRARI	Hillman Californian	1000
88	C. REEVES	Morris Cooper	998
89	K. MILLAR/J. Dryden	Austin Cooper	997
96	J. GRANT	Mini Cooper S	970

1st (£20) *89* ..... 2nd (£12) *74* ..... 3rd (£8) *76* .....

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

Winner's Speed : *10*... m. *59*.. s. : ..... mph





Those of you who were present at the Novices Race Meeting on 30th March will remember Willie Forbes' immaculate yellow Lola T. 142. Although Willie brought this beautifully turned out car into third place he assures us that he was only running the car in on the 30th, so look out for action from him this afternoon! The Lola itself is so big that one comment overheard on the 30th was that drivers in the single seater race would now need to be given new instructions as to overtaking—either up the right exhaust pipe or up the left one. Chief scrutineer J. Garden even peered up one exhaust pipe to see if there were any rabbits nesting inside! The winner of last meeting's Formula Ford Race, J. Millar, also brings back his Brabham B.M.W. and will be looking for another win this afternoon. His fastest lap on the 30th of 55 secs., however, may have to be improved on if Willie Forbes can produce the same sort of speed out of the Lola that he coaxed out of his Lotus B.M.W. last season (Willie is, of course, joint lap record holder with a time of 52.4 secs.)

Scotcircuits Chairman, John Romanes, has entered Bill Dryden in the former's Lotus Climax—this was the car which led the Formula Libre Race on the 30th for the first ten laps but had to retire pumping oil in all directions due to a fractured oil cooler—it is not known at the time of printing whether this has damaged the engine, but, even if it has, John assures us he will do his best to have this ready for the 13th. Whether Bill will be able to recapture the lead this afternoon may depend upon Graham Birrell's performance in the Ecurie Ecosse Brabham B.T. 23 C, which has its first outing at Ingliston. The Brabham was, of course, Jochan Rindi's Formula 2 car last season.

Another well kent face at Ingliston will be Tony Charnell in the Lola T. 55 which he steered to second place at the Novices Meeting. egulars at Ingliston will remember that Tony came fourth in the Callands Trophy Championship last year.

EVENT 2

2.55 P.M.

**EDINBURGH STUDENTS' CHARITIES CUP RACE — Part 1**

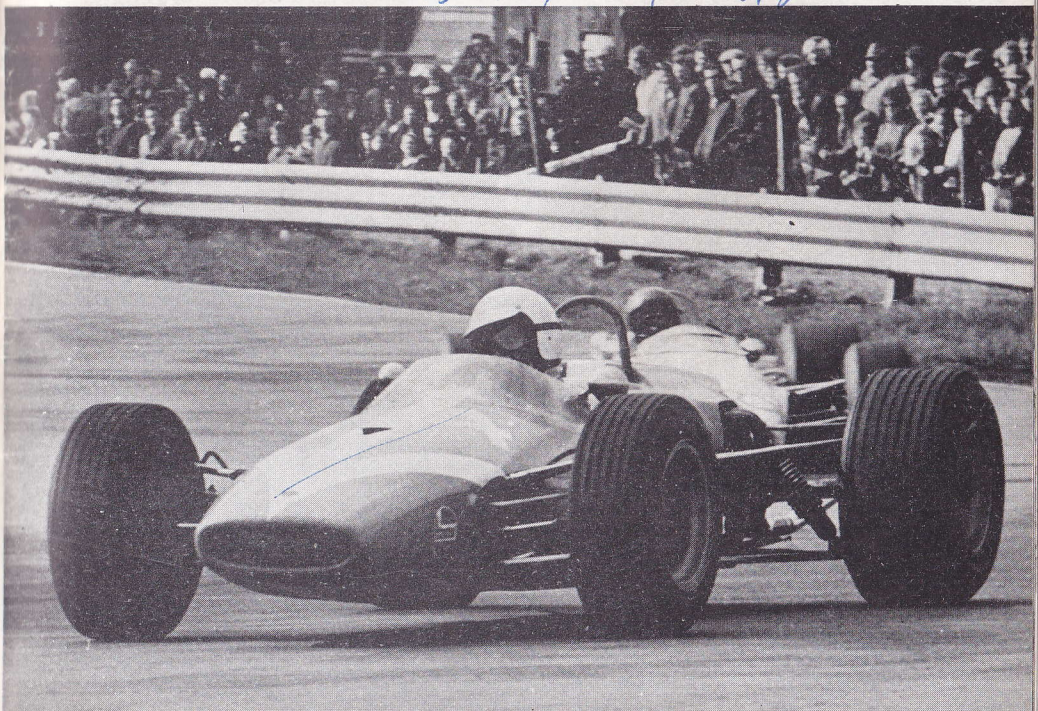
15 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
1	W. FORBES	Lola T142	5000
2	I. STIRLING	Cosworth Lola	997
3	J. MILLAR	Brabham BMW	1991
4	G. BIRRELL/Ecurie Ecosse	Brabham BT23C	1594
5	T. D. REID/Irish Racing Cars	Brabham BT23	1594
6	A. CHARNELL	Lola T.55	1650
8	R. SCOTT	Brabham BT21	997
9	D. BERRY	Brabham BT16/TC	1600
10	E. LABINJOH/J. Fisher	Fisher	1600
11	W. N. A. DRYDEN/ J. L. Romanes	Lotus Climax	2490
14	T. D. WALKINSHAW/ D. Lazenby	Hawke Mk 10	2000
91	A. C. GOODFELLOW	Fireball 5000	4700
92	R. MACKAY	Brabham BT21B	997
007	K. H. WALLIS	Autgyro WA-116	1634

1st (£50) ..... 1 ..... 2nd (£30) ..... 4 ..... 3rd (£20) ..... 8 .....

4th (£10) ..... 92 ..... Fastest Lap : 50.8 ..... — ..... secs.

