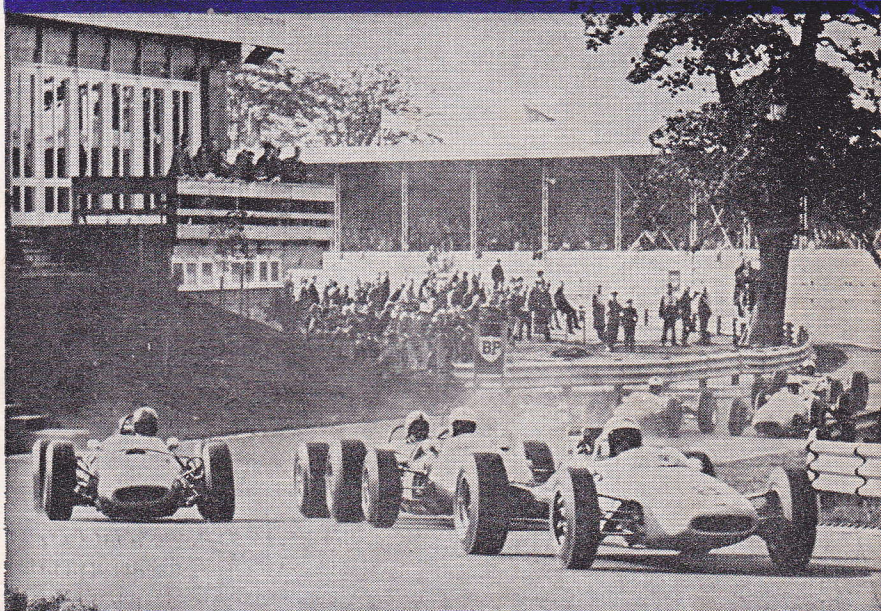


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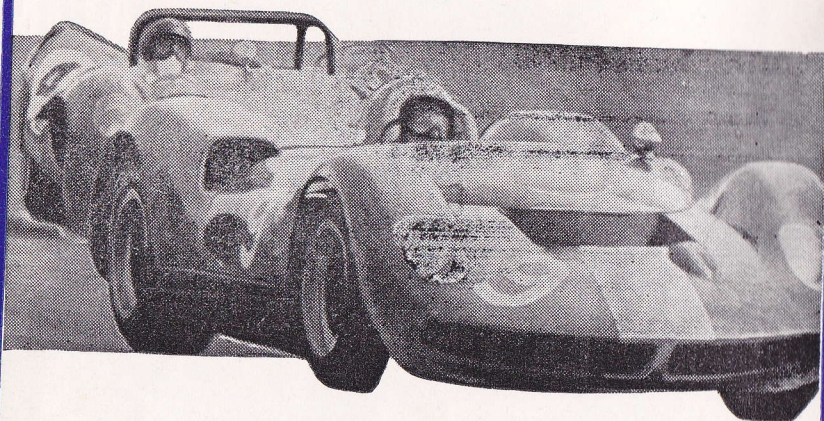


King Hussein Trophy Race Meeting Sunday, 11th August

**Official
Programme
2/6**

1968

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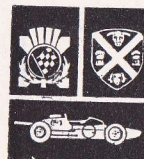


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THE KING HUSSEIN TROPHY RACE MEETING

Sunday, 11th August, 1968

organised by

The Scottish Motor Racing Club Ltd.

* * *

PROGRAMME

- | | |
|------------|--|
| 9.45 a.m. | Practice |
| 12.45 p.m. | Luncheon Interval |
| 1.00 p.m. | Concert by the Band of the Royal Marines |
| 2.30 p.m. | Event 1 Saloons up to 1000cc, 10 laps |
| 2.50 p.m. | 2 THE KING HUSSEIN TROPHY RACE, Part 1, 15 laps |
| 3.15 p.m. | 3 Saloons over 1000cc, 10 laps |
| 3.35 p.m. | 4 Marque Cars, 10 laps |
| 3.55 p.m. | 5 Formula Ford Cars, 10 laps |
| 4.15 p.m. | 6 Saloons up to 1000cc, Race 2, 10 laps |
| 4.35 p.m. | 7 Special G.T. Cars, 10 laps |
| 4.55 p.m. | Special Historic Car Demonstration : ex-Fangio 250F Maserati owned and driven by the Marquis of Clydesdale |
| 5.05 p.m. | Event 8 THE KING HUSSEIN TROPHY RACE, Part 2, 15 laps |
| 5.45 p.m. | 9 HARTLEY WHYTE CHAMPIONSHIP RACE, (Saloons), 15 laps |

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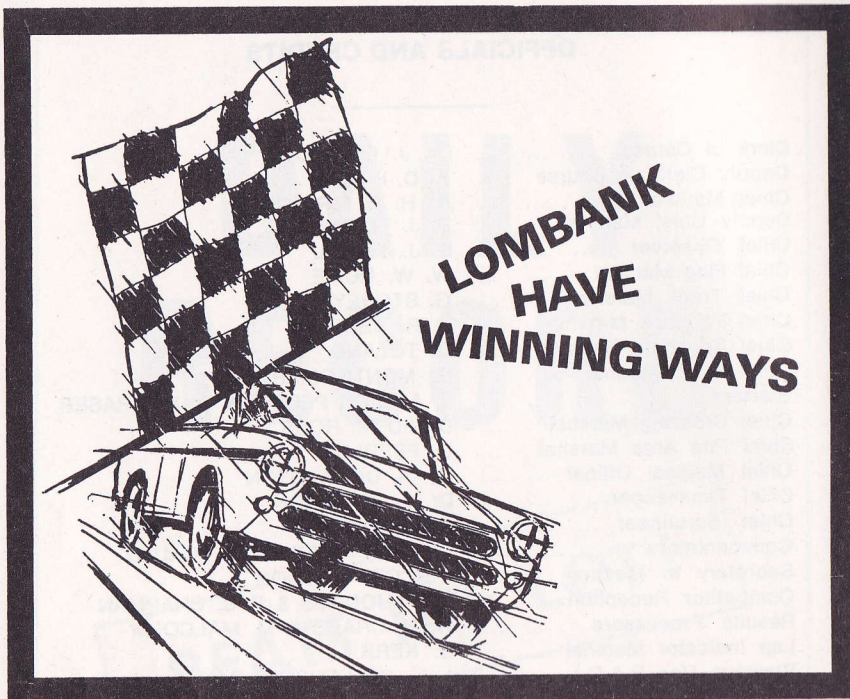
SUPREME IN MOTOR RACING

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Chief Paddock Marshal ...	E. R. HERRALD
Chief Spectator Marshal ...	D. TOLAND
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Lap Indicator Marshal	G. KERR
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Stewards (for Club)	J. R. STEWART, R. KAY, N. T. LITHGOW
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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/4015



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A word from our promoters

Today sees the end of an era at Ingliston and the next meeting on 8th September sees the start of a new one. Today is the last meeting to be held on the little three-quarter-mile circuit which has so vindicated Scotcircuits' contention that one doesn't need to have a Grand Prix-length circuit to provide some really good racing and entertainment. Over the years, Ingliston has never failed to surprise visitors from other circuits and is among the most popular of circuits among competitors from all over England and Scotland. Scotcircuits feel, however, that racing could be improved by giving drivers a greater chance to overtake and the new extension which is nearing completion and which will come into operation on 8th September, will provide just such an opportunity.

Many today will hold nostalgic memories of the little circuit during the past three and a half years. There have been many attempts by others in Scotland over the years to build a longer circuit in Scotland but Scotcircuits feel that—for Scotland at least—we have in Ingliston the ideal circuit with amenities which attract even the most unconvinced of motor racing sceptics. To date, motor racing has contributed, through Scotcircuits, over £25,000 to the Society's funds. Over the years they have built up a strong and healthy relationship with the owners of the circuit, The Royal Highland and Agricultural Society, and we all look forward to many more years of continued support and mutual encouragement.

