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THE SCOTTISH MOTOR RACING CLUB

Programme 3/-

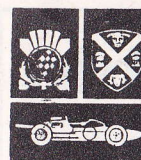


INGLISTON

13th JULY, 1969



The S.M.T. Trophy Race Meeting



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 motor racing circuit

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THE S.M.T. TROPHY RACE MEETING

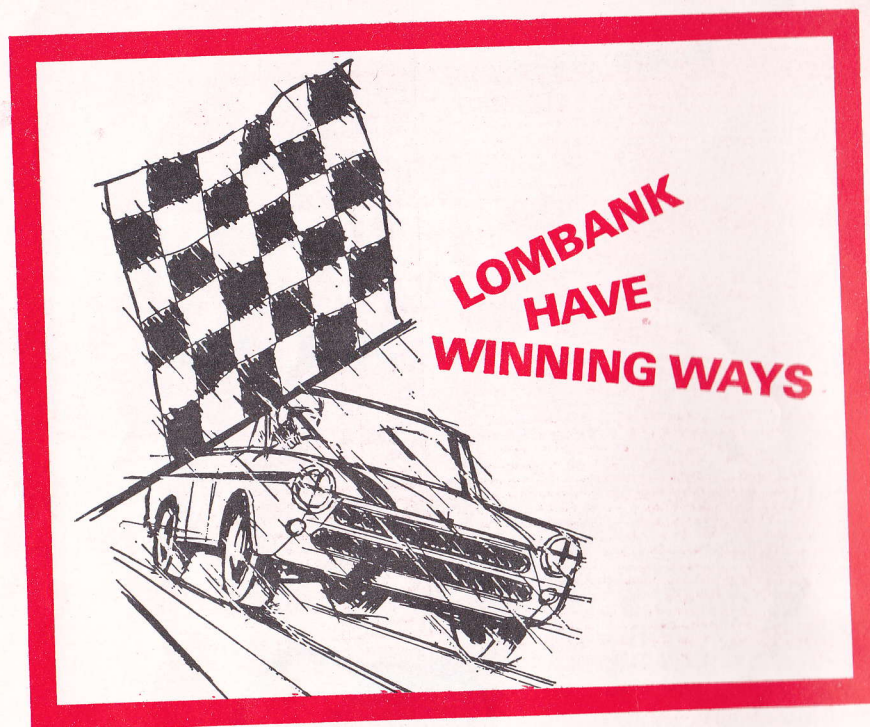
Sunday, 13th July, 1969

organised by

The Scottish Motor Racing Club Ltd.

PROGRAMME

- 9.45 a.m. Practice
- 12.45 p.m. Luncheon Interval
- 2.00 p.m. Giant Hot-Air Balloon commences inflation.
- 2.30 p.m. Ascent by Giant Hot-Air Balloon.
- 2.40 p.m. Event 1 The Eadie Cairns Trophy Race for Special Saloon Cars over 1000 c.c., 10 laps
- 3.05 p.m. 2 The S.M.T. Trophy Race for Formula Libre Single-seater Racing Cars (Race 1), 20 laps
- 3.40 p.m. 3 Special Saloon Cars up to 1000 c.c., 10 laps
- 4.05 p.m. 4 The Scotbeef Trophy Race for Formula Ford Cars, 15 laps
- 4.35 p.m. 5 Special G.T. Cars up to and over 1150 c.c., 15 laps
- 5.05 p.m. 6 The S.M.T. Trophy Race (Race 2), 20 laps
Presentation of Trophies
- 5.50 p.m. 7 Hartley Whyte Championship Race, 15 laps



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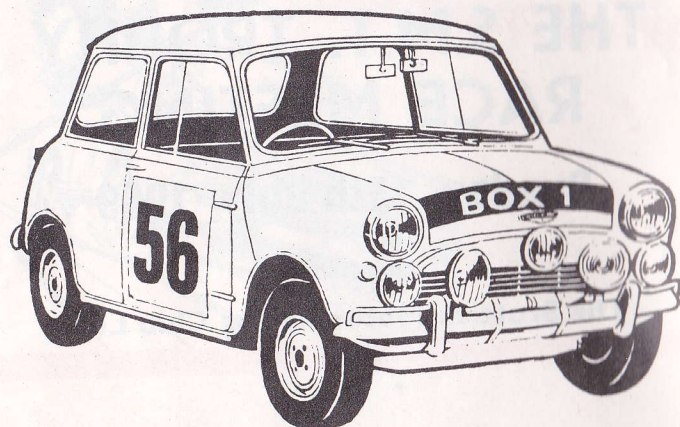
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This meeting is held under the International Sporting Code of the F.I.A. and the General Competition Rules of the R.A.C., the Standing Supplementary Regulations of the R.A.C. and the additional regulations and instructions issued by the Club. Permit No. RS/4891

A WORD ABOUT TODAY'S SPONSORS

The SMT Trophy

With 24 branches covering the whole of Scotland and N.W. England, SMT is indeed Scotland's Biggest Motor Trading Organisation. The service which it offers to the motorist is just as wide. It includes sales from a wide range of Vauxhall models; sales from those versatile workhorses in the Bedford range; sales of "Quality Tested" used cars; an after-sales service backed by a vast stock of spares and accessories available throughout the SMT network of branches—all specifically designed to meet the needs of today's motorist.

When it comes to Vauxhall—come to SMT. You'll find the complete range from the lively Vivas (almost a complete range in themselves), the family sized Victors and the luxury Victor 2000 through to the potent Ventora and the Viscount.

Most people hire a car at some time or other and in fact, some prefer it to buying. Self Drive or Contract Hire, most people prefer SMT. There's a self drive car to meet your particular requirements at any of the 20 SMT hiring branches from Aberdeen to Whitehaven and Edinburgh to Glasgow. Reliable on the road and easy on the pocket. There's SMT Contract Hire specially designed for the business man, with rates to suit short or long term periods of hire.

SMT for used Cars—"Quality Tested" used Cars are QUALITY cars giving VALUE for money second to none.

Two other facets of SMT service can be found in Edinburgh. Croall & Croall are dealers in the East of Scotland for Volkswagen and carry the whole range. At Blackhall Garage you will find the same thing but with Fiat. With both you will find an after sales service in the very best SMT tradition.

The Eadie Cairns Trophy

Eadie Cairns, who are shippers of fine wines and purveyors of spirits, are well renowned in Scotland for the quality of their products.

They are the shipping and wholesale department of one of the largest family businesses in the Scottish Licensed Trade and were established in 1859. The present managing director, Mr. John Milne, well known in motor racing circles, is the third generation of the family to control this company.

Other famous names within the group are the celebrated 101 Restaurant, The Square Peg and the Amphora, all in Glasgow, the Kirkhouse Inn at Strathblane and many other famous licensed establishments situated in the West of Scotland from Stirlingshire to Ayr.

Eadie Cairns were one of the first wine merchants to realise the ever increasing public demand for table wines in the West and have successfully concentrated their efforts in this direction. They are sole agents for Romate Spanish Sherries, Burgundies of Coron Pere & Fils, Smith Woodhouse Ports, together with other Continental growers of great repute. This enables them to draw on large stocks of wines held on the Continent, thus giving their many customers the finest of wines at reasonable prices. Anyone having an interest in this subject could do no better than contact Eadie Cairns.

The Scotbeef Trophy

A manufacturing company catering for the housewife in finest meats and canned foods. This company was formed four years ago by the well-known butchery firm of J. W. Galloway Ltd., who are renowned for the quality of their produce and the exportation of Scotch Meat to Europe and other parts of the world. Their factory at East Kilbride is considered one of the finest, with standards of hygiene and cleanliness which uphold the traditions established over a quarter of a century. Livestock is collected daily from all parts of Scotland, either from auction marts, or bought privately from farms.

Realising the need for convenience foods, a cannery was formed which now produces excellent products such as Steak Mince, Stewed Steak, Hamburgers, Chopped Pork, etc., under the 'Scotbeef' label, and several of the largest grocery companies now have these products produced for them under their own name.

The aim of the company has always been to give satisfaction and service to the customer as the company considers it their responsibility to give value for money.

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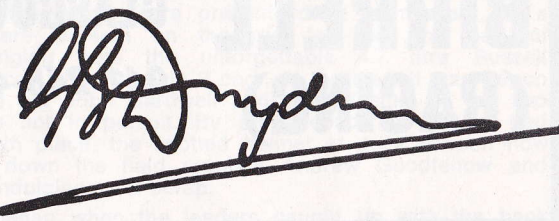
Car No.	DRIVER/Entrant	cc	Make/Model	Home Town
1	B. HART/ J. L. Romanes	2490	Lotus 35	Edinburgh
2	J. MILLAR	1991	Brabham BT21B	Bridge of Weir
3	A. CHARNELL	1650	Lola T55	Balerno
4	A. C. GOODFELLOW	4700	Fireball 5000	Brightons/Falkirk
5	R. M. MacKAY/ Wm. Dunnet & Co. Ltd.	997	Brabham BT21B	Thurso
6	I. STIRLING	997	Cosworth Lola	Falkirk
7	G. B. BIRRELL/ H. Ballantine	1594	Brabham BT23C	Edinburgh
8	D. BERRY	1600	Brabham BT16	Colwyn Bay
9	R. SCOTT/ Paul Watson Race Org.	997	Repco Brabham BT21	Lewes, Sussex
10	N. FOULDS/ Paul Watson Race Org.	997	Repco Brabham BT21B	Lewes, Sussex
11	F. GREEN/ Alan Grant Racing Ltd.	1000	Brabham BT21	Ascot
12	G. McCRAE	1594	Brabham BT23C	
14	M. CAMPBELL	1000	Titan Ford Mk. III	
15	T. SCHENKEN/ Frank William R.	1594	Brabham BT30	Slough
16	A. J. TOBIAS/ Perdal Developments	875	McNally F4	Newcastle
17	W. MITCHELL/Paul Watson Race Org.	1000	Brabham BT21	Lewes
18	G. OLIVER	997	Lotus 41	London
19	G. H. BIRRELL/ Equipe Auto Sport	1600	Crossle	Falkirk
20	B. HUNTER	1600	Lotus 51	Edinburgh
21	J. GEMMELL	1660	Lotus 51A	Edinburgh
22	B. K. HARRISON	875	Vixen F4	Glasgow
23	A. BRIAN SQUIRES	1600	Merlyn Mk. IIA	Ardlui, Loch Lomond
24	E. J. CLARK	1600	Lotus 51	N. Berwick
25	D. G. MANNERS	1600	Lotus 51	Darlington
26	R. PITHERS	1600	Lotus 51	Wakefield
27	G. H. B. BIRRELL/ R. Lamplough	1000	Lotus 41	London
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33	T. WALKINSHAW	1600	Hawke DL2	Prestonpans
34	J. E. ANDERSON	1148	Diva G.T.	Wednesfield
35	A. W. HUTCHISON	1293	Sprite	Kennoway
36	J. MACKIE	1498	Marcos	Lochore
37	J. A. D. BOSWELL	1293	Sprite	London
38	R. J. PREST	1598	Lotus 7	Durham
39	J. SCHONBERG/Kessing- ton Filling Station	1593	Mercury G.T.	Bearsden
40	J. H. BLADES/Ben Sherman Originals	1598	Chevron G.T.	Whitley Bay
41	J. BALDWIN/Alan Grant Racing Ltd.	1593	Lotus 23B	
42	J. ABSALOM/ R. Tallantyre	1098	Ginetta G4	Morpeth