Winner's Speed : 13 m. 10.1 s. : ..... mph  
13 10.7 24.6 31.8



## SPECIAL SALOONS OVER 1000 cc

10 LAPS

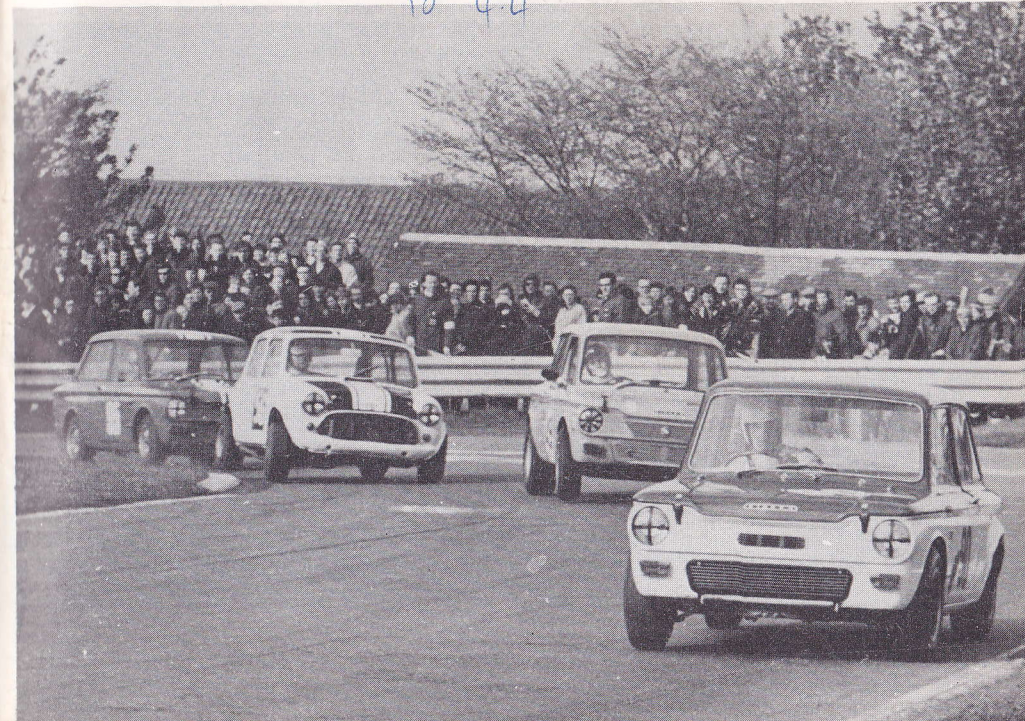
Car No.	DRIVER/Entrant	Make/Model of Car	cc
49	G. TODD/Pinkie Mains Farm	Austin Cooper S ... ..	1293
50	A. DOUGLAS NIVEN ... ..	Ford Anglia ... ..	1558
51	A. BELL ... ..	Morris Cooper S ... ..	1275
52	J. VEITCH ... ..	Mini Cooper S ... ..	1310
53	I. C. McLAREN ... ..	Vauxhall Viva ... ..	1650
54	H. VICKERS/A. Barton ... ..	Morris Cooper S ... ..	1275
55	F. GUNN/A. Barton ... ..	Morris Cooper S ... ..	1275
56	J. DRYDEN ... ..	Austin Cooper S ... ..	1293
57	I. R. OWER ... ..	Austin Cooper S ... ..	1293
58	G. B. BIRRELL/Wylies ... ..	Ford Escort Twin Cam ... ..	1969
59	R. FORESTER-SMITH ... ..	Jaguar 3.8 Mk. 11 ... ..	3781
60	I. C. R. KYDD ... ..	Morris Cooper S ... ..	1293
61	R. M. CAIG ... ..	Borgue Anglia ... ..	1650
62	D. J. MUTER ... ..	BMC Cooper S ... ..	1275
63	J. WALKER ... ..	Morris Cooper S ... ..	1275
64	W. BORROWMAN/Sports Tune Moir & Baxter Ltd. ... ..	Austin Cooper S ... ..	1293
65	G. L. CLARK ... ..	BMC Cooper S ... ..	1293
66	W. GOLD/H. Baird ... ..	Jaguar ... ..	3781

1st (£20) 52 2nd (£12) 56 3rd (£8) 594th (£4) 61 Fastest Lap: 58 — 57.0 secs.Winner's Speed: 10 m. 2.2 s. : ..... mph10 4.4

The big saloon class today sees a very full entry of both relative newcomers and old hands. Andy Barton has again entered the two drivers who put up creditable times in the Novices Meeting, Frank Gunn and Harry Vickers. Both will be taking to the field in 1275 Cooper "S's." Another relative novice to track racing is Douglas Niven, who was second to Frank Gunn in the first heat of the big saloon class a fortnight ago. Douglas, perhaps better known at present in rallying circles, bought his Anglia from Perdal in Newcastle and added his own touch by powering this with a Lotus twin-cam.

Lap record holder for this class, Graham Birrell, is back with the twin-cam Escort—with his firsts at Ingliston running into double figures, Graham must be one of the hot favourites for this event. Also back is Reg. Forester-Smith who has exchanged the Lotus XI G.T. which he raced so successfully last year for the ex-Mike Pendleton Jaguar 3.8. Using a D type engine this car should prove interesting to watch on the twisty Ingliston circuit. Another Jaguar driver braving the bends this afternoon is Bill Gold who will certainly be remembered by many as the chap who shed his front offside wheel after taking the West Gate Bend on 30th March. While Bill seems to have survived this incident without turning a hair several marshals will be standing well back today as he passes!

Runner-up in last year's Hartley Whyte Championship Bill Borrowman takes to the field again in the old faithful Box 1, this time complete with (for the technically minded) new Cross-flow Tecalemit-Jackson Fuel Injection. Undeterred by such language Bill will doubtless be up amongst the leaders this afternoon. Another car seen before is Davy Muter's Cooper "S"—Davy tells us that this is soon to be entered in vintage racing! Davy, however, managed to get a second overall place at Croft on Boxing day so there's life in the old dog yet.



## PRODUCTION SPORTS CARS

10 LAPS

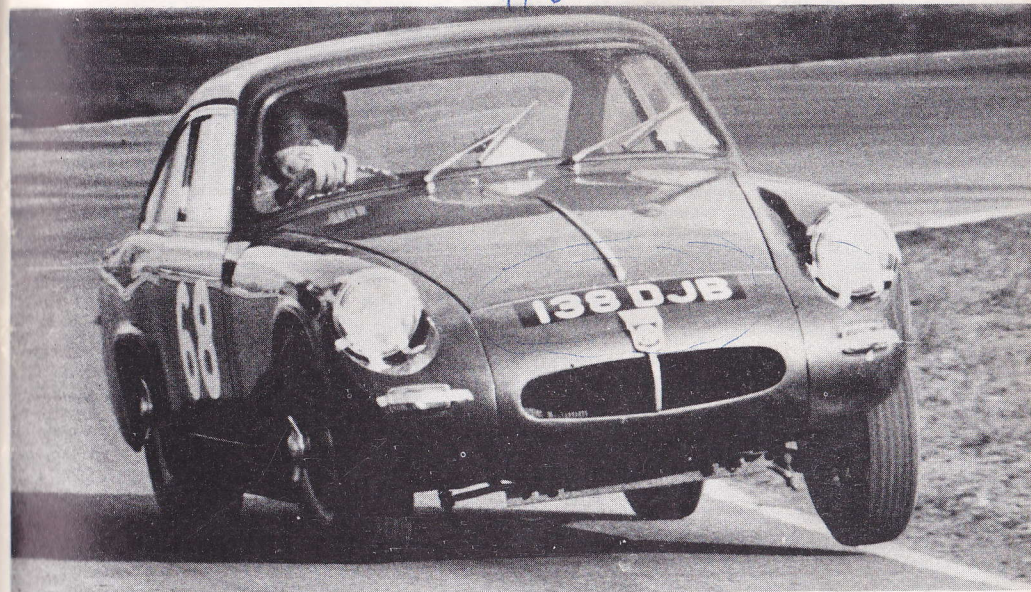
Car No.	DRIVER/Entrant	Make/Model of Car	cc
33	J. ABSALOM/R. Tallantyre	Ginetta G4	1098
35	J. GOTT	Austin Healey 3000	2982
36	J. MILNE/W. Shepherd	M.G.B.	1800
37	W. A. HUTCHISON	Austin Healey Sprite	1293
38	T. N. THOMSON	Jaguar E Type	3781
39	J. DIACK	Austin Healey 3000	2912
40	H. BAIRD	Jaguar E Type	3781
41	W. N. A. DRYDEN/ H. & G. Robinson Racing	Honda S800	818
42	J. LENNOX	M.G. Midget	1140
43	J. McFARLANE	Austin Healey Sprite	1000
45	D. THIRD	Turner Sports	950
46	J. G. DUNBAR	M.G. Midget	1098
47	J. C. FORSYTH	Austin Healey Sprite	998
48	D. S. LANGLEY	Austin Healey Sprite	998
94	S. ROBINSON	Austin Healey	3000
95	M. HOPPERTON	M.G. Midget	1147
98	G. R. WILSON	M.G. Midget	1098

