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THE SCOTTISH MOTOR RACING CLUB

PROGRAMME — 2/6

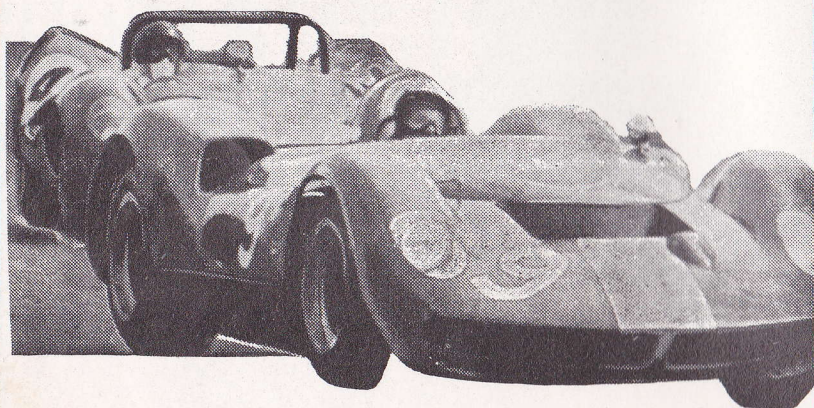


INGLISTON

6th OCTOBER 1968



THE LOMBANK TROPHY RACE

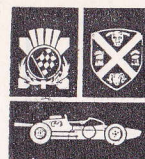


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THE LOMBANK TROPHY RACE MEETING

Sunday 6th October, 1968

organised by

The Scottish Motor Racing Club Ltd.

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PROGRAMME

- | | |
|------------|--|
| 9.45 a.m. | Practice |
| 12.45 p.m. | Luncheon Interval |
| 2.10 p.m. | Flying Display by R.A.F. Lightning |
| 2.30 p.m. | Event 1 Saloons over 1000cc, 10 laps |
| 2.55 p.m. | 2 LOMBANK TROPHY RACE, Part 1, (20 laps) |
| 3.25 p.m. | 3 Saloons up to 1000cc, 10 laps |
| 3.50 p.m. | 4 Formula Ford Cars, 15 laps |
| 4.15 p.m. | 5 Saloons over 1000cc, 10 laps |
| 4.40 p.m. | 6 Special GT Cars, 15 laps |
| 5.05 p.m. | 7 LOMBANK TROPHY RACE, Part 2, (20 laps) |
| 5.45 p.m. | 8 HARTLEY WHYTE CHAMPIONSHIP RACE, 20 laps |

DAILY RECORD

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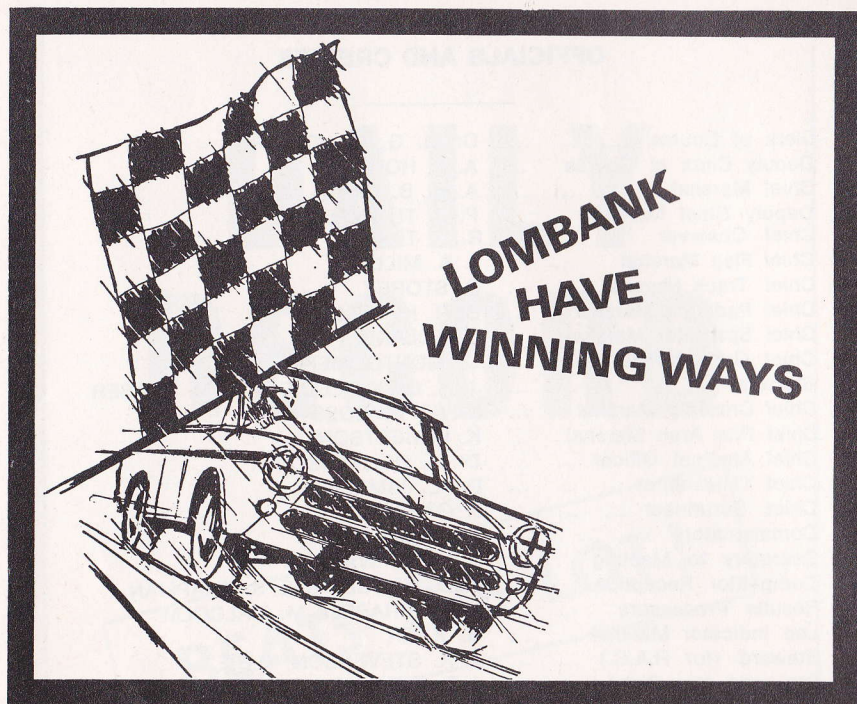
SUPREME IN MOTOR RACING

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Deputy Clerk of Course	A. D. HORNE
Chief Marshal	A. H. B. CRAIG
Deputy Chief Marshal	P. J. TUGWELL
Chief Observer	R. J. TRAILL
Chief Flag Marshal	J. A. MILLAR
Chief Track Marshal	G. STOREY
Chief Paddock Marshal	E. R. HERRALD
Chief Spectator Marshal	D. TOLAND
Chief Grid Marshal	G. MONTGOMERY
Starters	J. A. DICK PEDDIE & D. M. FRASER
Chief Crossing Marshal	DAVID M. ROSS
Chief Pits Area Marshal	K. ROBERTSON
Chief Medical Officer	Dr. A. DONALDSON
Chief Timekeeper	Dr. L. JAMIESON
Chief Scrutineer	J. GARDEN
Commentators	J. W. McINNES
Secretary to Meeting	I. SCOTT WATSON
Competitor Reception	E. D. HODGES & E. S. CHAPMAN
Results Processors	W. H. CRABB & M. MALCOLM
Lap Indicator Marshal	G. KERR
Steward (for R.A.C.)	A. K. STEVENSON, O.B.E.
Stewards (for Club)	J. R. STEWART, R. KAY, N. T. LITHGOW
Judges of Fact	W. A. MARTIN, I. CUNNINGHAM, A. REID, L. BROWN
Chairman of Race Committee	J. L. ROMANES
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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/4013



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A word from our Sponsors

LOMBANK LIMITED are proud to be the Sponsors of the first National Meeting on the extended circuit at Ingliston and once again congratulate the Directors of Scotcircuits Limited and the members of the Scottish Motor Racing Club on the successes achieved at Scotland's only Motor Racing Circuit. Our thanks and appreciation are also due to all those Officials and Track Marshals whose tireless efforts behind the scenes and around the track make motor racing possible. We wish every competitor and spectator a happy and enjoyable day and look forward to seeing some exciting racing.

ERIC J. P. C. L. KNIGHT,
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LIST OF ENTRIES