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LIST OF ENTRIES

Car No.	DRIVER/Entrant	cc	Make/Model	Home Town
1	T. CHARNELL	1600	Lola T55	Balerno
2	B. F. CULLEN	1598	Lola T60	Limerick
3	W. FORBES	1991	Lotus-BMW	Aberdeen
4	W. N. A. DRYDEN	1594	Brabham BT21A	Longniddry
5	M. BUTCHER/ Haggis	1600	Haggispeed Ford	Birmingham
6	J. MILLAR	1991	Brabham-BMW	Bridge of Weir
7	A. D. T. FLETCHER/ Magnificent 7 Club	1600	Brabham BT18	Alva
8	R. DARLINGTON/ Stockbridge Racing	1600	Brabham BT21A	Stockbridge
9	R. SCOTT	997	Lotus 41	Aberdeen
10	R. M. MACKAY/ Hugh Shannon Racing	997	Brabham BT15	Thurso
11	G. B. BIRRELL	998	Ecosse-Imp	Milngavie
12	G. H. BIRRELL	998	Ecosse-Imp	Milngavie
14	H. HEEREY/ Midland Garage	1147	Chevron F3	Manchester
15	H. HEEREY/ Midland Garage	1117	Cox GTM	Manchester
16	A. C. GOODFELLOW	1600	Fireball-Ford	Falkirk
17	A. C. GOODFELLOW	1650	Cooper T76	Falkirk
18	D. BERRY/ Frank Lythgoe Racing	997	Brabham BT21B	Colwyn Bay
19	J. NICHOLSON/ Jaynick Racing	1600	Jaynick GT	Glasgow
20	N. H. MORRISON	1990	Chevron GT	Glasgow
21	J. E. MILNE/ W. Shepherd	1293	MG Midget	Glasgow
22	A. SOUTER	1650	Fairford GT	Dundee
23	A. K. MACLEAN	1599	Diva GT	Edinburgh
24	G. SILVERWOOD/ Stephenson Development Group	1148	Mercury GT	Mirfield
25	E. A. LABINJOH/ J. Fisher	1100	Fisher GT	Edinburgh
26	J. ALEXANDER/ McCrae & Drew Ltd.	1098	Mini-Marcos	Clarkston
27	R. FORESTER-SMITH	1150	Lotus XI GT	Edinburgh
28	J. E. ANDERSON	1098	Diva GT	Wednesfield
29	W. J. PAUL	1098	Lotus XI GT	Glasgow
30	J. MACKIE	998	Marcos	Lochore
31	D. THIRD	950	Turner Sports	Edinburgh
32	M. PARKIN	1558	Lotus Elan	Edinburgh
33	A. W. COWAN	1558	Lotus Elan Plus 2	Duns
34	W. DRYDEN/ H. & G. Robinson Rac.	818	Honda S 800	Longniddry
35	G. TAYLOR	791	Honda 800S	Falkirk
36	M. HOPPERTON	1147	MG Midget	Argyll
37	J. C. FORSYTH	998	Austin-Healey	Edinburgh
38	D. S. LANGLEY	980	Austin-Healey	Milton-of-Campsie
41	G. R. WILSON	1098	MG Midget	Kirkcaldy
42	A. W. HUTCHINSON	1293	Austin-Healey	Leven
43	J. A. HALL	1275	MG Midget	Edinburgh
44	T. N. THOMSON	3800	Jaguar E-Type	Wishaw
45	G. H. BIRRELL/ Claud Hamilton Ltd.	1820	Shannon Chamois	Milngavie

Car No.	DRIVER/Entrant	cc	Make/Model	from
46	G. B. BIRRELL/ Wyllies Ltd.	1790	Perdal Escort	Milngavie
47	J. HANDLEY/ Don Moore	1275	Mini-Cooper S	Cambridge
48	J. DRYDEN	1293	Mini-Cooper S	Dundee
49	D. MUTER	1275	Mini-Cooper S	Bedlington
50	R. F. MORRISON	1275	Mini-Cooper S	Helensburgh
51	D. L. KERR	1293	Mini-Cooper S	Edinburgh
52	P. V. WRIGHT (Res. Miss I. Morrison)	1275	Mini-Cooper S	Newtonards
53	A. BARRETT	1098	Morris Mini	Bailheston
54	I. R. OWER	1293	Mini-Cooper S	Dundee
55	D. FISHER	1650	Ford Anglia	Dunoon
56	W. BORROWMAN/Moir & Baxter-Sportstune	1293	Mini-Cooper S	Longniddry
57	W. BORROWMAN/Moir & Baxter-Sportstune	999	Mini-Cooper S	Longniddry
58	M. R. MULLER	1600	Ford Anglia	Aberdeen
59	J. SCHONBERG	1600	Lotus	Glasgow
60	J. A. BUCHANAN	1275	Mini-Cooper S	Paisley
61	G. H. BIRRELL/ A. Evangelisti	1600	Centro-Scot FF	Milngavie
62	H. GILBERT	1600	Lotus 51	Aberdeen
63	D. B. SQUIRES	1600	Lotus 51	Ardlui
64	B. HUNTER, Jnr.	1600	Lotus 51	Leith
65	E. CLARK/ Sportstune Motor Co.	1600	Lotus 51	North Berwick
66	R. MALLOCK/ A. Mallock	1598	Mallock U2	Northampton
67	J. McDONALD	1600	Russell-Alexis	Downham
68	R. PITHERS	1600	Lotus 51	Wakefield
69	P. KIMBERLEY	1600	Russell-Alexis	Wellesbourne
70	T. ROBERTS	1600	Lotus 51a	Caterham
71	M. LITCHFIELD	1600	Lotus 51	Bearsted
72	T. D. WALKINSHAW	1600	Lotus 51	Prestonpans
73	R. H. THURLEY	1600	Dulon FF	Newbury
74	G. D. THOMSON	1598	Brabham FF	Aberdeen
75	J. FEWELL	999	Mini-Cooper S	Prestonpans
76	W. L. MORRISON	998	Singer Chamois	Bridge-of-Allan
77	A. BARTON	999	Mini-Cooper S	Newcastle
78	H. VICKERS/ A. Barton	1293	Morris 1000	Newcastle
79	R. D. McCUTCHEON	970	Mini-Cooper S	Wigtown
80	D. J. STEWART	998	Hillman Imp	Perth
81	J. E. HOWDEN	998	Singer Chamois	Edinburgh
82	T. PHILIP	998	Hillman Imp	Dundee
83	J. S. McCAIG/ K. Robertson	999	Thistle Mini	Cockenzie
84	K. ALLEN	998	Mini-Cooper	Carluke
85	R. D. WYLLIE	999	Mini-Cooper S	Annan
86	R. R. LAWSON	998	Janspeed Mini	Kirriemuir
87	A. J. LITTLEJOHN	999	Mini-Cooper	Elgin
88	J. L. RITCHIE, Jnr.	996	Austin A40	Cardross
89	A. D. T. BONAR	996	Austin A40	Leicester
90	A. SMITH/ L. Emslie	997	Mini-Cooper	Aberdeen

Car No.	DRIVER/Entrant	cc	Make/Model	from
91	C. REEVES	998	Mini-Cooper	Larkhall
92	P. MARSH/ J. Harkness	997	Morris Mini	Carluke
93	A. ORMISTON	999	Mini-Cooper	Inverkeithing
94	J. A. J. CURRIE	999	Mini-Cooper	Dumfries
95	D. B. SMITH	998	Hillman Imp	Cupar
96	J. I. JOHNSON	1000	Austin Mini	Kilbarchan
97	J. HANNAH	998	Morris Mini	Wishaw
98	D. WOOD	997	Ford Anglia	Aberdeen
99	C. LIVINGSTONE	998	Renault	Inveraray
01	N. R. GINN	850	Mini Seven	Helensburgh
02	E. PATERSON	850	Mini 850 Racer	Edinburgh
03	J. PINKERTON	848	Morris Mini	Millerston
04	R. J. S. HAINING	898	Hillman Imp	North Berwick
05	A. D. RECORDSON	999	Mini Cooper	Edinburgh
06	I. COCHRANE/ D. C. Braid	998	Merlyn F3	Ayr
07	H. BAIRD	1798	MGB GT	Mossend
08	G. SMART/ H. Baird	2498	Daimler Dart	Wishaw
09	J. SIME	997	Mini-Cooper	Paisley
00	M. J. WEST	1600	Titan FF	Hull

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Chris, Otilie and the boys are sorry they can't make it to this year's Festival Race Meeting, but don't forget their Edinburgh Playhouse Concert at 11.30 p.m., August 30th.

Chris Barber's Jazz Band

For your Day's Enjoyment...

At Ingliston today for their last chance to race on the three-quarter-mile circuit are well over 100 competitors with most of the "regulars" back for a last fling. So far this year Aberdonian **Willie Forbes** and his Lotus-BMW have dominated the Formula Libre "Callands Trophy" Championship races at Ingliston, with two wins and a second place putting him in an almost invincible position. At present lying in second place in the Championship is fellow-Aberdonian **Richard Scott**—also Lotus-mounted but with a smaller-engined F3 Type 41—who finished second in the Edinburgh Students' Charities Cup Race and 5th in the SMT Trophy Race. To retain his title, last year's Champion, **Andrew Fletcher** from Alva in Clackmannanshire with his faithful BT18 Brabham would need to win the three remaining races and ensure that Forbes finished no higher than 5th in any of them. Fletcher's car has been plagued with an unreliable engine this year in marked contrast to 1967 when his car, with slightly less power, was outstandingly trouble-free. **Tony Charnell** has sold his Singer Chamois to concentrate on running his Formula-Libre Type 55 Lola and with a third place at the Students' Meeting could on paper still be well-placed if he can find a little more steam. **Bill Dryden** has been plagued with clutch trouble this season but there is little doubt that his car is very fast and a potential race-winner so long as he can change gear. This Brabham is the car that Mike Walker raced last year before his unfortunate accident at Crystal Palace. **John Millar** is another Brabham-mounted driver whom luck has eluded this year, for after waiting all winter for delivery of a new car from Brabhams, he finally purchased a second-hand BMW-engined model which has not proved very reliable. This young driver from Bridge-of-Weir needs a break at this meeting to restore confidence. A feature of Ingliston is the number of good single-seater entries which can be mustered — this is something almost alien to other British circuits—and a newcomer this year who shows no little promise is **Ronnie MacKay**, nephew of Jimmy MacKay whose exploits in a Lotus XI from Thurso used to thrill the crowds at Charterhall and elsewhere even before Ingliston. Ronnie, who also comes from that far outpost on the North coast of Scotland, bought John Millar's Brabham F3 car during the winter and has been well up among the smaller-engined single-seaters this year. Now that David Murray has left Merchiston Motors, Ecurie Ecosse is in a transitory state and the two cars have been lent to the brothers **Graham** and **Gerry Birrell** to enter and run. The little Ecosse-Imps are very quick and seem to be much less fragile than last year when dogged by suspension failures. Graham has been mixing it with the best of the smaller cars this year and Gerry, who drove the car last year, should back him up well.