1st (£20) 33 ..... 2nd (£12) 35 ..... 3rd (£8) 95 .....4th (£4) 37 ..... Fastest Lap : (35) — 42 secs.Winner's Speed : 1.0. m. 39 s. : ..... mph10 39.4  
10 41.6

"Prodsports" welcomes back John Gott, who has managed to wangle his Spring lecture at Tulliallan Police Cadet College to coincide with the Charities Meeting. John is well known at Ingliston and holds the lap record for production sports cars over 1150 cc with his Austin Healey. This car is no newcomer to motor sport, being the ex-works rally car which notched up successes in R.A.C., German, Alpine, Liege-Rome-Liege, and International Police Rallies (one could go on for ever!) with drivers such as Pat Moss-Carlsson, Jack Sears, Bill Shepherd and John at the wheel. In all the car has competed in 138 events ranging from rallies to hill-climbs: a regular all-rounder. One almost hopes that the blighters at Tulliallan will flunk all their exams so that John will have to return to drum it in with a May lecture!

John, however, will certainly not have it all his own way this afternoon as Bill Dryden is also present with the fantastic Honda 800 S. Spectators last year will recall that Bill holds the lap record for production sports up to 1150 cc with a time 0.6 seconds faster than John's class record time! Billed as the smallest capacity sports car in the world the Honda will rev. up to 12,000 r.p.m. and is vouched by Bill as an E-type and Healey beater! Tommy Thomson and Hughie Baird in the E's will certainly be trying to prove him wrong.

A relative novice to this branch of motor sport is Johnny Dunbar who has graduated from Kart racing—we are told that Johnny has driven in the Scottish Kart Team. Also in the smaller capacity class is John Forsyth with a Sprite—a company director from Edinburgh. John "wouldn't dare tell" the history of this car: perhaps it's just as well the "lurid Sundays" don't report Ingliston!



**FORMULA FORD CARS**

A QUALIFYING ROUND FOR THE KINGS CUP

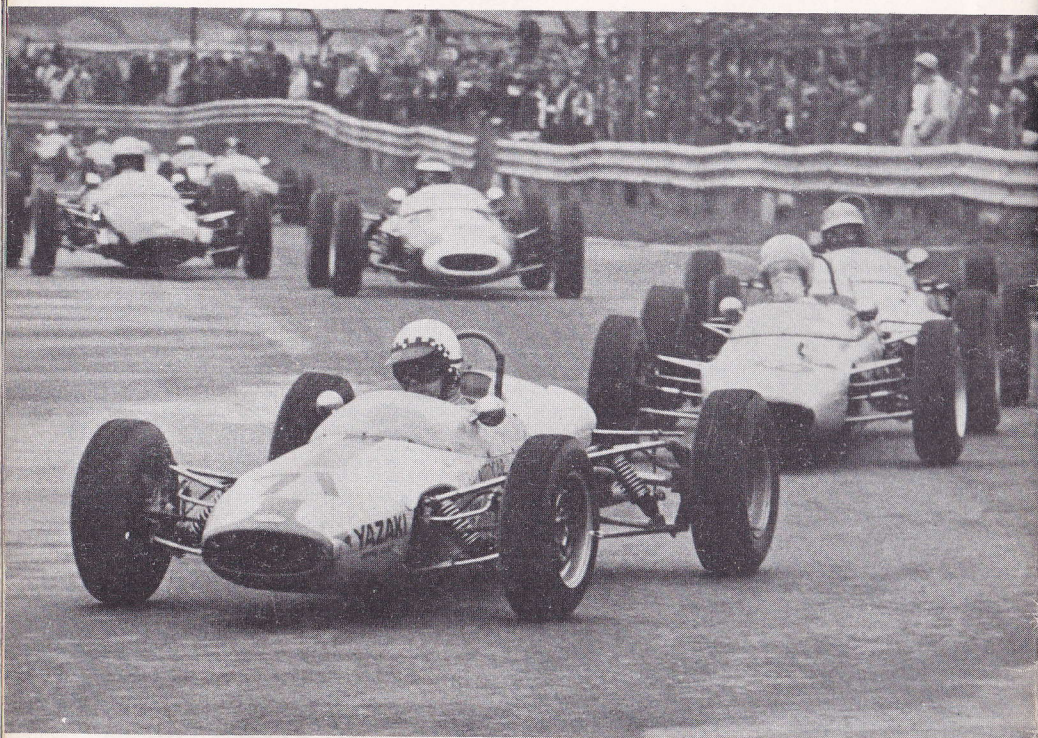
10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
7	J. ALEXANDER	Vixen F4	875
12	T. D. WALKINSHAW/ D. Lazenby	Hawke FF1	1600
15	J. GEMMELL	Lotus 51AFF	1600
16	P. J. KIMBERLEY	Lotus 41CX	1600
18	J. McDONALD	Alexis FF	1600
19	G. THOMSON	Brabham BT18	1599
21	D. MANNERS	Lotus 51	1600
22	E. J. CLARK	Lotus 51	1600
23	D. WALKER/Jim Russell Int. Racing Drivers School	Lotus 61	1598
24	G. H. BIRRELL/ Equipe Centro Scot	Crosle 16F	1600
25	H. GILBERT	Beattie	1600
90	M. HARNES/Jim Russell Int. Racing Drivers School	Lotus 61	1598
99	B. HUNTER	Lotus 51	1600