Car No.	DRIVER/Entrant	cc	Make/Model	from
1	J. L. ROMANES ...	2500	Lotus-Climax	Edinburgh
2	R. SCOTT ...	997	Lotus 41	Aberdeen
3	W. FORBES ...	1991	Lotus-BMW	Aberdeen
4	W. N. A. DRYDEN ...	1594	Brabham BT21A	Longniddry
5	M. BUTCHER/Haggis ...	1600	Haggispeed Ford	Poole
6	J. MILLAR ...	1991	Brabham-BMW	Bridge-of-Weir
7	A. D. T. FLETCHER/ Magnificent 7 Club ...	1594	Brabham BT18	Alva
8	P. GAYDON/Special Motor Racing Team ...	997	Titan F3	London
9	K. LAL/Team India ...	997	Brabham BT21	India
10	P. HANSON ...	997	Brabham BT21	Yorkshire
11	R. M. MACKAY/ Hugh Shannon ...	997	Brabham BT15	Thurso
12	S. SAYE ...	997	Brabham BT21	Leamington Spa
14	G. B. BIRRELL/ Ecurie Ecosse ...	998	Ecosse-Imp	Milngavie
15	G. H. BIRRELL/ Ecurie Ecosse ...	998	Ecosse-Imp	Bearsden
16	B. UNETT/Vixen Racing Cars Ltd. ...	875	Vixen F4/4	Coventry
17	K. NORMAN/Vixen Racing Cars Ltd. ...	875	Vixen F4/4	Windsor
18	D. BERRY/ Frank Lythgoe Racing ...	997	Brabham BT21	Colwyn Bay
19	E. LABINJOH/J. Fisher ...	1100	Fisher GT	Edinburgh
20	J. MILES/ Gold Leaf Team Lotus ...	997	Lotus-Holbay 41X	London
21	J. MILES/Gold Leaf Team Lotus ...	1594	Lotus-Europa 47	Australia
22	T. SCHENKEN/Gold Leaf Team Lotus ...	1594	Lotus-Europa 47	London
23	J. H. BLADES/ Northumbria Racing Orgn. ...	1598	Chevron GT	Whitley Bay
24	J. NICHOLSON/ Jaynick Racing ...	1600	Jaynick GT	Glasgow
25	J. NICHOLSON/ Jaynick Racing ...	1600	Jaynick Anglia	Glasgow
26	G. H. BREAKELL ...	1991	Chevron-BMW	Garstang
27	G. H. BREAKELL/ T. Clapham ...	1600	Alfa-Romeo	Garstang
28	G. SILVERWOOD/ Stephenson Developments Group ...	1148	Mercury GT	Mirfield
29	J. E. MILNE/ W. Shepherd ...	1293	MG Midget	Glasgow
30	W. A. POOLE ...	1293	MG Midget	Dublin
31	J. ALEXANDER ...	1100	Mini-Marcos	Clarkston
32	I. STRANG ...	2912	Austin-Healey	London
33	G. TAYLOR ...	791	Honda 800SC	Falkirk
34	R. SIMPSON-SMITH ...	1100	Project Four GT	Airdrie
35	M. HOPPERTON ...	1147	MG Midget	Tarbert-Argyll
36	A. W. HUTCHINSON ...	1293	Austin-Healey	Leven
37	I. COCHRANE ...	1220	Lotus Elite	Dalrymple
38	T. E. BLACKADDER ...	1558	Lotus Elan	Falkirk
39	T. E. BLACKADDER ...	1275	Mini-Cooper S	Falkirk
40	J. C. FORSYTH ...	998	Austin-Healey	Edinburgh

Car No.	DRIVER/Entrant	cc	Make/Model	from
41	G. B. BIRRELL/ Wyllies Ltd.	1790	Perdal Escort	Milngavie
42	J. HANDLEY/ Don Moore	1275	Mini-Cooper S	Cambridge
43	R. F. PIERPOINT	4727	Ford Falcon	Woking
44	K. COSTELLO/ Crippspeer	1293	Crippspeer Mini	Sidcup
45	K. COSTELLO/ Crippspeer	999	Thistle Mini	Sidcup
46	R. F. MORRISON	1275	Mini-Cooper S	Helensburgh
47	J. VEITCH	1293	Mini-Cooper S	Kirkliston
48	I. R. OWER	1293	Mini-Cooper S	Dundee
49	J. DRYDEN	1293	Mini-Cooper S	Dundee
50	R. D. McCUTCHEON	1293	Mini-Cooper S	Wigtown Scot.
51	R. D. McCUTCHEON	999	Mini-Cooper S	Wigtown Scot.
52	A. BARTON	1275	Mini-Cooper S	Newcastle
53	A. BARTON	999	Mini-Cooper S	Newcastle
54	D. MUTER	1275	Mini-Cooper S	Bedlington
55	W. BORROWMAN/Moir & Baxter Sports-Tune	1293	Mini-Cooper S	Longniddry
56	W. BORROWMAN/Moir & Baxter Sports-Tune	999	Mini-Cooper S	Longniddry
57	T. CLARK/Sports-Tune	1600	Lotus 51	North Berwick
58	G. H. BIRRELL/Claud Hamilton Motors Ltd	1220	Shannon-Chamois	Bearsden
59	G. H. BIRRELL	1600	Centro-Scot FF	Bearsden
60	H. GILBERT	1600	Lotus 51	Aberdeen
61	D. BARKER	1600	Lotus 51	Cotts-Heath
62	B. SMITH/Racing Preparations	1600	Royale	London
63	B. ELLICE/ Uptune Racing Ltd.	1600	Lotus 51A	Waltham Abbey
64	T. ROBERTS	1600	Lotus 51	Caterham
65	D. WALKER/ Jim Russell R.D.S.	1600	Russell FF	Australia
66	T. WALKINSHAW	1600	Lotus 51A	Prestonpans
67	J. SCHONBERG/ C. McConalogue	1600	Lotus 51	Bearsden
68	D. B. SQUIRES	1600	Lotus 51	Ardlui Argyll
69	A. C. GOODFELLOW	1600	Fireball-Ford	Falkirk
70	R. PITHERS	1600	Lotus 51	Wakefield
71	P. KIMBERLEY	1600	Russell-Alexis	Wellesbourne
72	W. L. MORRISON	998	Singer Chamois	Bridge-of-Allan
73	R. J. S. HAINING	998	Hillman Imp	North Berwick
74	D. J. STEWART	998	Hillman Imp	Perth
75	E. HOWDEN	998	Singer Chamois	Edinburgh
76	J. FEWELL	999	Mini-Cooper S	Prestonpans
77	A. D. T. BONAR	996	Austin A40	Leicester
78	K. ALLEN	998	Mini-Cooper	Carlisle
79	S. BELL	999	Mini-Cooper S	Carlisle
80	J. A. J. CURRIE	999	Currie Cooper	Dumfries

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.

Car No.	DRIVER/Entrant	cc	Make/Model	from
81	G. A. GARBUTT	997	Ford 105E	Sunderland
82	E. PATERSON	850	Lochbank Mini	Edinburgh
83	A. J. TOBIAS	1293	Mini-Cooper S	Seaton Sluice
84	A. BARRETT	1100	Morris Mini	Baillieston
85	J. S. McCAIG	1293	Mini-Cooper S	North Berwick
86	J. SIME	1275	Mini-Cooper S	Paisley
87	J. SIME	999	Mini-Cooper S	Paisley
88	L. EMSLIE	1293	Mini-Cooper	Aberdeen
89	I. COCHRANE	1650	Ford Anglia	Dalrymple
90	D. HUNTLEY	1598	Lotus Anglia	Sunderland
91	R. M. CAIG	1650	Borgue Anglia	Borgue
92	D. FISHER	1650	Ford Anglia	Dunoon
93	G. P. GIANNINI/ D. Fisher	5300	Cortina-Chevy	Italy
94	H. R. APPLEBY	1293	Mini-Cooper S	Choppington
95	P. V. WRIGHT	1275	Janspeed Mini	Newtonards
96	A. C. GOODFELLOW	1650	Cooper T76	Falkirk
97	E. LABINJOH/ J. Fisher	1590	Fisher-Alfa	Edinburgh
98	W. DRYDEN/ H. & G. Robinson Racing	818	Honda 800S	Longniddry
99	R. D. WYLLIE	999	Mini-Cooper S	Annan
01	J. LEPP	1991	Chevron-BMW	Altrincham
02	J. S. CALVERT/ Hillcrest Garage	1594	Lotus-Europa 47	Seaham
03	A. K. POOLE/ Booth & Poole	1293	Mini-Cooper S	Dublin

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For your Day's Enjoyment...

For today's final meeting of the 1968 motor racing season at Ingliston the entry, in numbers, is lower than usual but we think most enthusiasts will agree that the quality is maintained. At today's meeting we are in for some interesting attacks on the lap records set at the last meeting when the new extension was added to the track. This was well received on the whole by all the competitors and most of them now know the direction the track takes.

The main event at today's meeting is the Lombank Trophy and the meeting has been sponsored by Lombank the well known finance company and the entry of racing cars has rarely been as good as it is today.

Probably the greatest interest will lie in the first appearance in Scotland of the very latest Lotus 4IX, the "wedge shaped" Formula III car which will be driven by Gold Leaf Team Lotus factory driver **John Miles** who last visited Ingliston at this meeting last year. Miles has had a successful year and in addition to driving the Lotus 4IX will drive a Lotus 47 along with the up and coming Australian **Tim Schenken** in the G.T. race.

