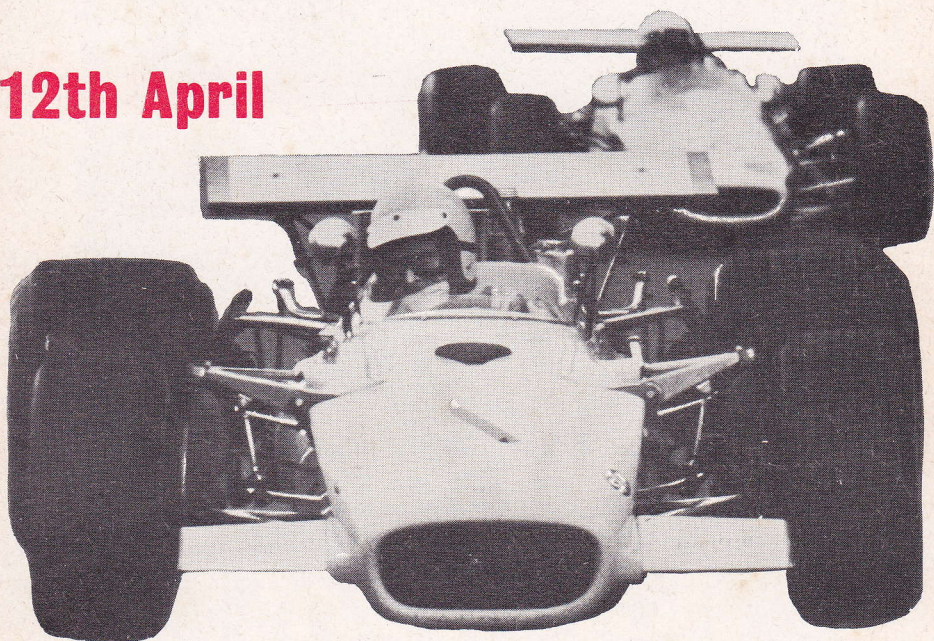




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INGLISTON 1970

12th April

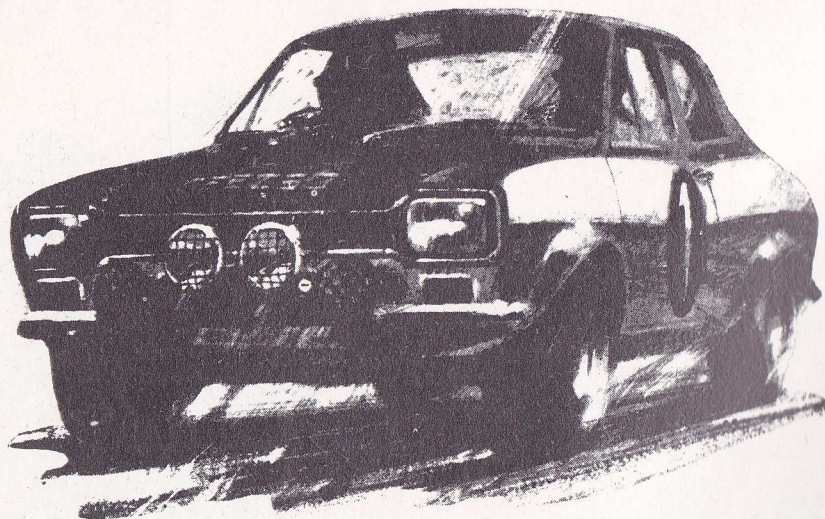


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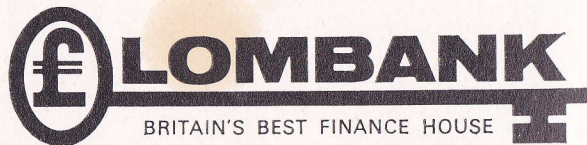
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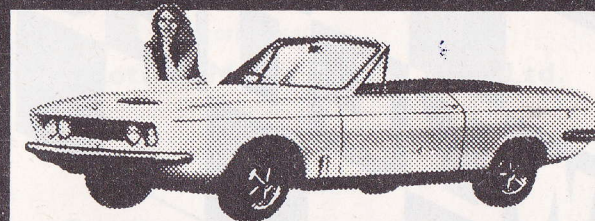


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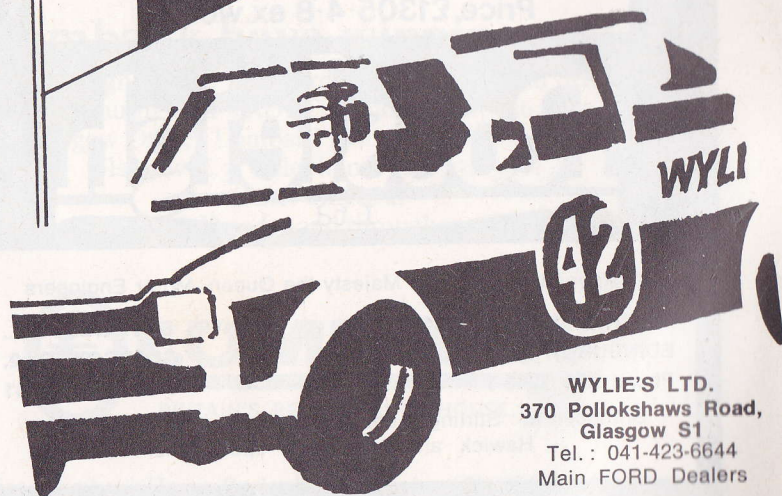
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* * *

The Edinburgh Students' Charities Cup Race Meeting

Sunday, 12th April, 1970

organised by

The Scottish Motor Racing Club Ltd.

* * *

PROGRAMME

- 9.45 a.m. Practice
- 1.00 p.m. Luncheon Interval
- 2.00 p.m. Tour of Circuit by Edinburgh Students Charities
Queen followed by vintage Rolls-Royce Phantom II.
- 2.20 p.m. Special Saloons—Heat 1.
Special Saloons up to 1000 cc—10 laps.
- 2.45 p.m. Formula Ford Cars—15 laps.
- 3.15 p.m. Special Saloons—Heat 2.
Special Saloons over 1000 cc—10 laps.
- 3.40 p.m. Modified Sports Cars—10 laps.
- 4.05 p.m. The Players Gold Leaf Trophy Race for Special
G.T. Cars—10 laps.
- 4.30 p.m. The Edinburgh Students Charities Cup Race—
20 laps.
- 5.05 p.m. Presentation of Trophies.
- 5.20 p.m. Special Saloon Cars — Final. The Hartley
Whyte Championship Race—15 laps.

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Deputy Clerk of Course	A. D. HORNE
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Stewards (for Club)	R. KAY and J. A. DICK PEDDIE
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Deputy Chief Marshal	P. J. TUGWELL
Chief Observer	R. J. TRAILL
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Chief Medical Officer	Dr. A. DONALDSON
Chief Timekeeper	Dr. L. JAMIESON
Chief Scrutineer	J. GARDEN
Commentator	G. GAULD.
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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/5930



CHARITIES QUEEN 1970—LIZ TAYLOR (031-22206)

A Word from the Charities Appeal

On behalf of Edinburgh Students Charities Appeal, may I welcome you to the fifth successive Charities Cup Race Meeting, with the hope that you will have an exciting and entertaining afternoon's racing.

At some time during the day you will no doubt be beset by eager students selling Immunities Badges, magazines, or offering you a chance to win a Triumph Spitfire which will be on view near the Paddock. The amount of help which we are able to give to our beneficiaries depends wholly on your generosity, so please give generously, and help us to help others.

Also on view this afternoon will be this year's Charities Queen, our very own gorgeous Liz Taylor, who will present the Charities Cup and Tankard at the end of the racing.

In conclusion, may I acknowledge our continuing debt to Scot-circuits Ltd., and to the Scottish Motor Racing Club, for again making these facilities available to us.

I wish you all a pleasant afternoon's racing.

ROBERT A. LAMBERT

(Motor Racing Convener).

Charities '70 gets off to a racing start

After a great deal of preparation and hard work, Charities '70 is at last moving into top gear. This year our campaign is trying to place more emphasis on giving people value for their money, rather than merely shaking a can in front of the public, and some of the following events illustrate this new policy

MONDAY, 20th APRIL: The Scottish National Orchestra conducted by Alexander Gibson will give a concert at the Usher Hall.

MONDAY to SATURDAY, 20th-26th APRIL: Noel Coward's "Hay Fever" at the George Square Theatre.

MAY 8th: The Swingle Singers will give a concert at a venue still to be arranged.

SUNDAY, MAY 17th: Gala Scottish Premiere of Sean Connery's latest film, "The Molly Maguires", at the Odeon Cinema.

However, today it is very apt that we should be trying to push up the revenue of our Car Competition. The Prize, a Triumph Spitfire Mark III, licensed and insured for a year, will go to the person who estimates how far the car will travel on one gallon of petrol. There will also be a large squad of people selling our Immunity Badges and our new, better-than-ever newspapers and magazines. Every contribution counts, but as you will see from the list of this year's beneficiaries, there are a lot of very worth-while causes which require as much and far more than we can hope to raise. We are determined to do our best for them and we hope you will, too.



LIST OF ENTRIES

Car No.	DRIVER/Entrant	cc	Make/Model	from
1	J. A. MURRAY/McGrath	998	Ecosse Imp	Edinburgh
2	R. SCOTT/ Paul Watson Race Org.	997	Brabham BT28	London
3	N. H. MORRISON/H. & G. Robinson Racing	818	Costin Walker Honda	Gosforth
4	T. WALKINSHAW	998	Lotus 59	Hertford Heath
5	D. McLEAN	998	Lola	Lennoxton
6	C. A. MACKINTOSH REID	997	Lotus 59	Edinburgh
7	W. FORBES	5000	Lola T142	Aberdeen
8	G. B. BIRRELL/ Ecurie Ecosse	1594	Brabham BT23C	Edinburgh
9	T. PHILIP	1600	Brabham BT18	Dundee
10	R. M. MACKAY/ Wm. Dunnet & Co. Ltd.	1600	Brabham BT218	Thurso
11	A. M. NAPIER	1098	Brabham BT18	Shelmorlie
12	E. LABINJOH/ J. Fisher	2000	Fisher/Alfa Romeo	Edinburgh
14	A. C. GOODFELLOW	4700	Fireball 5000	Falkirk
15	J. MILLAR	1991	Brabham BT21	Bridge of Weir
16	E. G. PRESTON	1600	Lotus Presson	Shelmorlie
17	T. E. BLACKADDER	998	Nathan GT	Falkirk
18	E. LABINJOH/ J. Fisher	1100	Fisher GT	Edinburgh
19	G. McWILLIAM	1098	Mercury GT	Glasgow
21	L. MORRISON/ Equipe Centro Scot	1991	Chevron B8	Larbert
22	J. MACKIE	1558	Marcos GT	Lochore
23	G. TAYLOR	1293	Marcos GT	Falkirk
24	D. J. THOMSON	1558	Lotus Elan	Rutherglen
25	J. A. HALL	1558	Lotus Elan	Edinburgh
26	A. SOUTER	1598	Lotus Elan	Dundee
27	D. FARNELL	1991	Chevron BMW	Leeds
28	G. TEMPLE	999	Chevron B1	Morpeth
29	J. S. H. ROSS	997	Lotus 7	Heddon on the Wall
30	B. HARRISON/ Lusol Ltd.	875	Vixen F4	Glasgow
31	D. MACLEOD	1600	Dulon LD4C	Edinburgh
32	I. STIRLING/J. Leak	1600	Crossle 16F	Surrey
33	D. A. SUNTER/ G. J. Hughes	1600	Barracuda FF	London
34	J. W. SIMPSON	1600	Lotus 51C	Darlington
35	J. C. GRAHAM	1600	Crossle 16F	Glasgow
36	E. CLARK	1600	Lotus 51	N. Berwick
37	H. GILBERT	1600	Hawke DL2A	Aberdeen
38	A. ARNOLD	1600	Lotus 61	Plymouth
39	T. HORROCKS	1600	Alexis Mk. 14	Preston
41	B. SQUIRES	1600	Merlyn Mk. IIA	Loch Lomond
42	J. GEMMELL	1600	Lotus 51A	Edinburgh
43	D. G. MANNERS	1600	Lotus 51	Darlington
44	N. R. GINN	1600	Lotus 61E	Helensburgh
45	S. C. RUSSELL	1600	Mallock F/F U2	Banbury
46	B. HUNTER	1600	Merlyn Mk. IIA	Leith
47	T. WALKINSHAW	1600	Lotus 61M	Hertford Heath
48	G. OLIVER	1600	D.R.W. 8F	London
49	M. HOPPERTON	1138	M.G. Midget	Inverary
50	D. M. G. GRANT	997	M.G. Midget	Glasgow
51	R. A. NETTLETON/ D. Holmes	1098	Austin-Healey Sprite	Blackfordby

Car. No.	DRIVER/Entrant	cc	Make/Model	Home Town
52	D. THIRD	1137	Turner Sports	Edinburgh
53	P. D. MacNAUGHTON	1098	Ginetta G4	Edinburgh
54	D. S. LANGLEY	1147	Austin-Healey S.	Milton of Campsie
55	A. D. S. THOM	1123	M.G. Midget	Kirkwall
56	N. H. MORRISON/H. & G. Robinson Racing	818	Honda S800	Gosforth
57	N. H. MORRISON/H. & G. Robinson Racing	598	Honda N600	Gosforth
58	J. ABSALOM/ Felton Motor Co.	1150	Ginetta G4	Morpeth
59	G. R. WILSON	1098	M.G. Midget	Kirkcaldy
60	A. HUTCHISON	1293	Austin-Healey Sprite	Kennoway
61	J. MILNE/ W. Shepherd	1293	M.G. Midget	Lundin Links
62	W. SHEPHERD	1800	M.G.B.	Lundin Links
63	A. FLEMING/ W. Shepherd	999	Mini Cooper 'S'	Lundin Links
64	J. D. HANLEY	1320	M.G. Midget	Comber, N. Ireland
65	J. G. DUNBAR	1293	M.G. Midget	Loanhead
66	J. GOTT	2982	Austin-Healey 3000	Northampton
67	J. MORRISON	3000	Austin-Healey 3000	Glasgow
68	T. N. THOMSON/ A. H. F. Palmer	3781	Jaguar 'E' Type	Lanark
69	J. SIME/A. Barton	999	Mini Cooper 'S'	Newcastle
70	A. BARTON	999	Mini Cooper	Newcastle
71	F. GUNN/A. Barton	1275	Mini Cooper	Newcastle
72	K. ALLEN	999	Mini Cooper 'S'	Crossford
73	W. BORROWMAN/ Sports Tune Motor Co.	999	Mini Cooper 'S'	Longniddry
74	R. FORESTER-SMITH/ Hugh Shannon	998	Shannon Imp	Methven