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

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

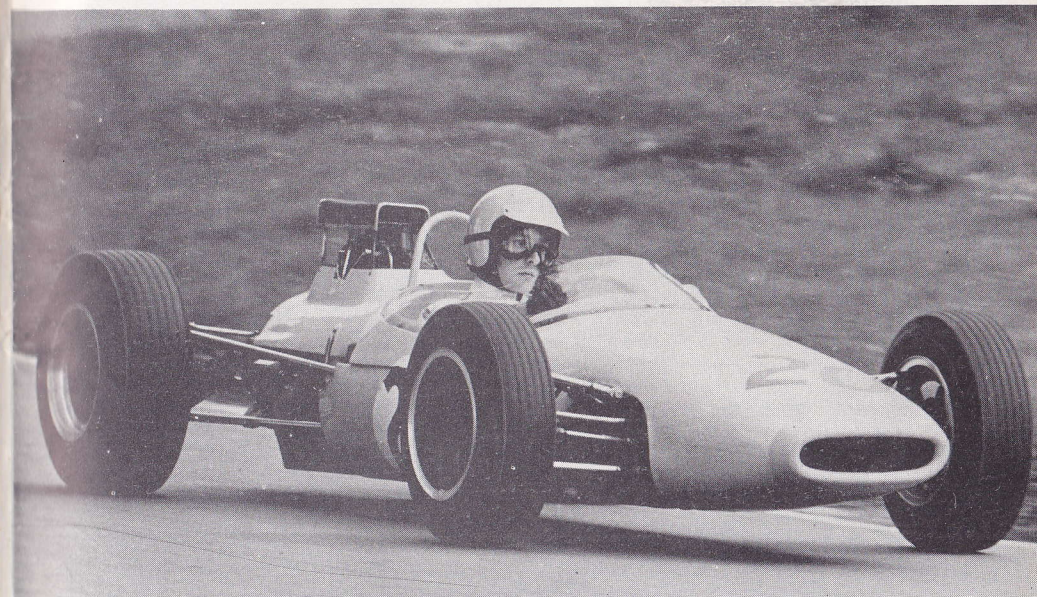
Winner's Speed : ..... m. .... s. : ..... mph



Today sees the start of the Kings Cup Formula Ford Championship and on the grid will be many faces well known from last season. Last year's winner of the Kings Cup, David Walker, returns flying the Jim Russell Racing Drivers' School colours with a Lotus 61 and is partnered by team member Maurice Harness in a similar car. The runner up in the championship last year, H. Gilbert, has swapped his Lotus 51 for a Beattie F.F. and is hoping to take the prime position this year. Fourth man in the Kings Cup Championship last year, Graham Birrell, is again racing for the Falkirk team, Equipe Centro Scott, with a Crossle 16 F, a car which has proved remarkably successful in English races recently.

Dave Manners has bought Jeff Schonberg's Lotus 51 and, in his first outing with this car at Croft on Boxing Day, he notched up 4th place. A fortnight ago Dave came seventh in the single seater race—he will no doubt be looking for better things this afternoon.

One person who may not be so happy to be at Ingliston this afternoon is Tom Walkinshaw, who is driving the Dave Lazenby entered Hawke FF. Tom was scheduled to be with team-mate Tony Roberts at Zaandvoort this weekend but, after blowing the Hawke up a couple of weeks ago, it was decided that a quiet run at Ingliston might prove a better convalescence! Coincidentally, the Lotus 41 CX which Tom raced last season is also on the grid this afternoon, this time in the hands of another well kent figure, Phil Kimberley.



## SPECIAL SALOONS UP TO 1000 cc — Race 2

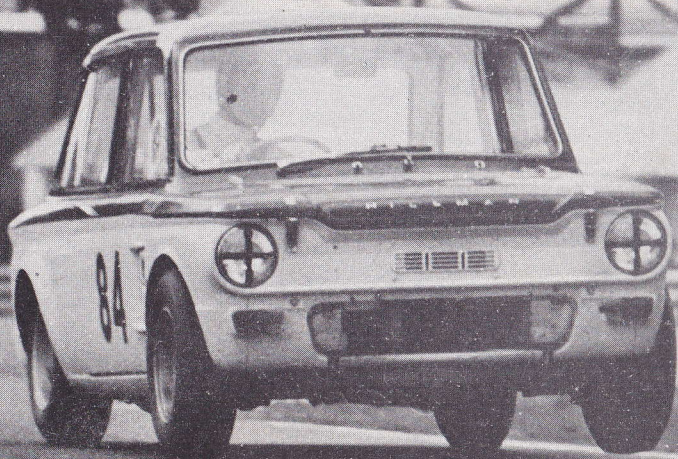
10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
67	R. J. S. HAINING	Hillman Imp	998
68	R. D. WYLIE	BMC Cooper S	999
69	J. HOWDEN	Singer Chamois	998
70	S. A. BELL	Morris Cooper S	999
71	A. FLEMING/W. Shepherd	Mini Cooper	999
77	A. BARTON	Morris Cooper S	999
79	W. L. MORRISON	Singer Chamois	998
80	K. ALLEN	Austin Mini Cooper	998
82	D. B. SMITH	Hillman Imp	998
84	W. BORROWMAN/Sports Tune Moir & Baxter Ltd	Austin Mini Cooper S	999
87	J. A. J. CURRIE	Austin Cooper S	999
93	K. ROBERTSON	Thistle Mini	1000
97	T. PHILIP	Hartwell Imp	998

1st (£20) 77 2nd (£12) 69 3rd (£8) 80

4th (£4) 71 Fastest Lap: (77) — 59.4 secs.