Miles will not have his own way in the Formula Libre event, however, as a number of drivers from South of the Border are taking part as well as the most successful drivers at Ingliston, the Scots **Willie Forbes**, **Richard Scott**, **Andrew Fletcher** and **Bill Dryden**. **Peter Gaydon** makes his first appearance in the Special Motor Racing Team Formula III Titan. Then there is **Peter Hanson** the up and coming Yorkshire driver in a Brabham BT21, **Simon Saye** in the ex-Frank Williams Brabham BT21 and **Kinny Lal** who has entered a Brabham BT21 under the Banner of **Team India**. This must surely be the first time an Indian has taken part in racing at Ingliston and we welcome him here today.

Scotcircuits Chairman **John Romanes** has had a quiet year on the sidelines with his Lotus but the new Coventry Climax 2.5 litre engine arrived just a few days ago and he hopes to run the car for the first time today. This engine was specially built up from parts from the former Coventry Climax racing stock and it should be an interesting car to see in action. Another new car which is on the reserve list and might not appear due to tightness of development time is the new Fisher-Alfa built by **Jack Fisher** the well known Edinburgh Alfa-Romeo distributor. The car is a single seater which was designed by Jack last winter and has been awaiting its 1600cc Alfa-Romeo engine which was prepared by the famous **Auto Delta** group in Milan. If the car is ready for today's meeting **Edward Labinjoh** will drive it.

The main interest today will be, however, the cliff hanging finish to the **Callands Trophy** Formula Libre Championship in Scotland. Dramatically at the last meeting **Richard Scott** from Aberdeen took his Lotus 41 into first place in the 40 lap main race and so took a slender one point lead from **Willie Forbes** (Lotus B.M.W.). Forbes has the advantage today of being able to add any of his points scored directly to his total whereas Scott has already scored points in four events so can only add to his figures if he is in the leading positions. With two heats today each driver can score two starting points plus his placing points and so it will be a thrilling finish for the Championship. If ever anyone deserved the Championship it is Willie Forbes who has been so close in the past and he will be keeping his fingers crossed. Indeed the whole Forbes family is interested in the outcome for at the last meeting Willie's father telephoned the circuit every half hour to keep track of his son's progress; let's hope that today his patience is rewarded. One thing is for sure and that is the Championship will go to an Aberdonian!

Last year's Champion, **Andrew Fletcher**, has had cruel luck this year with his Chris Steele engine and its sundry components and no doubt he will be out to right all these wrongs at today's meeting.

Probably the most interesting cars running in the Formula Libre races are the two works Vixen Formula 4 cars for since being fitted with Hillman Imp engines and the blessing of **Alan Fraser**, the man who made the Imps go so well in saloon car racing, these cars have been surprising many people. Ingliston should be well suited to them and their works drivers **Bernard Unett**—a development engineer with Rootes incidentally—and **Keith Norman** should be worth watching, particularly as they compete with the two Imp-engined Ecurie Ecosse cars which have been strengthened up in the suspension department with Cooper bits since the last meeting they raced here.

The saloon car events should be filled with the usual amount of excitement and what with the cars' antics on the new circuit at the last meeting we could well see some surprises. Added to the usual brew of **Logan Morrison** (Singer Chamois), **Jlm Dryden** (Mini-Cooper), **Bill Borrowman** in the Moir & Baxter Sportstune Mini-Coopers, and **Graham Birrell** in the Perdal-Escort entered by Wyllies there is **John Handley** with his Mini-Cooper, the **Don Moore** tuned car. Handley holds the lap record on the new circuit for saloon cars and he will be hard pushed this meeting. Amongst the newcomers to the circuit are **Ken Costello**, the 1967 Redex 1300cc saloon champion with his Crippspeed Mini. Ken will also drive the local Thistle Mini prepared by Thistle Tune. Last year the sensation at this meeting was the driving of **Alec Poole** and we welcome him back in a fuel-injected Mini-Cooper S.

An interesting entry is that of the Italian driver **Paolo Giannini** who has driven for the Abarth concern but is entered in a 5.3 litre Chevrolet engined Ford Anglia which must have the General Motors executives spinning round and round; a GM engine in a Ford! Giannini will have good company, however, as **Roy Pierpoint**, who thrilled everyone last October, is bringing along his 4.7 litre Ford Falcon once again. This car is quite a handful at Ingliston but Pierpoint knows what he is doing and drives it brilliantly. He is one of the few people to have spun his way through the Esses without hitting anything; a record of which he is not proud but possibly thankful.

It will also be interesting to see how **Ronnie Morrison's** Mini-Cooper is developing as his experiments into fitting an aerofoil wing to his car were quite precise and he hopes to have a modified version at this meeting where he can check the degree of downward pressure from the driving seat.

The G.T. race should also be something of a whizz-bang as in addition to sixth round of the **John Nicholson** (Jaynick G.T.) and **George Silverwood** (Mercury G.T.) battle there is the arrival of not one but two of the beautifully prepared Gold Leaf Team Lotus Lotus 47's to be driven by **John Miles** and **Tim Schenken**. Schenken is the Australian who has had a brilliant season in Formula Ford and Formula III and who is certainly one of the up and coming drivers and seems set on a possible Formula II career in 1969. Schenken was at Ingliston in his ageing FIII Brabham last year but it will be interesting to see his performance in a competitive car on this tricky track. **John Blades** will have his FVA-Ford engined Chevron and, both **John Lepp** and **Geoff Breakell** in their Chevron-BMW's. In the same race, Breakell, by the way, will also be driving **Tommy Clapham's** 1600cc Alfa-Romeo in the Saloon car race and remembers the speed at which Clapham got round the track on his last visit with an Alfa-Romeo. Lepp won the Special G.T. Race at the S.M.T. Trophy Meeting in July. In the G.T. race **John Milne** (M.G. Midget) will renew his duel with **Arnie Poole** (M.G. Midget) the well known Irish driver whilst **Ernie Blackadder** from Falkirk makes a welcome return with a Lotus Elan and Mini-Cooper S.

Then there is the Formula Ford race which looks like being a crowning point to the season. At this stage in proceedings **Harry Gilbert** the Aberdeen hotel man is not only leading in the Kings Trophy for Formula Ford in Scotland but in the National Lotus FF Championship. This meeting is a further counter in the Lotus Championship so Harry's leading rivals are coming up from England to compete. **Bob Ellice** came to the first meeting at Ingliston this year and bent the car in practice but he has come back looking for revenge and the man in third place in the Lotus FF Championship, **Tony Roberts** is also taking part. Add to this **Brian "Initials" Smith** with his brand-new Royale built by Racing Preparations from London. **Phil Kimberley** and **Dave Walker** in their Russell-Alexis cars and **Dick Barker** with a Lotus 51 it should be quite a race. The local Scots are well represented too with **Brian Squires**, **Tom Walkinshaw**, **Jeff Schonberg** and **Ted Clark** with their Lotus 51's and **Gerry Birrell** in the Centro-Scot Lotus-based car.

Racing today should be amongst the best ever seen at Ingliston and for the visitors let's hope the weather stays dry.

★ ★ ★

Special attraction at today's meeting is the flying display by a single Lightning fighter from the R.A.F. Station at Leuchars. It will zoom across the skies above you around 2.10 p.m. this afternoon just prior to the first race of the day.

★ ★ ★

The new lap records set at the last meeting are interesting as the new extension has slowed down the general lap speeds but once the competitors are used to the corners the times should begin to tumble. Outright fastest is Willie Forbes with his Lotus-BMW in 52.4 seconds.

★ ★ ★

Logan Morrison and John Nicholson will be out to set the heather afire as the B.M.R.C. Trophy, for S.M.R.C. Members is likely to be decided between at this meeting. Both will be up against stiffer opposition in their respective races.

★ ★ ★

As this is the last meeting of the season we hope you will join us in giving a big hand to the various marshals and officials who have waved flags at competitors, checked your tickets and generally kept everything in running order. They do their job of work no matter what the conditions and some of the weather we have had has been foul to say the least.

★ ★ ★

It is also opportune for us to thank the various members of the press who have come along faithfully to the meetings and reported on the events. By their interest you are kept informed and we hope that they will continue to support racing here at Ingliston; the circuit where you get all the action.