So much for the "home" drivers, but what of the visitors this meeting? Headed by **Dave Berry** who has been up with Frank Lythgoe's cars for each meeting and intends to pay us a visit at the remaining three, and who is probably the only visitor with a chance of winning the Championship, we have **Howard Heerey** with his quick F3 Chevron and a newcomer in the form of **Mike Butcher** in the Haggispeed-Ford. This interesting car, based on an ex-works F2 Cooper, is entered by Richard le Sueur whose uncle, Tom Legget, was until last year Clerk of Course at Ingliston, and who is bringing the car all the way from Bournemouth on the South coast of England. We have a single-seater visitor from over the Irish sea, with **Brian Cullen** bringing his Type 60 Lola from Limerick. Finally, **Robin Darlington**, a Welsh farmer, who is a potential winner with his Brabham BT21A twin-cam.

Two drivers have been outstanding in G.T. races at Ingliston so

far this season and these are **John Nicholson** and **George Silverwood**. Both drive G.T. versions of the Lotus 23, that fantastically successful sports car with which the late Jim Clark took the might of Ferrari by surprise in 1962. Nicholson's Jaynick is based in Glasgow and the body was built last year based on the Mercury, which Silverwood drives. The Jaynick, however, has a 1600cc twin-cam Lotus engine whereas the Mercury has an 1100cc Ford engine and both are in fact competing in different classes with the same race. In the dry, **Nigel Morrison** should provide very stiff opposition to these two in his new Chevron BMW, a sister-car of the one with which John Lepp won the race in July. Nigel and Andrew Fletcher returned last week-end from a very fine performance at the fantastic Mugello Circuit in Italy with its 40-mile lap; that they came home 2nd in Group 4 Category and first British car to finish speaks highly of both and drivers. **Eddie Labinjoh** returns again with the Edinburgh-built Fisher G.T. and **John Alexander** with the Mini-Marcos entered by McCrae & Drew.



Some alterations to the Marque car regulations have been made since the last race for this class. The Scottish Motor Racing Club feel there should be one class in which the average competitor who is unable to afford a separate car for competition purposes can still have a race, and to this end it is now a condition that entrants in the Marque class shall have driven their car to the circuit and that the car shall comply with Ministry of Transport regulations and be licensed. At the last meeting **Andrew Cowan** proved conclusively that it was possible to win a race in such conditions by taking the chequered flag in a borrowed Lotus Elan Plus 2—this model's competition debut—and this car has been entered again. That it is a genuine road car can be gauged from the fact that it has done 23,000 miles in the past eight months in the hands of its owner, Ian Scott Watson! Another who has been well-placed this year in a car used regularly on the road is **George Taylor** in the diminutive Honda and the same may also be said about **John Hall's** MG Midget and **Tom Thomson's** E-Type Jaguar. With four newcomers in this class it looks as if the club's policy should pay off.



Formula Ford has really caught the competitor's attention at Ingliston and—as distinct from the Formula Vee races—the difficulty has been in fitting everyone in rather than in making up races. Leading in the Kings Cup Championship to date are **Harry Gilbert** and **Brian Squires**, hoteliers respectively from Aberdeen and Ardlui by Loch Lomond, and both mounted on Lotus 51 cars. They won't find things quite so easy for the remainder of the season, for **Gerry Birrell** proved that he has the Centro-Scott FF fully sorted now (it is based on a 1961 Lotus 20 Formula Junior car belonging to Tony Evangelisti and friends from Falkirk) at the last meeting and **John MacDonald**, who brought his Russell-Alexis from Suffolk to finish 3rd in July is back again. **Bernard Hunter** and **Ted Clark** are two other Lotus-mounted drivers worth watching in this race and who hail respectively from Leith and North Berwick. However, potentially faster than them all must be **Richard Mallock** in the fantastic Mallock U2 built by his father, Arthur of the same ilk. The Mallocks, pere-et-fils, hail from Road in Northamptonshire and look like successfully breaking into Formula Ford to repeat the success they have had in Clubman's racing.



Saloons, saloons, saloons and plenty of them. Most spectators find the Minis and Imps and Anglias the best entertainment of the

day at Ingliston. They shouldn't be disappointed this meeting with three full fields in all of which they will be fighting for a place in the Hartley Whyte race at the end of the programme—and usually by far the best race of the day for those who stay to the end. In the larger-engined class, the battle should be led by a foursome comprising brothers **Gerry** and **Graham Birrell**, respectively mounted on Claud Hamilton Motors' Shannon-Chamois and Wylies' Ford Perdal Escort. Last meeting saw an unfortunate start-line incident when Gerry, from the second row of the grid, made a beautiful start and almost managed to get through a front-line gap between brother Graham's Escort and **John Handley's** Mini-Cooper. Both the front-liners realised fractionally too late what was happening and closed the gap, bringing all three cars into contact, just as the Escort lost adhesion on the grass on the edge of the track and shot off into the barrier. Handley and Birrell Junior continued to have a monumental race until the former nudged the latter at Shepherds and both spun off. Poor Handley—one of Britain's leading Mini exponents—was unable to continue and it says a lot for his entrant Don Moore that he is back for more at this meeting. Don said at the last meeting that he thoroughly enjoyed his first visit to Ingliston and looked forward to his return—but that was before the above incident! The fourth of the potential winners in this class is **Jim Dryden** whose Mini-Cooper must be the fastest in Scotland at the moment. This Dundee driver with his Downton-tuned car won the Hartley Whyte race in April, but blew it up in May and failed to start in July. He'll be out to make amends today. **Bill Borrowman** is hoping to have the larger-engined Moir & Baxter/Sportstune Mini somewhat faster by now and to make (Orange) Box 2 as quick as Box 1, with which he won the Hartley Whyte race in July. **Davey Muter** is another Mini-pilot who doesn't hang around and two newcomers this year have been **Andy Barrett** and **Denis Kerr** who finished 2nd and 3rd in May after everyone else dropped out with mechanical trouble!



Among the smaller-engined cars, **Logan Morrison** has been consistently the best this year with his ex-Alan Fraser Singer Chamois. Logan, who is a Singer agent from Bridge-of-Allan (no, I don't mean he is a Pop-Star King!) used to be very well-known as a works rally-driver, latterly for Rovers before they withdrew. **Andy Barton** with his blue-striped white Mini-Cooper, is always quick and really tries to give of his best supported by a huge following of "Geordies" from Newcastle. This meeting his famous old Morris Minor will be back again in the hands of his foreman mechanic **Harry Vickers**. Unlucky so far by becoming involved in other people's accidents this year has been the Imp entered jointly by George Douglas and **David Stewart** from Perth, the latter driving on this occasion and **Bob Haining** will be endeavouring to make his similar car go quicker. **Eric Howden**, now the proud owner of Tony Charnell's Chamois, will be determined to make his mark in this class over the next few meetings and among the potentially-slower small saloons entered in Event 1 it is nice to see **Andrew Bonar** back despite having moved to Leicester from Glasgow during the winter. His A40 should have a good race with **John Ritchie's** similar car and **Clive Reeves** is another potential winner of this race, along with **Alec Ormiston**.



All-in-all, this last meeting on the present circuit looks like being a really good swan-song and we all look forward to a few new records being set-up during the day. One thing is certain—these won't be beaten on the new circuit.

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HIGH STREET, EDINBURGH**

MONDAY TO THURSDAY 7-11 p.m.

FRIDAY 7 p.m.-2 a.m.

SATURDAY 2 p.m.-2 a.m.

SUNDAY 2 p.m.-12

Why the King Hussein Trophy Race? Some of those who had not yet been introduced to motor racing at Ingliston during 1966 may raise their eyes to see a Royal trophy. His Jordanian Majesty's interest in cars is probably well-known to most and when King Hussein paid Scotland a State Visit in 1966 it coincided with one of our meetings. The King and Princess Muna honoured us with a visit and to commemorate such a memorable event presented the perpetual challenge trophy to the club for which today's main race is being run. Previous winners have been **Peter Gethin** (Frank Lythgoe/Brabham) and **Chris Williams** (Red Rose Motors/Brabham).

★ ★ ★

During the lunch break the Sound of Music will be evident and to provide it is the Band of the Royal Marines (The Flag Officer Scotland and Northern Ireland) who will be marching to and fro in front of the Main Grandstand and—weather permitting—may be persuaded to make one lap of the Circuit.

This band is one of 21 Royal Marine Bands whose primary task is to promote music for the Royal Navy.