Winner's Speed: 10 m. 5 s.: 4 mph

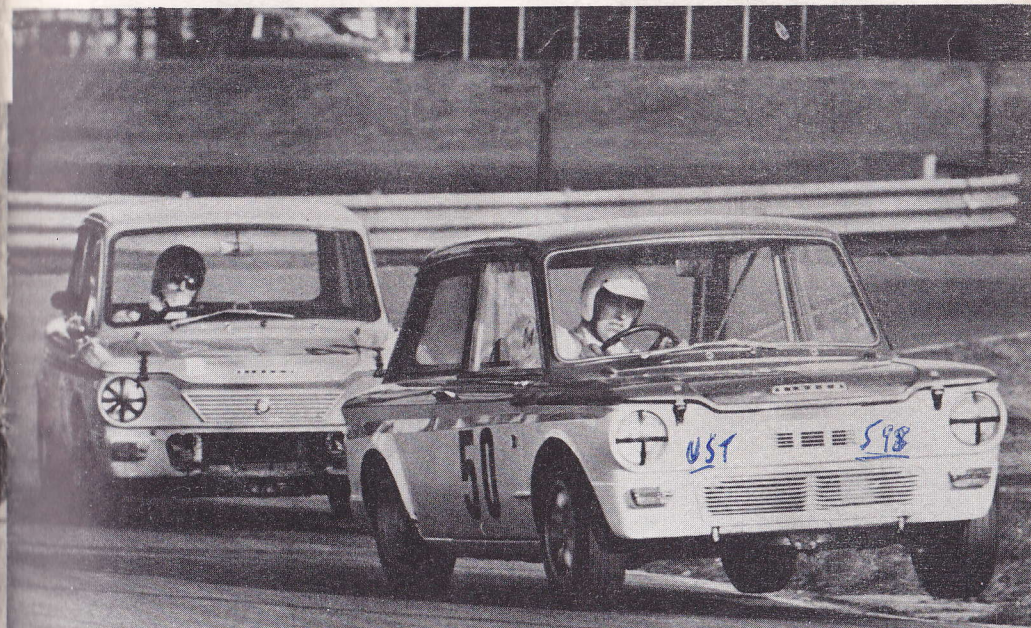


All together now

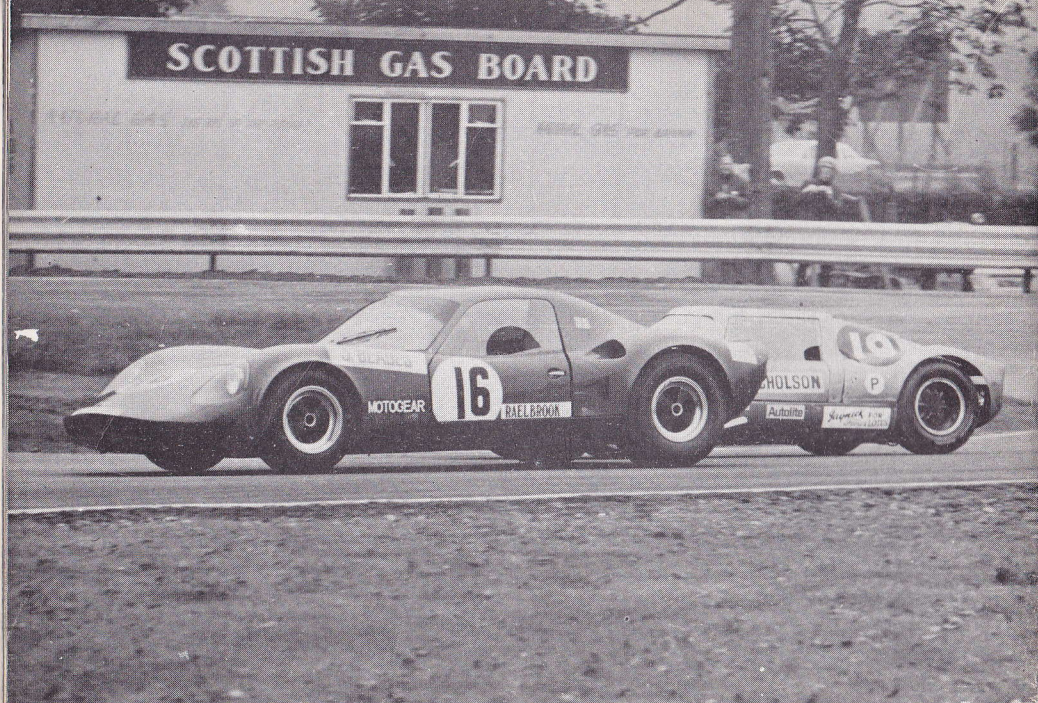
Seen these names anywhere before? Watch out for this race which should be a real cliff-hanger! Bill Borrowman has his second outing of the day in another Sports-Tune Cooper "S" against trade rival Keith Robertson in the Thistle Tune Mini. Judging by the way the two of them go at it, on the track you wouldn't have thought there were enough Minis to go round! Hill climber Bob Haining is also present with his Imp as is reigning Hartley Whyte and B.M.R.C. Trophy Champion Logan Morrison with the familiar Chamois Sport.

Possibly the bravest man on the track is Jimmy Currie who has a new Cooper "S" on the grid today since, in his own words, "the last one came to grief wrapped round one of your big, stout, hard heavy trees." When not playing dodgems with the shrubbery, however, Jimmy can fairly shift his cars as he showed us when he came in first at the last meeting on the old "short" circuit. Another man who can fairly coax the horses out of his Cooper "S" is Andy Barton who was pressing Logan Morrison hard in the wee saloon race last October. This is certainly one race about which no predictions can or will be made, so sit back and enjoy it.

Keen types amongst the spectators will doubtless have noticed the slight cheat with the photos on this and the next page—we couldn't resist the temptation. No apologies are offered so anyone wishing to revolt will have to be revolting at next year's A.G.M. (We'll try anything to get you to join!) Seriously, though, we are always on the look out for good action photographs so, if any of you reckon you have a winner and would like to share it with the other spectators, send a print in to National Bank Chambers with a note of your name and address—you never know, you might have a centre-spread!



SCOTTISH GAS BOARD



**EVENT 7**

The obvious attraction in this race will be the Scottish Privateers' entry of a Ford G.T. 40. Just how this car will take to Ingliston no one really knows, as yet, but the answer will be forthcoming in this event. One thing certain is that spectators on the back straight will get an eyeful. The G.T. 40 will be driven by S.M.R.C. Committee Member, Andrew Fletcher (third in the Callands Trophy Championship last year). Andrew's team-mate in the Scottish Privateers is Nigel Morrison, another regular competitor, who will be taking the wheel of the Team's Chevron G.T.

Against this heavy machinery, Ernie Blackadder is pitting his Nathan G.T. Spectators who have been coming to Ingliston regularly since the track opened will have no difficulty in remembering the name of Ernest Blackadder—although he did not race last season his lightweight Elan took him to second and third places over-all in the Clubs 1966 and 1967 G.T. Championships. Ernie returns to the G.T. class with the Nathan Group 6 Prototype G.T., a car raced only once before and that by Roger Nathan, who piloted it to first place in its class.

Runner up to the late John Nicholson in last year's Sheila Whyte Championship was George Silverwood, who returns to Ingliston this afternoon with the Mercury G.T. with which he holds the under 1150cc class record of 58.8 secs. George tells us that this car now has five class records to its credit, so watch out for fireworks.

Brian Harrison, who is now racing a Vixen Formula IV, has sold his Mini Marcos to George Taylor, who will be appearing with this car this afternoon. The other Marcos on the grid is that of John Mackie, who has been experimenting with a 1500cc engine. John is not altogether sure whether the car will appear with the bigger engine this afternoon so don't be surprised if this drops into the lower class.