★ ★ ★

Eagle-eyed Ingliston veterans will immediately notice one basic difference about today's programme. There are more accepted entries for each race. This is the first meeting at which the R.A.C.'s new ruling will allow fifteen cars on the grid at Ingliston. With the track lengthened there should be room for all although it will undoubtedly be a mad scramble for Bankers' on the first lap of each race. Just who will make the grade in each event is questionable but Ingliston

regulars like Willie Forbes, Logan Morrison, John Nicholson and Harry Gilbert will be hard to beat. If Roy Pierpoint makes it in Event 5 he could well provide some real excitement for it won't be so easy for the hordes of Mini-Coopers to get past him once ahead!

★ ★ ★

One interesting point became apparent at the Edinburgh Festival Meeting and that was just how much one could see of the new extension from the main grandstand: in particular from the Eastern Blocks of the stand—D, E and the East Wing. We are sorry the new spectator area is not yet in being, but we doubt whether the grandstand ticket-holders will be so sorry for its existence will bring matters back to what they were before.

★ ★ ★

If you are a newcomer to Ingliston, you should first look at the map on page 24. 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 Pavilion, and to members of the Scottish Motor Racing Club in the beautiful MacRobert Pavilion 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 at least 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).

★ ★ ★

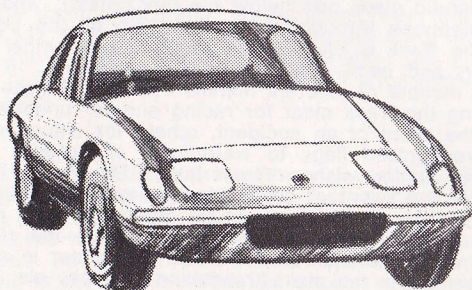
Racing at Ingliston has been made possible by the courtesy of the Royal Highland and Agricultural Society, whose wonderful Showground this is. Can we ask you to respect their property and refrain from climbing on buildings or scattering litter? Thank-you!

★ ★ ★

Many 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.

LOTUS

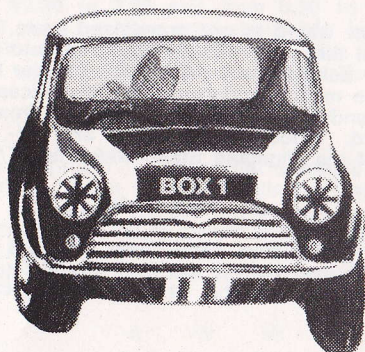
SALES



SERVICE

SPECIALISTS IN ALL TYPES OF

Sports & Performance Cars



COMPETITION TUNING
& ACCESSORY SPECIALISTS

The SPORTS-TUNE Group

LONGNIDDRY
PORT SETON 325

10 BRANDON TERRACE
EDINBURGH
031-556 3507

Come for a drive

What is the new circuit like to drive on? At the Edinburgh Festival meeting the surface was very new—it was completed only three days before the event. Consequently it was very, very slippery as many drivers found to their cost. "Almost like driving on ball bearings" was one description but by mid-September things were much improved and a few fast laps proved most instructive. Driving a Lotus Elan+2 around the old circuit fast Shepherds always seemed the most difficult corner to master with its slightly downhill approach and the fact that it was slightly more acute than a 90° bend and this is probably why so many cars came adrift here. Now Shepherds is flat-out — a really vicious fast bend with a slight dip half-way through where the old circuit turned right. Doing about 5000 in 3rd here — 65 m.p.h.—accelerating hard to about 80 m.p.h. and quickly into top gear. What a revelation! Top gear at Ingliston! Wonder if I can hold it to the West Gate bend-marker before braking—Chicken!—down to 3rd, down to 2nd almost simultaneously, heel-and-toeing urgently, hold it in close to the inside verge and let it drift wide on the exit; one can't help but be surprised by its tightness but with the comparative ease with which it can be taken assisted by a generous cross-fall (super-elevation to the technical). There's a suspiciously large tree close to the outside verge as one straightens up, well-wrapped in tractor tyres to act as buffers for those unfortunate enough to contact it. Then up through 2nd to 3rd—doing about 65 or so here for a few yards before it's back again to 2nd and—boy oh boy!—this is a *real* man's corner, Ploughmans. It's a tight left-hander which goes on round and round but after a few laps it seems to get easier as one finds the thing to do is take it fairly "late" (as they say) correcting a bit of oversteer as one boots it in 2nd and clipping the verge on the outside (hope Robin Traill, the Chief Observer, wasn't looking!) and one's up into 3rd almost before one's straightened up, nicely placed for the left-handed Vets. Surprise, surprise, we're going almost as fast into this bend as we were on the old circuit but it's flat out and anchors hard on past the back of Race Control to line up for Merchants. This seems easier because we were better placed coming out of Vets but it's still a terror of bend until one discovers the secret is to start taking the corner much earlier than one would expect and hold close into the kerbing drifting across on the exit to the cobbles in front of the timekeepers' box. (Thinks: How does Graham Birrell or Logan Morrison get round this one alongside someone else?) Farmers' is flat out; don't need to brake for Bankers, just lift off momentarily to steady the car up and a quick flick left then right without touching the kerbs (imagine Gerald Storey, Chief Track Marshal, or Nigel Kennedy the Bankers Observer is watching) and one's just in time to line the car through Foresters—that's better, with the apex straightened out, for it's much easier to line up for Gardeners before braking on the patch across what used to be a bad bump and hurriedly select 2nd gear. Watch it for locking up the brakes and hold it as it drifts wide on opposite lock coming out of the bend and we're back on the top straight again.

That was great fun; more please! Incidentally, you, too, can enjoy the thrill of driving at Ingliston if you join the Scottish Motor Racing Club and come along to one of their Practice Days. Ten shillings and the loan of a crash helmet is all one needs for ten or fifteen laps of pure excitement. They tell me a subscription paid now will last for all next year. (There's a form on page 48).

I.S.W.

MAGNIFICENT SEVEN ACTION CLUB

DISCOTHEQUE, COFFEE BAR

KARATE ★ PISTOL SHOOTING ★

FENCING ★ ARCHERY ★

RIFLE RANGE ★ JUDO ★

CAR-RACING ★

**OLD FISHMARKET CLOSE
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

FLYING FAST & FURIOUS

Just before this afternoons race meeting begins we have a display for you which we think will be every bit as dramatic as the racing. At 2.15 p.m. Flight Lieutenant Mike Laughlin of II Squadron R.A.F. Leuchars in Fife will swing in over the track in a seven minute display with his Lightning Mk. VI all-weather interceptor.

In these seven thrill-packed minutes the two Rolls Royce engines on the Lightning jet, which is a Mach 2 fighter capable of 1500 m.p.h. at 60,000 feet will consume 500 gallons of petrol or just about the same amount of petrol as all the cars at today's race meeting put together. When you consider the Mark VI Lightning weighs 16 tons, the weight of two double-decker buses, you can see that it produces tremendous horsepower and the 'planes armour includes Red Top missiles.

Flight Lieutenant Laughlin is 27 years of age and has two children, a girl of two and a boy of a year and before he joined the R.A.F. as a pilot of these jet interceptors he was a graduate engineer.

SHEILA WHYTE SPECIAL G.T. CHAMPIONSHIP

	Apr. 14	May 12	July 14	Aug. 11	Sep. 8	Ttl. 6	Oct. 6
J. NICHOLSON/Jaynick G.T.	9	9	6	9	—	33	
G. SILVERWOOD/Mercury G.T.	—	6	9	6	6	27	
J. H. BLADES/Chevron G.T.	—	—	4	—	9	13	
J. E. MILNE/M.G. Midget Coupe	1	3	—	4	3	11	
E. A. LABINJOH/Fisher G.T.	3	4	—	3	—	10	
J. LEPP/Chevron G.T.	—	—	9	—	—	9	
N. H. MORRISON/Lotus XI	6	—	1	—	—	7	
H. HEEREY/Cox GTM	—	—	—	—	4	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.