32 strong, the band is commanded by Band Master F. Matthias, Royal Marines, and is held in charge by Band Sergeant K. Morrison.

Most of the musicians play two or more instruments and can when the occasion arises be called upon to play a 25 piece light orchestra cord, or a 16 piece dance band quite apart from the military marching and concert bands.

Stationed at H.M. Soondar, the Royal Naval Air Station at Arbroath, in Angus, they are controlled by the Flag Officer Scotland and Northern Ireland whose air and command covers the north of England, Scotland and Northern Ireland.

When the band is not required for service engagement outside the Air Station they are employed as an integral part of the training programme of the establishment for official parties, guards of honour etc.

The band has recently completed an extensive tour of Northern Ireland, Scotland and Northern England, and represented the Royal Navy at the Royal Revue at Holyrood.

★ ★ ★

If you are a newcomer to Ingliston, you should first look at the map on page 18. Doubtless you will feel in need of some refreshment during the day, and there are snack bars in the Herdsman's Restaurant to the North of the main grandstand, on the ground floor of the MacRobert Pavilion in the Central Enclosure, in the East Gate Courtyard and in the area between Gardeners' and Shepherds' Corners. Here you can find snacks served throughout the day but if you wish a full meal this is available to the general public in the Herdsman's Restaurant, to officials in a hurry in the hut behind the MacRobert Pavillion, and to members of the Scottish Motor Racing Club in the beautiful MacRobert Pavillion in the central enclosure. Members should remember that the Club has also a Licensed Bar open during normal opening hours (Scottish licensing hours prohibit special licences on Sundays!) from 12.30 to 2.30 and from 6.30 to 9.30. High teas are served from 5.30 p.m. Lunches cost about 8/6 in the Herdman's and 10/- in the MacRobert. Finally, the Scottish Milk Marketing Board sell milk drinks of all types in their Milk Bar at the East end of the Grandstand.

★ ★ ★

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.

★ ★ ★

Many racegoers are enthusiastic photographers or cine-photographers and it could be that you will run out of film if it is a sunny day with the usual amount of excitement. Reg Forester-Smith will be pleased to sell you photographic goods from his shop behind the Highland Grandstand. He also takes photographs at every meeting and you may wish to purchase photographs of your favourite drivers or cars.

★ ★ ★

There is always a fascination for motor accessories and a demand for the necessities of racing — goggles, racing overalls, stopwatches, etc. These can be obtained from Graham Birrell's mobile shop just opposite the Forester-Smith shop behind the grandstand.

★ ★ ★

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 by means of recognised flags to warn them of dangers or let them know that a car behind wishes to overtake. The Yellow Flag is used as a warning in the event of an incident ahead; the yellow and red striped flag indicates the presence of oil on the circuit's surface; the blue flag is used to indicate—when held stationary—the presence of a car close behind, and when waved the fact that a car is attempting to overtake. If you are in the main grandstand you may also see a black flag displayed with a number on a board; this is a signal to the car bearing that number that he must return to the pits on his next lap and it usually indicates either a fault in the car which is visible to the observers but perhaps not apparent to the driver or that the driver has committed some infringement of regulations.

★ ★ ★

You may wonder where to get grandstand seats. These are available—or all those which have not been sold in advance—from a kiosk immediately behind the Crossing Point to the Central Enclosure in the centre of the main grandstand, with the exception of those for the Shepherds' Grandstand, which are available from a kiosk in the East Gate Courtyard. Prices for all tickets are 10/-, except for those in the East Wing of the Highland Stand which are 5/-.

Programmes are available from three different kiosks. One at the Main North Gate, one behind the main grandstand and one in the East Gate Courtyard (where the Shepherds' Grandstand tickets are sold).

★ ★ ★

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

★ ★ ★

Many of you will notice the colourful trackside advertisements. If you have business interests, it may be that you would like to make use of these advertising facilities which are seen in all by probably some 100,000 persons in a year. Particulars may be obtained from Aerosigns (London) Ltd., Marlborough Hall, Lassel Street, London S.E.10. You may also feel that programme advertising would be a useful media and particulars may be obtained from Scotcircuits Ltd., National Bank Chambers, Duns, Berwickshire.

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.

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

	Apr. 14	May 12	July 14	Ttl. Aug. 11
W. L. MORRISON/Singer Chamois	9	9	9	27
W. FORBES/Lotus-BMW	9	9	6	24
J. NICHOLSON/Jaynick G.T.	9	9	6	24
G. H. BIRRELL/Shannon-Chamois	6	9	9	24
D. BERRY/Chevron and Brabham	3	4	9	16
A. BARTON/Mini-Cooper	6	4	6	16
J. DRYDEN/Mini-Cooper S	9	4	—	13
H. GILBERT/Lotus 51	4	9	—	13
D. B. SQUIRES/Lotus 51	9	4	—	13
J. SIME/Mini	4	9	—	13
M. A. PEEL/Merlyn	6	9	—	12
W. A. BORROWMAN/Mini-Cooper	—	3	9	12
R. SCOTT/Lotus	6	—	6	12
G. B. BIRRELL/Ecosse-Imp	—	6	4	10
W. N. A. DRYDEN/Brabham	6	2	3	1

Scoring: 1st 9; 2nd 6; 3rd 4; 4th 3; 5th 2; 6th 1. Best six to count.
(Highest-placed car driven by member at each meeting).

Ingliston Grows Up

Scotland gets a little nearer staging a Scottish Grand Prix with the opening on the 8th of next month of the new Ingliston extension. Whilst hardened racing enthusiasts may feel that a total lap distance of just over 1 mile is not really much of a circuit the fact remains that Ingliston's present mini-circuit has opened up an entirely new concept of motor racing and has been an unqualified success. On that day in April 1965 when a near-capacity crowd set the pattern that has been repeated regularly each year since, there were very few in Scotland who could be said to be regular race-goers but the fact that attendance has never dropped below 9000 during the past two seasons confirms the belief that there are now at least that number willing to brave the most atrocious of weather conditions to come to the Highland Showground to watch their heroes demonstrating that peculiar brand of determined driving that has become such a feature of racing at Scotland's only circuit. While other circuits have cancelled meetings and race fields which almost completely lost on their 2 and 3-mile circuits, not one meeting has passed but that there have been numerous disappointed competitors whose entries have had to be refused through lack of space at Ingliston.

It is, however, equally the case that there have on occasions been the time when races have suffered through, the near-impossibility of overtaking between Ingliston's eight bends and the new extension, provides just that opportunity to skilful drivers. Racing should thus be considerably enhanced next month and the Edinburgh Festival Meeting is one that everyone who has been initiated into motor racing in Scotland should be sure to attend.

Work is well in hand, as spectators in the Shepherds area will see, with the widening of the existing roads forming the two legs of the extension ready for surfacing and excavation work completed just as near to the circuit in use today as is practical and safe. The hairpin—which is certainly going to prove an exciting vantage point when the new spectator areas come into operation in 1969—is equally ready and waiting its surfacing. The Main Contractors are George Wimpey & Co. Ltd., but the earth-moving has been sub-contracted to Estate Road Development Co. Ltd. under the direction of Mike Hawkins—one of our Observers and a keen member of the Scottish Motor Racing Club.