Car No.	DRIVER/Entrant	cc	Make/Model	Home Town
43	W. N. A. DRYDEN/H. & G. Robinson Racing	818	Honda S800	Newcastle
44	L. DAVIS	997	Ginetta G4	Solihull, Warks.
45	E. BLACKADDER	998	Nathan G.T.	Falkirk
46	M. HOPPERTON	1120	M.G. Midget	Inverary
47	G. SILVERWOOD/ D. Buller-Sinfield	1148	Mercury G.T.	Mirfield
48	E. LABINJON/ J. Fisher	1098	Fisher G.T.	Edinburgh
49	J. C. FORSYTH	998	Sprite	Edinburgh
50	J. MILES/Gold Leaf Team Lotus	1966	Lotus 62	Norwich
51	R. PIKE/Gold Leaf Team Lotus	1996	Lotus 62	Norwich
52	A. BARRETT	1293	Mini Cooper S	Ballieston
53	I. COCHRANE	1650	Ford Anglia	Dalrymple
54	G. B. BIRRELL/ Wyllies	1852	Ford Escort	Glasgow
55	K. ROBERTSON	1243	Thistle Mini	Cockenzie
56	J. VEITCH	1310	Mini Cooper S	Edinburgh
57	J. DRYDEN	1293	Mini	Dundee
58	M. EMSLIE	1293	Mini Cooper S	Aberdeen
59	J. B. HOLLEY	5400	Ford Cortina	Dunoon
60	I. R. OWER	1293	Mini Cooper S	Dundee
61	R. F. MORRISON	1275	Mini Cooper	Helensburgh
62	J. R. BLANCKLEY	1860	Rockside A40	New Penshaw, Durham
63	J. H. APPELEGARTH/ J. R. Blanckley	1971	A.C. Ace Bristol	New Penshaw, Durham
64	R. I. S. HAINING	998	Hillman Imp	N. Berwick
65	R. D. WYLLIE	999	Mini Cooper S	Annan
66	W. BORROWMAN/ Moir & Baxter Ltd./ Sports-tune	1293	Mini Cooper S	Longniddry
67	W. BORROWMAN/ Moir & Baxter Ltd./ Sports-tune	999	Mini Cooper S	Longniddry
68	W. L. MORRISON	998	Chamois Sport	Bridge of Allan
69	K. MILLAR/J. Dryden	998	Mini Cooper	Lundie
70	S. A. BELL/ Bell's Motor Repairs	999	Mini Cooper S	Carlisle
71	A. BELL/ Bell's Motor Repairs	1275	Mini Cooper S	Carlisle
72	J. MILNE/ W. Shepherd	1293	M.G. Midget	Lunden Links
73	A. FLEMING/ W. Shepherd	999	Mini Cooper S	Lunden Links
74	A. BARTON	999	Mini Cooper S	Newcastle
75	F. GUNN/A. Barton	1275	Mini Cooper S	Newcastle
76	E. PATTERSON	850	Colvend Mini	Edinburgh
77	J. E. HOWDEN	998	Singer Chamois	Edinburgh
78	C. A. FERRARI	998	Hillman California	Peterhead
79	J. I. JOHNSON	998	Mini Cooper	Kilbarchan
81	D. HUNTER	1275	Mini Cooper	Bedlington
82	J. C. GRAHAM	1220	Singer Chamois	Glasgow
83	R. D. McCUTCHEON	1293	Mini Cooper S	Wigtown
84	R. FORRESTER-SMITH	3781	Jaguar Mk. II	Edinburgh
85	J. SIME	999	Mini Cooper	Paisley
86	D. S. LANGLEY	950	Sprite	Glasgow
87	A. M. SMITH/ Bell's Motor Repairs	1293	Mini Cooper S	Carlise

A word from our sponsors

Our business is motoring so it will not come as a surprise to learn that for many of us it is also our sport. We are grateful to the Scottish Motor Racing Club for providing us with so many thrills right on our doorstep and it gives us great pleasure to sponsor the main race today—the fourth in the SMT Trophy series.

May the best men win



G. B. Dryden
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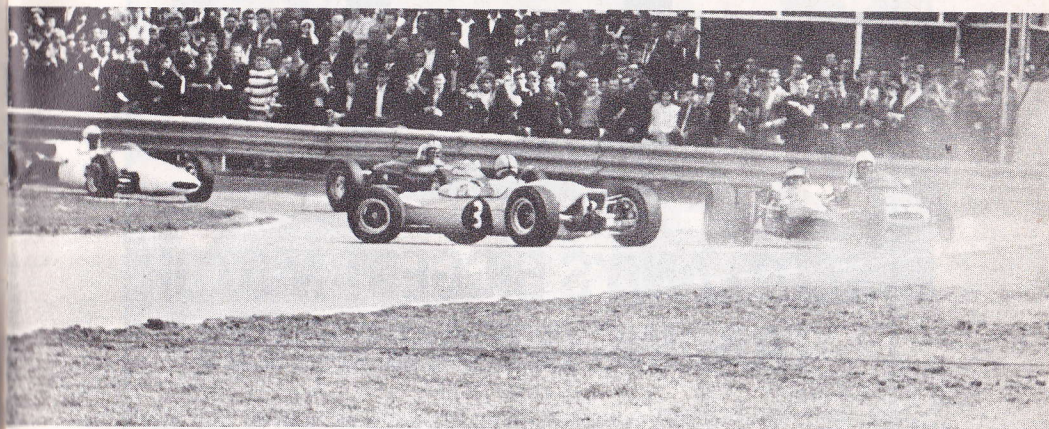
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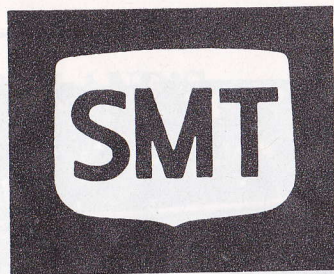


William Forbes, Esquire—Retired.

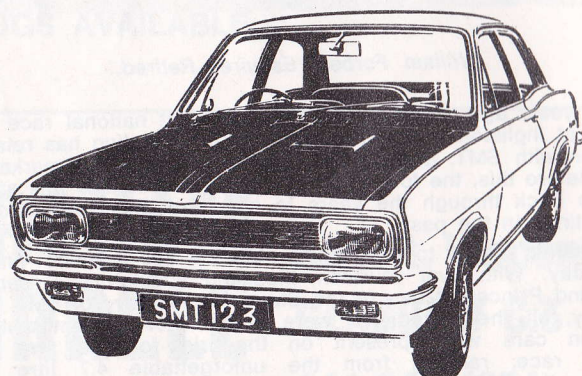
Four years ago on 24th July, 1966, the first national race meeting was held at Ingliston. Since that date the July meeting has retained its connection with SMT, a connection which has proved remarkably successful. Before this, the fourth in the series, commences this afternoon, let us go back through the years to see what has happened at the SMT meetings in the past.

The series got off to a rollicking start in 1966 on a hot and sunny July Sunday. With over fourteen thousand spectators present, King Hussein and Princess Muna in the Stand, and a bevy of SMT beauties on display, all the ingredients were present for a memorable day's sport. Ten cars were present on the grid for the first part of the main race, ranging from the unforgettable 4.7 litre Russell Ford to the tiny 997 cc Lotus Formula 2 cars. At the start it was Repco Brabham in the lead but John Cardwell and Peter Gethin in the two Works Lotuses were hot in pursuit. By the second lap Gethin had slipped back to fourth place, the spotted helmet of Jock Russell now lying third. Further down the field regulars Andrew Goodfellow and Willie Forbes were indulging in a scrap.

The confusion began when the leaders caught up with the back markers. Team Lotus dropped further back in the field while Jock Russell moved up into second place, only a minimum of grass still sticking to his nose cone. Willie Forbes disappeared for a couple of laps—or shall we say disappeared from the crowd's view. Perhaps unfortunately for him Eric Bryce was on the scene to record the moment for posterity and future Ingliston programmes with his camera. By the time he had rejoined the race the leading Repco Brabham of E. A. Powrie had dropped out with engine trouble leaving the lusty throb of Jock Russell's Ford at the front of the field. Both on different laps, Forbes and Russell scrapped furiously until the latter, knowing that he was well out on his own, let Forbes through. As the flag dropped Russell crossed the line the winner with Peter Gethin, the only other driver to complete 25 laps, in second place.



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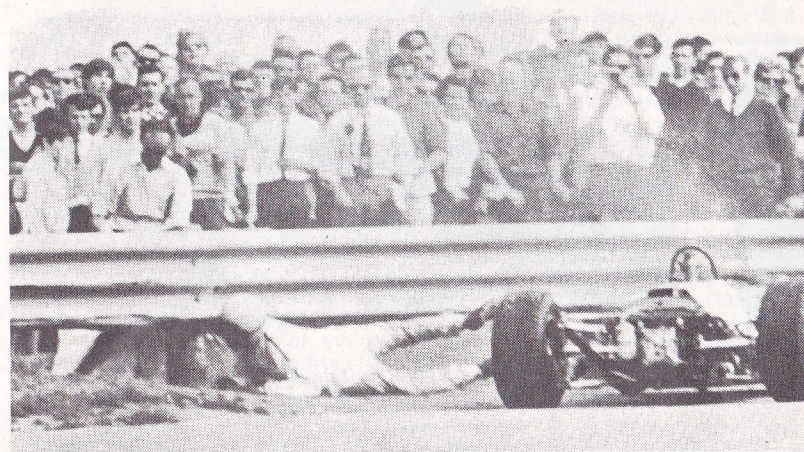


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SMT—A NAME TO RELY ON

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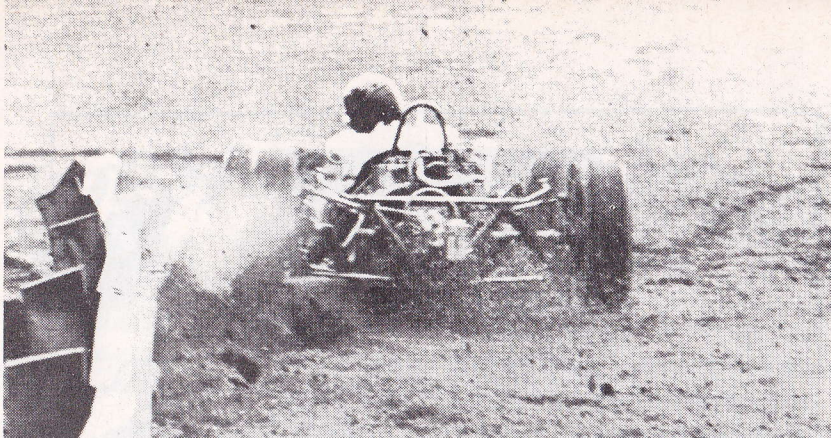
Flat out through the Esses? Alan Rollinson abandons the hot seat during the 1967 S.M.T. National.

(Photograph by courtesy of "Top Gear".)

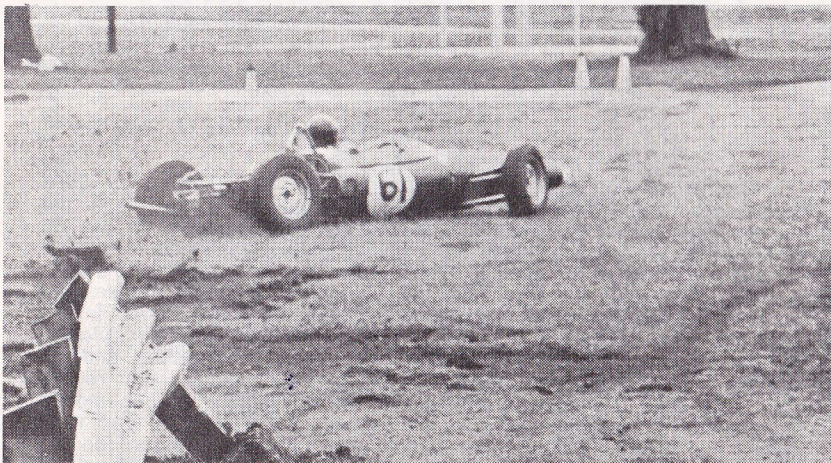
The scene was set for an almost certain SMT Trophy for Jock Russell. On his form it appeared unlikely that he would finish the second part of the main race out of the first three places. As the St. Andrew's Cross fell, however, Jock was unable to do more than give a healthy display of the Russell Fords upper rev limit; try as he might, however, none of these revs could be induced to turn the wheels. The car was pushed to the side of the track to leave Peter Gethin in the lead with Willie Forbes and John Cardwell in second and third places. Behind Cardwell were Andy Goodfellow, Andrew Fletcher and J. McWilliam. Fletcher took fourth place from Goodfellow but retired after nine laps. Back up amongst the leaders, Willie Forbes moved back in to his favoured position, pulling out a tremendous lead from Gethin and Cardwell. The Team Lotus cars changed position for the final flag to make it Forbes 1, Cardwell 2 and Gethin 3. The SMT Trophy itself went to Peter Gethin with an overall time of 37 minutes 37.8 seconds, the only car to complete the full 50 laps.