INGLISTON LAP RECORDS

(On the 0.76 Mile Circuit)

RACING CARS (Outright Lap Record) :

Formula Libre :

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

Up to 1000cc :

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

FORMULA FORD

M. LITCHFIELD (Lotus) 41.4" — 11th Aug.
(1968)

SPORTS CARS

over 1200cc :

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

Up to 1200cc :

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

SPECIAL GRAND TOURING CARS

Over 1150cc :

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

Up to 1150 :

G. SILVERWOOD (Mercury GT) 41.2" — 11th Aug.
(1968)

SALOON CARS

Over 1000cc :

J. DRYDEN (Mini-Cooper) 41.6" — 12th May
J. HANDLEY (Mini-Cooper) (1968)
G. B. BIRRELL (Perdal Escort)

Up to 1000cc :

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

MARQUE CARS

J. LEWIS (Jaguar E-Type) 43.4" — 13th August
W. N. A. DRYDEN (Honda S800) (1967)

NEW LAP RECORDS — 8th SEPTEMBER, 1968

Extended Circuit : 1.03 miles

FORMULA LIBRE CARS

Over 1000cc :

W. FORBES (Lotus-BMW) 52.4 secs. 70.76 m.p.h.

Under 1000cc :

D. BERRY (Brabham F3) 52.8 secs. 70.23 m.p.h.

FORMULA FORD CARS

D. WALKER (Russell-Alexis) 57.0 secs. 65.05 m.p.h.

SPECIAL GT CARS

Over 1150cc :

J. H. BLADES (Chevron GT) 55.8 secs. 66.45 m.p.h.

Under 1150cc :

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

MARQUE CARS

Under 1150cc :

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

Over 1150cc :

J. GOTT (Austin-Healey 3000) 61.8 secs. 60.00 m.p.h.

SALOON CARS

Over 1000cc :

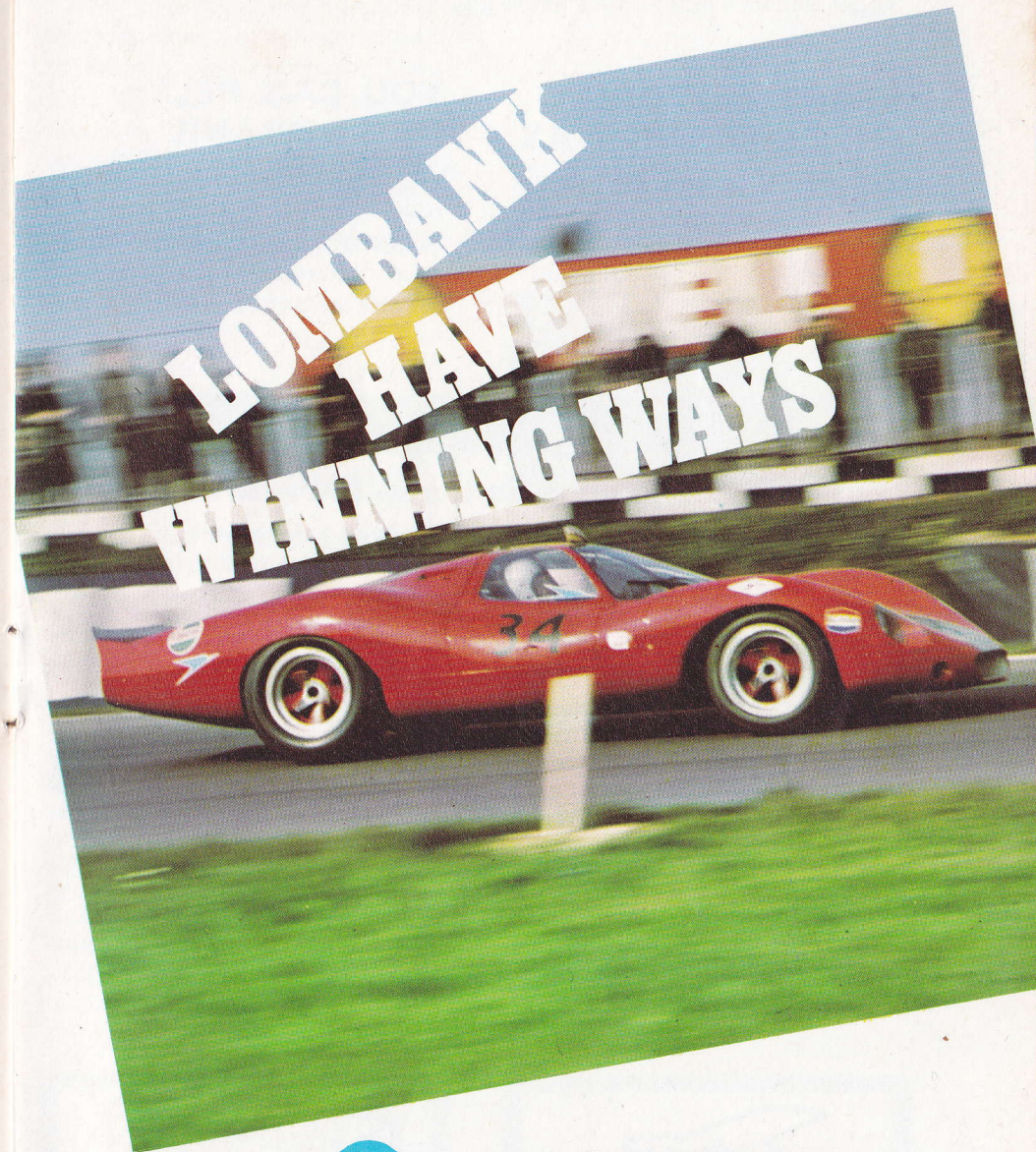
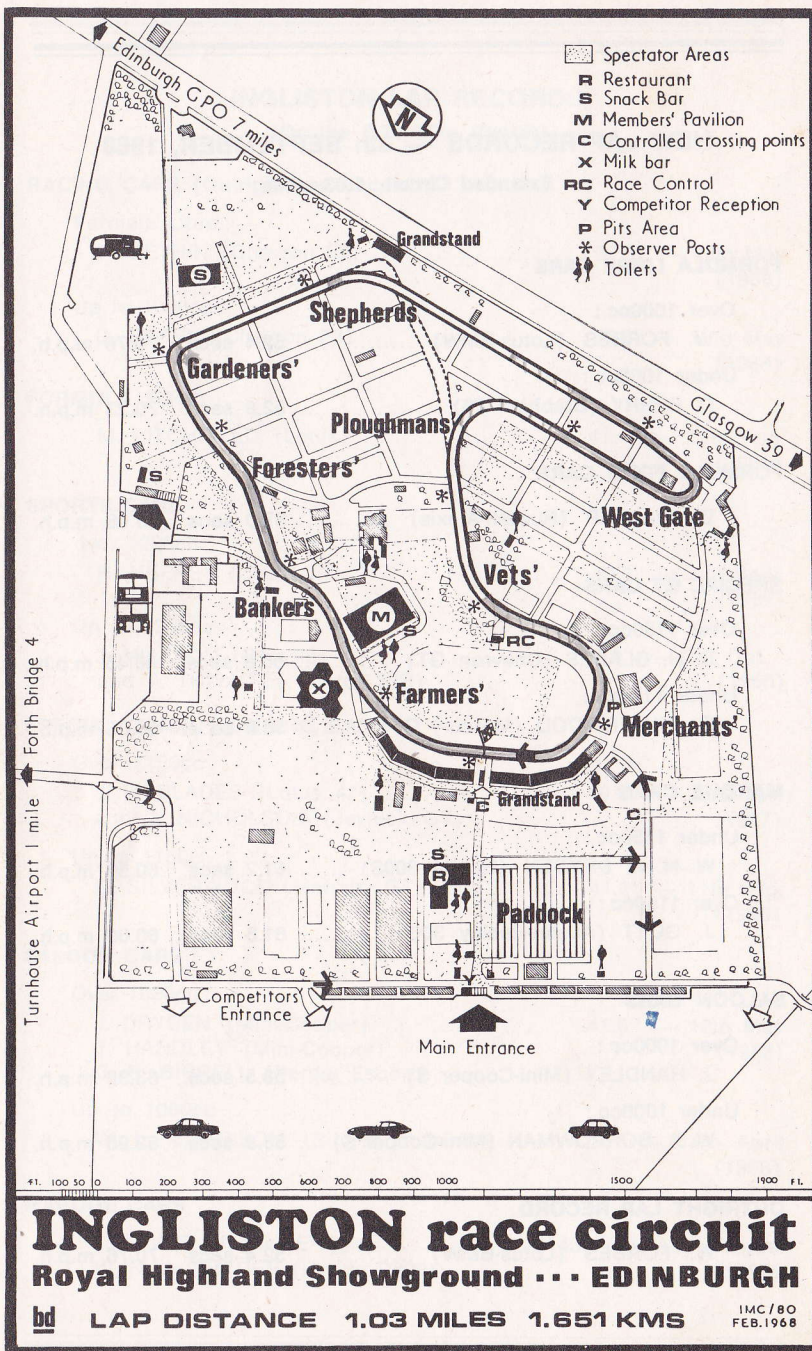
J. HANDLEY (Mini-Cooper S) 58.5 secs. 63.38 m.p.h.