HISTORIC CAR DEMONSTRATION

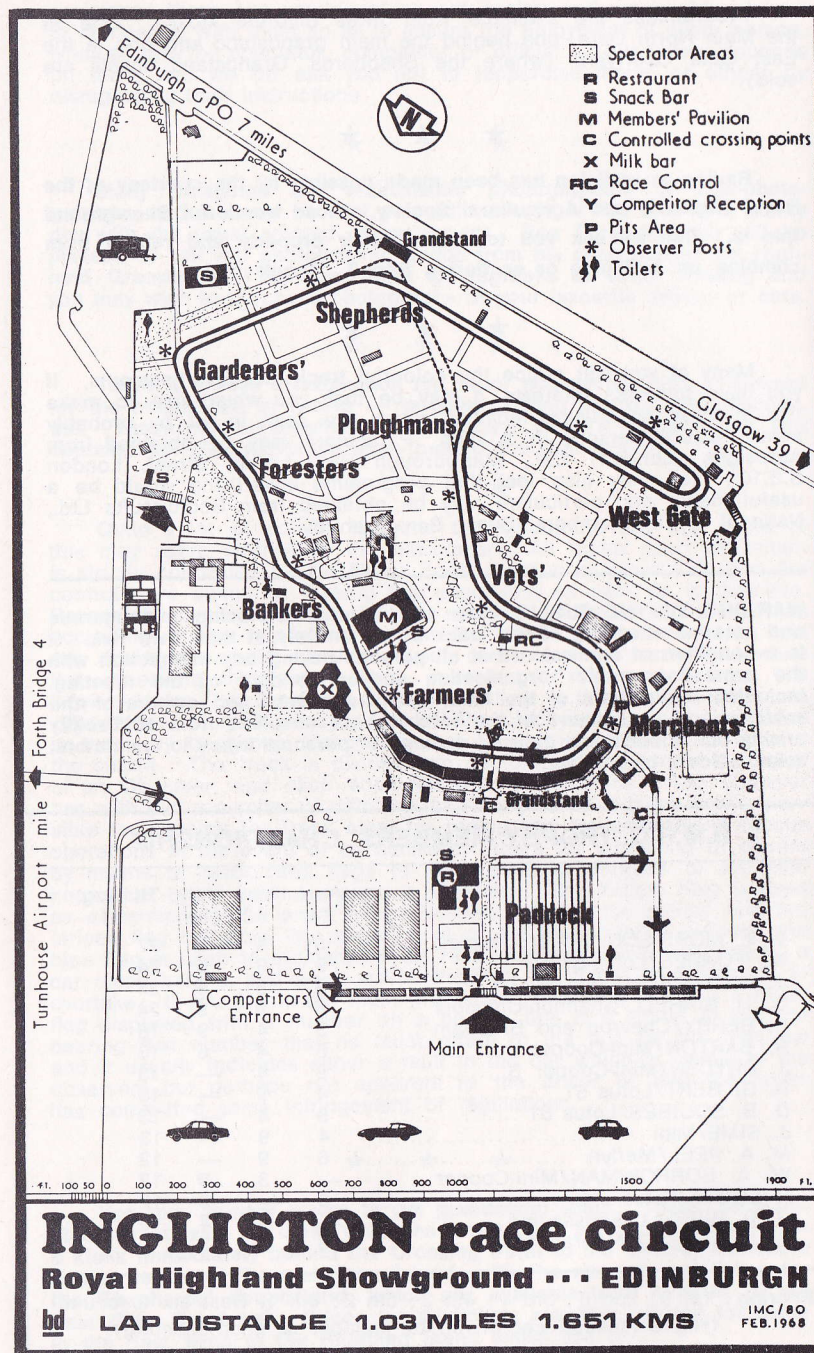
MASERATI 250F

OWNED AND DRIVEN BY THE MARQUIS OF CLYDESDALE

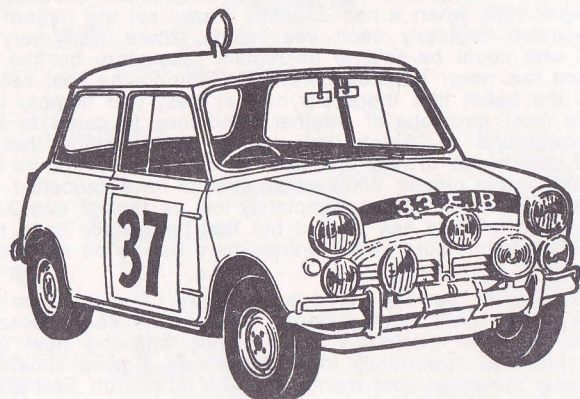
The car was built in 1956 for Moss to drive in the Australian Grand Prix which he won. In 1956 it was the fourth works car and driven mainly by Scarfiotti and Menotegui, but Fangio drove it in the British Grand Prix in which in fact, he put up a rather undistinguished showing.

In 1958 it was sold to Keith Campbell who was killed in that year in a motor cycle accident.

It was re-discovered in 1956 by Patrick Lindsay and has been driven in historic car races ever since, most of which it has won.



AUSTIN mini COOPER



The Austin Mini-Cooper gives big car performance at small car price, and it's fast—Look at the rally results. You get Hydrolastic Suspension, extra braking power, lighter clutch control, smoother gear change and it is backed by 12-month Warranty. Remember—wherever you are B.M.C. Services keep you going.

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EDINBURGH

COMELY BANK 107 GLASGOW ROAD
DEA 1344 COR. 1351
Associate Co. George Fowler (Motors) Ltd. NORTH BERWICK

INGLISTON LAP RECORDS

RACING CARS (Outright Lap Record) :

Formula Libre :

P. GETHIN (Chevron F2) 37.0" — 12th May (1968)

'Ip to 1000cc :

D. BERRY (Chevron F3) 37.6" — 12th May (1968)

FORMULA FORD

H. GILBERT (Lotus) 42.2" — 12 May (1968)

SPORTS CARS

over 1200cc :

H. HEEREY (Chevron) 40.2" 3rd Sept. (1967)

Up to 1200cc :

J. WATSON (Crosslè) 42.0" — 3rd Oct. (1965)
and T. THWAITES (Lotus 23B)

SPECIAL GRAND TOURING CARS

Over 1150cc :

J. H. BLADES (Lotus 47) 40.6" — 23rd July (1967)
and J. NICHOLSON (Jaynick GT)

Up to 1150 :

J. NICHOLSON (Lotus 23 GT) 42.0" 3rd Sept. (1967)
and G. SILVERWOOD (Mercury GT)

SALOON CARS

Over 1000cc :

J. DRYDEN (Mini-Cooper) 41.6" — 12th May (1968)

Up to 1000cc :

W. L. MORRISON (Singer Chamois) 42.0" — 14th April (1968)

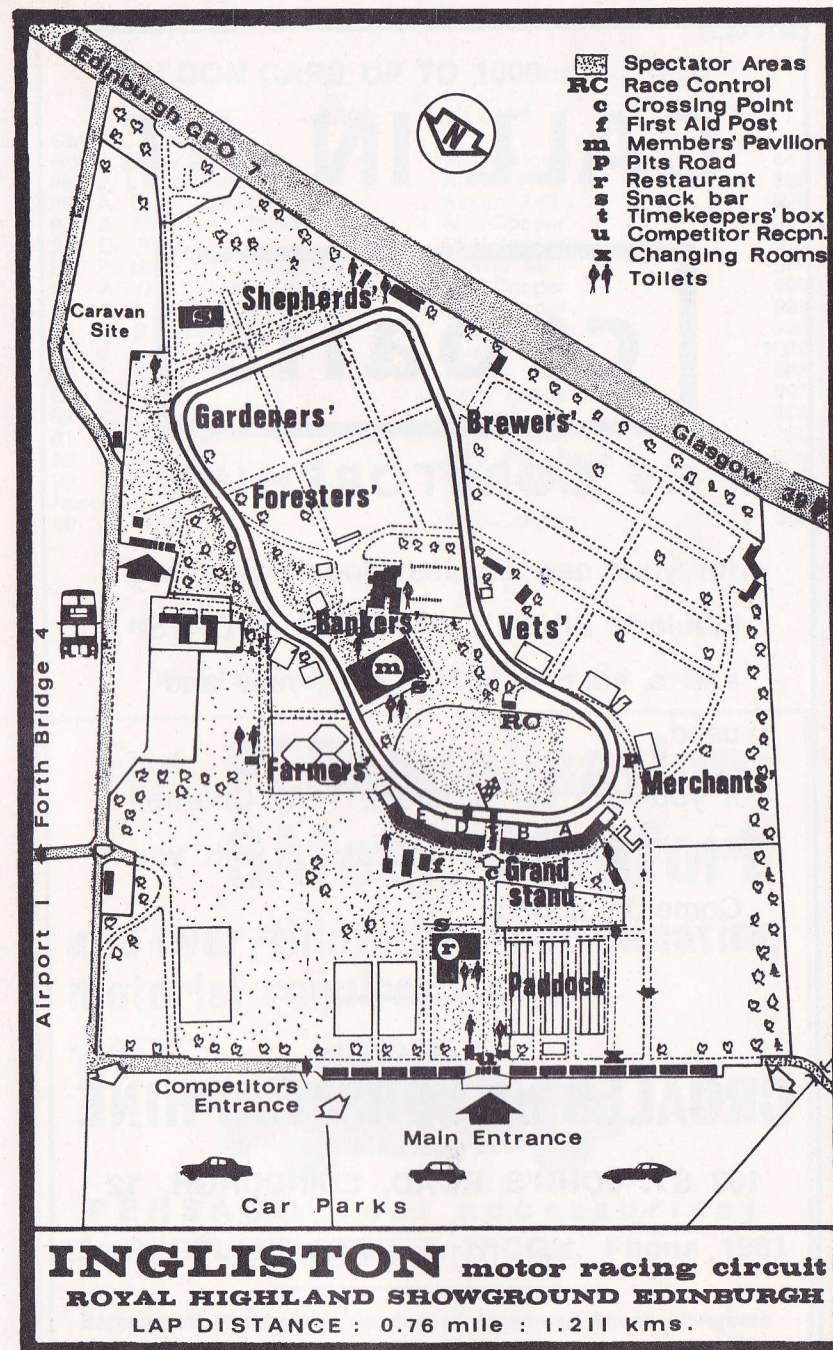
MARQUE CARS

J. LEWIS (Jaguar E-Type) 43.4" — 13th August (1967)

INGLISTON LAP CONVERSION TABLE

This table gives a quick approximate guide to the average speeds for any given elapsed time (in seconds). Accuracy is not guaranteed and the official results will be those given by the timekeepers.