July 23, 1967, saw the first Formula Vee race in Scotland and four single-seater races in all. Even before the entertainment began on the track, the Red Arrows had everyone's hearts in their mouths with a stirring display in their Hawker Siddley Gnats. The first event, the Croall and Croall Tankard for Formula Vee cars, saw a bevy of well-known names, including Nick Brittan; Jenny Nadin, Andrew Cowan, Bill Dryden, Graham Birrell and Jimmy Veitch dicing for the honours. While Nick Brittan ran away with the race by ten full seconds, the rest of the field could almost have been covered by a couple of handkerchiefs on the finish line.

The main race of the day was again in two 25-lap races; from the drop of the flag Willie Forbes took the lead with his Lotus BMW and held it for the full distance, his only fall from favour being for the brief moment when the late Chris Williams took over for a few yards with his Brabham F3. Jock Russell was having gear box troubles that day and never really got back into the race after a first lap slide. John

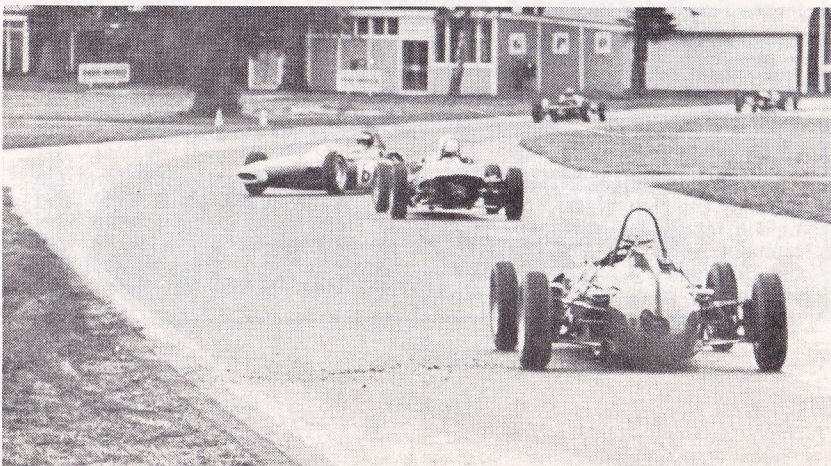


"Time they cut the grass anyway." Harvester Harry Gilbert down amongst the cabbages in 1968. A quick about-turn and then its—



hit-the-road Harry for the track again. A touch of the Spanish "Ole's" gives Bernie Hunter kittens.

(Photographs by courtesy of "Top Gear".)



Romanes, driving his own Lotus 35, held third place for the full distance. Perhaps the most spectacular moment occurred when Alan Rollinson bailed out of his burning car—Alan suffered only minor burns to his face, feet and hands. Not quite so happy was Frank Lythgoe, whose split new Brabham was smouldering quietly away by the barrier. More entertainment was provided by Jock Russell on the first lap of the second part of the SMT Trophy race when, lying in third place, he pirouetted his car at Merchants, much to the delight of the Grandstand. Once again Willie Forbes was away out in front from start to finish, taking the trophy with him to Aberdeen as a result. At the time, many felt that the best performance of the day came from Scotcircuits' Chairman John Romanes, who held off Chris Williams for fourteen laps before the latter slipped through into second place on the fifteenth. While there was not enough time left for Williams to pull back the whole of Willie Forbes's lead, he did set up a new class lap record of 38.2 seconds in the attempt.

1968 saw the end of the good weather when bucketing rain prevented the Red Arrows from once again taking off from Turnhouse. The main race this time was held in two heats and a final, the first heat being for Formula Libre cars up to 1000 cc. Both Chris Williams and Alan Rollinson were non-starters, leaving Dave Berry with Frank Lythgoe's Brabham F3 to win from Dick Scott in a Lotus 41 and Graham Birrell in the Ecurie Ecosse fuel injected Imp. The second heat, for the big boys, saw Alistair Walker take a fine win on the greasy surface with his Ex-Surtees Formula 2 Lola from Willie Forbes. Andrew Fletcher gave Willie a close run for his money but he did not have it all his own way either, Bill Dryden challenging him in mid race. Jock Russell, who did not practise in the morning, played things pretty cannily on the wet surface, especially with near enough to 5 litres bolted on the back of his ex-Clark Formula 1 Lotus.

By the time the Final started the track had more or less dried out although slippery patches were still apparent. Andrew Fletcher

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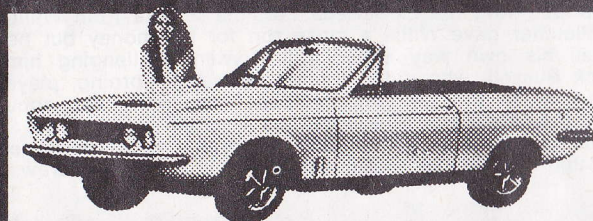
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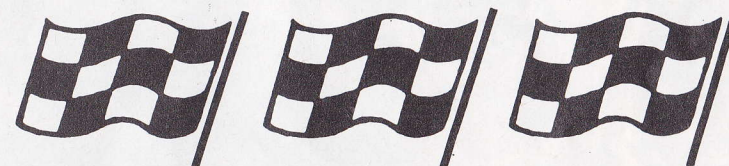
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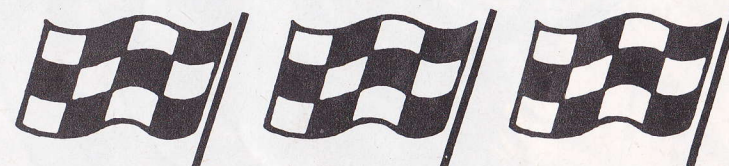
grabbed the lead at the start with Alistair Walker and Willie Forbes in hot pursuit. After one lap, however, Walker had managed to read Fletcher's collar size and, seeing nothing more of interest written there, moved to the front of the field, where he stayed for the rest of the race. On the next lap Willie Forbes also found that Fletcher's neck was a pretty boring thing to look at and chased after the Lola as fast as he could go. Fletcher did not relinquish 3rd place until the twenty-second lap when Tommie Reid took over after five laps of exhaust breathing. Fifth place went to Dick Scott after a hard drive in which he disposed of both Dave Berry and Graham Birrell. Back amongst the tailenders, big Jock again had a quiet race.

Perhaps the excitement of the day in 1968 was the memorable excursion by Harry Gilbert, who took to the grass at Shepherds, churned things up for a bit, and then slid back across the track to give Bernie Hunter the closest thing to a coronary he has ever had. Once again Eric Bryce was behind a convenient tree snapping away for all he was worth.

Now here we are with the fourth in the series and, we hope, another day's racing packed with as much excitement as the previous three. Let us only hope that Eric Bryce does not have too much work to do this afternoon.



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A YEAR HAS PASSED

Among the dead on the bleak hill,
A solitary place
High on the hillside in the icy wind.
A drift of snow on the withering tributes,
A vicious wind tossing the flowers—
So carefully arranged to remember him;
Scattering their beauty,
Blurring the ink that speaks of love.
Yet to the hero of speed
All is still;
Quiet and warm in the brown darkness
Of the earth.

The roar of engines stopped;
The powerful Lotus leaping to respond to
Such a touch;
The brittle wheel of time smashed in a moment,
Shattering the strength on the scalding track.

Now in the cool elegance of four walls
He stares at us;
Surrounded by silver and gold
Gleaming and mocking on their careful velvet.

Yet the man is remote:
Even the flashing smile is unreal
The Star image—
Too tinsel for the courage he had.

Truer to life in the wind swept plot,
The tired but loving flowers
Thrown carelessly by the wind.

This is real and comforting.

*(On visiting Chirnside graveyard and the Jim Clark memorial room in
Duns. April, 1969.)*

DAPHNE MOORE.

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INGLISTON NOTES

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

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

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

★ ★ ★

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

★ ★ ★

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

★ ★ ★

Many members of the general public may not be aware that it is possible for them to come to Ingliston in the morning on race days to watch the competitors practising. For the drivers, the ten or more laps practice session for each event is useful in making quite sure the car is handling just right, in getting the feel of a new car or, in the case of newcomers to Ingliston, in familiarising themselves with the circuit. Each car is also timed during practice, since it is these lap times which determine what the drivers' grid positions are to be in the race itself.



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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?

★ ★ ★

Spectators wishing to view the day's sport in comfort may purchase grandstand tickets from a kiosk immediately behind the Crossing Point to the Central Enclosure in the centre of the main grandstand. For those who prefer the Shepherd's Grandstand, tickets are available from a kiosk in the East Gate Courtyard. Prices for all tickets are 10/-. For those who prefer to make sure of their seats in advance, a booking form for the remainder of the 1969 Season is on page 26.

★ ★ ★

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

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

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

★ ★ ★

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

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

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

INGLISTON LAP CONVERSION TABLE

1 LAP = 1.03 Miles

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

INGLISTON LAP RECORDS

Circuit : 1.03 miles

FORMULA LIBRE CARS

Over 1000cc :

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

Under 1000cc :

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

FORMULA FORD CARS

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

SPECIAL GT CARS

Over 1150cc :

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

Under 1150cc :

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

PRODUCTION SPORTS CARS

Under 1150cc :

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

Over 1150cc :

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

SALOON CARS

Over 1000cc :

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

Under 1000cc :