Under 1000cc :

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

OUTRIGHT LAP RECORD

W. FORBES (Lotus-BMW) 52.4 secs. 70.76 m.p.h.



LOMBANK
 BRITAIN'S BEST FINANCE HOUSE

START MOTORING THE LOMBANK WAY

Lombank are famous for making credit finance arrangements for car purchase and for keeping them on a simple, human basis.

YOU CAN RELY ON LOMBANK

You will find that your dealer and your Lombank branch manager will go out of their way to study your requirements and recommend a wise purchase.

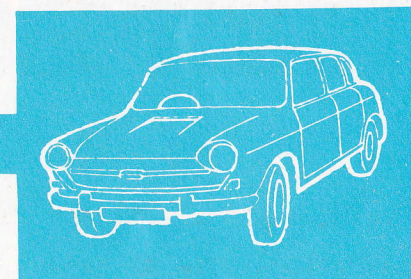
LOMBANK AND THE MOTORIST

The interest Lombank has in the motorist does not end with credit facilities for car purchase. They also sponsor these races and rallies:—

BRSCC Saloon Car Championship, winning entrant.

RAC International Rally of Great Britain.

RSAC International Scottish Rally.



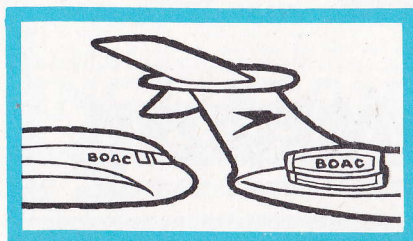
NEXT TIME YOU BUY A CAR — BUY IT THE LOMBANK WAY

You can afford things earlier in life with the LOMBARD BANKING GROUP

The Lombard range of modern, confidential credit facilities can be adapted to help in almost every sphere of life where capital is required. Here are just a few examples.

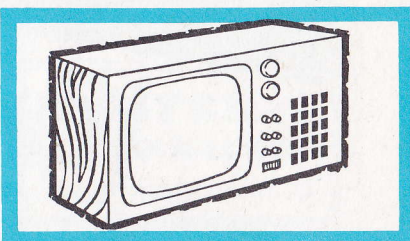
TRAVELLING BY AIR — BOAC

Lombard Bank is proud to be associated with BOAC and other international airlines in providing the official "Fly Now—Pay Later" scheme. Air travel for business and pleasure may be financed with an initial deposit and the balance paid by monthly instalments. For exciting details see next page.



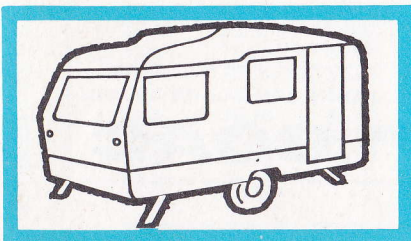
BUYING COLOUR TV

Let Lombank show you just how simple it can be to own a Colour Television set now. Colour Television is no longer a thing of the future—it has arrived. Through Lombank you can obtain yours with the minimum of delay. The local Lombank office will give you all details.



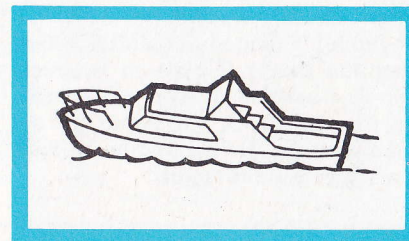
BUYING A CARAVAN

A holiday home on wheels can be yours simply and with the minimum financial outlay through Lombank. Lombank are experts at making credit finance arrangements for caravan purchase. Your trader has all the details.



BUYING A BOAT

Boats are a hobby of the future and Lombard Bank have a special Marine Division to deal with all matters connected with marine mortgage, building progress payments and hire purchase.



For further details of the LOMBARD GROUP facilities speak to your local Branch Manager

—see telephone directory for your nearest branch

We'll do more than agree with you that you need a good holiday.

We'll give you the credit for it.

If you think a good holiday is what you need, think about this. Together with Lombard Banking, we'll give you the credit for one of our sunshine holidays. You can use the easy save plan. Or the ticket instalment plan. For just a few pounds down, you can have a really good holiday anywhere you like in the world.

Don't think it's limited to holidays either. Visiting the family. Going on business. Taking up a new job. They're all covered. Fill in the coupon. Or pop round and see your travel agent. He'll give you the facts and we'll give you the credit.

To: BOAC, Airways Terminal, London S.W.1.
Please send me information about
your travel instalment plans.

Name

Address

(ING.1)

BOAC TAKES GOOD CARE OF YOU

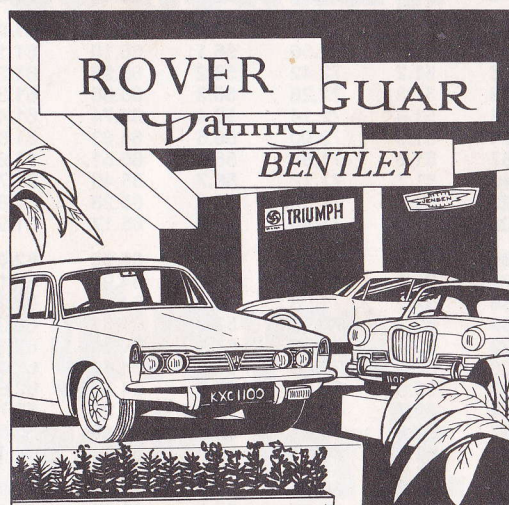


INGLSTON LAP CONVERSION TABLE

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

ROSSLEIGH gives you the best of the MOTOR SHOW



SEE THE LATEST MODELS FROM THE LONDON MOTOR SHOW
ROLLS ROYCE — BENTLEY — JENSEN — ROVER — JAGUAR
DAIMLER — TRIUMPH — BOND — LANDROVER — HUMBER
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In our Showrooms at

Rossleigh Ltd.

By Appointment To Her Majesty the Queen, Motor Engineers

32 SHANDWICK PLACE, EDINBURGH 2. 14/16 SHANDWICK PLACE, EDINBURGH 2.
Phone : 225-7243-8. Phone : 225-2254.

3-7 Corstorphine Road, Edinburgh. 153 BOTHWELL STREET, GLASGOW, C.2.
Phone : 337-4281. Phone : 041-248-3041.

and at STIRLING, INVERNESS, ABERDEEN, DUNDEE, PERTH, KIRKCALDY, HAWICK
and NEWCASTLE UPON TYNE.

EVENT 1

2.30 P.M.

SALOONS OVER 1000cc — Race 1

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
27	G. H. BREAKELL/T. Clapham	Alfa-Romeo	1750
39	T. E. BLACKADDER	Mini-Cooper S	1275
83	A. J. TOBIAS	Mini-Cooper S	1293
84	A. BARRETT	Morris Mini	1100
85	J. S. McCAIG	Mini-Cooper S	1293
86	J. SIME	Mini-Cooper S	1275
88	L. EMSLIE	Mini-Cooper	1293
89	I. COCHRANE	Ford Anglia	1650
90	D. HUNTLEY	Lotus Anglia	1598
91	R. M. CAIG	Borgue Anglia	1650
92	D. FISHER	Ford Anglia	1650
93	G. P. GIANNINI/ D. Fisher	Cortina-Chevy	5300
94	H. R. APPLEBY	Mini-Cooper S	1293
95	P. V. WRIGHT	Janspeed Mini	1275

1st (£25) 95 2nd (£15) 88 3rd (£10) 70

4th (£5) 88 Fastest Lap: 8.3 — 62.2 secs.