EVENT 7

5.05 P.M.

**SPECIAL G.T. CARS**

A QUALIFYING ROUND FOR THE SHEILA WHYTE TANKARD

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
26	J. MACKIE	Marcos	1500
27	A. SOUTER	Lotus Elan	1594
28	J. MILNE/W. Shepherd	M.G. Midget	1293
29	N. MORRISON	Chevron G.T.	1991
<del>30</del>	<del>A. FLETCHER</del>	<del>Ford G.T.40</del>	<del>4736</del>
31	E. BLACKADDER	Nathan G.T.	998
32	G. SILVERWOOD/ D. Buller-Sinfield	Mercury G.T.	1148
33	J. ABSALOM/R. Tallantyre	Ginetta G4	1098
34	G. TAYLOR	Mini Marcos	1091

1st (£20) *29* ..... 2nd (£12) *32* ..... 3rd (£8) *33* .....

4th (£4) *28* ..... Fastest Lap: ..... — ..... secs.

Winner's Speed: *9* ..... m. *46.4* s.: ..... mph





comes to  
the home  
of Scottish  
motor  
racing

EVENT 8

5.30 P.M.

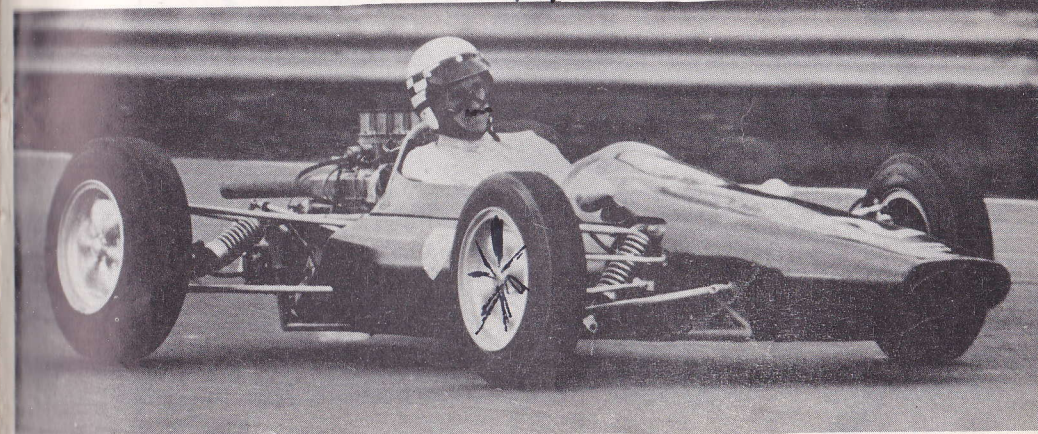
EDINBURGH STUDENTS CHARITIES CUP RACE — Part 2

A QUALIFYING ROUND FOR THE CALLANDS TROPHY

5.30 P.M.

15 LAPS  
15/4PS

CALLANDS TROPHY



Car No.	DRIVER/Entrant	Make/Model of Car	cc
1	W. FORBES	Lola T142	5000
2	I. STIRLING	Coswarth Lola	997
3	J. MILLAR	Brabham BMW	1991
4	G. BIRRELL/Ecurie Ecosse	Brabham BT23C	1594
5	T. D. REID/Irish Racing Cars	Brabham BT23	1594
6	A. CHARNELL	Lola T.55	1650
8	R. SCOTT	Brabham BT21	997
9	D. BERRY	Brabham BT16/TC	1600
10	E. LABINJOH/J. Fisher	Fisher	1600
11	W. N. A. DRYDEN/ J. L. Romanes	Lotus Climax	2490
14	T. D. WALKINSHAW/D. Lazenby	Hawke Mk 10	2000
91	A. C. GOODFELLOW	Fireball 5000	4700
92	R. MACKAY	Brabham BT21B	997

1st (£50) ..... 1 ..... 2nd (£30) ..... 4 ..... 3rd (£20) ..... 8 .....  
 4th (£10) ..... 9 ..... Fastest Lap: (11) ..... — 49.8 secs. 7446  
 Winner's Speed: 12 m. 56.5 s.: ..... mph

RESULTS ON AGGREGATE

1st (Edinburgh Students' Charities Cup) ..... 92 ..... 1 .....  
 2nd ..... 4 ..... 3rd ..... 8 ..... 4th ..... 92 .....  
 Winner's Time (on aggregate) .....

1st 26.66 sec  
 2nd 26.18.3  
 3rd 26.43.2  
 27-28.6 (4<sup>th</sup>) 49



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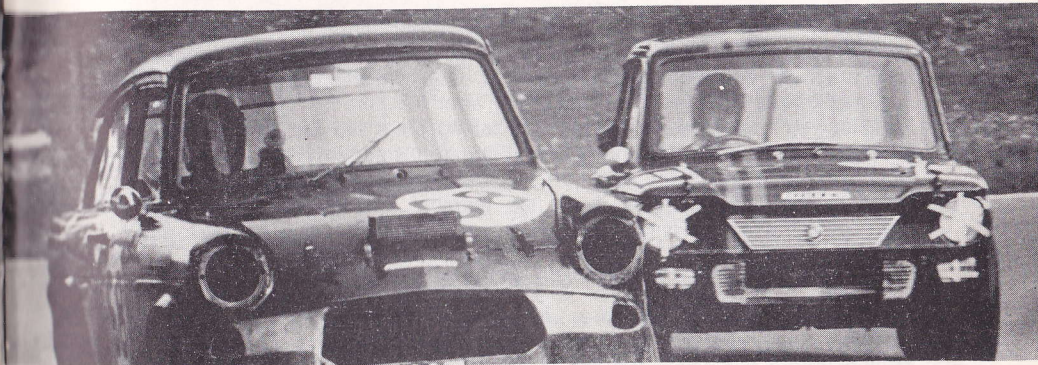
EVENT 9

6.10 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
52	VEITCH	.....	.....
56	DRYDEN	.....	.....
77	BARTON	.....	.....
69	HOWDES	.....	.....
80	K ALLEN	.....	.....
50	AD NIVEN	.....	.....
71	PLEHNIG	.....	.....
65	.....	.....	.....
53	.....	.....	.....
89	MILLAR	.....	.....
74	JOHNSTON	.....	.....
83	HANNAH	.....	.....
58	<del>AD NIVEN</del> BIRRELL	.....	.....
51	BELL	.....	.....

1st (£25) ..... 2nd (£15) ..... 3rd (£10) .....

4th (£5) ..... Fastest Lap ..... — ..... secs.

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

# What does he do ?

## THE FLAG MARSHAL

---

If you looked at the third page in your programme, and having progressed this far one assumes that you have, you would have been faced with a list of people doing a multitude of duties. In this page each meeting we hope to give you some idea just what the persons concerned do. Running a motor race may seem like falling off a log but in fact a lot of people are needed to make everything run smoothly. Success can only come if each of the 400 odd voluntary officials at Ingliston knows his own job and sticks to it—a flag marshal, for instance, does not leap for a fire extinguisher in an emergency. This is not a quaint form of motor racing trade unionism but plain common sense as will be unfolded as the duties of each official are described.