secs.	m.p.h.	secs.	m.p.h.	secs.	m.p.h.	secs.	m.p.h.
35.0	78.2	41.4	66.1	47.8	57.2	54.0	50.7
35.2	77.7	41.6	65.8	48.0	57.0	54.2	50.5
35.4	77.3	41.8	65.5	48.2	56.8	54.4	50.3
35.6	76.9	42.0	65.1	48.4	56.5	54.6	40.1
35.8	76.4	42.2	64.8	48.6	56.3	54.6	40.1
36.0	76.0	52.4	64.5	48.8	56.1	54.8	49.9
36.2	74.6	42.6	64.2	49.0	55.8	55.0	49.7
36.4	75.2	42.8	63.9	49.2	55.6	55.2	49.6
36.6	74.8	43.0	63.6	49.4	55.4	55.4	49.4
36.8	74.3	43.2	63.3	49.6	55.2	55.6	49.2
37.0	73.9	43.4	63.0	49.8	54.9	55.8	49.0
37.2	73.5	43.6	62.8	50.0	54.7	56.0	48.9
37.4	73.2	43.8	62.5	50.2	54.5	56.2	48.7
37.6	72.8	44.0	62.2	50.4	54.3	56.4	48.5
37.8	72.4	44.2	61.9	50.6	54.1	56.6	48.4
38.0	72.0	44.4	61.6	50.8	53.9	56.8	48.2
38.2	71.6	44.6	61.3	51.0	53.6	57.0	48.0
38.4	71.25	44.8	61.1	51.2	53.4	57.2	47.8
38.6	70.9	45.0	60.8	51.4	53.2	57.4	47.7
38.8	70.5	45.2	60.6	51.6	43.0	57.6	47.5
39.0	70.2	45.4	60.3	51.8	52.8	57.8	47.3
39.2	69.8	45.6	60.0	52.0	52.6	58.0	47.1
39.4	69.4	45.8	59.7	52.2	52.4	58.2	47.0
39.6	69.1	46.0	59.5	52.4	52.2	58.4	46.8
39.8	68.7	46.2	59.2	52.6	52.0	58.6	46.7
40.0	68.4	46.4	59.0	52.8	51.8	58.8	46.5
40.2	68.1	46.6	58.7	53.0	51.6	59.0	46.4
40.4	67.7	46.8	58.5	53.2	51.4	59.2	46.2
40.6	67.4	47.0	58.2	53.4	51.2	59.4	46.1
40.8	67.1	47.2	58.0	53.4	51.2	59.6	45.9
41.0	66.7	47.4	57.7	53.6	51.0	59.8	45.8
41.2	66.4	47.6	57.5	53.8	50.9	60.0	45.6



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If you've a car problem, Tony Charnell will be pleased to discuss it with you
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CROALLS of CORSTORPHINE

162 ST. JOHN'S ROAD, EDINBURGH, 12

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EVENT 1

2.30 P.M.

SALOON CARS UP TO 1000cc — Race 1

RACE 1 — 10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
88	J. L. RITCHIE, Jnr.	Austin A40	996
89	A. D. T. BONAR	Austin A40	996
90	A. SMITH/L. Emslie	Mini-Cooper	997
91	C. REEVES	Mini-Cooper	998
92	P. MARSH/J. Harkness	Morris Mini	997
93	A. ORMISTON	Mini-Cooper	999
94	J. A. J. CURRIE	Mini-Cooper	999
95	D. B. SMITH	Hillman Imp	998
96	J. I. JOHNSON	Austin Mini	1000
97	J. HANNAH	Morris Mini	998
98	D. WOOD	Ford Anglia	997
99	C. LIVINGSTONE	Renault	998
01	N. R. GINN	Mini Seven	850
02	E. PATERSON	Mini 850 Racer	850
03	J. PINKERTON	Morris Mini	848
Reserve			
09	J. SIME	Mini-Cooper	997

1st (£20) 9.4 2nd (£12) 8.9 3rd (£8) 9.0

4th (£4) 9.3 Fastest Lap: 9.4 — 44.2 secs.

Winner's Speed: 7 m. 33.8 s.: 60.2 mph

For PERSONALISATION Safety, COMfort

and everything the discriminating
motorist requires . . .

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WORLD-WIDE NEWS - VIEWS

PICTURES - RESULTS

PROFILES - LAP CHARTS

Regular features by :

- * Jochen Rindt
- * Louis Stanley
- * "Billboard" Gavin
- * William Court
- * Douglas Armstrong
- * Eric Dymock
- * Eoin Young

PLUS!

The next issue will contain a special, up-to-the-minute preview of Britain's premier motor race of 1968—The R.A.C. British Grand Prix on July 20. The competitors, the cars, the team managers.

PLUS!

Profiles on GRAHAM HILL, the 1962 World Champion, now No. 1 driver for Gold Leaf-Team Lotus, and KEN TYRRELL, the entrant of JACKIE STEWART'S Matra-Ford.

**SPEED
WORLD**

INTERNATIONAL

It Happens
Every Thursday
2/6

EVENT 2

2.50 P.M.

THE KING HUSSEIN TROPHY RACE — Part 1

15 LAPS

Car No.	DRIVER/Entrant	cc	Make/Model of Car	cc
11	T. CHARNELL	...	Lola T55	1600
132	B. F. CULLEN	...	Lola T60	1598
43	W. FORBES	...	Lotus-BMW	1991
34	W. N. A. DRYDEN	...	Brabham BT21A	1594
85	M. BUTCHER/Haggis	...	Haggispeed Ford	1600
8	J. MILLAR	...	Brabham-BMW	1991
77	A. D. T. FLETCHER/ Magnificent 7 Club	...	Brabham BT18	1600
8	R. DARLINGTON/ Stockbrige Racing	...	Brabham BT21A	1600
69	R. SCOTT	...	Lotus 41	997
1010	R. M. MACKAY/ Hugh Shannon Racing	...	Brabham BT15	997
211	G. B. BIRRELL	...	Ecosse-Imp	998
1212	G. H. BIRRELL	...	Ecosse-Imp	998
514	H. HEEREY/Midland Garage	...	Chevron F3	997
917	A. C. GOODFELLOW	...	Cooper T76	1650
118	D. BERRY/ Frank Lythgoe Racing	...	Brabham BT21B	997

Reserve

06	I. COCHRANE/D. C. Braid	...	Merlyn F3	...	998
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1st (£50) ... 4 ... 2nd (£30) ... 14 ... 3rd (£20) ... 18 ...

4th (£10) ... 11 ... Fastest Lap: 3/4 ... — 37.4 secs.

Winner's Speed: 9 ... m. 44.2s.: 70.21 ... mph

DATES FOR YOUR DIARY

FIRST MEETING ON THE EXTENDED CIRCUIT!

8th September—The EDINBURGH FESTIVAL RACE
MEETING

6th October — The LOMBANK TROPHY National RACE
MEETING

Last Meeting of the Season.

SALOONS OVER 1000cc

10 LAPS

Car No	Driver/Entrant	Make/Model of Car	cc
45	G. H. BIRRELL/ Claud Hamilton Ltd.	Shannon Chamois	1220
146	G. B. BIRRELL/Wyllies Ltd.	Perdal Escort	1790
247	J. HANDLEY/Don Moore	Mini-Cooper S	1275
448	J. DRYDEN	Mini-Cooper S	1293
349	D. MUTER	Mini-Cooper S	1275
750	R. F. MORRISON	Mini-Cooper S	1275
851	D. L. KERR	Mini-Cooper S	1293
52	D. V. WRIGHT (Res. Miss I. Morrison)	Mini-Cooper S	1275
53	A. BARRETT	Morris Mini	1098
654	I. R. OWER	Mini-Cooper S	1293
955	D. FISHER	Ford Anglia	1650
556	W. BORROWMAN/ Moir & Baxter Sportstune Ltd.	Mini-Cooper S	1293
58	M. R. MULLER	Ford Anglia	1600
78	H. VICKERS/A. Barton	Morris 1000	1293

Reserve

60	J. A. BUCHANAN	Mini-Cooper S	1275
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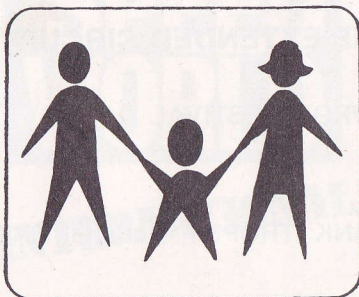
1st (£20) 46 2nd (£12) 47 3rd (£8) 484th (£4) 56 Fastest Lap: 46/47 — 41.6 secs.Winner's Speed: 7 m. 6.6 s.: 44.13 mph**THERE ARE 300 CHILDREN BORN IN SCOTLAND EACH YEAR HANDICAPPED BY SPINA BIFIDA.**

What are the problems of Spina Bifida?

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Find out!

The best answer will be awarded an EVENING OUT in Edinburgh for 2 including theatre and dinner.

Entrant's Name MG

Reply to:

The Branch Secretary,
S.S.B.A.
11 Craigmount Loan,
Edinburgh, 12.

The Edinburgh and District Branch of the Scottish Spina Bifida Association invite you to visit our display situated behind the grandstand.