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

OUTRIGHT LAP RECORD

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

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

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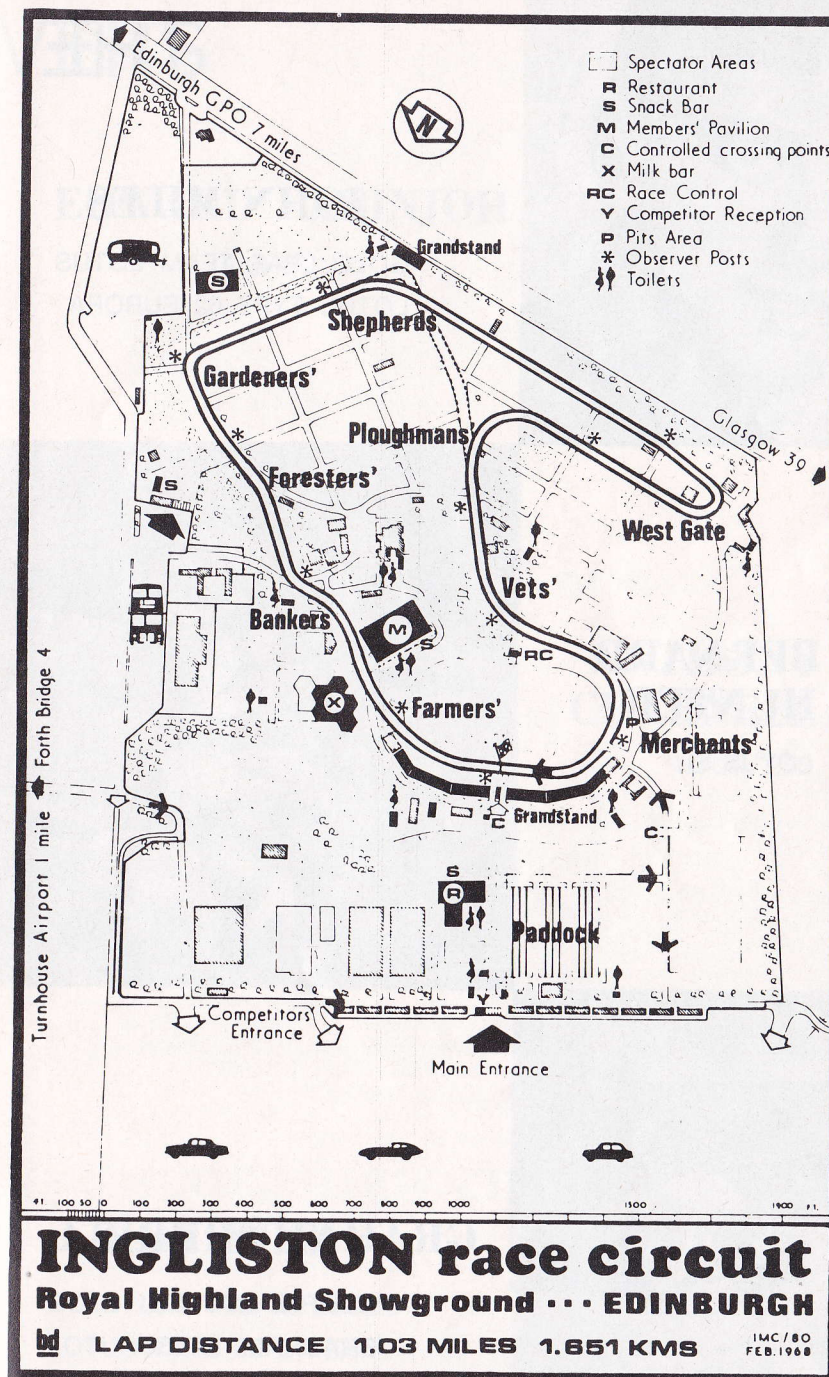
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7 Sept											
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THE DRIVERS

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GOLD LEAF TEAM LOTUS
LOTUS TYPE 62 EUROPA

EDWARD LABINJOH

FISHER



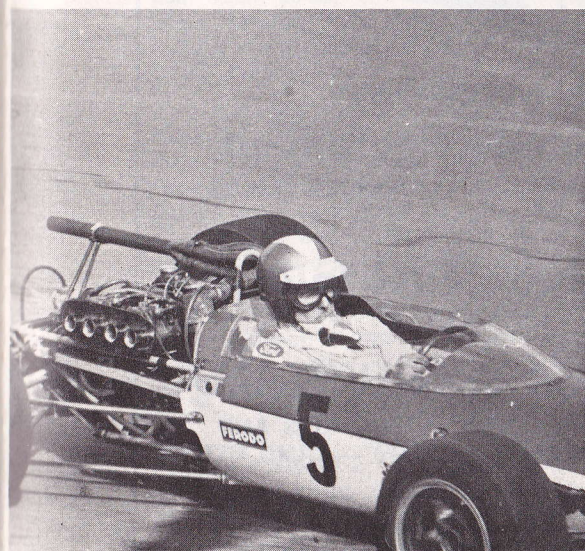
BERNARD HUNTER

LOTUS 51



ANTHONY CHARNELL

LOLA T.55

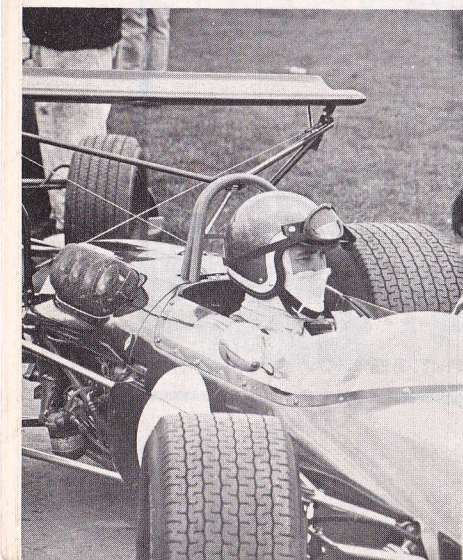
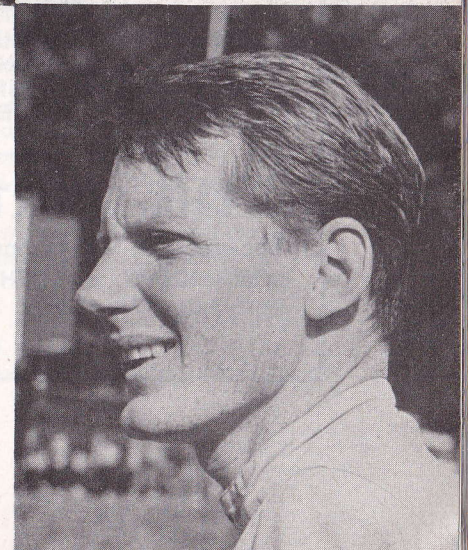


GRAHAM BIRRELL

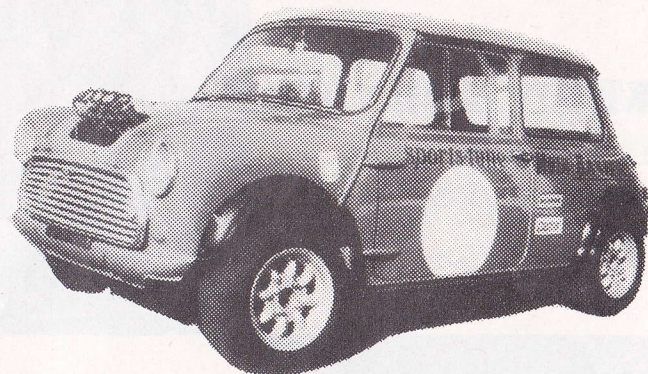
ECURIE ECOSSE
BRABHAM BT23C

ROY PIKE

GOLD LEAF TEAM LOTUS
LOTUS TYPE 62 EUROPA



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Graham Gauld on the men and the machines . . .

To celebrate the return of racing to Ingliston, after a lapse of six weeks whilst the cattle and sheep occupied the paddock, we have a whole series of races in this the first National race meeting of the season sponsored by S.M.T. Sales & Service Co. Ltd., your friendly Vauxhall-Bedford dealers. At the same time we have the re-appearance of the hot air balloon sponsored by the Hot Air Group, only this time the balloon is a real monster, almost 100 ft. high.

Now for some hot air on the entry and the drivers taking part today. It goes without saying that we welcome back to Ingliston, Gold Leaf Team Lotus, who will be running their two Lotus 62's for *John Miles* and *Roy Pike*. We also have a number of well-known drivers running in the races counting for the main event of the day—the S.M.T. Trophy

This year Scottish drivers have been making a name for themselves around the country and abroad and it is good to see them back here at Ingliston. Since finishing second in the Callands Trophy Formula Libre Championship last year, Aberdonian *Richard Scott* has moved down to England to work with the Frank Williams racing organisation and with Frank has raced at a number of events both here and on the Continent. His Brabham BT21 is always beautifully prepared and today he has been entered by the Paul Watson Racing Organisation. Paul is a well-known motoring journalist who has developed a team of drivers around him and planned out their racing programmes mainly on the Continent. With the kind of preparation his car receives and his developing skill, Richard Scott is very much a man to watch this afternoon. Another traveller has been *Graham Birrell* who has driven the Ecurie Ecosse Brabham BT 23C in Formula 2 events on the Continent for the past month. Two Sundays ago he was at the French circuit of Rheims, where he finished ninth overall. This is a tremendous performance, considering the event counted for the European Formula II Championship and included such drivers as Jackie Stewart and Piers Courage. Since that meeting the car has had an engine swap and, of course, since it last appeared here it has lost its wing due to the F.I.A. ban on wings.

Ingliston's own "Prince of Wales" *Dave Berry* is back with his Brabham BT16, which is an older model, but in Dave's hands this doesn't make much difference, as he charges all the time. It is interesting that the Brabham BT 21B that *Norman Foulds* is driving in the same race was formerly owned by Frank Lythgoe and probably driven many times by Dave Berry. Norman Foulds is well known in club racing in England with his Brabham and he is making his first appearance at Ingliston.

Another Brabham in the same race is the German B.M.W.-engined car of *John Millar*. This car has had an interesting history, having run in the *Daily Mail* race of Champions meeting at Brands Hatch against

Formula II Grand Prix cars last year, but John has had a lot of trouble with it. He did have it going on song earlier this year when he won the formula libre event at the Novices' Meeting and he will no doubt be searching for a repeat of that performance today.

The man who won the thrilling formula libre race at the last Ingliston meeting, *Ronnie Mackay*, is again out with his Brabham BT 21B and he is in a strong position in the Callands Trophy Formula Libre Championship this year. As one of the furthest travelled Scots, he was well satisfied after the car's performance last time.

In the same event *Tony Charnell* is out with this Lola T55 once more and, if determination is any indication of impending success, Tony should do well.

Probably the most interesting aspect of this S.M.T. Trophy meeting is the International flavour of the entry and in this race we have three drivers from abroad racing for the first time in Scotland. *Wayne Mitchell* normally drives a Brabham BT21, but hopes to have his new BT28 for this meeting. He has been entered by Paul Watson and Wayne comes from Winnipeg, Canada, and has driven in a number of International Formula III races during his current season in Europe. Then there is *Graham McRae*, who drives the ex-Denny Hulme Formula 2 Brabham and is a New Zealander. Since coming to Britain Graham has driven extremely well and is pipped to equal the success of fellow New Zealander Chris Amon before very long. The third foreign driver in this race is the United States Formula "C" racing champion *Mike Campbell* from Seattle driving yet another Brabham. All three are paying their first visit to Ingliston and we wish them well in what is bound to be a truly International race meeting.

One man who is faced with an embarrassing problem in the race is *Brian Hart*, the well-known Formula 2 driver, who will take the wheel of *John Romanes'* Lotus 35. Brian has made a name for himself preparing engines for various drivers in Formula 2 and Formula Ford (Gerry Birrell uses a Hart engine in his Crossle) but the car he drives today was prepared by its owner, John Romanes.

Frank Green (Brabham) and *Geoff Oliver* (Lotus 41) are new names to the Ingliston scene but *Gerry Birell* will be running a specially tweaked Lotus 41 in the Formula Libre race, which should make an interesting comparison.

With such a good entry in the formula libre race, one tends to overlook the other events, but in the GT race there are some interesting new cars taking part. By far the favourites are the two Gold Leaf Team Lotus 62's driven by *John Miles* and *Roy Pike*. Californian Pike is driving for the first time at Ingliston, whilst Miles knows his way round the track not only in GT cars but in the Gold Leaf Team Lotus 41X Formula 3 car which he used to set up the lap record on the circuit last October. This was broken earlier this year. These Lotus 62's use the Lotus modified 2 litre engines produced by Vauxhall. Though plans are in hand for these engines to be made entirely out of aluminium, the current cars are using a cast iron block and yet produce over 200 b.h.p. This is one of their first meetings in a non-International meeting and they were only raced for the first time in April. They look similar to the Lotus 47s which were raced last season but they have different front and rear sections, spoilers on the body and to the rear suspension from the Lotus Formula I Car.