Winner's Speed: 10 m. 35 s.: 62.4 mph

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

	Apr.	May	July	Aug.	Sep.	Ttl.	Oct.
	14	12	14	11	8		6
W. L. MORRISON/Singer Chamois	9	9	9	2	6	35	
J. NICHOLSON/Jaynick G.T.	9	9	6	9	—	33	
G. H. BIRRELL/Shannon-Chamois	6	9	9	4	2	30	
W. A. BORROWMAN/Mini-Cooper	—	3	9	9	9	30	
R. SCOTT/Lotus	6	—	6	6	9	27	
W. FORBES/Lotus-BMW	9	9	6	—	—	24	
H. GILBERT/Lotus	4	9	—	9	—	22	
G. SILVERWOOD/Mercury	—	6	3	6	6	21	
A. BARTON/Mini-Cooper	6	4	6	—	4	20	
G. B. BIRRELL/Ecosse-Imp & Escort	—	6	4	9	—	19	
J. DRYDEN/Mini-Cooper S	9	4	—	—	6	19	
D. WALKER/Russel-Alexis	—	—	9	—	9	18	
D. BERRY/Mini-Cooper	6	4	6	—	—	16	
D. B. SQUIRES/Lotus 51	9	4	—	—	3	16	
J. SIME/Mini	4	9	—	—	—	13	
A. D. T. BONAR/Austin A40	6	—	—	6	—	12	
M. A. PEEL/Merlyn	6	6	—	—	—	12	

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).

LOTHIAN CHEMICAL CO. LTD TROPHY RACE

It may seem odd for a chemical company to be sponsoring this afternoons G.T. race—which looks like being a classic—but Lothian Chemical Co. Ltd., have many links with Ingliston.

The company was formed many years ago and during the first World War produced a valuable supply of T.N.T. and today they produce such things as Formaldehyde, Sodium Tungstate and Ferric Nitrate and engage in solvent recovery. The man behind the company is well known to everyone who comes to Ingliston, however, John Romanes.

John has been involved in motor sport since 1946 and is Managing Director of Lothian Chemical Co. Ltd., as well as being one of the leading lights behind the whole Ingliston project being Chairman of Scotcircuits and Chairman of the race organising committee. John has raced a variety of cars through the years; mostly Lotus but he did have a Brabham at one time. Today he has a Lotus-Climax and in addition to preparing everything for this meeting was working hard on his car to get it ready to race today. One of his fellow directors at Lothian Chemicals is Jim Brailsford who is also well known at Ingliston as he is involved as one of the senior observers on the circuit. Behind the scenes too are the members of the Lothian staff who have worked long and hard, mostly in their own time, on various special jobs. For instance they are responsible for repairs to the equipment and in recent weeks they were to be seen hard at work fabricating the solid metal posts which hold the sections of barrier on the new stretch of the circuit. All this was done in their spare time so everyone in the company has had some say in the running or handling of Ingliston.

Whenever there is an incident on the track involving oil, such as when Willie Forbes broke his gearbox and spilled oil on the circuit, out came the marshals' spreading machines which contain a chemical called Keiselghur which is produced by Lothian Chemical Co. to absorb the oil completely and literally soak it out of the track.

So our G.T. race sponsors at this meeting may appear to have little connection with Ingliston but in fact are an integral part of the meeting. So if you have any chemical enquiries, any problems needing a chemical solution, Lothian Chemicals Co. Ltd., at Broughton Road, Edinburgh, are ready to serve. Their telephone number is 031-556-2139 so just give John Romanes a ring.

EVENT 2

2.55 P.M.

THE LOMBANK TROPHY RACE — Part 1

20 LAPS

CLASS (A) UP TO 1000cc

CLASS (B) OVER 1000cc

CLASS (A)

Car No.	DRIVER/Entrant	Make/Model of Car	cc
42	R. SCOTT	Lotus 41	997
8	P. GAYDON/ Special Motor Racing Team ...	Titan F3	997
109	K. LAL/Team India	Brabham BT21	997
10	P. HANSON	Brabham BT21	997
11	R. M. MACKAY/Hugh Shannon	Brabham BT15	997
12	S. SAYE	Brabham BT21	997
14	G. B. BIRRELL/Ecurie Ecosse	Ecosse-Imp	998
15	G. H. BIRRELL/Ecurie Ecosse	Ecosse-Imp	998
16	B. UNETT/ Vixen Racing Cars Ltd.	Vixen F4/4	875
17	K. NORMAN/ Vixen Racing Cars Ltd.	Vixen F4/4	875
18	D. BERRY/Frank Lythgoe Rac.	Brabham BT21	997
1-20	J. MILES/ Gold Leaf Team Lotus	Lotus-Holbay 41X	997

1st (£70) 2.0 2nd (£40) 1.4 3rd (£20) 8

4th (£10) 1.2 Fastest Lap: 2.0 — 52.4 secs.

Winner's Speed: 18 m. 15.8 s.: 70.76 mph

CLASS (B)

1	J. L. ROMANES	Lotus-Climax	2500
2-3	W. FORBES	Lotus-BMW	1991
54	W. N. A. DRYDEN	Brabham BT21A	1594
5	M. BUTCHER/Haggis	Haggispeed Ford	1600
6	J. MILLAR	Brabham-BMW	1991
3-7	A. D. T. FLETCHER/ Magnificent 7 Club	Brabham BT18	1594

Reserves:

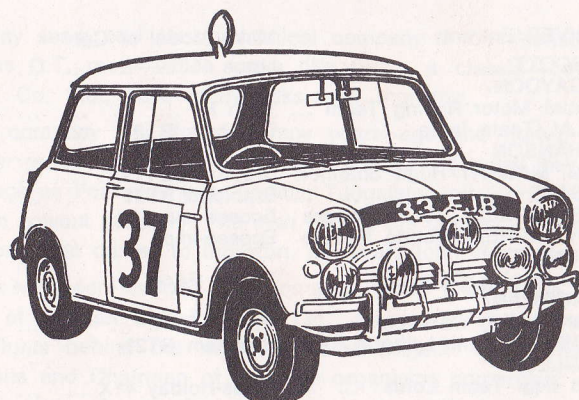
96	A. C. GOODFELLOW	Cooper T76	1650
97	E. LABINJOH/ J. Fisher	Fisher-Alfa	1590

1st (£70) 2nd (£40) 3rd (£20)

4th (£10) Fastest Lap: 3 — 52.5 secs.

Winner's Speed: m. s.: mph

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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Associate Co. George Fowler (Motors) Ltd. NORTH BERWICK

EVENT 3

3.25 P.M.

SALOONS UP TO 1000cc

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
48	K. COSTELLO/Cripps	Thistle Mini	999
1451	R. D. McCUTCHEON	Mini-Cooper S	999
153	A. BARTON	Mini-Cooper S	999
1566	W. BORROWMAN/Moir & Baxter Sports-Tune	Mini-Cooper S	999
572	W. L. MORRISON	Singer Chamois	998
973	R. J. S. HAINING	Hillman Imp	998
1374	D. J. STEWART	Hillman Imp	998
3-75	E. HOWDEN	Singer Chamois	998
1176	J. FEWELL	Mini-Cooper S	999
877	A. D. T. BONAR	Austin A40	996
478	K. ALLEN	Mini-Cooper	998
2-79	S. BELL	Mini-Cooper S	999
780	J. A. J. CURRIE	Currie Cooper	999
81	G. A. GARBUTT	Ford 105E	997
1282	E. PATERSON	Lochbank Mini	850
1087	J. SIME	Mini-Cooper S	999
699	R. D. WYLLIE	Mini-Cooper S	999

1st (£25) 72 2nd (£15) 53 3rd (£10) 79

4th (£5) 75 Fastest Lap : — secs.