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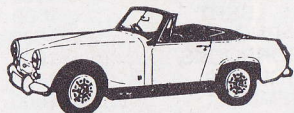
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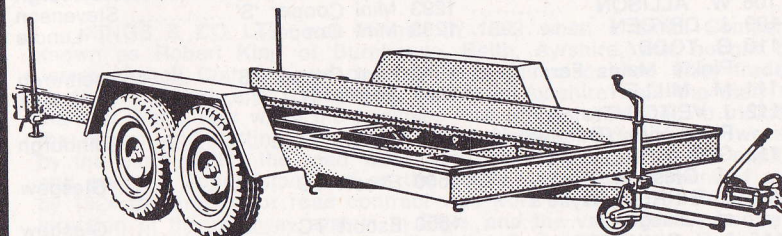
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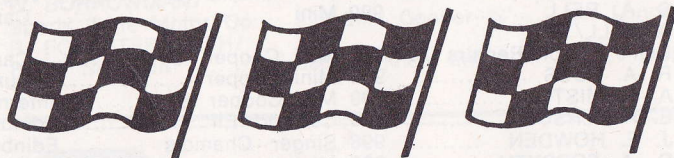


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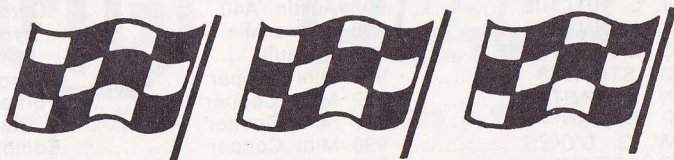
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75	R. D. McCUTCHEON	999	Mini Cooper 'S'	Wigtown
76	S. A. BELL	999	Mini	Carlisle
77	A. BELL/ Bell's Motor Repairs	1275	Mini Cooper 'S'	Carlisle
78	R. A. ROSS	998	Mini Cooper	Dundee
79	A. ORMISTON	999	Mini Cooper 'S'	Dunfermline
80	E. PATERSON	850	Colvend Elf	Edinburgh
81	J. E. HOWDEN	998	Singer Chamois	Edinburgh
82	D. A. FORSYTH	999	Mini	Hollywood, N. Ireland
83	J. GRANT	970	Mini Cooper 'S'	Haddington
84	R. J. SCOTT	998	Mini Cooper	East Kilbride
85	M. BRANDON	997	Imp	Hawick
86	J. L. RITCHIE	998	Austin A40	Cardross
87	J. HANNAH	998	Milbro Mini	Wishaw
89	C. LIVINGSTONE	1000	Renault	Inverary
90	D. STEVENS	998	Mini Cooper	Glenrothes
91	N. D. SMITH	999	Mini Cooper 'S'	Portlethan
92	P. MARSH	999	Mini Cooper	Carlisle
93	W. G. DYKES	998	Mini Cooper	Edinburgh
94	C. REEVES	998	Mini Cooper	Larkhall
95	J. A. J. CURRIE	999	Mini Cooper	Dumfries
96	A. SELLAR	999	Mini Cooper 'S'	Burntisland
97	J. FYDA/T. Philip	1000	Imp	Dundee
98	W. BORROWMAN/ B. Gruber	1300	Mini Cooper 'S'	Edinburgh
99	J. ROBERTSON	1498	Anglia	Cardenden
100	I. C. McLAREN	1220	Singer Chamois	Broxburn
101	G. B. LITTCHE	1650	Anglia	Edinburgh
102	L. EMSLIE	1293	Mini Cooper 'S'	Aberdeen
103	J. MacGILVRAY	1650	Anglia	Kirkmichael
104	R. M. BROWN	1558	Anglia TC	Largs
105	N. E. HODGSON/ Crosby Moor Garage	1275	Mini Cooper 'S'	Carlisle

Car No.	DRIVER/Entrant	cc	Make/Model	Home Town
106	W. M. NIXON/ Crosby Moor Garage	1293	Mini Cooper 'S'	Carlisle
107	K. ROBERTSON	1300	Thistle Mini	Musselburgh
108	W. ALLISON	1293	Mini Cooper 'S'	Stevenson
109	J. DRYDEN	1293	Mini Cooper	Lundie
110	G. TODD/ Pinkie Mains Farm	1340	Mini Cooper 'S'	Musselburgh
111	M. MILLER	1600	Anglia TC	Aberdeen
112	J. VEITCH/Trojan Plant Hire (Dundee)	302cui	Veeva	Edinburgh
113	G. B. BIRRELL/Wylie's of Glasgow	1600	Escort TC	Glasgow
114	J. BIRRELL/Wylie's of Glasgow	1850	Escort TC	Glasgow
115	J. H. PINKERTON	1293	Mini Cooper 'S'	Glasgow
116	E. W. M. McQUEEN	1293	Mini Cooper 'S'	Inverness
117	E. M. SMITH	1293	Mini Cooper 'S'	Carlisle
118	W. N. A. DRYDEN/ S.M.T.	1975	Viva GT	Edinburgh
119	N. PORTER	1328	Mini Cooper 'S'	West Auckland
120	A. D. NIVEN	1852	Escort TC	Chirnside
121	M. B. WOOD	1275	Mini Cooper	Houghton-le-Spring
122	C. G. McGUIGAN/ J. C. Forsyth	1293	Mini Cooper 'S'	Edinburgh
123	J. S. CALVERT	1600	Lotus Cortina F.V.A.	Seaham
124	C. CIPPING	1600	March FF	Oakley



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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 Earlston, 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 Tom Walkinshaw in the 1969 racing season at Ingliston (with Gerry Birrell, European Champion, the runner-up), the Kings Cup Formula Ford Championship promises to be one of the exciting features in 1970. Sponsored by Kings & Co. Ltd., the Championship covers all 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.

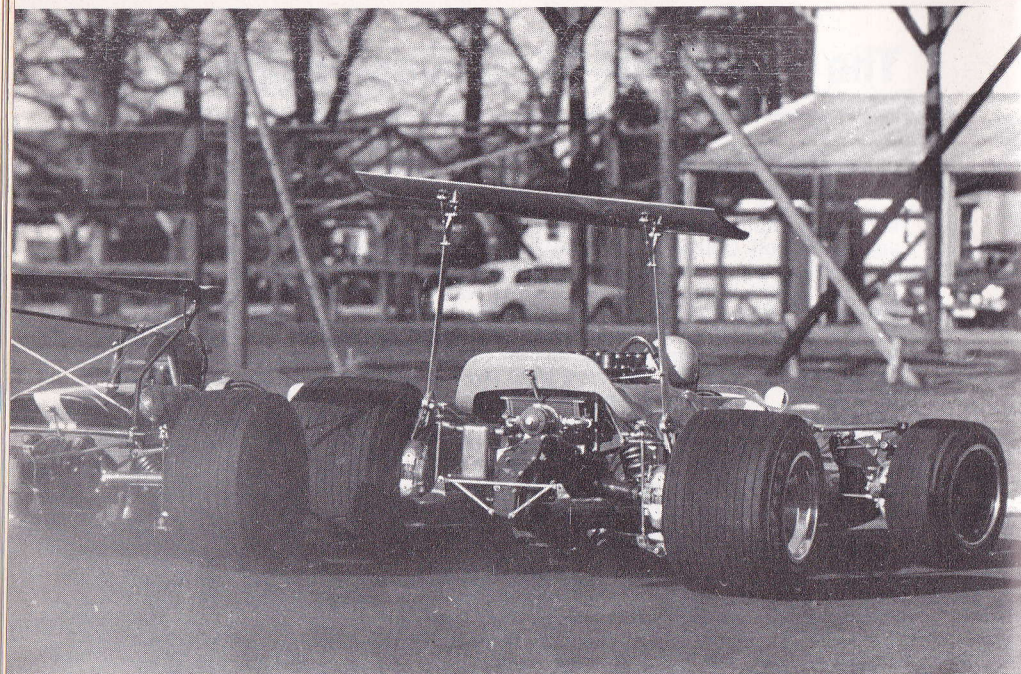


Photo. by Eric Bryce

A memorable scene from the Race of the Year in 1969, the second round tussle in the Callands Trophy Championship between Willie Forbes and Graham Birrell. Last year it was Willie's turn—any bets today!

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.

The "H. & G. Robinson Trophy" Championship for Modified Sports Cars 1970

Established in 1923 by the original Messrs H. & G. Robinson, the Company has held many famous franchises such as Lea Francis, Delage, Packard, Seabrooks, Aston Martin-Lagonda, Triumph, Vauxhall, Standard, and Jowett, and, in the pre-war days, many of the replacement parts for these hand-built vehicles were actually made at the garage and complete custom coachwork conversions were carried out to individual requirements.

As these marques either made a dignified exit from a market that was becoming increasingly favourable to the low-priced mass-produced vehicle or became parts by name only of large Groups dedicated to satisfying these new demands, a new franchise was sought after providing an original product in which H. & G.'s might participate to a much greater extent than beforehand possible. In 1953, such a one was discovered by the name of the Volkswagenwerk AG who were then commencing the importing of a revolutionary new car in shape and concept—the now well-known VW 'Beetle'. After a very slow start, this marque was eventually established and, through the pioneering work of the then small number of VW Distributors, the franchise has now attained a very eminent position in the imported car market and ranks highest in imported car sales in this country.

However, the policy of this Company continues to be one of establishing new, advanced, totally original franchises, and one that, in our opinion, entirely fits this description is the product of the Car Division of Japanese genius Sochiro Honda's family concern.

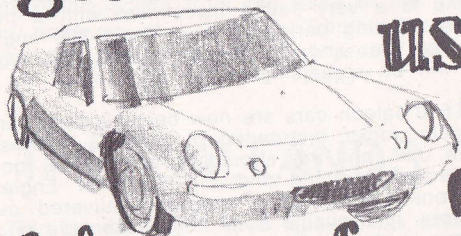
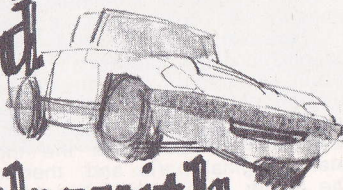
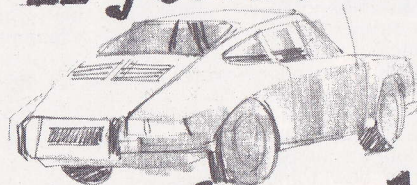
Honda Motors first step into the motor vehicle market in this country was made with the thoroughbred S.800 sports cars using totally original parts and, therefore, qualifying as a real Sports Car. The power unit is the ultimate in reciprocating engine design, and a competition job gives the same power per litre as an average Formula One engine. Looking to the future, this car should have great value as a collector's piece, and is a very sound investment with a pure pedigree. You will see the amazing performance of the S.800 engine in the Coupe Modified Sports Car and the specially designed single-seater where the engine will be screaming round Ingliston at up to 13,000 rpm.

Both the S.800 and N.600 saloon cars are now being imported into Scotland at the Grangemouth docks, distributed by H. & G. Robinson to the Northern part of the U.K., and this should provide a very good service to the often neglected Scotland and the North of England area. The latter model, considering that it must be delivered over 12,000 miles from the factory, is available at a very reasonable price, and is a very good performer in standard trim, as an increasing number of happy people are discovering, but with very good fuel economy. We hope to have a racing version competing at Ingliston today and to demonstrate that it is as superior in its class on the track as on the road.

Later in the year, the amazing new Honda 1.3 saloon car will be arriving in this country. This car produces 100 bhp with a single carburettor at a modest 7,200 rpm, maintains a top speed of 110 mph, with four adults and luggage, and will be available at an extremely competitive price; four-carburettor versions will produce 115 bhp. The car and engine are ideal for motor racing, and the 1971 season should see Group 2 saloons, Group 4 G.T. cars, Group 5 sports cars, and 1971 Formula 3 single-seaters all employing one or the other. We hope in the near future that there may be a demonstration of the Honda 1.3 at Ingliston and that many here today will return at that time to attend this event.

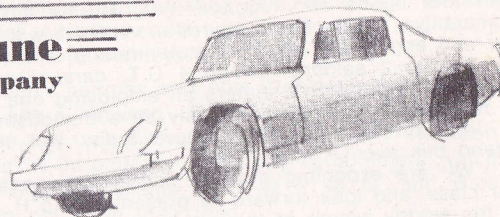
We are expecting a close and exciting season in the Modsports car class, and look forward to presenting the H. & G. Robinson Trophy to the worthy winner at the end of the year.

If you're in doubt
 about
 the rate
 of acceleration
 your motor car has,
 or you need
 pure speed
 get in touch with
 us. We
 sell
 cars of
 high performance
 you can rely on!



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Sports Car Competition

WIN A TRIUMPH SPITFIRE . . .

just estimate the total distance travelled, in miles, yards, feet and inches on the road from the Maybury Roadhouse to Kirkcaldy by a new Triumph Spitfire Mk. III, driven at a speed of 30 m.p.h., on ONE GALLON OF PETROL. The actual car to be used (and won) will drive round the circuit at 2.00 p.m. so why not eye up the form then. (Well, yes, the Charities Queen will be inside!)