The man who will be pressing them hard is *Johnny Blades* with his Formula 2 FVA-engined Chevron, entered by Ben Sherman Originals. This crimson Chevron has been well placed in races this season and John Blades knows a thing or two about the camber of the bends at Ingliston. The battle between Blades and the two Lotuses should be a classic. Also in the race are two of the Lotus 23 based Mercury

GTs. One is the familiar car raced by *George Silverwood* in the small capacity class and the other is a new one to Ingliston, a 1600 cc Twin Cam-engined model entered by Kessington Filling Station and driven by *Jeff Schonberg*. Jeff last year had a Formula Ford to race and this year he moves up a scale into the GT category with the Mercury. *John Absalom* will be out again with his Ginetta and *L. Davies* has another Ginetta G4. *Bill Dryden's* Honda S800 will be screaming its way round the circuit as usual, whilst the other yellow peril, *Ernie Blackadder's* attractive Nathan GT, will be out to break its trail of misfortune at Ingliston.

The Formula Ford cars at this meeting will be led by *Tom Walkinshaw* with the factory Hawke DL2. This car, designed by former Lotus factory mechanic Dave Lazenby, will be running for the first time. It is long, low and sleek and is yet another new make to Formula Ford racing. *Gerry Birrell* will be running the Crossle 16F Formula Ford owned by Equipe Centro Scot. This is not the car that Gerry used to win the recent European Championship Formula Ford event at Anderstorp in Sweden but the car raced by the members of Equipe Centro Scot and driven by Tony Evangelisti at the Vallerlunga track in Italy. Following his frightening accident at the May meeting, *Ted Clark* will again be driving his Lotus 51, and similar cars have been entered by *Jimmy Gemmell*, *Bernard Hunter*, *Dave Manners* and *Rod Pithers*.

As usual saloon cars dominate the entry for the meeting with many of the leading names in this form of racing. In the over 1000 cc

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saloon event *Campbell Graham*, who made a suprising debut to racing at the Novices' meeting, will be running his ex-Gerry Birrell Singer Chamois. Campbell has had limited experience in racing but has shown his determination and skill not only at Ingliston but south of the Border. He will be up against tough opposition, however, from drivers like *Graham Birrell* in the Wylies Ford Escort, which is undoubtedly the saloon car to beat at Ingliston this season. Since it first appeared at Ingliston last season the Wylies Escort has become much more reliable and extremely quick, but the man to watch will be *Jimmy Veitch* with his yellow Mini Cooper. Veitch has found his niche in racing in saloons and his performances not only at Ingliston but also in hill climbs has shown that he is a tough man to beat. *Keith Robertson's* black and white chequered Thistle Tune has been ministered to by *Peter Beaton* of Thistle Tune, who is one of the best tuners of Minis in Scotland. *Jim Dryden* from Dundee has had a slightly subdued season but is as determined as ever, and *Ronnie Morrison* will again be out with his fuel-injected Mini against *Bill Borrowman* in the Moir & Baxter-Sports Tune fuel-injected car.

In the small capacity class, *Bill Borrowman* in the other Moir & Baxter car comes up against *Logan Morrison*, who is the uncrowned king of this division with his Singer Chamois. *Andy Barton*, *Jim Howden* and *Bob Haining* will, however, be out to turn the tables.

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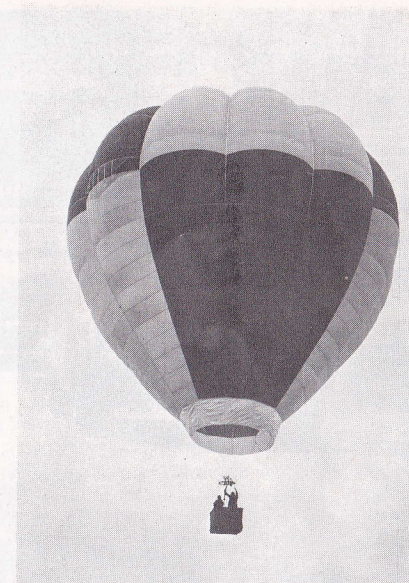
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HOT
AIR**

This afternoon's special attraction is an ascent by a giant hot air balloon. Spectators at the September meeting in 1968 will remember the fun we had with the giant baloon "G—AVTL". Today's balloon is even bigger than that used last year—we only hope that it will have a somewhat happier take-off! Last year, if you will remember, the hot air enthusiasts were so keen that half the Grandstand was very nearly taken with them into the wide blue yonder; the problem then appeared to be a slight overdose of wind—so, keep your fingers crossed for a calm day.

Hot air is the principle of the oldest successful flying machine. The first ascent was made from Paris in 1783 by the Montolfier balloon, and the first ascent in the United Kingdom was made from Edinburgh in a hot air balloon in 1784. The modern hot air balloon works on the old principle, but makes full use in its construction of modern technology. It was conceived in the U.S.A. about five years ago. The envelope is made from nylon, or other man-made fibre, and the heat is provided by a burner which consumes propane from a cylinder in the basket.

A balloon cannot be driven in any horizontal direction but simply drifts at the speed and direction of the wind. The modern type of hot air balloon can be controlled more precisely than other types of balloon in altitude, however, and it provides a form of flying sensation different from any other type of aircraft. It is possible to fly at very low altitude, and of course, a very low speed. When the burner is off (about 70% of the time) the balloon is completely silent and all the sounds from the earth come floating up—it is easy to talk to people on the ground. The balloon can be manoeuvred to land in very small spaces, provided that they are in the downwind path determined by the wind. Although low altitude flight is most interesting, flight up to 20,000 ft. is possible.

57.0

EVENT 1

2.40 P.M.

The EADIE CAIRNS TROPHY RACE for Special Saloon Cars over 1000 cc

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
52	A. BARRETT	Mini Cooper S	1293
53	I. COCHRANE	Ford Anglia	1650
584 54	G. B. BIRRELL/Wyllies	Ford Escort	1852
55	K. ROBERTSON	Thistle Mini	1243
586 56	J. VEITCH	Mini Cooper S	1310
598 57	J. DRYDEN	Mini	1293
58	L. EMSLIE	Mini Cooper S	1293
60	I. R. OWER	Mini Cooper S	1293
598 61	R. F. MORRISON	Mini Cooper	1275
62	J. R. BLANCKLEY	Rockside A40	1860
596 66	W. BORROWMAN/Moir & Baxter Ltd./Sports-tune	Mini Cooper S	1293
71	A. BELL/ Bell's Motor Repairs	Mini Cooper S	1275
75	F. GUNN/A. Barton	Mini Cooper S	1275
596 81	D. HUNTER/HUNTER	Mini Cooper	1275
82	J. C. GRAHAM	Singer Chamois	1220
594 83	R. D. McCUTCHEON	Mini Cooper S	1293
84	R. FORESTER-SMITH	Jaguar Mk. II	3781
Reserve:			
59	J. B. HOLLEY	Ford Cortina	5400
598 87	A. M. SMITH/ Bell's Motor Repairs	Mini Cooper S	1293

1st (£25) 54 2nd (£15) 66 3rd (£10) 81

4th (£5) 83 Fastest Lap: 57.8 — 64.15 sec.

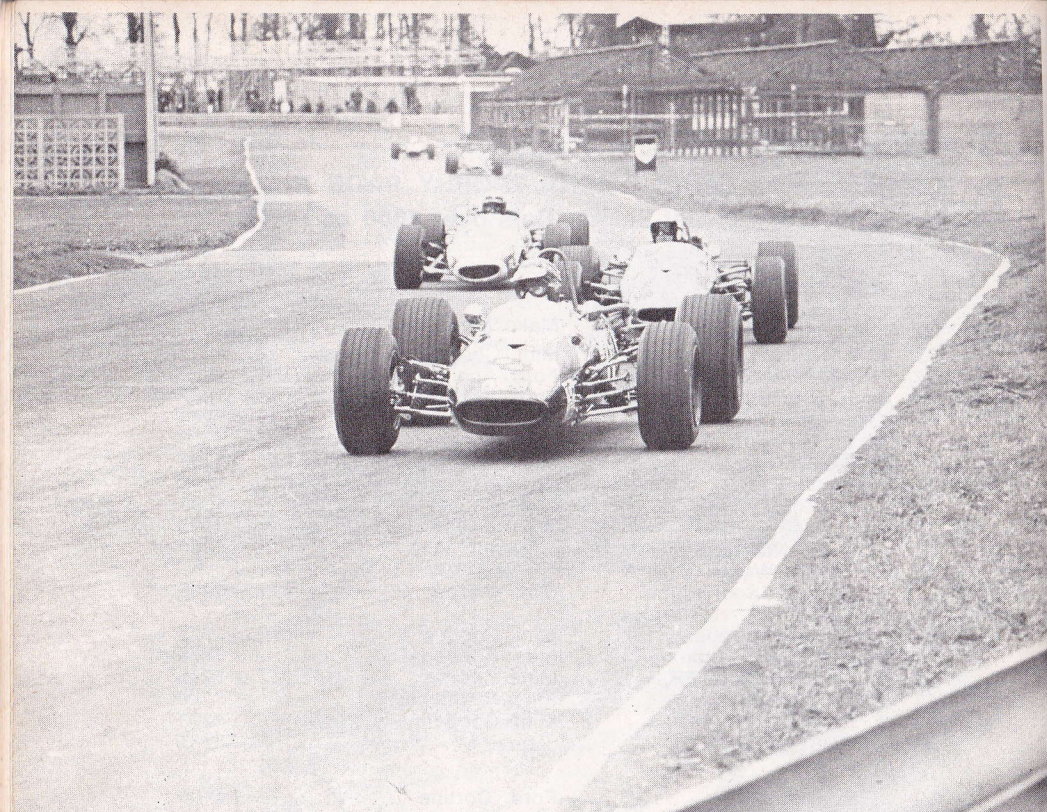
Winner's Speed: 9 m. 48 s. 63.04 mph

It is very much a field of familiar faces for this, the first event in the first National British meeting to be held at Ingliston in 1969. That is, of course, providing the field has not been cut to ribbons by a runaway balloon! The favourite for this event must surely be Graham Birrell in Wylie's Twin Cam Escort, the car which holds the present lap record for this class. One almost gets the feeling that Graham is getting too fast these days!

Perhaps the most interesting car is the Ford Cortina of James Holley, Jnr., the reserve for this event. Jim, who comes from Florida, squeezed a Chevrolet 5½ litre engine into the Cortina and coupled this with a Munci 4-speed box. Talk about bucking broncos, the engine pretty well forms part of the front seat—not our idea of a Sunday afternoon's fun, but then the US Navy may think otherwise!

Jimmy Veitch, Jim Dryden and Frank Gunn are all back this afternoon to engage once again in nose-to-tail how-d'you-do's through the Esses. Iain Ower has also entered for this meeting; due to illness he has been unable to appear at the previous meetings this season but hopes to have an enlarged Cooper 'S' on the grid this afternoon. Between the lot of them we can expect some entertaining sport, provided none of the drivers decide to wave to the S.T.V. cameras half way round Merchants!





An International Race meeting at Croft today must have had some effect on the Formula Libre entry for today's Ingliston meeting, although for the life of us (to pluralise the phrase) we can't see what we could have done if we'd had any more entries. One prominent regular missing from the list is Ingliston heart-throb Willie Forbes, who has taken his Lola over to the Emerald Isle to try and scare the be-jesus out of the local goblins or what-have-you. (Just because we can't spell leprechauns . . . !) Which means, of course, that Willie is really pushing it as far as the Callands Trophy goes since he still rather fancies keeping it on the mantelpiece next year. Willie has promised, however, to be present at the remaining three meetings and it will be interesting to see how well the big Lola handles on a twisty circuit without wings: Willie's story is that they make very little difference anyway, but then he still has to tackle Ingliston since the foils came down. We'll believe him then!