Let's start off at this, the first restricted meeting of the season, with the flag marshals, the men who spend all the time waving their multi-coloured flags either at the competitors or themselves. These flag marshals are amongst the most important officials at a race meeting; they are the drivers' early warning system either of danger on the track in front or on the track behind and one of the first things a budding racing driver must learn is to read the flags.

Here at Ingliston we have several flag marshals' positions around the track in each of which there are usually two men who stand facing each other, one looking back down the track and one looking ahead. The one looking behind, that is towards the cars approaching him, is concerned mainly with the blue flag which is often seen during races.

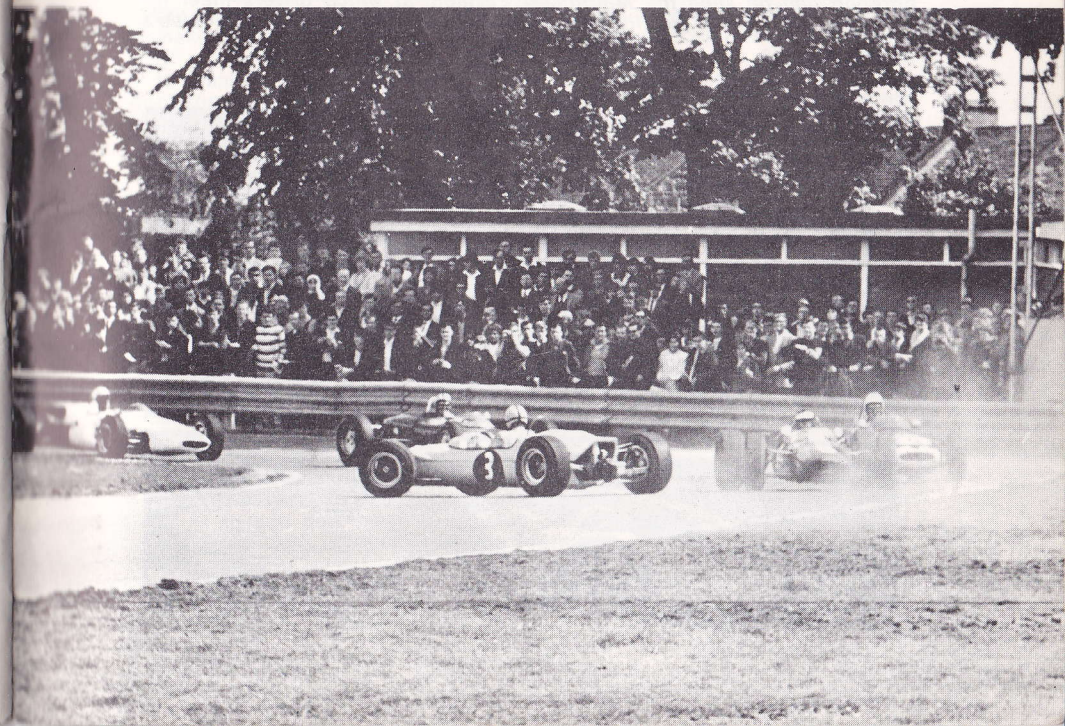
The skill in using the blue flag comes of experience. This flag tells a driver that another car is either on his tail or that the car behind is attempting to overtake. The marshal seeing two cars coming towards him must know which car is passing which, whether they are evenly matched or whether one is being lapped by the other. The answers to these questions, which flash through his mind in an instant, determine just how he should use his blue flag. To two cars approaching in line ahead he will hold out a stationary blue flag to tell the man in front that he has a car on his tail; that's all. A lap later and the man behind has crept up and is trying to pass the man in front and the marshal will wave his blue flag at the lead car which tells the driver that someone is about to overtake. It must be emphasised that the blue flag is not an order to the leading driver to allow the car behind to pass—it is merely informative.

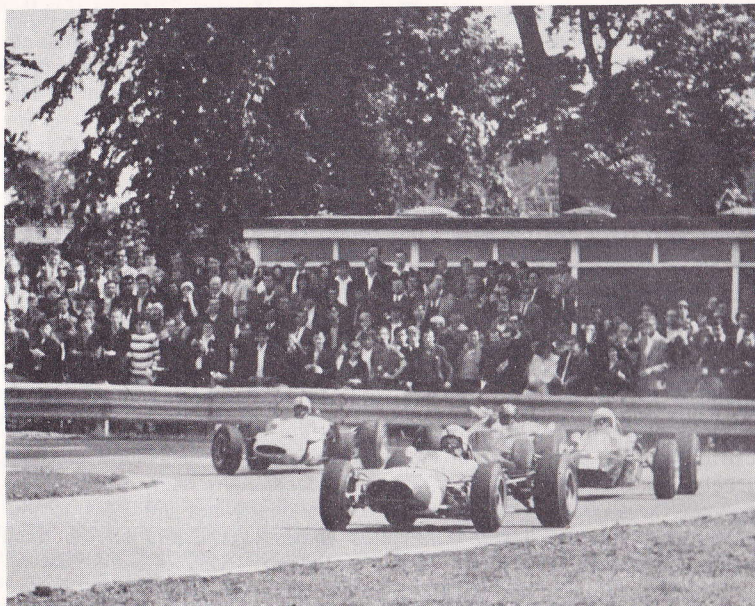
Let us say the overtaker tries the manoeuvre at the wrong place and spins—at this point in steps the yellow flag marshal who, seeing the track blocked, will wave his yellow flag to the cars following warning them of a hazard ahead and that they should be prepared to stop. As he does this the marshal further down the track before his position holds out his yellow flag to warn of danger ahead. Through this

co-operative effort the drivers are told of what to expect both in front of them and behind. It is our proud boast that the flag marshaling team at Ingliston is very much on the ball; they have to be as the cars are passing them every fifty seconds or so and people begin to lap tail-enders after only three or four laps.

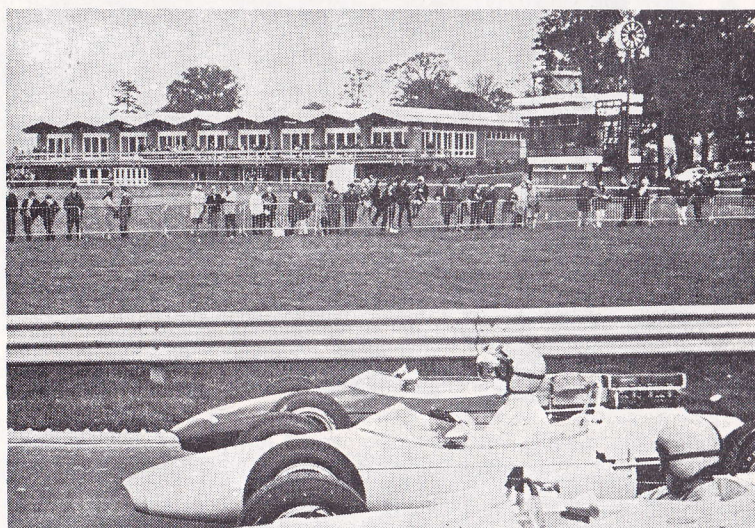
The main flags are the yellow and blue flags but the next, which is occasionally seen, is the colourful red and yellow striped one which indicates oil on the circuit. At Ingliston this is a serious hazard because a car can spread an oil slick right round the track in a few seconds. The big problem, however, is to decide quickly what is oil and what is water on the track; or even petrol. This is why on occasion you see a marshal leap across a barrier when there is a gap in the cars to wipe a finger across the smudge on the track and check what it is.