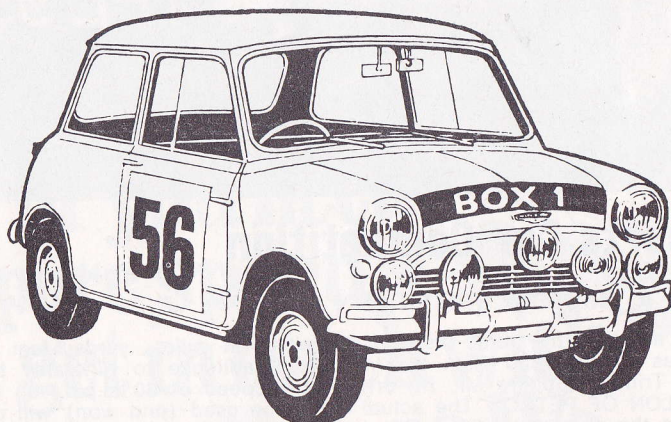
Tickets available behind the Main Stand, near the Paddock. All proceeds go towards the beneficiaries of this year's Charities Appeal.

A BREATH OF AFFLUENCE—THE LILAC LADY.

At 2.00 p.m. this afternoon, while the Charities Queen is displaying the Triumph Spitfire to be won in the Charities Car Competition, Gordon Diack of Seamill will display the vintage Rolls-Royce Phantom II belonging to Major Hartley W. Whyte, O.B.E., M.C. Major Hartley Whyte is well known to Ingliston as a generous and loyal friend, being the sponsor of the Hartley Whyte Saloon Car Championship, which this year boasts increased prize money as well as the very handsome Hartley Whyte Trophy itself. As well as this Championship, Major Whyte also presents to the outright lap record breaker at any Ingliston meeting an airline pack of Whyte & Mackay whisky to help him to celebrate his achievement.

Major Hartley Whyte's Rolls-Royce, the Lilac Lady, is an immaculate lavender specimen of its kind and is powered by a 6-cylinder OHV engine developing between 40 and 50 b.h.p. One of the few examples of a romantic age of motoring. Weighing in at 2½ tons, the Lilac Lady is capable of a very unladylike 120 m.p.h. More ladylike, however, is the cost of those 120 miles—a mere 8½ gallons will get you there!

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.

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THE INGLISTON COMPETITION

One innovation in 1969 which proved to be a great success was the Ingliston Competition, providing as it did a chance to win free tickets to the circuit. The lucky winners of the October, 1969, competition who should be sitting in the 'Stand today with their pencils poised were Mr. P. D. Menzies and (also a winner of the first Ingliston Competition) Mr. Peter Porrett, the only two to get all the answers correct. Think you can do better then? Why not challenge these two well-informed gentlemen by sending in an entry in this month's quiz?

Let's just see how many of you really do know your Ingliston facts and figures. If you think you do then pull out the questionnaire and send the completed form (in an envelope marked "Ingliston Competition" in the top left-hand corner) to the Secretary of the Meeting, Scottish Motor Racing Club Ltd., National Bank Chambers, Duns, Berwickshire. The first two correctly-answered forms examined will each receive two free Grandstand Tickets and a car park pass for the May Race Meeting.

Entries in the Ingliston Competition must be posted in time to reach National Bank Chambers not later than first post on Wednesday, 15th April, 1970, when entries will close.

So, out with your pens, start scratching those heads, and see whether you can answer the following questions:—

- 1 Who won the Formula Libre race in the October Meeting in 1969? W. FORBES
- 2 Who won the Production Sports Car race in the July National British Meeting in 1969?
- 3 What does the yellow flag mean when held stationary? DANGER AHEAD
- 4 To which G.T. Driver did the car which Jimmy Veitch drove last season belong?
- 5 What was the original name for the "Left hander"? PLOUGHMAN'S

Well, how did YOU make out? If you think you have them all right, pop the questionnaire in an envelope, having first entered your name and address in the box provided below. If, however, you are a senior official at Ingliston, a competitor at the circuit, a member of either the Committee or Race Committee of the Scottish Motor Racing Club Ltd., a member of Scotcircuits Ltd., one of the staff of either of these bodies or of Messrs How & Blackhall, etc., do not waste the money on a stamp since you are not eligible for prizes in the competition.

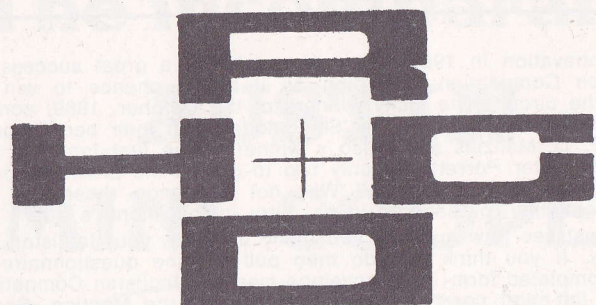
Entries will be judged by the Secretary to the Meeting, whose decision on all matters will be final. We regret that no correspondence will be entered into with regard to this competition.

Name

Address

.....

.....



H & C ROBINSON (GOSFORTH) LTD

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Gosforth, Newcastle upon Tyne, 3
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Grandstand Garage, Great North Road,
Fairmoor, Morpeth, Northumberland
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HONDA CAR DISTRIBUTORS FOR THE NORTH

INGLISTON NOTES

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 11/6. 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 and 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 bridies and roll sandwiches are available at the Snack Bars situated in the Herdsman's Restaurant on the ground floor of the MacRobert Pavilion, in the East Gate Yard and in the area between Caravan and Southstand Corners. For "pinta people" the Scottish Milk Marketing Board sell milk drinks in the Milk Bar at the east end of the Grandstand. Cigarettes are on sale from the Players Kiosk situated behind the main Grandstand.

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.

★ ★ ★

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?

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

★ ★ ★

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

★ ★ ★

Racing at Ingliston has been made possible by the courtesy of the Royal Highland and Agricultural Society, whose Showground this is. Please return this courtesy by respecting their property, and refraining from climbing on buildings or scattering litter.

★ ★ ★

Please remember that:—

Dogs are not permitted in the Showground during race meetings.

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

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

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

For those who run out of film this afternoon, photographic goods are available from Reg. Forester Smith immediately behind the grandstand.

★ ★ ★

Tickets for the main Grandstand, price 10/- each, are available from a kiosk immediately behind the Crossing Point to the Central Enclosure in the centre of the main Grandstand: why not treat yourself to a spot of luxury and buy a seat (or two)? For those who prefer the South Grandstand, tickets are available at that stand. **TICKETS FOR THE SOUTH GRANDSTAND HAVE BEEN REDUCED TO 6/-**, so, if you do fancy that part of the circuit, why not cash in on this bargain?

★ ★ ★

The appreciation of all concerned with today's racing goes to T. W. Merrett of 9 South St. Andrew's Street, Edinburgh, who again generously donated the Students Tankard which will be presented to the winner of the Formula Ford event today.

Dates to note in your diaries for the 1970 Season at Ingliston are:

17th MAY	THE MAY RACE MEETING
19th JULY	THE JULY RACE MEETING (National British)
16th AUGUST	THE AUGUST RACE MEETING
13th SEPTEMBER	THE SEPTEMBER RACE MEETING.
11th OCTOBER	THE OCTOBER RACE MEETING (National British).

Scottish Motor Racing Club members will also want to note that 9th May, 8th August and 26th September have been provisionally fixed as Members' Practice Days (at which club members can "have a go" on the circuit for a mere 10/-).

★ ★ ★

Regular Ingliston competitors who turn to the map of the circuit will notice immediately that the corners have been renamed. This seemed the most sensible thing to do since, even after several years at the track, marshalls and officials still could not remember which agricultural corner was which. Well, could you ever remember where Shepherds', Gardeners', Farmers' or Ploughmen's were! The corners have now all been given easily identifiable names and we hope that this will help you (and the marshalls) to find your way around the track.

You might also notice from the map that a new spectator area has been opened. Yes, at long last, **YOU CAN NOW SEE THE HAIR-PIN**. A pathway has been opened leading from the Southstand to the Hairpin and it is to be hoped that spectators will take full advantage of this new facility.

★ ★ ★

Last year we asked spectators to submit photographs to us for use in the Ingliston Programme and the response was so gratifying that we found we had far too many to go round. One result of that request was that we found a first-class amateur photographer in Colin Lourie, who will be responsible, along with regular Ingliston contributor Eric Bryce, for the pics this year. In 1970, therefore, there should be no shortage of photographic material for the programme. What we do need, however, are articles on motor sport (we feel sure you are by now thoroughly fed up with the Editor's clumsy efforts!). So, if you think you are capable of writing an article on your favourite driver, car, grudge, etc., or if you feel the urge to trot out a short story on a motor racing subject (limit of 2,000 words) why not type it out and sent it, with a stamped addressed envelope, to The Editor, The Ingliston Programme, National Bank Chambers, Duns. Who knows, perhaps you will become the 1970 Ingliston Writer of the Year!

★ ★ ★

Want to sell your car? Thinking of advertising for a car. Contemplating selling accessories, spare parts, etc., or just dreaming of trading in your wife for a new model? Why not advertise in the new Small Ads section of The Ingliston Programme. Just look around you and you'll see what sort of a circulation the programme boasts—and it's all among motor-minded people. The rates are competitive too at £1 per column inch. All you need to do is to draft out your Ad. and send it to Scotcircuits Ltd., National Bank Chambers, Duns, to arrive at least two-and-a-half weeks before the Race Meeting at which you wish your Ad. to appear.

★ ★ ★

NOTE TO COMPETITORS

All prize money quoted in the official programme is subject to alteration as required by the number of starters in each event. The prize money quoted is based on the estimated number of starters in each class/race. Actual prize money paid will be computed in terms of pages 17 and 18 of the Ingliston Book of Regulations.

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 :

R. SCOTT (Chevron B15) 50.7 secs. 73.14 m.p.h.

FORMULA FORD CARS

D. WALKER (Lotus 61)

and G. H. BIRRELL (Crosle 16F) 56.8 secs. 65.28 m.p.h.

SPECIAL GT CARS

Over 1150cc :

J. MILES (Lotus 62) 52.2 secs. 71.03 m.p.h.

Under 1150cc :

E. LABINJOH (Fisher GT) 57.2 secs. 64.83 m.p.h.

PRODUCTION SPORTS CARS

Under 1150cc :

M. HOPPERTON (MG Midget) 60.0 secs. 61.80 m.p.h.

Over 1150cc :

A. W. HUTCHINSON
(Austin Healey Sprite) 60.4 secs. 61.39 m.p.h.

SALOON CARS

Over 1000cc :

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

Under 1000cc :

A. BARTON (Mini Cooper S) 58.4 secs. 63.49 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.

Address

S.M.R.C. Full Membership No(s) Phone

(if discount of 6/- per full member is claimed)

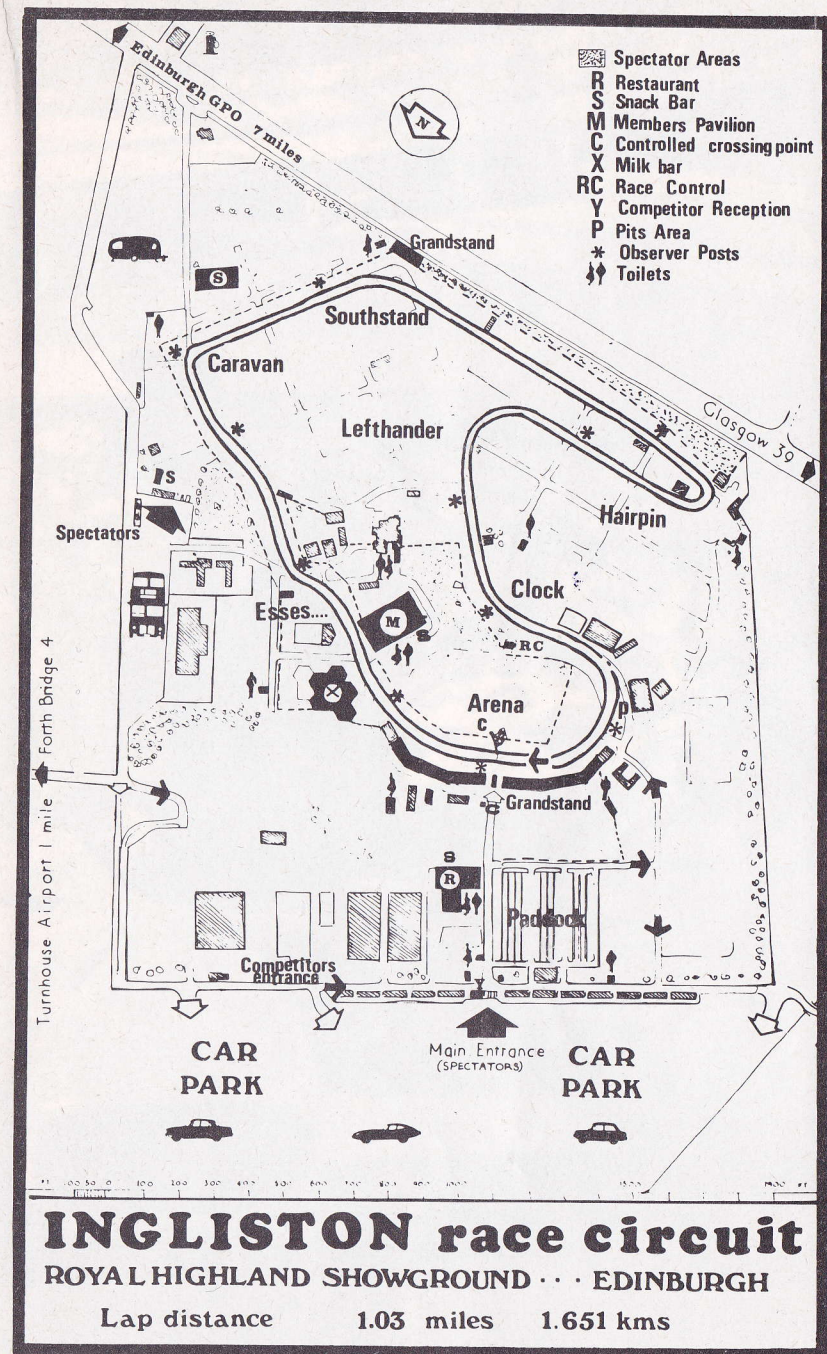
Please supply me in advance of the appropriate meeting(s) with tickets as under :—