And speaking of "wings", many of you may not be aware that the F.I.A. (Federation Internationale de L'Automobile—the controlling body for all European motor sport) have decided, and decreed, that aerofoils will not longer be allowed on any category of car running in competitions. The whole thing started after the Spanish G.P. at Barcelona in which both Jochen Rindt and Graham Hill crashed—two weeks later, at Monaco, a first-class rumpus ensued when the organisers banned aerofoils. The decision stood for that race, however, and, after the dust had settled, the F.I.A. endorsed it. Whether the ban is a good thing we would not like to say: like many other racing "accessories" (although we doubt if G.B. will sell you wings behind the Grandstand) the use of aerofoils has its pros and cons. However, if there is even the suspicion of an inherent danger (however far-removed) in their use, the ban is well justified. Certainly it would

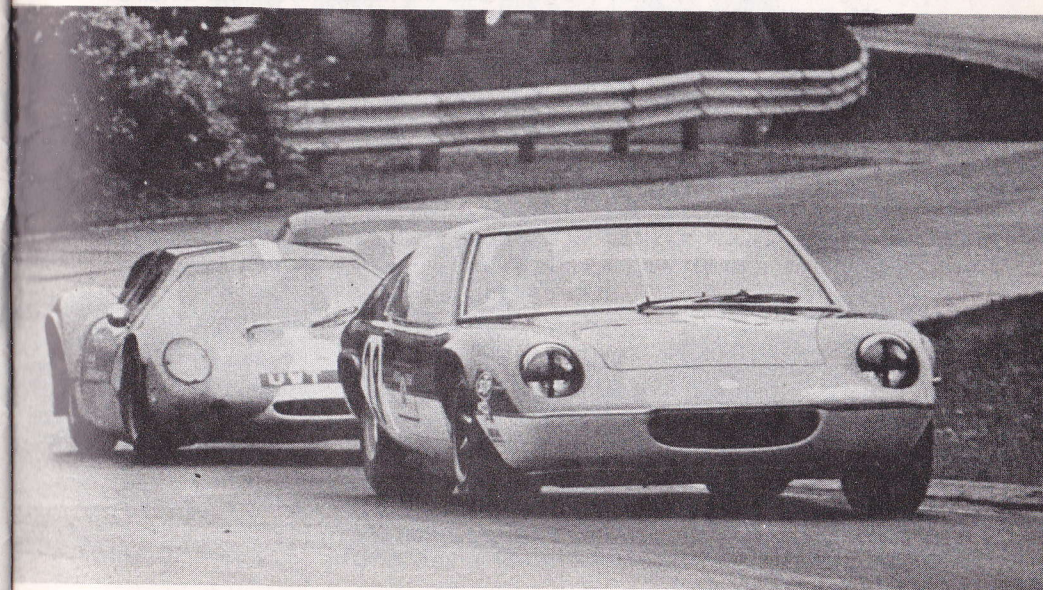
CALLANDS TROPHY FORMULA LIBRE CHAMPIONSHIP

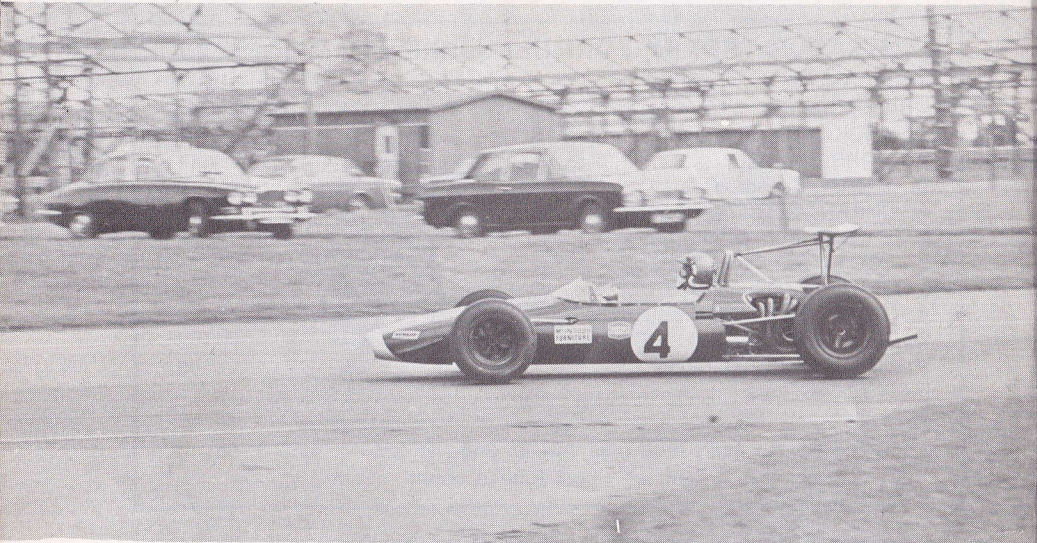
DRIVER/Car	April	May	July	Total
R. MACKAY/Brabham	5	11		16
W. FORBES/Lola	11	—		11
D. BERRY/Brabham	1	8		9
A. CHARNWELL/Lola	4	5		9
G. B. BIRRELL/Brabham	8	—		8
R. SCOTT/Brabham	6	—		6
J. MILLER/Brabham	—	6		6
A. C. GOODFELLOW/Fireball 5000	1	4		5
W. N. A. DRYDEN/Lotus Climax	3	—		3
Mrs. A. MICKEL/Brabham	—	3		3
I. STIRLING/Lola	1	1		1

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

appear that the foils made only a fraction of a second difference in lap speeds and this surely is a small price for safer racing.

Today's entry list for the Formula Libre event sees quite an International field, all the more refreshing since many of the drivers are Ingliston regulars who have recently gained recognition. Fresh from his success at Rheims comes Graham Birrell with the Harry Ballantine entered Brabham BT 23 C. It certainly is good to see another Scottish driver and SMRC member making his way to the top on the Continental circuit, and all the more so since Graham is driving for Ecurie Eccose. Doubtless all spectators will join SMRC in hoping that the Scottish team can once again recapture the glory of its Le Mans days. The Brabham is, however, entered in the name of Ecurie Eccose's





Team Manager today—perhaps they thought no-one would be able to understand the French!

Graham, however, will have to contend with Graham McCrae in a similar Brabham BT23C: Graham II is entered by the Paul Watson Race Organisation, as are the other two trans-Atlantic drivers, Mike Campbell and Wayne Mitchell. G.B. thinks that big wheels are the answer at Ingliston and has pinned his hopes on 14" giants on the rear of his Brabham. Brian Hart, the man who puts the horses in Graham Birrell's car, is also here, and if anyone knows how to beat the Ballantine Brabham, he does. Regular, Tony Charnell, is back again but advises us that his Lola is for sale since he is retiring—a loss to all Ingliston fans. Also back is Ronnie MacKie, this time with a Hugh Shannon built engine—the first project of this kind that Hugh has tried.

Another Scottish driver who is doing the Continental round is Dick Scott, now running for Paul Watson's race organisation. On June 15th Dick notched up a first at Brands and he took 6th place at the G.P. de Paris at Montlhery. Also running for Paul Watson is Norman Foulds in the ex-Alan Rollinson Brabham BT 21B.

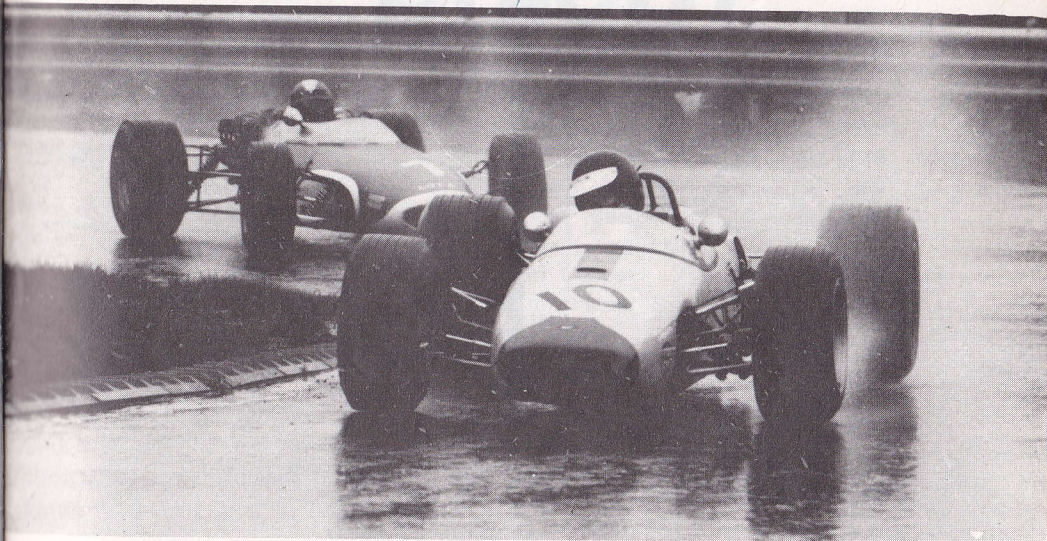
Just what's happened to staid old Falkirk we don't know, since more and more exotic machines seem to come out of the town. Both Andy Goodfellow (well, give or take a mile or two) and Ian Stirling come from the town, as does Ernie Blackadder (Nathan G.T.). Also based in Falkirk is Equipe Centro Scot, the team which enters Gerry Birrell in the Crossle. The man behind the team is well kent to Ingliston fans—Robin Traill, the Chief Observer: which may account for Gerry's impeccable line through the corners! Gerry, himself, is fielding a formula libre Lotus 41 this afternoon, entered by R. Lamplough, but tweaked by Gerry himself. Could be interesting. Also interesting would town's one-way system—could you manage it on a Saturday morning be the sight of all the Falkirk drivers airing their vehicles round the when all the pedestrians are in full cry, boys, and I'll bring a camera?

The S.M.T. TROPHY RACE — Part 1

20 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
53.1	1. B. HART /J. L. Romanes	Lotus 35	2490
57.5	2. J. MILLAR	Brabham BT21B	1991
62.2	3. A. CHARNELL	Lola T55	1650
61.1	4. A. C. GOODFELLOW	Fireball 5000	4700
—	5. R. M. MacKAY		
61.2	6. Wm. Dunnet & Co. Ltd.	Brabham BT21B	997
57.6	7. I. STIRLING	Cosworth Lola	997
52.4	8. G. B. BIRRELL/H. Ballantine	Brabham BT23C	1594
—	9. D. BERRY	Brabham BT16	1600
—	10. R. SCOTT		
54.2	11. Paul Watson Race Org.	Repco Brabham BT21	997
—	12. N. FOULDS/		
—	13. Paul Watson Race Org.	Repco Brabham BT21B	997
50.4	14. F. GREEN/Alan Grant Racing	Brabham BT21	1000
54.2	15. G. McRAE/Paul Watson Race Org.	Brabham BT23C	1594
54.2	16. M. CAMPBELL/Paul Watson		
—	17. Race Org.	Titan Ford Mk. III	1000
—	18. W. MITCHELL/		
53.6	19. Paul Watson Race Org.	Brabham BT28	1000
—	20. G. OLIVER	Lotus 41	997
—	21. G. H. B. BIRRELL/		
—	22. R. Lamplough	Lotus 41	1000
—	23. Reserves:		
—	24. C. GOMPF	Brabham BT21	1000
—	25. A. J. TOBIAS		
—	26. Perdal Developments	McNally F4	875

1st (£75) 2nd (£40) 3rd (£25)
 4th (£15) Fastest Lap : 12 50.9 secs. 72.8 mph
 Winner's Speed : 17 m. 30.9 s. : 70.6 mph





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the home
of Scottish
motor
racing

EVENT 3

3.40 P.M.

SPECIAL SALOON CARS up to 1000 cc

10 LAPS



Car No.	DRIVER/Entrant	Make/Model of Car	cc
64	R. I. S. HAINING	Hillman Imp	998
65	R. D. WYLLIE	Mini Cooper S	999
67	W. BORROWMAN/Moir & Baxter Ltd./Sports-tune ...	Mini Cooper S	999
68	W. L. MORRISON	Chamois Sport	998
69	K. MILLAR/J. Dryden	Mini Cooper	998
70	S. A. BELL/ Bell's Motor Repairs	Mini Cooper S	999
73	A. FLEMING/W. Shepherd ...	Mini Cooper S	999
74	A. BARTON	Mini Cooper S	999
76	E. PATTERSON	Colvend Mini	850
77	J. E. HOWDEN	Singer Chamois	998
78	C. A. FERRARI	Hillman California	998
79	J. I. JOHNSON	Mini Cooper	998
85	J. SIME	Mini Cooper S	999

1st (£25) 70 2nd (£15) 67 3rd (£10)

4th (£5) Fastest Lap: — secs.