MARQUE CARS

10 LAPS

Car No	DRIVER/Entrant	Make/Model of Car	cc
131	D. THIRD	Turner	950
382	M. PARKIN	Lotus Elan	1558
333	A. W. COWAN	Lotus Elan Plus 2	1558
134	W. DRYDEN/ H. & G. Robinson Racing	Honda S 800	818
335	G. TAYLOR	Honda 800S	791
436	M. HOPPERTON	MG Midget	1147
337	J. C. FORSYTH	Austin-Healey	998
738	D. S. LANGLEY	Austin-Healey	980
40	H. T. WILSON	Sunbeam Alpine	1592
341	G. R. WILSON	MG Midget	1098
342	A. W. HUTCHINSON	Austin-Healey	1293
1043	J. A. HALL	MG Midget	1275
344	T. N. THOMSON	Jaguar E-Type	3800
1907	H. BAIRD	MGB GT	1798
08	G. SMART/H. Baird	Daimler Dart	2498

1st (£20) 34 2nd (£12) 44 3rd (£8) 354th (£4) 42 Fastest Lap: 34 — 43.4 secs.Winner's Speed: 7 m. 30.4 secs.: 60.74 mph**ONLY
MINIS
ONLY**

Sales : Tuning : Overhauls : Special Models :
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ROBERTSON
AND STAFF**

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FORMERLY BURNS STREET, LEITH

We are, we think, the only Mini specialists in Scotland and we depend on you, the ordinary Mini motorist. We hope you share our sporting interest, but whether you want a sticky handbrake fixed, or a full Race 'S' engine, (or a new Mini), come to Thistle Tune for personal service—you'll never regret it!

**NOW
LEI 5812
ABB 2621**

at ALBION RD off EASTER RD

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—Remember—we race for fun—on an eyelet !



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FORMULA FORD CARS

A QUALIFYING ROUND FOR THE KINGS CUP

10 LAPS

Car No.	Driver/Entrant	Make/Model of Car	cc
161	G. H. BIRRELL/A. Evangelisti	Centro-Scott FF	1600
262	H. GILBERT	Lotus 51	1600
363	D. B. SQUIRES	Lotus 51	1600
64	B. HUNTER, Jnr.	Lotus 51	1600
65	E. CLARK/Sportstune Mtr. Co.	Lotus 51	1600
366	R. MALLOCK/A. Mallock	Mallock U2	1598
767	J. McDONALD	Russell-Alexis	1600
1068	R. PITHERS	Lotus 51	1600
69	P. KIMBERLEY	Russell-Alexis	1600
470	T. ROBERTS	Lotus 51a	1600
971	M. LITCHFIELD	Lotus 51	1600
672	T. D. WALKINSHAW	Lotus 51	1600
1173	R. H. THURLEY	Dulon FF	1600
74	G. D. THOMSON	Brabham FF	1598
1216	A. C. GOODFELLOW	Fireball-Ford	1600
Reserve			
00	M. J. WEST	Titan FF	1600
59	J. VEITCH	Lotus 51	1600

1st (£20) 2nd (£12) 3rd (£8)

4th (£4) Fastest Lap : — secs.

Winner's Speed : m. s. : mph

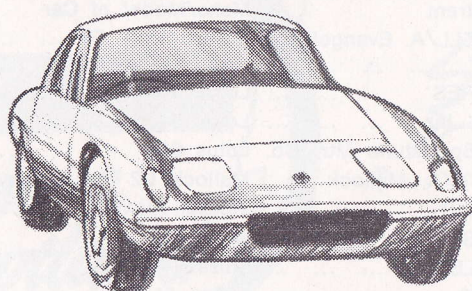
KINGS CUP FORMULA FORD CHAMPIONSHIP

	Apr. 14	May 12	July 14	Ttl. Aug. 11
D. B. SQUIRES/Lotus	9	4	—	13
H. GILBERT/Lotus	4	9	—	13
M. A. PEEL/Merlyn	6	6	—	12
D. WALKER/Russel Alexis	—	—	9	9
R. PITHERS/Lotus	2	3	—	5
G. H. BIRRELL/Centro-Scott	—	—	6	6
M. C. WALKER/Lotus	3	—	—	3
B. J. MACDONALD/Russell Alexis	—	—	4	4
B. HUNTER, Jnr./Lotus 51	—	—	3	3

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

LOTUS

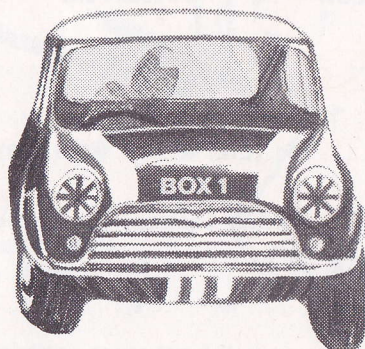
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EVENT 6

4.35 P.M.

SALOON CARS UP TO 1000cc — Race 2

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
157	W. BORROWMAN/ Moir & Baxter Sportstune Ltd.	Mini-Cooper S	999
1075	J. FEWELL	Mini-Cooper S	998
476	W. L. MORRISON	Singer Chamois	998
577	A. BARTON	Mini-Cooper S	999
279	R. D. McCUTCHEON	Mini-Cooper S	970
280	D. J. STEWART	Hillman Imp	998
81	J. E. HOWDEN	Singer Chamois	998
1282	T. PHILIP	Hillman Imp	998
83	J. S. McCATG/K. Robertson	Thistle Mini	999
7184	K. ALLEN	Mini-Cooper	998
85	R. D. WYLLIE	Mini-Cooper S	999
86	R. H. LAWSON	Janspeed Mini	998
87	A. J. LITTLEJOHN	Mini-Cooper	999
304	R. J. S. HAINING	Hillman Imp	989
05	A. D. RECORDON	Mini-Cooper	999

1st (£20) ... 5.7 ... 2nd (£12) ... 7.9 ... 3rd (£8) ... 8.0 ...

4th (£4) ... 8.2 ... Fastest Lap: ... 5.7 ... — 4.2.6. secs.

Winner's Speed: 7... m. 17.3 s.: 62.58. mph

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EVENT 7

4.35 P.M.

SPECIAL GT CARS

10 LAPS

A QUALIFYING ROUND FOR THE SHEILA WHYTE CHAMPIONSHIP

Car No.	DRIVER/Entrant	Make/Model of Car	cc
415	H. HEEREY/Midland Garage	Cox GTM	1147
219	J. NICHOLSON/ Jaynick Racing	Jaynick GT	1600
20	N. H. MORRISON	Chevron GT	1990
21	J. E. MILNE/W. Shepherd	MG Midget	1293
22	A. SOUTER	Fairford GT	1650
28	A. K. MACLEAN	Diva GT	1599
24	G. SILVERWOOD/Stephenson Development Group	Mercury GT	1148
25	E. A. LABINJOH/J. Fisher	Fisher GT	1100
26	J. ALEXANDER/ McCrae & Drew Ltd.	Mini-Marcos	1098
27	R. FORESTER-SMITH	Lotus XI GT	1150
28	J. E. ANDERSON	Diva GT	1098
28	W. J. PAUL	Lotus XI GT	1098
280	J. MACKIE	Marcos	998

1st (£20) ... 1.9 ... 2nd (£12) ... 2.4 ... 3rd (£8) ... 2.1 ...

4th (£4) ... 2.5 ... Fastest Lap: 2.4 ... — 41.2 secs.

Winner's Speed: 7 m. 2.4 s.: mph

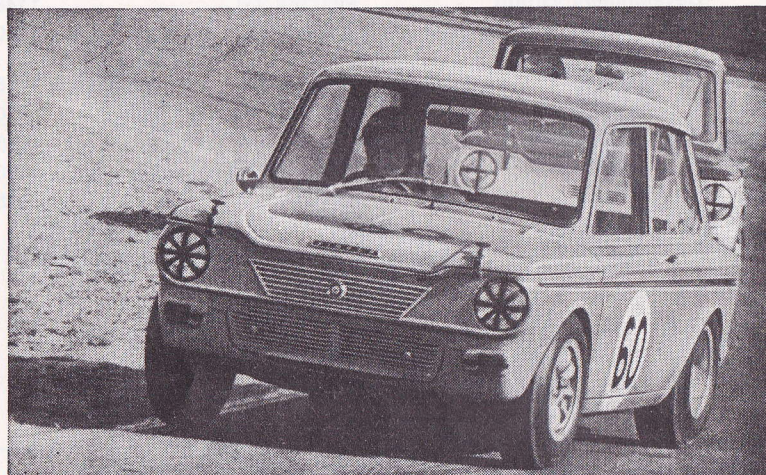
SHEILA WHYTE SPECIAL G.T. CHAMPIONSHIP

	Apr. 14	May 12	July 14	Ttl. Aug. 11
J. NICHOLSON/Jaynick G.T.	9	9	6	24
G. SILVERWOOD/Mercury G.T.	—	6	9	15
J. LEPP/Chevron G.T.	—	—	9	9
N. H. MORRISON/Lotus XI	6	—	1	7
E. A. LABINJOH/Fisher G.T.	3	4	—	7
J. H. BLADES/Chevron G.T.	—	—	4	4
J. E. MILNE/MG Midget Coupe	1	3	—	4
J. L. ALEXANDER/Mini-Marcos	2	1	—	3

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



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EVENT 8

5.05 P.M.

THE KING HUSSEIN TROPHY RACE — Part 2

15 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
61	T. CHARNELL	Lola T55	1600
82	B. F. CULLEN	Lola T60	1598
2	W. FORBES	Lotus-BMW	1991
14	W. N. A. DRYDEN	Brabham BT21A	1594
105	M. BUTCHER/Haggis	Haggispeed Ford	1600
6	J. MILLAR	Brabham-BMW	1991
97	A. D. T. FLETCHER/ Magnificent 7 Club	Brabham BT18	1600
8	R. DARLINGTON/ Stockbrige Racing	Brabham BT21A	1600
59	R. SCOTT	Lotus 41	997
10	R. M. MACKAY/ Hugh Shannon Racing	Brabham BT15	997
411	G. B. BIRRELL	Ecosse-Imp	998
12	G. H. BIRRELL	Ecosse-Imp	998
214	H. HEEREY/Midland Garage	Chevron F3	997
17	A. C. GOODFELLOW	Cooper T76	1650
318	D. BERRY/ Frank Lythgoe Racing	Brabham BT21B	997

Reserve

106	I. COCHRANE/D. C. Braid	Merlyn F3	998
-----	--------------------------------	------------------	-----

1st (£50) 4 2nd (£30) 9 3rd (£20) 1

4th (£10) 10 Fastest Lap : — secs.