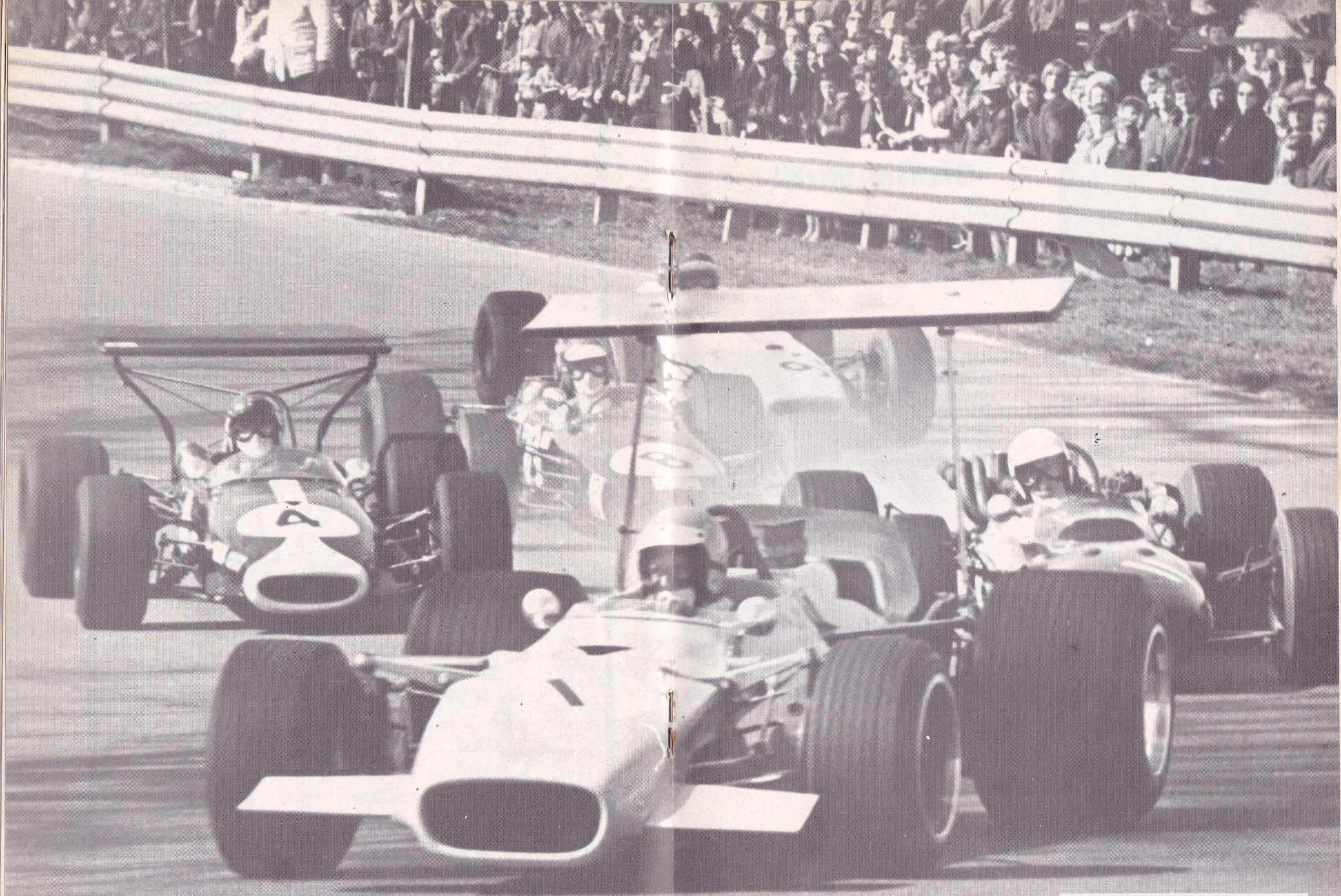
[illegible]

Preference for Block in Arena Grandstand

CHEQUE/POSTAL ORDER/CASH Total £

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





INGLISTON
"PHOTO OF THE YEAR"
1969

INGLISTON DRIVERS OF THE YEAR 1969

Graham Birrell

HARTLEY WHYTE SALOON CAR
CHAMPION 1969

William Forbes

CALLANDS TROPHY FORMULA
LIBRE CHAMPION 1969

John Miles

JOHN NICHOLSON TROPHY
CHAMPION 1969

Jennifer Birrell

WORTH LOOKING AT 1970

James Veitch

B.M.R.C. TROPHY MEMBERS'
CHAMPION 1969

Tom Walkinshaw

KINGS CUP FORMULA
FORD CHAMPION 1969

TEAM THISTLE is an Association of Motor Racing Enthusiasts who volunteer to devote some spare time, effort and money to help prepare and present the Team's two Minis. If you would like to be a Member, active or in spirit, contact us in the pits after the racing. This Team has been formed for YOUR fun and participation.

For members, sponsors, spectators and kids alike we offer you the fun of "part sponsorship" of both cars. You can buy sponsorship of any component (even the drivers!), be it a bodysell, a wheel or a radiator bracket—you name it—you can pay for it! Parts from £1 to £50. Come and wince as "your bit" clatters the barrier! For the kids there are plenty little parts from 2/-.

The businessmen who read this are very welcome to join the ever-growing list of firms who sponsor us by taking £10 worth of advertising space.

All the members of Team Thistle sincerely thank and recommend the following firms whose generous support has made it possible for us to add to your enjoyment today (if all goes well that is!).

Our Esso Petrol was supplied today by Mr. Dobson, Nursery Service Station.
 Auto Kare, Castle Street, Dunbar—Sales and Service.
 Berger Paints, Coltbridge Avenue, Edinburgh—Paint Manufacturers.
 Bradford and Young, High Street, Tranent—Sales and Service.
 Brakes and Belts, Cumberland Street, Edinburgh—Ferodo Specialists.
 Colvend Projects Ltd., 556-7695—Mamba Wheel Distributors.
 Forsyth, Ormiston Road, Tranent—Plumbing and Heating Engineers.
 Forth Motor Co., Cockenzie—B.M.C. Agents, Mini Specialists.
 Jacobean Press, Grove Street, Edinburgh—Printers.
 Lawrie Bros., K176 Stables Road, Edinburgh—Motor Trade Factors.
 Millerhill Garage, Dalkeith—Car Sales and Service.
 Musselburgh Coachworks, Pinkie Road, Musselburgh—Sales and Service.
 Newhailes Plastics, Newhailes, Musselburgh—Fibreglass Specialists.
 New Welding Co. Ltd., Hope Crescent, Edinburgh—Specialist Welding.
 Nursery Service Station, Moira Terrace, Portobello—Petrol and Servicing.
 Patons, Queen Street, Edinburgh—Armstrong Distributors.
 Pistons and Components Ltd., Gilmore Place, Edinburgh—Engine Components.
 Rawson, Coates Crescent, Edinburgh—Motor, Fire, Life Insurance Brokers.
 Robertson, High Street, Tranent—Painter and Decorator.
 Salom 168, Dalkeith Road, Edinburgh—Ladies' Hairdressing.
 Seick Ltd., Fishwives Causeway, Portobello—Motor Trade Services.
 S.M.T., Central Machine Shop, Rosburn, Edinburgh—Machining.
 Thistle MHis, Musselburgh—Scotland's Mini Sales Specialists.
 Union Transport Finance, Rutland Square, Edinburgh.
 Watts of Liberton, Edinburgh—Landscape Gardeners.

Team Thistle, c/o Levenhall Garage, Musselburgh 4552

FOR SALE

ADVERTISING SPACE IN 1970 INGLISTON PROGRAMMES

For full particulars apply to:—
 SCOTCIRCUITS LTD.,
 National Bank Chambers,
 DUNS,
 Berwickshire.

Sponsoring a race at Ingliston

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

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

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

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



EVENT 1

The first meeting at Ingliston always carries with it an air of excitement. Who will be there? Are the old favourites back? The small saloons answer the latter question with a resounding "Yes." All the Ingliston regulars are back once again, led by the irrepressible Andy Barton, the reigning class lap record holder. The two men who Andy will have to watch, however, are Bill Borrowman and Sedic Bell, both of whom have the pace to lower the record by the odd point or two. Sedic is, perhaps, the man to keep your eyes on since only twelve months ago he was still a novice. His improvement throughout 1969 was so consistent that one would like to see how he would handle something just a bit more potent. Definitely one of the Ingliston up-and-comers.

Giving that trio a bit of a fright, no doubt, will be another trio consisting of Reg Forester-Smith, Ronnie McCutcheon and Nigel Morrison (not forgetting Jim Howden). Reg has traded his 3.2 Jaguar in for a slightly more manoeuvrable car this year and has induced the demon tweaker, Hugh Shannon, to act as his entrant. (Or perhaps Hugh was just looking for someone brave enough to drive his cars!) Ronnie has also given up a larger capacity car to return to his beloved Minis, no doubt sprouting aerofoil all over the place. Nigel Morrison, on the other hand, brings back to the track the mini Honda which did not perform as well as expected in 1969. Having had a whole winter to breathe on the car, however, H. & G. Robinson can be expected to produce a few surprises with this diminutive car.

The newcomer to look out for could well be Michael Brandon from Hawick. Michael moved to Hawick from London recently and is accordingly now hoping to become an Ingliston regular. After a five-year lay-off, he started racing again last year and came home in the first five in eleven of his 17 races.

Well, there it is. Another bumper saloon entry and a promise of some pretty exciting work through the Esses. Don't be looking for all 28 of these entries on the starting grid though—only the fastest 15 in practice will qualify for this race. Another reason for coming early to the circuit!

EVENT 1

2.20 P.M.

SPECIAL SALOON CARS, up to 1000cc

HEAT 1 — 10 LAPS

For the fastest 15 from the following entrants

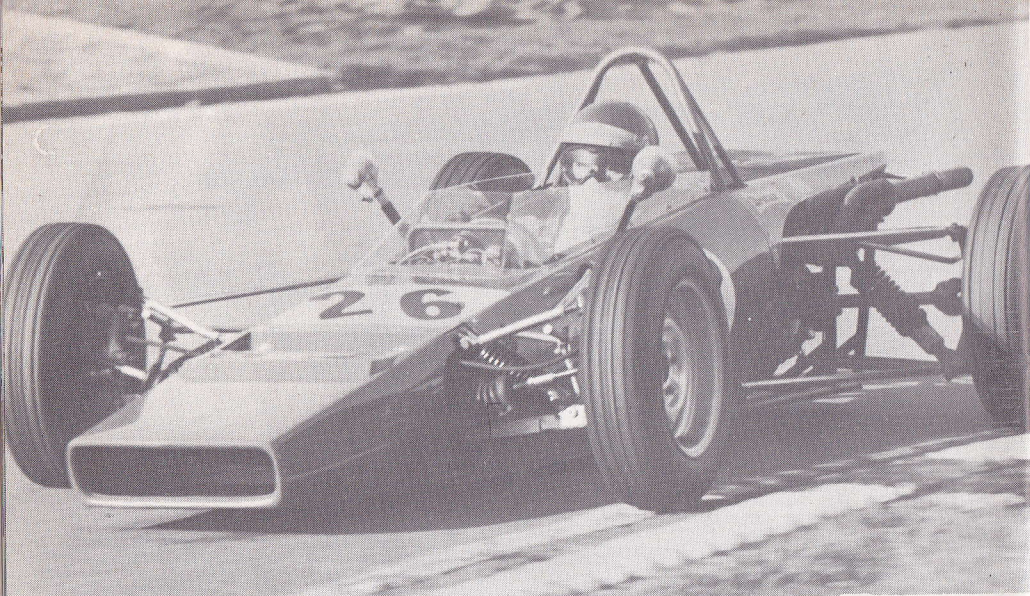
Car No.	DRIVER/Entrant	Make/Model of Car	cc
57	N. H. MORRISON/H. & G. Robinson Racing	Honda N600	598
69	J. SIME/A. Barton	Mini Cooper 'S'	999
72	K. ALLEN	Mini Cooper 'S'	999
73	W. BORROWMAN/Sports Tune Motor Co.	Mini Cooper 'S'	999
74	R. FORESTER-SMITH/Hugh Shannon	Shannon Imp	998
75	R. D. McCUTCHEON	Mini Cooper 'S'	999
70	A. BARTON	Mini Cooper	999
76	S. A. BELL	Mini	999
78	R. A. ROSS	Mini Cooper	998
79	A. ORMISTON	Mini Cooper 'S'	999
63	A. FLEMING/W. Shepherd	Mini Cooper 'S'	999
80	E. PATERSON	Colvend Elf	850
81	J. E. HOWDEN	Singer Chamois	998
82	D. A. FORSYTH	Mini	999
83	J. GRANT	Mini Cooper 'S'	970
84	R. J. SCOTT	Mini Cooper	998
85	M. BRANDON	Imp	997
86	J. L. RITCHIE	Austin A40	998
87	J. HANNAH	Milbro Mini	998
90	D. STEVENS	Mini Cooper	998
91	N. D. SMITH	Mini Cooper 'S'	999
92	P. MARSH	Mini Cooper	997
93	W. G. DYKES	Mini Cooper	998
94	C. REEVES	Mini Cooper	998
96	A. SELLAR	Mini Cooper 'S'	999
97	J. FYDA/T. Philip	Imp	1000

Reserve:

89	C. LIVINGSTONE	Renault	1000
95	J. A. J. CURRIE	Mini Cooper	999

1st (£20) **76** 2nd (£12) **72** 3rd (£8) **80**

4th (£6) 5th (£4) Fastest Lap **76** — **58.2** secs (NEW RECORD)



EVENT 2

Someone (namely, the writer) once (well, several times, actually) said that this year looked like being a saloon and formula Ford year at Ingliston. (To tell the truth, Modsports, G.T.s and Formula Libre were also mention, but let's not get too technical). Today's FF entry would seem to justify that sage comment. Obvious favourite must be the 1969 Kings Cup Champion, Tom Walkinshaw, who has managed to lay his hands on a works formula Ford Lotus for this afternoon's outing. Lotus actually invited Tom to drive the car this afternoon and it will be interesting to see how well this car is going to perform against Tom's 1969 arch-enemy, the Crossle. The ex-Equipe Centro Scot/Gerry Birrell Crossle has been acquired by John Leak of Surrey Racing Cars and he has entered Ian Stirling in this car. Ian having raced at Ingliston very consistently last year in an outclassed Lola, many spectators will be watching to see how he will fare with the more competitive car. The other Crossle driver today will be no easy touch, however. J. Campbell Graham wiped up the opposition at the Novices Meeting in 1969 but never really managed to make an appearance after that—with a split new Crossle 16F this year he could well make a big impression on the Scottish circuit.