Winner's Speed: m. s.: mph

The SCOTBEEF TROPHY RACE for Formula Ford Cars

15 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
16	A. J. TOBIAS/ Perdal Developments	McNally F4	875
566 19	G. H. B. BIRRELL/ Equipe Centro Scot	Crossle	1600
20	B. HUNTER	Lotus 51	1600
21	J. GEMMELL	Lotus 51A	1600
22	B. K. HARRISON	Vixen F4	875
576 23	A. BRIAN SQUIRES	Merlyn Mk. IIA	1600
590 24	E. J. CLARK	Lotus 51	1600
590 25	D. G. MANNERS	Lotus 51	1600
26	R. PITHERS	Lotus 51	1600
580 33	T. WALKINSHAW	Hawke DL2	1600

1st (£25) 19 2nd (£15) 33 3rd (£10) 25

4th (£5) 23 Fastest Lap: 19 — 57.0 secs. 65.05 m/s

Winner's Speed: 14 m. 28 s.: 64.08 mph

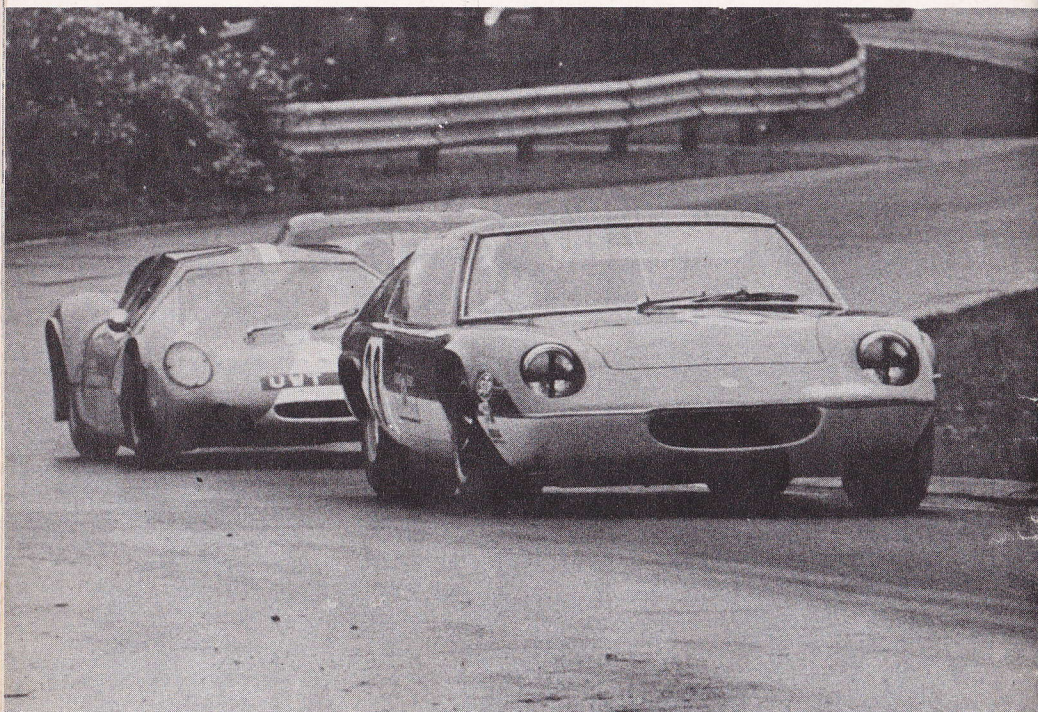
KINGS CUP FORMULA FORD CHAMPIONSHIP

DRIVER/Car	April	May	July	Total
D. MANNERS/Lotus	6	4		10
B. HUNTER/Lotus	4	6		10
G. H. BIRRELL/Crossle	—	9		9
D. WALKER/Lotus	9	—		9
M. HARNESS/Lotus	3	—		3
G. THOMSON/Brabham	—	3		3
G. B. BIRRELL/Crossle	2	—		2
J. GEMMELL/Lotus	1	—		1

1st—9; 2nd—6; 3rd—4; 4th—3; 5th—2; 6th—1 : best four to count

Perhaps the most interesting FF car to Ingliston fans this afternoon is Tom Walkinshaw's Works Hawke. The Hawke is built by Dave Lazenby down in the depths of Waltham Cross. Little brother (although perhaps we had better not say that after his win at Anderstorp two weeks ago) Gerry Birrell is once again in evidence at Ingliston with the Formula Ford Crossle. Gerry, you will remember, won the Formula Ford race hands-down in May and put up a pretty credible performance in the Formula Libre class also, coming third and fourth overall in each of the two parts of the main race.

Alan Tobias provides something for Brian Harrison to get his teeth into now that there are two Formula Four cars on the track. Another regular whose face is again seen (pin-up on centre page) is Bernie Hunter from Leith. And, if all the power houses are producing the correct quota of b.h.p., we can expect some close sport from Tony Arnold, Ted Clark and Dave Manners. Perhaps in there we'll also see "Northerner" R. Pithers from Wakefield with another Lotus 51. Dice for my money will be, however, between the Crossle and the Hawke—although it might not be the first time I've been wrong. Surprise appearance just may be brother Graham, however, in another Crossle.



Point of interest in the G.T. race must surely be the two Team Lotus types 62's. Similar in appearance to the Europa's, the 62's have a new 2 litre power unit and chassis specification. The Team drivers, John Miles and Roy Pike, are so well known in motoring circles that really nothing need be said here—suffice to say that they will be very hard to beat indeed this afternoon.

The man to do it, however, is John Blades—lap record holder for G.T. cars over 1150 cc at Ingliston. John counts amongst his successes this afternoon a first at Mallory on Easter Monday (setting a new lap record in the process) and a third in the B.O.A.C. 6 hours race in April. Should anyone in Scotland be sufficiently impressed with John's Chevron G.T. this afternoon, they will note that it is for sale, the driver having inclinations towards F 5000 racing. Offers should be addressed to J. H. Blades, as will be our note of fee for this plug (sorry, Johnny!).

George Silverwood has some Mercurial competition from Jeff Schonberg this afternoon, the latter giving his Mercury G.T. its first outing at Ingliston. Also back after a long absence is the Fisher G.T.—Ed. Labinjoh (another of the bevy of "Ingliston beauties" on the centre page) tells us that the single-seater engine has been away in Italy so long that he's afraid of forgetting which way round Ingliston to go, so he's come along to keep his hand in. And just to stir things up, there's Bob Prest with a monster Lotus 7.

SPECIAL G.T. CARS up to and over 1150 cc **A Qualifying Round for the Sheila Whyte Tankard**

15 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
Up to 1150 cc			
42	J. ABSALOM/R. Tallantyre	Ginetta G4	1098
43	W. N. A. DRYDEN/ H. & G. Robinson Racing	Honda S800	818
44	L. DAVIS	Ginetta G4	997
45	E. BLACKADDER	Nathan G.T.	998
46	M. HOPPERTON	M.G. Midget	1120
47	G. SILVERWOOD/ D. Buller-Sinfield	Mercury G.T.	1148
48	E. LABINJOH/J. Fisher	Fisher G.T.	1098
Reserves:			
34	J. E. ANDERSON	Diva G.T.	1148
49	J. C. FORSYTH	Sprite	998
86	D. S. LANGLEY	Sprite	950
1st (£25) 43 2nd (£15) 43 3rd (£10) 46 4th (£5).....			
Over 1150 cc			
36	J. MACKIE	Marcos	1498
37	J. A. D. BOSWELL	Sprite	1293
38	R. J. PREST	Lotus 7	1598
39	J. SCHONBERG/ Kessington Filling Station	Mercury G.T.	1593
40	J. H. BLADES/ Ben Sherman Originals	Chevron G.T.	1598
41	J. BALDWIN/ Alan Grant Racing Ltd.	Lotus 23B	1593
50	J. MILES/ Gold Leaf Lotus Team	Lotus 62	1996
51	R. PIKE/ Gold Leaf Lotus Team	Lotus 62	1996
63	J. H. APPLGARTH/ J. R. Blanckley	A.C. Ace Bristol	1971
72	J. MILNE/W. Shepherd	M.G. Midget	1293
Reserves:			
35	A. W. HUTCHISON	Sprite	1293
1st (£25) 50 2nd (£15) 88 3rd (£10) 48 4th (£5) 43			
Fastest Lap: 50 — 53.0 secs.			
Winner's Speed: 88 m. s.: 13.25.3 mph			
89 N. MORRISON CHEVRON 69.07			

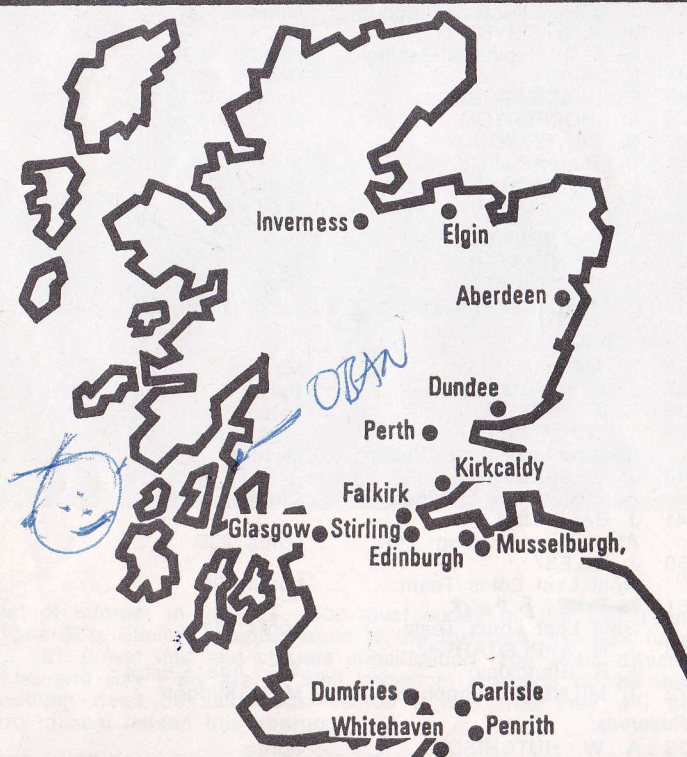
"SHEILA WHYTE TANKARD" CHAMPIONSHIP

DRIVER/Car	April	May	July	Total
G. SILVERWOOD/Mercury G.T.	6	9		15
J. MILNE/M.G. Midget	4	6		10
N. MORRISON/Chevron G.T.	9	—		9
J. MACKIE/Marcos	—	4		4