Winner's Speed : ... 7 ... m. 5.1 ... s.; 69.44 ... mph

CALLANDS TROPHY FORMULA LIBRE CHAMPIONSHIP

	Apr. 14	May 12	July 14	Ttl. Aug. 11
W. FORBES/Lotus-BMW	11	10	8	29
R. SCOTT/Lotus	8	—	4	12
A. WALKER/Lola F2	—	—	11	11
A. CHARNELL/Lola	6	1	2	9
A. D. T. FLETCHER/Brabham	—	4	5	9
P. GETHIN/Chevron	—	7	—	7
D. BERRY/Chevron and Brabham	1	5	1	7
T. D. REID/Brabham	—	—	6	6
P. D. MONK/Alexis	5	—	—	5
G. B. BIRRELL/Ecosse Imp	—	1	3	4
W. N. A. DRYDEN/Brabham	1	3	2	6

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

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EVENT 9

5.45 P.M.

HARTLEY WHYTE TROPHY CHAMPIONSHIP RACE

15 LAPS

for the fastest six saloon cars in each of the
classes (up to 1000cc and over 1000cc)

GRID No.	Car No.	DRIVER/Entrant	Make/Model of Car	Qual. Time
1	46	G.B. BIRRELL	PERDAL ESCORT	
2	47	J. HANDLEY	MINI-COOPER S	
3	48	D. MUTER	MINI-COOPER S	
4	56	W. BORROWMAN	MINI-COOPER S	
5	48	J. DRYDEN	MINI-COOPER S	
6	45	G.H. BIRRELL	SHANNON CHAMLOIS	
7	79	R.D. McCUTCHEON	MINI COOPER S	
8	94	J.A.J. CURRIE	MINI COOPER	
9	80	D.J. STEWART	HILLMAN IMP	
10	82	A.D.T. BONTA	AUSTIN A40	
11	82	T. PHILIP	HILLMAN IMP	
12	90	A. SMITH	MINI-COOPER	

1st (£25) ... 47 ... 2nd (£15) ... 46 ... 3rd (£10)

4th (£20) Fastest Lap : — secs.

Winner's Speed : m. s. : mph

HARTLEY WHITE SALOON CAR CHAMPIONSHIP

	Apr.	May	July	Ttl. Aug.
W. L. MORRISON/Chamois	14	12	14	11
J. DRYDEN/Mini-Cooper S	6	9	6	21
W. A. BORROWMAN/Mini-Cooper S	9	—	—	9
A. BARRETT/Mini	—	—	9	9
D. J. MUTER/Mini-Cooper S	2	6	—	8
D. L. KERR/Mini-Cooper S	—	—	4	4
R. J. S. HAINING/Imp	—	4	—	4
A. BARTON/Mini-Cooper S	4	—	1	5
G. DOUGLAS/Imp	—	—	3	3
G. H. BIRRELL/Shannon Chamois	3	—	—	3
	—	—	2	2

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

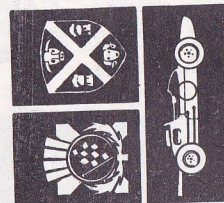
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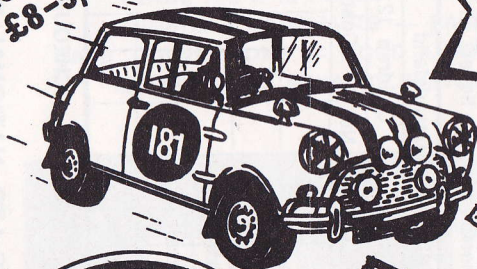
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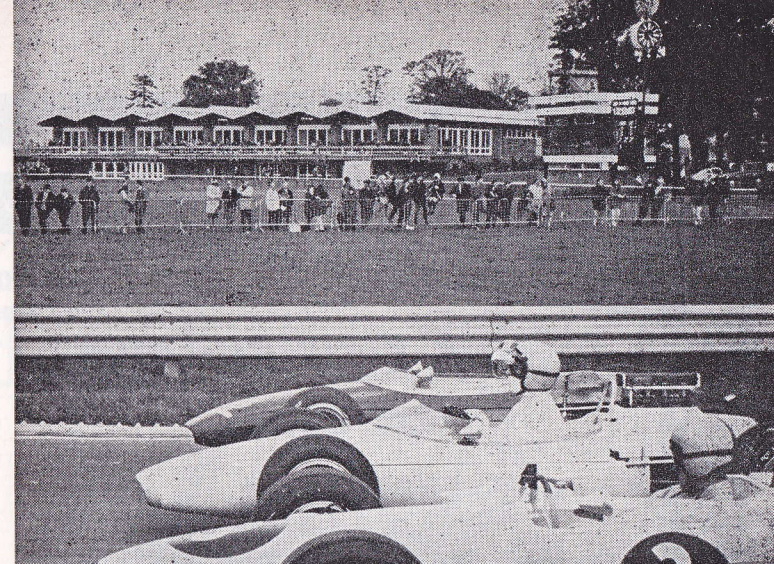
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Members are entitled to a discount on tickets for Ingliston and have the use of the magnificent McRobert Pavilion. Complete with its 400-seat restaurant, balconies overlooking the circuit, members' licensed bar and excellent toilet facilities the pavilion is also the venue of the Club's annual Dinner Dance in November — acknowledged as one of the leading motor sporting social functions of the year. Members competing at Ingliston are further entitled to a discount on entry fees and all members have free access to the Paddock at Ingliston — barred to the public in general.

The Club have adopted "Top Gear," Scotland's motoring monthly, as their official club magazine and this is distributed free every month to members. A four-page Club section keeps members abreast of all developments, reports past events and contains numerous articles of general interest. The Club organises special Members' Practice Days regularly throughout the Summer when members can try out their own cars at Ingliston. Social activities are not forgotten and from time to time during the Winter months the Club holds Film Shows, Noggin and Natter Nights, dances and talks.

Most of the meetings at Ingliston are exclusively open to members' entries and the promoters' generous expenses contributions and prize money are offered. In addition to full membership, relatives of full members resident in the same household may also enrol as "Family" Members and enjoy all the privileges of membership bar the distribution of literature and the ability to enter for competitive events.

With an ever-increasing membership, the go-ahead Scottish Motor Racing Club offers something for every follower of Motor Sport in Scotland.

Membership Application Form overleaf



Scottish Motor Racing Club

incorporating Border Motor Racing Club

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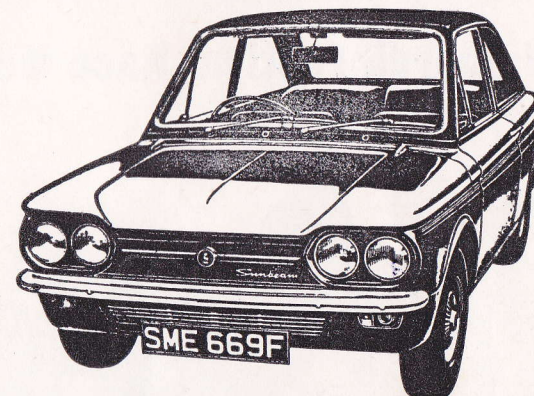
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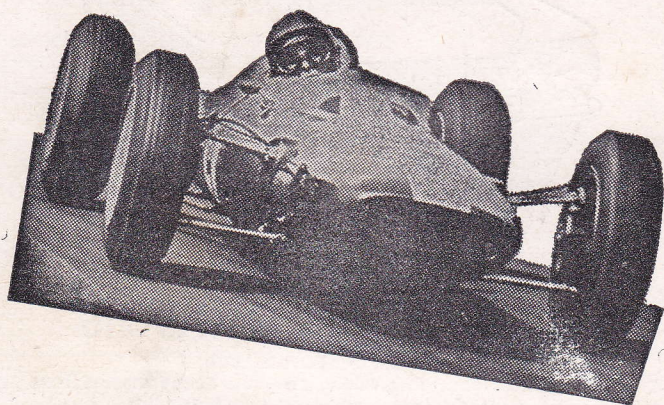
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