Tony Arnold, Ted Clark, Dave Manners and Jimmy Gemmell are all back in their Lotuses, as is Neil Ginn, who fielded his Lotus 61E for the first time at the end of last year. A one-time Ingliston regular who was unable to make it to Ingliston in '69 was Harry Gilbert, who today makes a welcome return in a Hawke DL2A, the breed which carried Tom Walkinshaw to victory in the 1969 Formula Ford Championship. A welcome back, too to the "lower than a snake's belly" Mallock, as also to the ex-Phil Weed Alexis fielded this year by Terry Horrocks. New marques to make their appearance at Ingliston today are the Dulon and Barracuda Formula Fords. The former is being driven by Edinburgh Insurance Agent Donald Macleod. The Barracuda on the other hand appears to be new to everyone, including its driver, Dave Sunter. Powered by a Steele Ford engine, it will have to compete with the other similarly powered car today, Bernard Hunter's Merlyn. Bernie was third in the Kings Cup Championship last year with this car and he has always been a hard man to beat. Trying to do just that, however, will be the other regular Ingliston driver, Brian Squires.

EVENT 2

2.45 P.M.

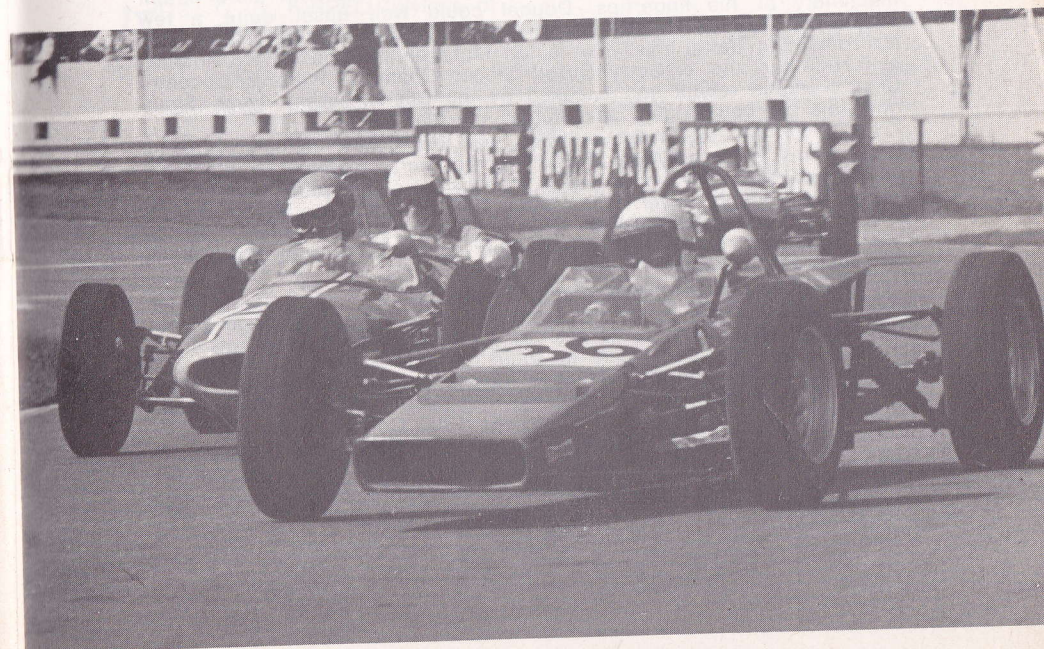
FORMULA FORD CARS (AND FORMULA 4)

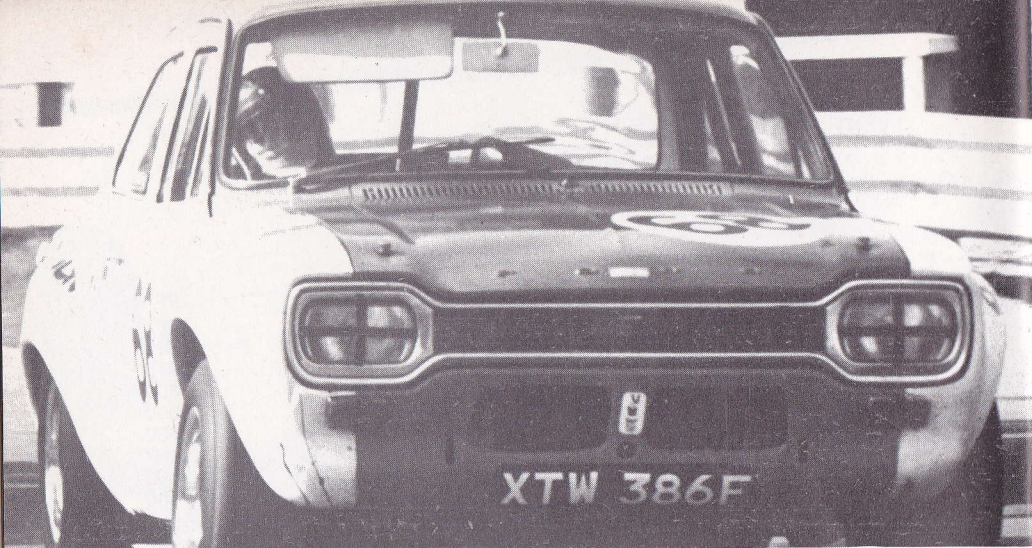
15 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
3	N. H. MORRISON/H. & G. Robinson Racing	Costin Walker Honda	818
30	B. HARRISON/Lusol Ltd.	Vixen F4	875
32	I. STIRLING/J. Leak	Crossle 16F	1600
33	D. A. SUNTER/G. J. Hughes	Barracuda FF	1600
34	J. W. SIMPSON	Lotus 51C	1600
35	J. C. GRAHAM	Crossle 16F	1600
36	E. CLARK	Lotus 51	1600
37	H. GILBERT	Hawke DL2A	1600
38	A. ARNOLD	Lotus 61	1600
39	T. HORROCKS	Alexis Mk. 14	1600
41	B. SQUIRES	Merlyn Mk. IIA	1600
42	J. GEMMELL	Lotus 51A	1600
43	D. G. MANNERS	Lotus 51	1600
44	N. R. GINN	Lotus 61E	1600
45	S. C. RUSSELL	Mallock F/F U2	1600
46	B. HUNTER	Merlyn Mk. IIA	1600
47	T. WALKINSHAW	Lotus 61M	1600
48	G. OLIVER	D.R.W. 8F	1600
1-16	G. G. PRESTON	PRESTON	
Reserves:			
31	D. MACLEOD	Dulon LD4C	1600
124	C. DIPPING	March FF	1600

1st (£30) ... 31 ... 2nd (£20) ... 35 ... 3rd (£12) ... 48

4th (£8) ... 5th (£5) ... Fastest Lap ... 48 — 57 secs. 65.05 mps





EVENT 3

"1970, the year of the saloons." That's what we hope it will be but you can never tell. Today's entry certainly looks that way, however, with a terrifying (well, that's the way we would be feeling if we were on the grid with that lot behind us) field of heavy machinery. Favourite must be 1969 Saloon Champion Graham Birrell with the new Wylie's Escort but, strangely enough, Graham's car is not so powerful as that of his wife Jenny. With both Escorts revving away like fury in the backyard nobody could say that there's "nae din" in that house. (Apologies for the puny pun—the Editor was not going to print it until he discovered he wrote it himself.)

Graham's 1969 Championship-winning car is also present this afternoon with Borderer Dougy Niven at the wheel. Dougy was seen occasionally last year in a much outclassed Anglia but nevertheless managed to clock up some respectable times. With more potent machinery at his fingertips, Dougal could well upset quite a few people this year. Another man who has changed a rather slower car for something better this year is Ian McLaren, who is driving another ex-Birrell car, the ex-Gerry Birrell Singer Chamois. With its Coventry Climax engine rebuilt and tweaked by the Climax wizard, Hugh Shannon, this car could again be amongst the leaders.

Car of the day, however, may well be Jimmy Veitch's Vauxhall Veeva. This is the ex-Alan Brodie monster car, completely rebuilt and redesigned by Jimmy and carrying an 8-cylinder Chevrolet engine. With more than enough power at his finger tips, Jimmy may well be able to turn the table on Graham this year. It'll certainly be a difficult car to beat, since its rear wheels are reputed to be even wider than those on Willie Forbes' Loia.

One interesting feature today is the duo of Anglia Twin Cams, both Aberdeen rally driver Maitland Miller and Largs garage owner Max Brown taking to the field today in these. The Anglia Lotus combination has not been seen at Ingliston before and spectators will doubtless be keen to see whether they can rival their Escort rivals. Against the Anglias will be the usual gaggle of big Minis, led by Bill Borrowman, this time in Brian Gruber's 1300 Cooper 'S'.

Just as in Event 1, only the fastest 15 of the 29 entries will be seen on the grid this afternoon. The other 14 will have been weeded out in practice, leaving only the most competitive cars for your entertainment.

SPECIAL SALOON CARS, over 1000cc

HEAT 2 — 10 LAPS

For the fastest 15 from the following entrants

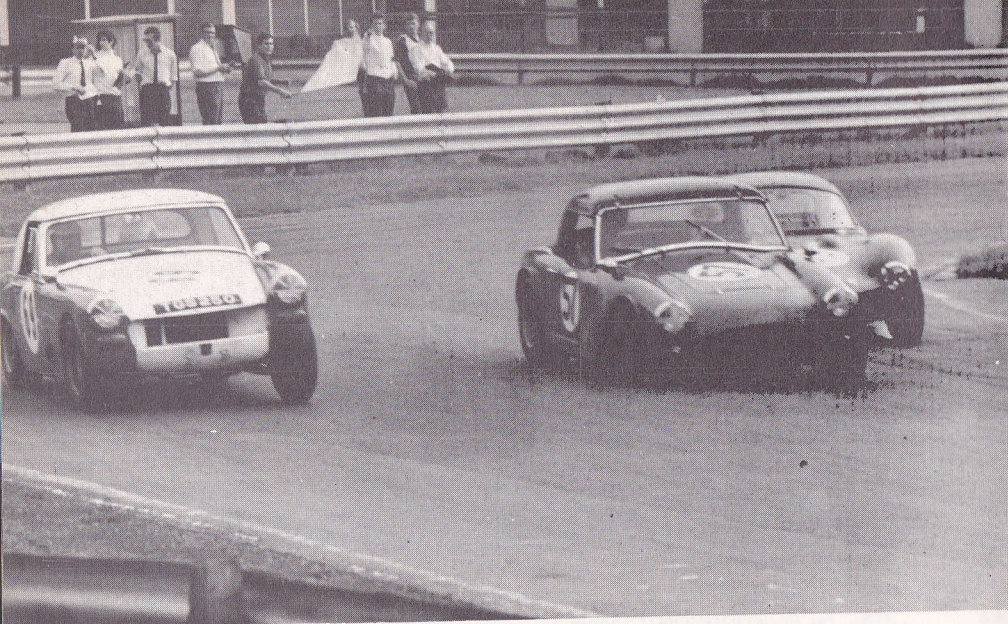
Car No.	DRIVER/Entrant	Make/Model of Car	cc
71	F. GUNN/A. Barton	Mini Cooper	1275
77	A. BELL/Bell's Motor Repairs	Mini Cooper 'S'	1275
98	W. BORROWMAN/B. Gruber	Mini Cooper 'S'	1300
99	J. ROBERTSON	Anglia	1498
100	I. C. McLAREN	Singer Chamois	1220
101	G. B. LEITCH	Anglia	1650
102	L. EMSLIE	Mini Cooper 'S'	1293
103	J. MacGILVRAY	Anglia	1650
104	R. M. BROWN	Anglia TC	1558
105	N. E. HODGSON/Crosby Moor Garage	Mini Cooper 'S'	1275
106	W. M. NIXON/Crosby Moor Garage	Mini Cooper 'S'	1293
107	K. ROBERTSON	Thistle Mini	1300
103	W. ALLISON	Mini Cooper 'S'	1293
109	J. DRYDEN	Mini Cooper	1293
110	G. TODD/Pinkie Mains Farm	Mini Cooper 'S'	1340
111	M. MILLER	Anglia TC	1600
112	J. VEITCH/Trojan Plant Hire (Dundee)	Veeva	302cc
113	G. B. BIRRELL/Wylie's of Glasgow	Escort TC	1600
114	J. BIRRELL/Wylie's of Glasgow	Escort TC	1850
115	J. H. PINKERTON	Mini Cooper 'S'	1293
116	E. W. M. McQUEEN	Mini Cooper 'S'	1293
117	E. M. SMITH	Mini Cooper 'S'	1293
118	W. N. A. DRYDEN/S.M.T.	Viva GT	1975
119	N. PORTER	Mini Cooper 'S'	1328
120	A. D. NIVEN	Escort TC	1852
121	M. B. WOOD	Mini Cooper	1275
122	C. G. McGUIGAN/J. C. Forsyth	Mini Cooper 'S'	1293

Reserves:

123	J. S. CALVERT (Reserve)	Lotus Cortina FVA	1600
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1st (£20) 120... 2nd (£12) 109... 3rd (£8) 105...

4th (£6) 02... 5th (£4) 117... Fastest Lap 113... — 58.3 secs. 63.60



Who said these Sports Cars were Modified?