1st—9; 2nd—6; 3rd—4; 4th—3; 5th—2; 6th—1 : best four to count

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EVENT 6

5.05 P.M.

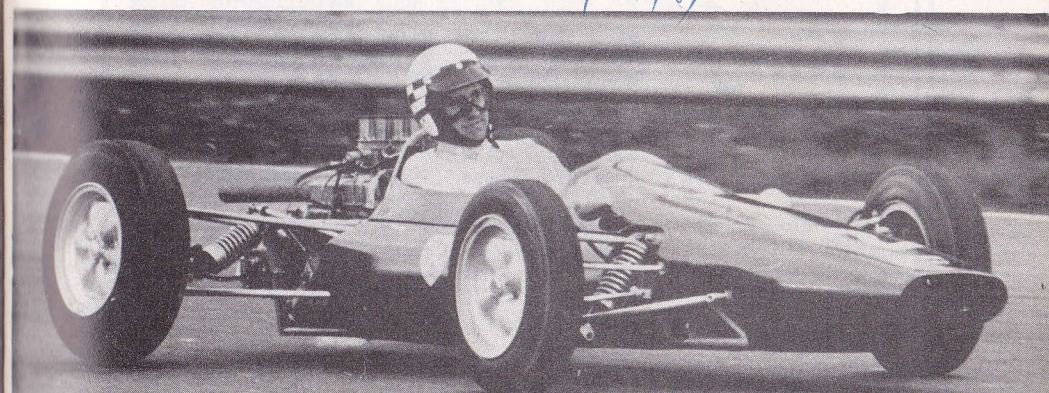
The S.M.T. TROPHY RACE — Part 2 A Qualifying Round for the Callands Trophy


20 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
1	A. FLETCHER B. HART/J. L. Romanes	Lotus 35	2490
2	J. MILLAR	Brabham BT21B	1991
3	A. CHARNELL	Lola T55	1650
4	A. C. GOODFELLOW	Fireball 5000	4700
5	R. M. MacKAY/ Wm. Dunnet & Co. Ltd.	Brabham BT21B	997
6	I. STIRLING	Cosworth Lola	997
7	G. B. BIRRELL/H. Ballantine	Brabham BT23C	1594
8	D. BERRY	Brabham BT16	1600
9	R. SCOTT/ Paul Watson Race Org.	Repco Brabham BT21	997
10	N. FOULDS/ Paul Watson Race Org.	Repco Brabham BT21B	997
11	F. GREEN/ Alan Grant Racing Ltd.	Brabham BT21	1000
12	G. McRAE/Paul Watson Race Org.	Brabham BT23C	1594
14	M. CAMPBELL/Paul Watson Race Org.	Titan Ford Mk. III	1000
17	W. MITCHELL/Paul Watson Race Org.	Brabham BT28	1000
18	G. OLIVER	Lotus 41	997
27	G. H. B. BIRRELL/ R. Lamplough	Lotus 41	1000
Reserves:			
28	C. GOMPF	Brabham BT21	1000
16	A. J. TOBIAS/ Perdal Developments	McNally F4	875
1st (£75) 7 2nd (£40) 8 3rd (£25) 1			
4th (£15) 17 Fastest Lap : — secs.			
Winner's Speed : 1.7 m. 142 s. : 71.7 mph			

RESULTS ON AGGREGATE

1st (The S.M.T. Trophy)	7	1st	7
2nd	8	3rd	1
4th	17	4th	17
Winner's Time (on aggregate)	34.44.7		





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EVENT 7

5.50 P.M.

HARTLEY WHYTE TROPHY CHAMPIONSHIP

15 LAPS

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

Car No.	DRIVER/Entrant	Make/Model of Car	Qual. Time
54	BIRRELL	.....	.....
66	BORROWMAN	.....	.....
70	BELL	.....	.....
81	MUTER	.....	.....
83	M'CUTCHEON	.....	.....
87	A. SMITH	.....	.....
67	BORROWMAN	.....	.....
75	GUNN	.....	.....
56	VEITCH	.....	.....
64	HAINING	.....	.....
85	SIME	.....	.....
73	FLEMING	.....	.....
76	BARTON	.....	.....
74	BAKTON	.....	.....

1st £(30) 54 2nd (£20) 66 3rd (£10) 56

4th (£5) 70 Fastest Lap secs.

Winner's Speed : m. s. : mph

HARTLEY WHITE SALOON CAR CHAMPIONSHIP

DRIVER/Car	April	May	July	Total
J. VEITCH/Mini Cooper S	6	6		12
G. B. BIRRELL/Twin Cam Escort	9	—		9
G. H. BIRRELL/Twin Cam Escort	—	9		9
A. BARTON/Mini Cooper S	4	—		4
S. A. BELL/Mini Cooper S	—	4		4
K. ALLEN/Mini Cooper	3	—		3
W. L. MORRISON/Singer Chamois	—	3		3
A. D. NIVEN/Anglia	2	—		2
D. MUTER/Mini Cooper S	—	2		2
A. FLEMING/Mini Cooper	1	—		1
R. HAINING/Singer Chamois	—	1		1

1st—9; 2nd—6; 3rd—4; 4th—3; 5th—2; 6th—1 : best four to count

What does he do? THE OBSERVER

The role of the observer is basically simple. They simply watch the racing with an intuitive eye and discern whether there is any dirty work at the cross-roads or hanging garbage from the automobiles which might foul up the track. On the face of it they have an easy task for they just have to watch the racing, but in fact a great deal of responsibility rests on their shoulders for they have to give judgment to the Clerk of the Course and even to the Stewards of the meeting should there be any doubt as to the ability of the drivers or their conduct on the track.

Where the problem lies at Ingliston is that with the tight confines the drivers are subject to a number of rules which might not be so important at other circuits. One of the most difficult ones as far as interpretation is concerned deals with drivers taking short cuts across the inner edge on the corners. This was a favourite Ingliston ploy and one saloon car driver, who shall remain nameless lest he blush bright orange, used to use this as his ruse for getting past slower drivers. With the advent of bigger barriers and rippled concrete edging along the side of the track, the lure of the grass is less enthralling, but the Esses, in particular, remain the hunting ground of the observers to see whether anyone is deliberately crossing the line. In this case the observer has to ascertain whether a driver is deliberately using a "line" through the corner by taking advantage of the grass or whether, by track circumstances on the occasional lap, he is forced to take this line to avoid an incident. Observers are also called upon to check up on reports of stock car tactics or the dropping of oil on the circuit. In the hustle and bustle of a race you tend to get all sorts of things happening very quickly and before he can act directly and possibly black flag a competitor the Clerk of the Course must know that what one observer has noted is correct. An observer, therefore, calling from the start line and saying that car X is dropping oil will have his report checked out by other observers, who will be asked to pay specific attention to car X and report back to the Clerk of the Course.

In the event of an accident the observers are called upon to give their versions in case any enquiry is called by the Stewards or the R.A.C.

After every race the observers hand in a race report which might include references to competitors who are ragged in their driving or even near incidents which happened on the track.

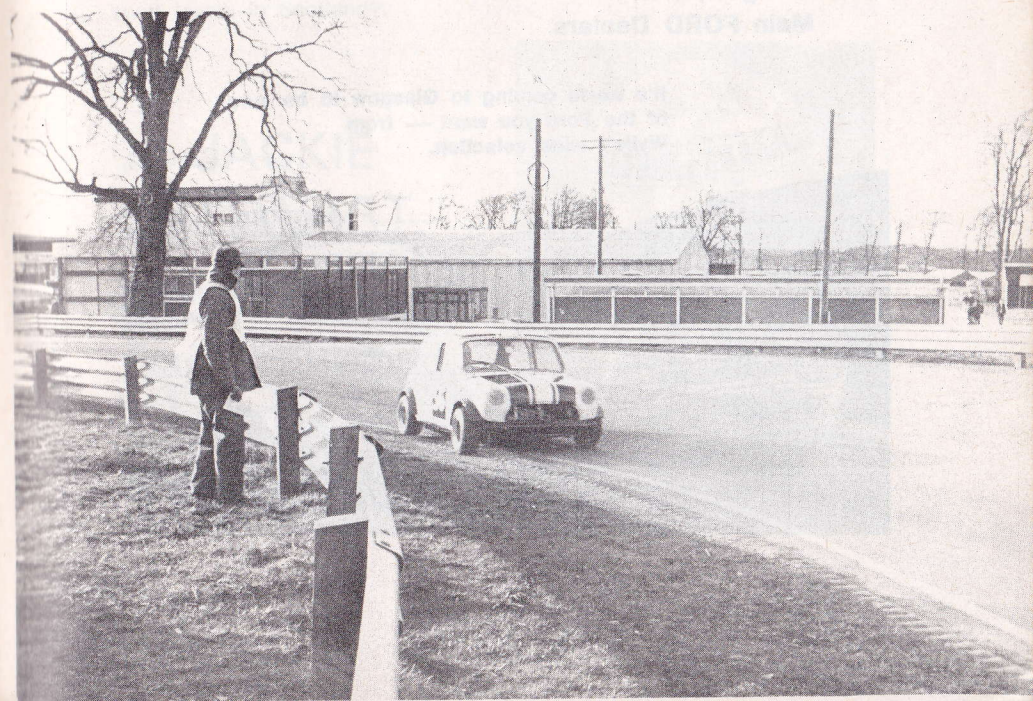
Obviously the people chosen to observe must have a keen eye for the sport and ideally have some competitive background. In conversation a few years ago the late Jim Clark confided that he felt he would like to have come back to Ingliston when he retired from racing and help observe at meetings. His only problem, however, was his admission that "... if I saw someone driving a good car badly I would be terribly frustrated and want to go out and show him how to do it properly". The same thoughts may sometimes lurk in the minds of the observers, but at Ingliston they do a good job and help, by their vigilance, possibly to reduce the chances of accidents on the circuit. The Ingliston team is led by Robin Traill, an experienced rally competitor for many years, who is sales director of a caravan manufacturing company at Carronshore, near Falkirk.

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For the Attention of Non-Members

To be perfectly honest, the non-members are the most pampered shower than one can come across. Every month, hard pressed members of the SMRC staff scratch their heads and generally work themselves into an early grave just to think up new things to say to induce you, the non-member, to join the Scottish Motor Racing Club. As everyone knows, the benefits of club membership have not altered — it is merely the way that we have to serve them up to you in the programme that changes month by month. This month, to back up the Trade Unions' recent victory, we are going on strike and staunchly refuse to fill a page with mere padding : instead, you will just have to make do with a list of some of the benefits:—

Discount on tickets at Ingliston
Free subscription to *Top Gear*, Scotland's motoring monthly
Cheap (Scots, take note) family membership
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(and 1969 World
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I hereby make application to become a member of THE SCOTTISH MOTOR RACING CLUB LIMITED and, if elected, agree to be bound by the Memorandum and Articles of Association thereof for the time being.

I enclose remittance for the total detailed under.

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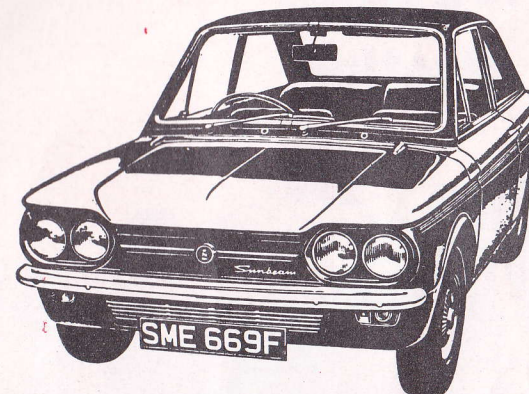
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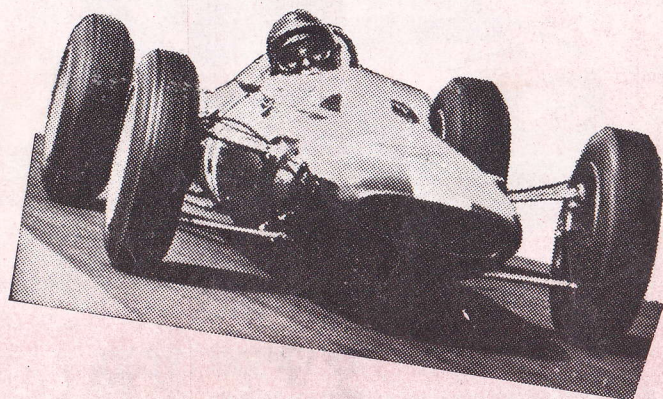
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