The flag marshals are kept busy for, in addition to these flags, they have a red flag to stop the race in catastrophic conditions and a white one to indicate that an ambulance is on the circuit—two flags which have only rarely been used at Ingliston and the marshals hope to keep it that way. One other "flag" which is occasionally seen is the black flag—this is displayed with a number on a board and indicates to the car bearing that number that he must return to the pits on his next lap (usually because of a fault in the car which is visible to the observers although perhaps not apparent to the driver or because the driver has committed some infringement of regulations). Once again, this is a flag which neither the marshals or the competitors like to see!





*What's in club membership for the prospective competitor? A good season's sport, made all the more enjoyable by the outstanding facilities offered at Ingliston. All competitors and their mechanics get free grandstand seats, from which the lower photograph was taken—in the background can be seen the MacRobert Pavilion, at which drivers meet for a natter after each meeting, and which is also the scene of the Club's Annual Dinner Dance.*



## ***To the non-member in search of a club***

Each year, membership of the Scottish Motor Racing Club increases. Last year, membership stood at well over 2,000, and to judge from the number of new applications for membership already received for next year and the number of renewals from existing members, 1969 members will find that they belong to the biggest S.M.R.C. yet. The club will be bigger because they have made it bigger and with a club like the S.M.R.C., the bigger it is the better.

At this point, enter the Sceptical Non-Member, who takes nothing at its face value and who (most annoyingly) questions everything anybody is rash enough to say to him. To him, "The bigger the better" is a most questionable assertion. What you gain in quantity, you lose in quality, says he. If you buy two crash helmets, they would be of inferior quality than if you spent an equivalent amount of money on only one helmet.

His argument may be answered calmly. His argument rests on the assumption that one thing is kept constant. In his case, it is money, but in our case, it is ENTHUSIASM and this is unlimited. All members of S.M.R.C. have this in common—they are motor racing enthusiasts, and the greater the number of enthusiastic competitors there are at Ingliston the better everything gets. A true case of the bigger the better. Each individual member of the club has something to contribute to the whole, and by sharing his interest with others, he benefits not only himself, but also his club.

The sceptical Non-Member cannot, of course, be expected to join simply at having had his feeble argument demolished. He is, after all, asked to fill in an impersonal form and post it off to where? . . . to Duns? Where's Duns? Such a question can only demonstrate how out of touch the non-member really is. Duns is immaterial: does not matter. The member's centre is Ingliston, Scotland's motor racing circuit, and it is there that the member meets his fellow members, competes with his fellow members and cheers with the crowd at the track-side.

The sceptical Non-Member's interest is but partially aroused. These are, after all, somewhat intangible benefits—there are other ways of making friends and other things to cheer at, although at the possibility of racing his own car on members' practise days our Sceptic begins to weaken. And this is what is so important to the vitality and unity of the Scottish Motor Racing Club—the member indulges in his hobby to the full. He is able, several times a year, to forsake everything for his first love. Even in winter, there are film shows, and Noggin and Natter Nights to provide an outlet for an enthusiasm which does not flag as the weather deteriorates.

Other benefits and concessions which the Sceptic may wish to hear about may be mentioned. If he becomes a member, he is entitled to enter the McRobert Pavilion on race days, where there is bar (open on Sundays), balconies overlooking the circuit and a restaurant with a capacity of 400. Members also receive, free of charge, copies of "Top Gear," Scotland's motoring monthly adopted by S.M.R.C. and featuring four pages of Club News. Discounts on tickets for race meetings are also available to members. Persons resident with the member; i.e. members of his family, may participate in family membership—thereby becoming entitled to most of the benefits of full membership except receiving club literature, entering competitive events and obtaining discount on tickets.

Is the Sceptic persuaded to join the Scottish Motor Racing Club? Only you know! Because if you are a non-member of S.M.R.C., then it is to you that these arguments are presented. Are you persuaded? If so, join us. You will have no regrets.



# SCOTTISH MOTOR RACING CLUB

Application Form for 1969 Membership

BLOCK CAPITALS

Full Name ..... *30/1603.2* ..... *26 1560 60 54.9 1648.6 30 150 148 120 206*

Address ..... *150 63 40 132* .....

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) .....

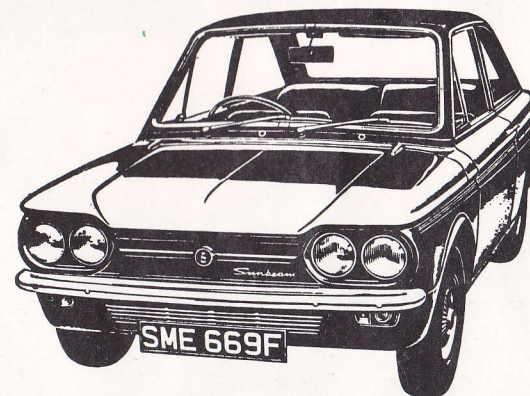
Subscription .....	2 gns.	£2	2	0
Family Membership .....	10/6			
Car Badge .....	25/-			
Lapel Badge (brooch type) .....	4/-			
Repeat-Motif Tie (Terylene) ...	19/6			
Blazer Badge .....	45/-			
Windscreen Sticker Badge .....	2/6			
Overall Badge .....	12/6			

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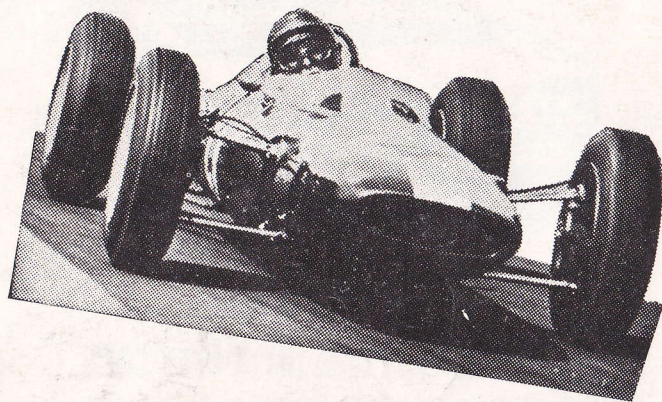
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**Sunday, 11th May : 2.30 p.m.**

*Advance Booking Form inside*

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