EVENT 4

If the H. & G. Robinson Trophy Championship had been run last year it would have been a close thing between the Ginetta of John Absalom, the Honda of Bill Dryden, the Midget of Miles Hopperton and the Sprite of Andrew Hutchison. The only change to that group today is the substitution of Nigel Morrison (the 1969 Ingliston G.T. Champion) for Bill Dryden in the H. & G. Robinson stable. Miles Hopperton returns in 1970 to defend his lap record with the M.G. Midget against Andrew Hutchison, who will be trying to raise his class lap record to an outright one. The question mark of the day will be how well Nigel Morrison will be taking to the diminutive Honda after the power of his Chevron G.T. If all goes according to the plans of H. & G. Robinson Racing, however, then the Trophy will never have to leave Gosforth at the end of the season.

The two men that the favourites will have to watch, however, are Chief Constable John Gott and John Milne. Once again its Spring lecture time at Tulliallan Police Cadet College and, curiously enough, the date just so happens to coincide with the April race meeting (guess who arranged that!). As a direct indirect result of all this shilly-shallying the long arm (no, John, we shan't say tooth) of the Law makes an always welcome return with his now legendary Austin Healey 3000. In this car John was runner-up of the Amasco Prodsports Championship last year and won this Championship in (if one is to believe John's entry form) 1698 (you can see why the car is legendary!). John will be going all out to recapture the class lap record which Andrew Hutchison took from him last season.

One of the ex-drivers of John's Healey is Bill Shepherd, the entrant of John Milne's Midget. John was Scottish Speed Champion in 1966 and today gives the Midget its first outing. This car should be well worth watching since John and Bill have taken advantage of the new R.A.C. "Modsport" rules by supercharging it. Definitely a man to watch in 1970.

EVENT 4

3.40 P.M.

MODIFIED SPORTS CARS

10 LAPS

UP TO 1150 cc

Car No.	DRIVER/Entrant	Make/Model of Car	cc
49	M. HOPPERTON	M.G. Midget	1138
50	D. M. G. GRANT	M.G. Midget	997
51	R. A. NETTLETON/D. Holmes	Austin-Healey Sprite	1098
52	D. THIRD	Turner Sports	1137
53	P. D. MacNAUGHTON	Ginetta G4	1098
54	D. S. LANGLEY	Austin-Healey Sprite	1147
55	A. D. S. THOM	M.G. Midget	1123
56	N. H. MORRISON/H. & G. Robinson Racing	Honda S800	818
57	J. ABSALOM/Felton Motor Co.	Ginetta G4	1150
59	G. R. WILSON	M.G. Midget	1098

1st (£25) 54 2nd (£15) 3rd (£8)

4th (£5)

OVER 1150 cc

60	A. HUTCHISON	Austin-Healey Sprite	1293
61	J. MILNE/W. Shepherd	M.G. Midget	1293
62	W. SHEPHERD	M.G. B	1800
64	J. D. HANLEY	M.G. Midget	1320
66	J. GOTT	Austin-Healey 3000	2982
65	J. G. DUNBAR	M.G. Midget	1293
67	J. MORRISON	Austin-Healey 3000	3000
68	T. N. THOMSON/A. H. F. Palmer	Jaguar "E" Type	3781

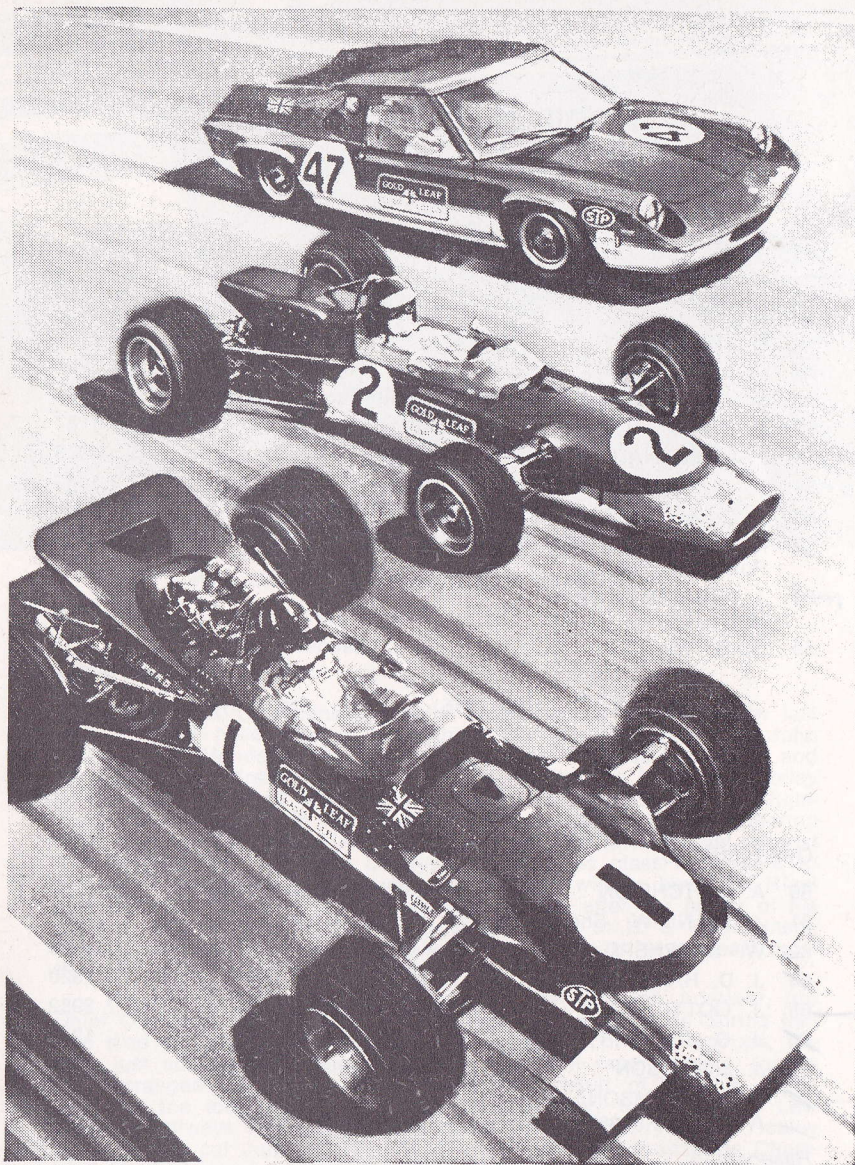
Reserves:

26	A. SOUTER	Lotus Elan	1598
25	J. A. HALL	Lotus Elan	1558
24	D. J. THOMSON	Lotus Elan	1558

1st (£25) 61 2nd (£15) 66 3rd (£8)

4th (£5) Fastest Lap 1.6.8 — 66/26 secs. 67.0

54 61 66



GOLD LEAF TEAM LOTUS

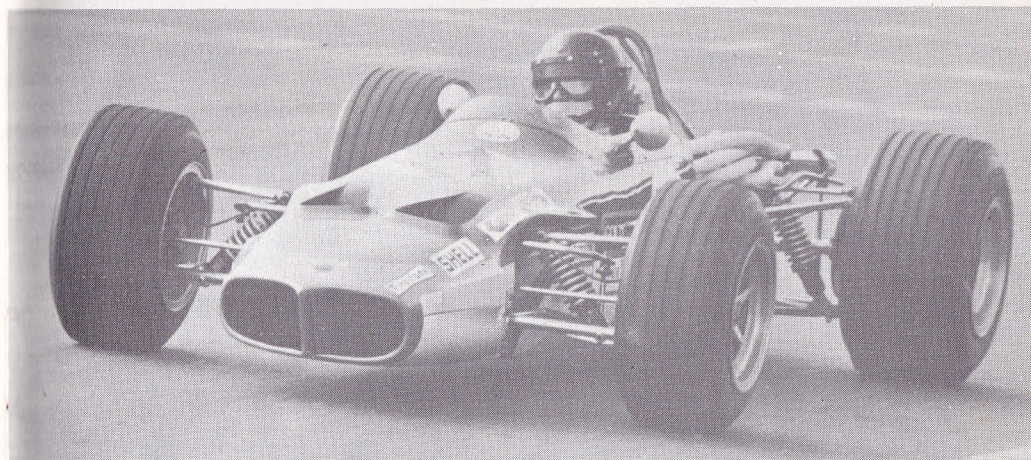
Winners of the F1 World Manufacturers' Championship, 1968!

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

PG 259



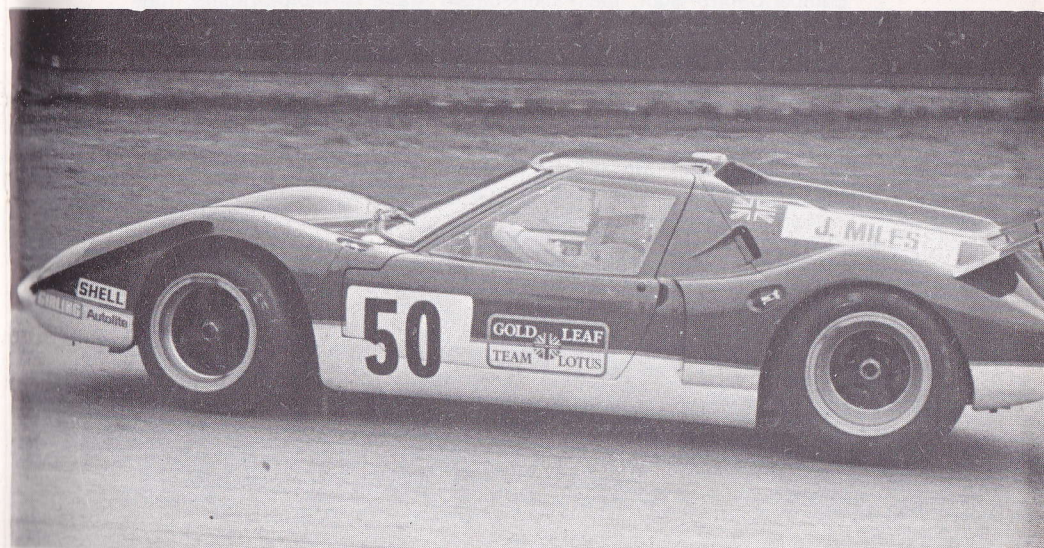
A word about today's Sponsors

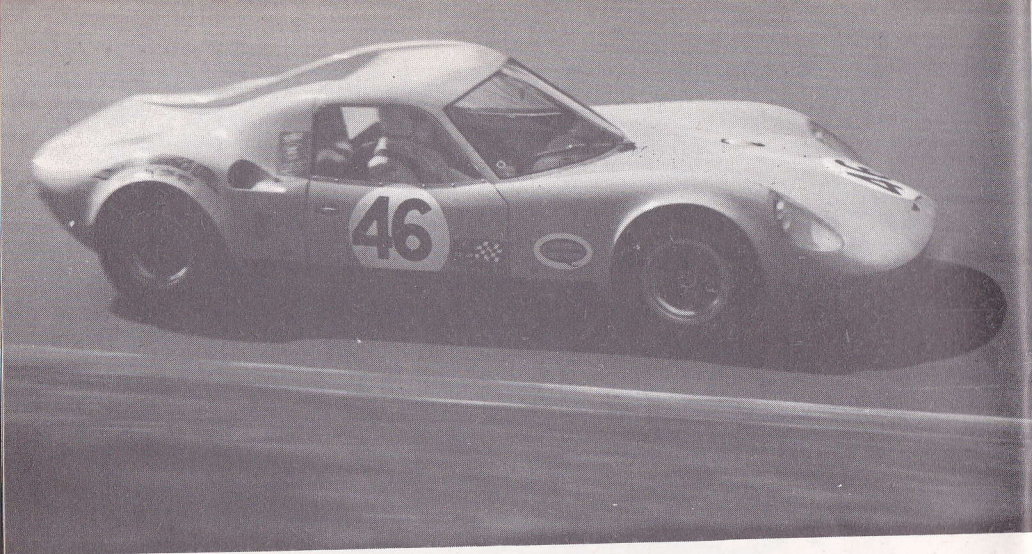
GOLD LEAF TEAM LOTUS RACING FOR BRITAIN — 1970

Jochen Rindt and John Miles in the new Gold Leaf Team Lotus 72 in the familiar livery of red, white and gold, will contest all the major Formula 1 Grands Prix, chasing the World Championship.

Comingmen Bond and Walker, using the already successful 59s, aim to dominate the Formula 3 scene in the Motor Sport/Shell, The B.A.R.C. Forward Trust, and the Lombank Championships.

Today, Players are pleased to renew their acquaintance with the Ingliston circuit as they sponsor the G.T. event this afternoon. This is the class which Gold Leaf Team Lotus dominated with their Lotus 62's in 1969 at the Ingliston National British Race Meetings. Today, however, the 62's are absent but Players themselves are very much in evidence for THE PLAYERS GOLD LEAF TROPHY for Special G.T. Cars.





EVENT 5

Again a rather disappointing entry on the G.T. front. Like last year, there just does not seem to be enough money around to afford these expensive animals and the circuits must accordingly suffer. What there is, however, does promise some interesting racing. Back again are the Mercury G.T. and Fisher G.T. which battled neck and neck throughout the latter half of 1969 and we can look forward to a resumption of that duel. Eddie Labinjoh is again driving the Fisher, the car with which he holds the class lap record, and if anyone deserves to pull off the Sheila Whyte Championship this year, he does. (Which is one way of twisting his arm to race at all six Meetings!) Powered by its Mini Cooper 'S' engine, the Fisher will again be challenging the ex-Buller Sinfield/George Silverwood Mercury for the chequered flag. The Mercury has been acquired by G. McWilliam of Glasgow and his performance with the car should be interesting since he is a newcomer to the circuit.

Equipe Centro Scot, the Falkirk-based Mafia of motor racing, having sold their Crossle to Campbell Graham, have transferred the proceeds and some into a Chevron BMW. By foul means or fair they have also transferred Logan Morrison from the wee saloon class to the pilot's seat in the G.T. and hope to have as much success (if not more) with the combination in this class as they had with Gerry Birrell and the Crossle last year in Formula Ford. The result of all this changing around will certainly be entertaining, if not (as we suspect) downright successful and Eddie Labinjoh is going to have to work himself up into a lather to earn the Championship this year.

Also with a Chevron, but with a difference, is Geoff Temple. Geoff, who developed a liking for the Ingliston circuit last year, brings back his Chevron B1 Clubman, the original Chevron prototype. Let us hope that a few more of his Clubman brethren follow his example by venturing North of the Tweed. Although somewhat outclassed by the heavier machinery, Geoff is bound to be "having a go" and, when you remember that he was the joint winner of the Leedspeed Trophy last year, that can't be that slow!

Since the entry is so poor, some of the more competitive Mod-sports are being invited to participate as "up to 1150 cc G.T.s." The commentator will fill you in on these so that you may enter them in the blank spaces.

EVENT 5

4.05 P.M.

THE PLAYERS GOLD LEAF TROPHY RACE FOR SPECIAL G.T.CARS

10 LAPS

UP TO 1150 cc

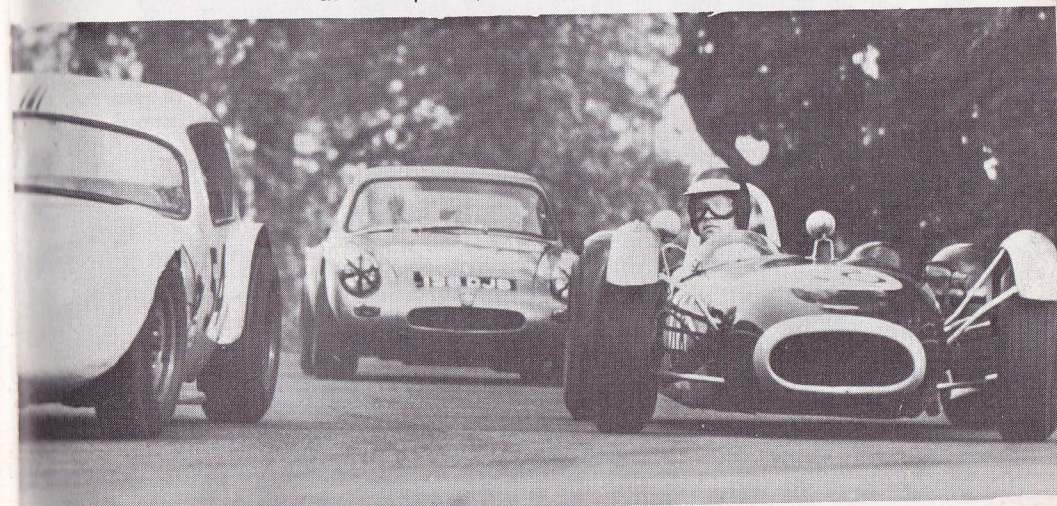
Car No.	DRIVER/Entrant	Make/Model of Car	cc			
17	T. E. BLACKADDER	Nathan GT	998			
18	E. LABINJOH/J. Fisher	Fisher GT	1100			
19	G. McWILLIAM	Mercury GT	1098			
58	G. ADJALOM	GINETTA G.4	1150			
54	D. S. LANG	AUSTIN HEALEY	1147			
66	Z. GOTT	AUSTIN HEALEY	1134			
60	A. HUTCHISON					
1st (£25)	48	2nd (£15)	17	3rd (£8)	4th (£5)	
62	W. SHIMARD	M.G.B.	1800			

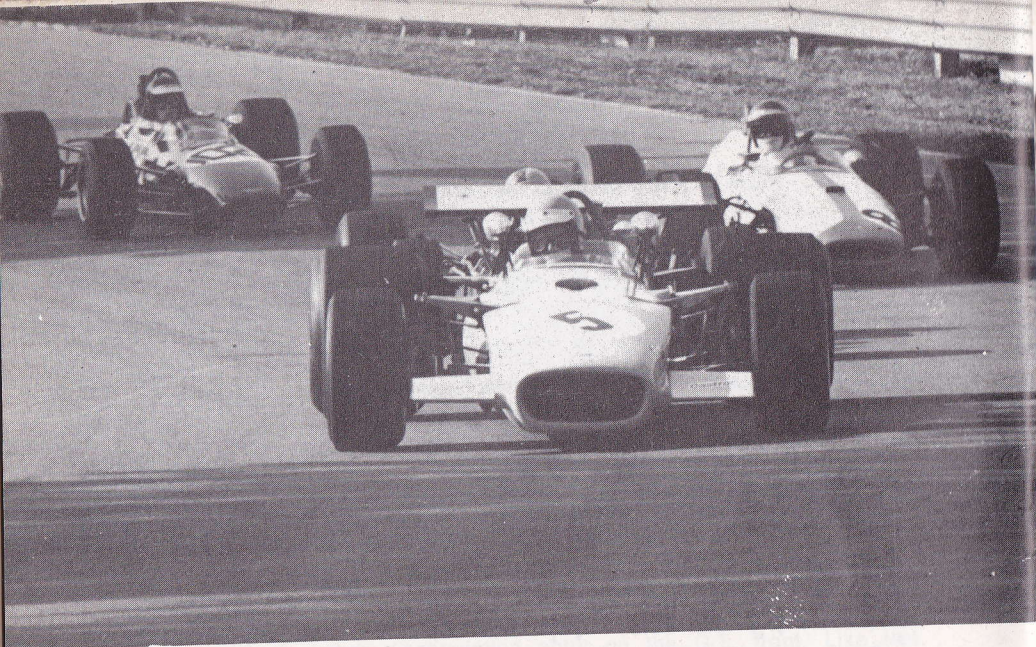
OVER 1150 cc

21	L. MORRISON/Equipe		
	Centro Scot	Chevron B8	1991
22	J. MACKIE	Marcos GT	1558
28	G. TAYLOR	Marcos GT	1293
24	D. J. THOMSON	Lotus Elan	1558
25	J. A. HALL	Lotus Elan	1558
26	A. SOUTER	Lotus Elan	1598
27	D. FARNELL	Chevron BMW	1991
28	G. TEMPLE	Chevron B1	999
29	J. S. H. ROSS	Lotus 7	997

1st (£25) 27 2nd (£15) 21 3rd (£8) 18 4th (£5)

Fastest Lap 21 — 55 secs. 67.42



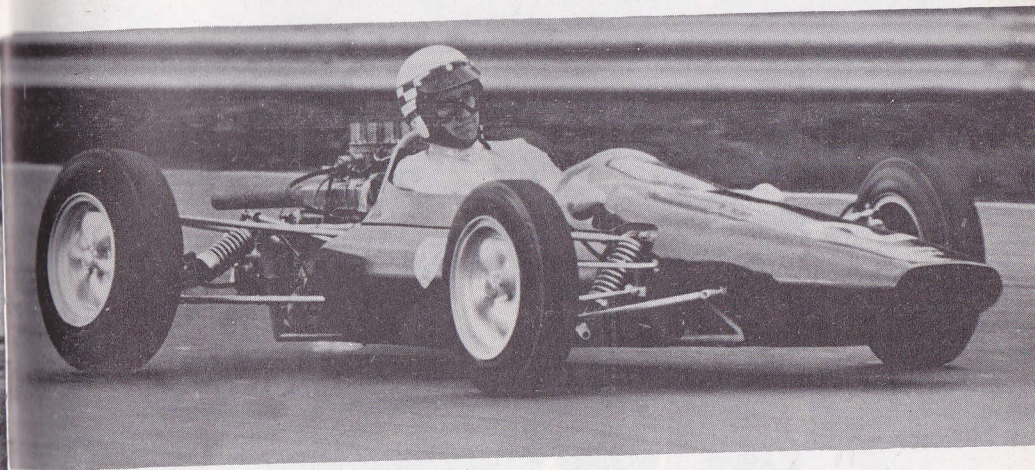


EVENT 6

Another first round in the annual battle for the fabulous Callands Trophy opens today with one of the most potentially exciting situations ever. Exactly one year ago today the circuit thrilled to possibly the best race ever seen at Ingliston, the incredibly close dice between the Lola T142 of Willie Forbes and the Ecurie Ecosse Brabham BT 23C driven by Graham Birrell. On that occasion it was Willie Forbes who just managed to take the chequered flag, setting in the process a new outright lap record of 74.46 miles per hour, a record which still stands. The two cars did not meet again throughout 1969 at Ingliston and many spectators have wondered whether it might not perhaps have been the Brabham's turn to wear the laurel wreath had they in fact done so. In short, they are still arguing just as much today as they did a year ago as to which car is the fastest round the Ingliston circuit.

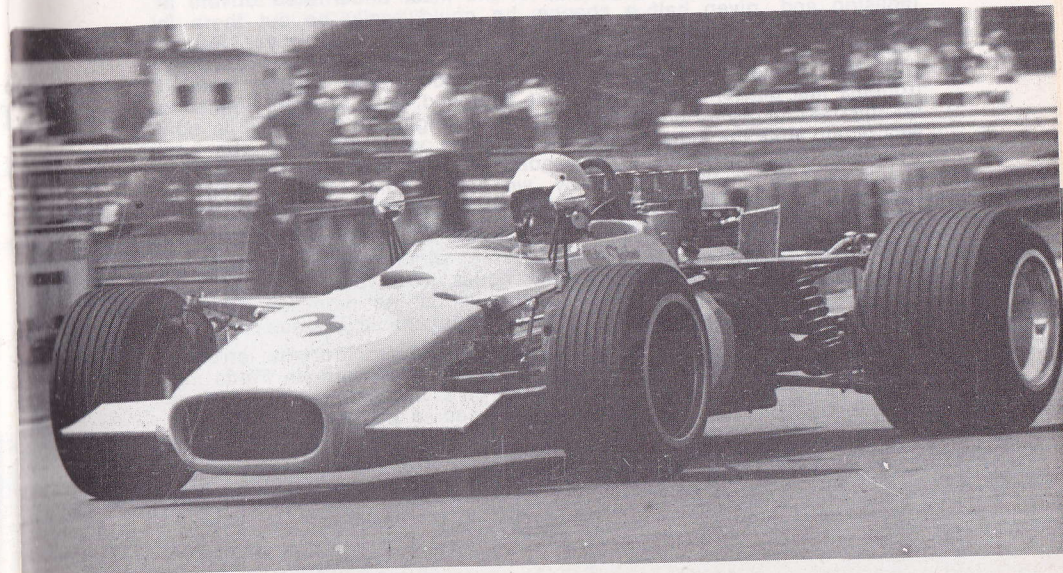
Today may see an answer to that question. Having been unable to sell his Lola over the winter, Willie is back once again with the big car for another crack at the Callands Trophy. Appearing against him, for the first time since last April, is the ex-Jochen Rindt Brabham BT 23C of Ecurie Ecosse. Graham Birrell was scheduled to drive the team's newly-ordered Brabham BT30 at Hockenheim today but this will not be ready in time and everyone is accordingly looking forward to seeing Graham once again in the seat of the 23C. We should therefore see a resumption of the tremendous tussle that Graham and Willie had in April, 1969. Just to stick our necks out, we might be tempted to put our money on Graham—since the beginning of last year he has had a considerable schooling in this car in some pretty tough International Formula 2 events and this must inevitably improve his driving. Willie, on the other hand, is a wily old fox and he will be looking for a Callands hat-trick this year. In short, anything could happen.

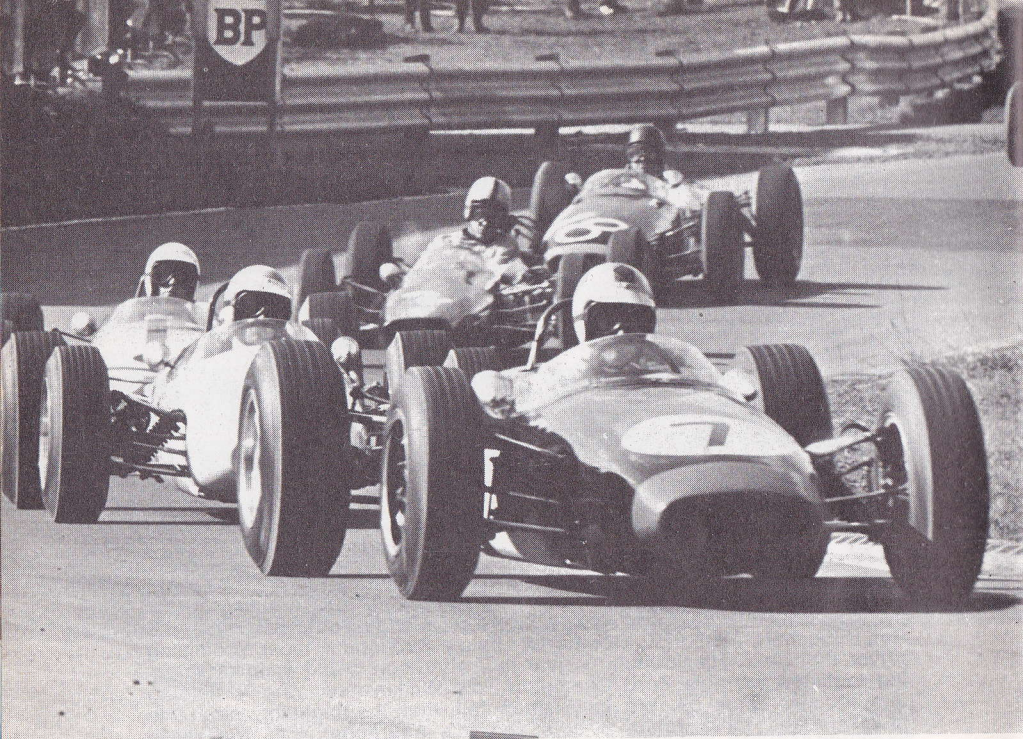
While Willie and Graham are battling things out in the heavy league we can expect some pretty exciting things to be happening amongst the smaller capacity cars. Dick Scott, the erstwhile Aberdonian who is now a member of the Paul Watson Race Organisation, is back at the circuit with a split new Brabham BT28/Lucas Formula 3 and, in this car, he could well upset a lot of apple carts. Indeed, in October last year, he beat Willie Forbes into third place in the main race, setting



ting up a new class lap record in the process. In 1969 he scored six F3 wins, was second in the Munich International Race, and won the Ron Flockhart Memorial Trophy for being Scotland's most promising driver that year. His formula 3 rival this afternoon could well be reigning Ingliston Formula Ford Champion Tom Walkinshaw, who is fielding a split new Lotus 59. We have often felt that the Ingliston circuit is ideally suited for Formula 3 cars and this afternoon, with two really competitive examples racing, could well prove us right.

Dark horse of the day must surely be the H. & G. Robinson Costin Walker Honda. This car was entered last season but late delivery caused its non-appearance. The Honda is now ready for racing and H. & G. expect to be doing some deft carburettor changing between the Formula Ford and Formula Libre events. With 1969 G.T. Champion Nigel Morrison at the wheel, the Costin Walker Honda could surprise quite a lot of people (including, perhaps, H. & G. Robinson Racing). Another car of interest is the return, after a long absence, of the





Ecosse Imp. Raced two seasons ago at Ingliston by Ecurie Ecosse, this diminutive Imp powered racer was immensely successful in its class. It now returns, tweaked and re-tweaked, in the hands of Murray McGrath, a newcomer to circuit racing.

Hugh Shannon must be working late at nights! Every other engine you come across seems to have his magic touch nowadays (the other half are probably breathed on by Brian Hart!) and Ronnie Mackay's Brabham is no exception. Ronnie, a garage manager from Thurso, is still possibly (and regrettably) one of the most under-rated drivers at Ingliston and, given half a chance, he could easily be out there in front. Certainly, if you're looking for a Sunday afternoon driver, Ronnie is NOT your man. Back again to the single-seaters is Eddie Labinjoh with the ill-fated Fisher Alfa. This car encountered severe teething troubles last season, which were not improved by a seeming reticence on the part of Alfa Romeo to return their engine to them. All is now well again and the pundits will be watching very closely to see how well the fuel-injected Fisher/Alfa goes—if Jack Fisher's work on the Fisher G.T. is anything to go by, we can certainly look forward to seeing an immaculately turned out and exceedingly fast car.

Kicking himself right now is John Millar from Bridge of Weir. John forgot to drain the water off before the winter and, when the ice thawed, so did his block! While he hopes to have everything glued together again by this afternoon, he holds out no promises so don't be disappointed if this popular competitor is unable to race.

If the grid falls too low through withdrawals or otherwise, arrangements have been made to bring some of the faster Formula Fords into the fray, classing them as under 1000 cc cars. If spectators can remember the terrific drives that Gerry Birrell used to put up (coming third overall on one occasion) in these circumstances with his Crossle Formula Ford last year, you will understand just how interesting this can be.

THE EDINBURGH STUDENTS' CHARITIES CUP RACE FOR FORMULA LIBRE SINGLE SEATER RACING CARS

20 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
UP TO 1000 cc			
1	J. A. MURRAY McGrath	Ecosse Imp	998
2	R. SCOTT/Paul Watson	Brabham BT20	997
3	N. H. MORRISON/H. & G. Robinson Racing	Costin Walker Honda	818
4	T. WALKINSHAW	Lotus 59	998
5	D. McLEAN	Lola	998
6	C. A. MACKINTOSH REID	Lotus 59	997
4.2			
4.8			

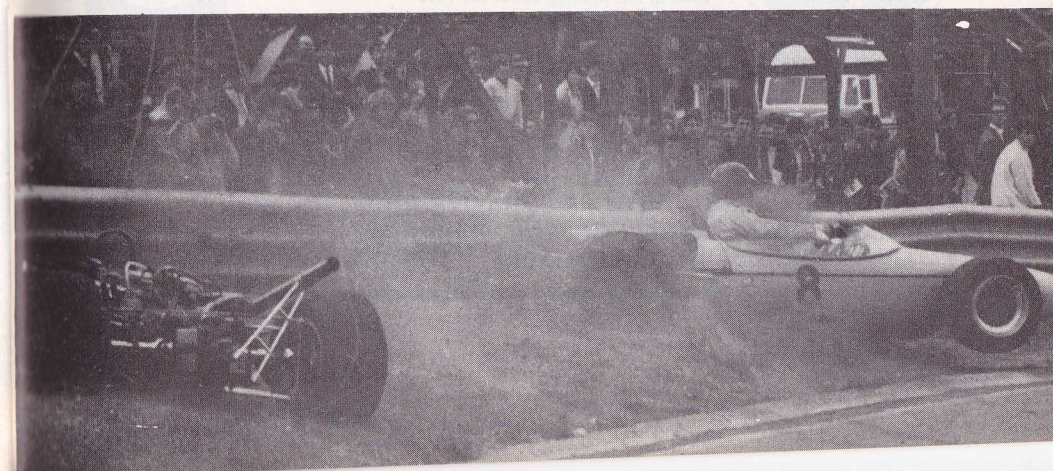
1st (£50) 2nd (£25) 3rd (£10)

OVER 1000 cc

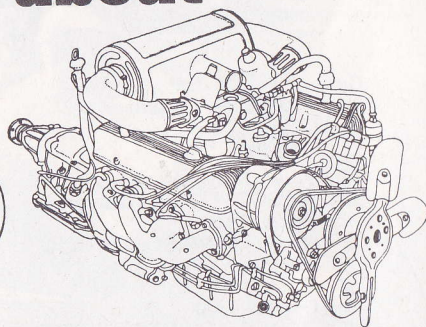
7	W. FORBES	Lola T142	5000
8	G. B. BIRRELL/Ecurie Ecosse	Brabham BT23C	1594
9	T. PHILIP	Brabham BT18	1600
10	R. M. MACKAY /Wm. Dunnet & Co. Ltd.	Brabham BT21B	1600
11	A. M. NAPIER	Brabham BT18	1098
12	E. LABINJOH/J. Fisher	Fisher/Alfa Romeo	2000
14	A. C. GOODFELLOW	Fireball 5000	4700
15	J. MILLAR	Brabham BT21	1991
16	E. G. PRESTON	Lotus Presson	1600

1st (£60) 2nd (£40) 3rd (£20) 4th (£10)

Fastest Lap 7/8 50.3 secs. 73.86 (1/274)



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EVENT 7

5.20 P.M.

SPECIAL SALOON CARS — FINAL

THE HARTLEY WHYTE CHAMPIONSHIP RACE FOR THE FASTEST SALOONS IN EACH CLASS

15 LAPS

1-76	S. BELL	MINI	9.97
2-120	D. NIVEN	ESCORT TC	13.52
3-109	T. DRYDEN	MINI-COOPER	12.93
105	HUDSON	MINI-COOPER'S	12.75
102	L. EMSLIE	MINI-COOPER'S	12.93
112	G. M. SMITH	MINI-COOPER'S	12.93
72	H. ALLEN	MINI-COOPER'S	9.49
114	J. BIRRELL	ESCORT TC	13.50
100	I. C. M'CLAREN	SINGER CHAMPS	12.20
80	E. PATERSON	VOLVEND ELF	8.50
74	R. FORESTER/SMITH	SHANNON-IMP	9.48
91	N. D. SMITH	MINI-COOPER'S	9.99
81	J. E. HOWDEN	SINGER CHAMPS	9.48
97	J. FYDA	IMP	10.00
119	N. PORTER	MINI COOPER'S	13.28

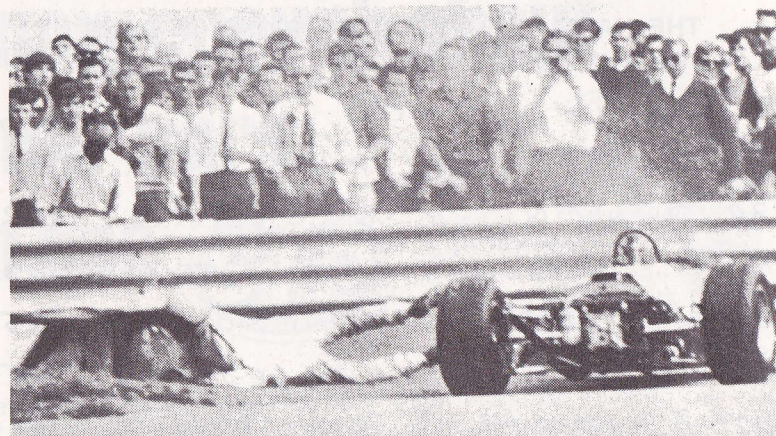
1st (£100) 13.0 2nd (£50) 10.9 3rd (£25) 7.6

4th (£15) 5th (£10) 6th (£5)

Fastest Lap — secs.

Bonuses of £20 and £10 for the first two up to 1000 cc cars home.

What do they do?



Alan Rollinson demonstrating that he knows all about hot seating.

Last season we ran a series on the jobs carried out by the marshalls and other officials at the Ingliston circuit. With only six meetings to play with, it was soon apparent that we could not possibly hope to cover every single activity behind the scenes. Consequently, and with no apologies to those of you who know it all, the series is continued this year, beginning with the silver-suited gents who hope that they will never be called upon to hot foot it to the centre of an Ingliston inferno. In short

THE HOT SEATERS

A group of people who are not racing enthusiasts but who have a very important job to do are the silver-suited firemen around the track who came on the scene two seasons ago as part of developemnts made in motor racing safety. For them a race meeting at Ingliston is usually trouble-free but they have been trained to act in an emergency and literally walk into the flames of a burning car and rescue the driver. These firemen, who come from Turnhouse Airport, are helpers here at Ingliston whom we hope will never have to turn a hand in work so long as racing takes place. Nobody likes accidents and certainly not accidents involving fire, but the firemen dotted around the track in their stuffy, warm silver suits are trained to do the job. When the club first considered the use of fire-fighting suits it was thought that marshalls should use them but it was decided that it would be better to have professional fire-fighters in the team, hence the decision to have the Turnhouse firemen.

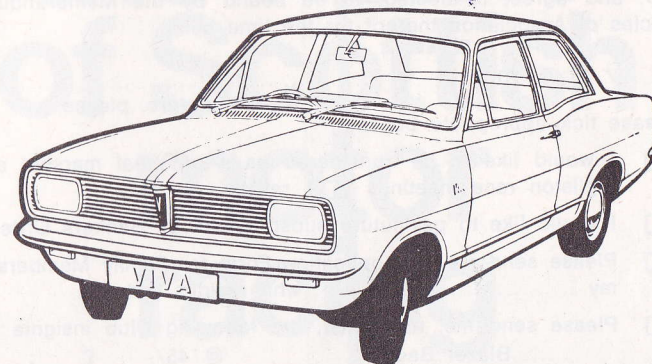
Then there are the first-aid teams who are often quite busy at Ingliston, though usually in tending to children who have fainted in the heat or twisted ankles caused by tripping. Occasionally a driver is taken for a check-up after a crash. Long may this state of affairs continue for, though Ingliston has seen its share of accidents, few have been of a serious nature and for this we must be thankful to the thoughtful planning of the promoters and to those who have a job of work to do and rarely have time to see the racing.

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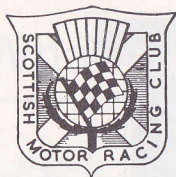
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..... (Full postal address,
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.....

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

...../...../70

Signature, please.

(Please tick appropriate boxes)

☐ I would like to be considered as a potential marshal at ☐
Ingliston race meetings ☐ rallies.

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

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..... Lapel Badge	@ 4/-		:	:
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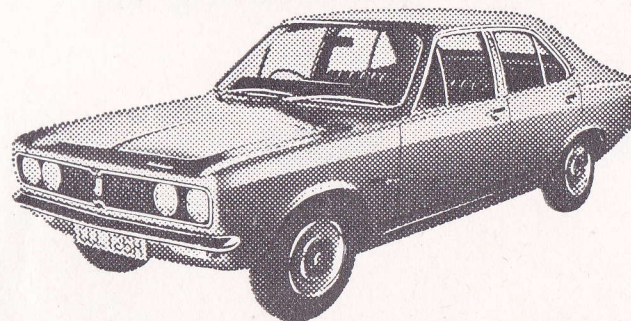
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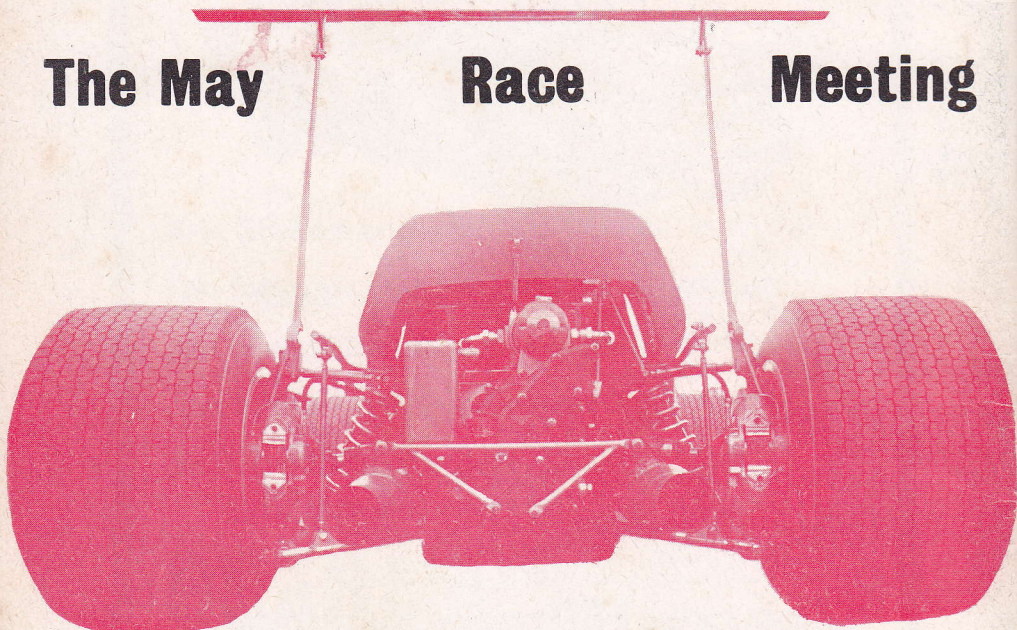
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