Winner's Speed : m. s. mph

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EVENT 4

3.50 P.M.

FORMULA FORD CARS

A FINAL ROUND FOR THE KINGS CUP

15 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
3- 57	T. CLARK/Sports-Tune	Lotus 51	1600
2- 59	G. H. BIRRELL	Centro-Scot FF	1600
60	H. GILBERT	Lotus 51	1600
61	D. BARKER	Lotus 51	1600
62	B. SMITH/Racing Preparations	Royale FF	1600
63	B. ELLICE/Uptune Racing Ltd.	Lotus 51A	1600
4- 64	T. ROBERTS	Lotus 51	1600
1- 65	D. WALKER/Jim Russell R.D.S.	Russell FF	1600
66	T. WALKINSHAW	Lotus 51A	1600
67	J. SCHONBERG/ C. McConalogue	Lotus 51	1600
68	D. B. SQUIRES	Lotus 51	1600
69	A. C. GOODFELLOW	Fireball-Ford	1600
70	R. PITHERS	Lotus 51	1600
71	P. KIMBERLEY	Russel-Alexis	1600
03	A. K. POOLE/ Booth & Poole	Mini-Cooper S	1293

1st (£25) 2nd (£15) 3rd (£10)

4th (£5) Fastest Lap : — secs.

Winner's Speed : m. s. : mph

KINGS CUP FORMULA FORD CHAMPIONSHIP

	Apr.	May	July	Aug.	Sep.	Ttl.	Oct.
	14	12	14	11	8		6
H. GILBERT/Lotus	4	9	—	9	—	22	
D. WALKER/Russell-Alexis	—	—	9	—	9	18	
D. B. SQUIRES/Lotus	9	4	—	—	3	16	
M. A. PEEL/Merlyn	6	6	—	—	—	12	
G. H. BIRRELL/Centro-Scot	—	—	6	—	2	8	
T. D. WALKINSHAW/Lotus 51	—	—	—	4	4	8	
E. CLARK/Lotus 51	—	1	—	—	6	7	
R. MALLOCK/Mallock U2	—	—	—	6	—	6	
R. PITHERS/Lotus	2	3	—	—	—	5	
J. MACDONALD/Russell-Alexis	—	—	4	1	—	5	
B. HUNTER, Jr./Lotus 51	—	—	3	—	—	3	
T. ROBERTS/Lotus 51	—	—	—	3	—	3	

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

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of the Ford you want — from
Wylie's wide selection.



EVENT 5

4.15 P.M.

SALOONS OVER 1000cc — Race 2

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
25	J. NICHOLSON/Jaynick Racing	Jaynick Anglia	1600
41	G. B. BIRRELL/Wylikes Ltd.	Perdal Escort	1790
42	J. HANDLEY/Don Moore	Mini-Cooper S	1275
43	R. F. PIERPOINT	Ford Falcon	4727
44	K. COSTELLO/Cripps speed	Cripps speed Mini	1293
46	R. F. MORRISON	Mini-Cooper S	1275
47	J. VEITCH	Mini-Cooper S	1293
48	I. R. OWER	Mini-Cooper S	1293
49	J. DRYDEN	Mini-Cooper S	1293
50	R. D. McCUTCHEON	Mini-Cooper S	1293
52	A. BARTON	Mini-Cooper S	1275
54	D. MUTER	Mini-Cooper S	1275
55	W. BORROWMAN/Moir & Baxter Sports-Tune	Mini-Cooper S	1293
58	G. H. BIRRELL/Claud Hamilton Motors Ltd.	Shannon-Chamois	1220

1st (£25) 2nd (£15) 3rd (£10)

4th (£5) Fastest Lap : — secs.

Winner's Speed : m. s. : mph

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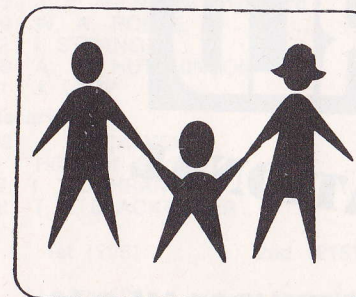
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Entrant's Name



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- "BILLBOARD" GAVIN
- WILLIAM COURT
- DOUGLAS ARMSTRONG
- ERIC DYMOCK
- LOUIS STANLEY

SPEED WORLD

INTERNATIONAL

It happens EVERY THURSDAY 2/6

EVENT 6

4.40 P.M.

THE LOTHIAN CHEMICAL TROPHY RACE (SPECIAL G.T. CARS)

THE FINAL ROUND FOR THE SHEILA WHYTE TANKARD
15 LAPS

CLASS (A) UP TO 1150cc

CLASS (B) OVER 1150cc

CLASS (A)

Car No.	DRIVER/Entrant	Make/Model of Car	cc
19	E. LABINJOH/J. Fisher ...	Fisher GT ...	1100
28	G. SILVERWOOD/ Stephenson Development Group ...	Mercury GT ...	1148
31	J. ALEXANDER ...	Mini-Marcos ...	1100
33	G. TAYLOR ...	Honda 800SC ...	791
34	R. SIMPSON-SMITH ...	Project Four GT ...	1100
35	M. HOPPERTON ...	MG Midget ...	1147
40	J. C. FORSYTH ...	Austin-Healey ...	998
98	W. DRYDEN/ H. & G. Robinson Racing ...	Honda 800S ...	818

1st (£25) 2nd (£15) 3rd (£10)

4th (£5) Fastest Lap : — secs.

Fastest Lap : — secs.

Winner's Speed : m. s. : mph

CLASS (B)

21	J. MILES/ Gold Leaf Tam Lotus ...	Lotus-Europa 47 ...	1594
22	T. SCHENKEN/ Gold Leaf Tam Lotus ...	Lotus-Europa 47 ...	1594
23	J. H. BLADES/ Northumbria Racing Organtn.	Chevron GT ...	1598
24	J. NICHOLSON/Jaynick Racing	Jaynick GT ...	1600
26	G. H. BREAKELL ...	Chevron-BMW ...	1991
29	J. E. MILNE/W. Shepherd ...	MG Midget ...	1293
30	W. A. POOLE ...	MG Midget ...	1293
32	I. STRANG ...	Austin-Healey ...	2912
36	A. W. HUTCHINSON ...	Austin-Healey ...	1293
01	J. LEPP ...	Chevron-BMW ...	1991

Reserves :

02	J. S. CALVERT/ Hillcrest Garage ...	Lotus-Europa 47 ...	1594
37	I. COCHRANE ...	Lotus Elite ...	1220
38	T. E. BLACKADDER ...	Lotus Elan ...	1558

1st (£25) 2nd (£15) 3rd (£10)

4th (£5) Fastest Lap : — secs.

Fastest Lap : — secs.

Winner's Speed : m. s. : mph

HASTE YE BACK AGAIN!

★ DATES FOR YOUR '69 DIARY ★

13th APRIL

EDINBURGH STUDENTS' CHARITIES
CUP RACE MEETING.

11th MAY

THE MAY RACE MEETING.

13th JULY

THE JULY NATIONAL RACE
MEETING.

10th AUGUST

THE AUGUST RACE MEETING.

7th SEPTEMBER

THE EDINBURGH FESTIVAL RACE
MEETING.

5th OCTOBER

THE LOMBANK TROPHY RACE
MEETING.

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RACING CAR SHOW
OLYMPIA NATIONAL HALL,
LONDON

8th - 18th JANUARY, 1969
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CALLANDS TROPHY FORMULA LIBRE CHAMPIONSHIP

	Apr.	May	July	Aug.	Sep.	Ttl.	Oct.
	14	12	14	11	8		6
R. SCOTT/Lotus	8	—	4	8	10	30	
W. FORBES/Lotus-BMW	11	10	8	—	—	29	
A. CHARNELL/Lola	6	—	2	6	5	19	
W. N. A. DRYDEN/Brabham	1	3	2	11	—	17	
A. D. T. FLETCHER/Brabham	—	4	5	—	7	16	
A. WALKER/Lola F2	—	—	11	—	—	11	
D. BERRY/Chevron and Brabham	1	5	1	1	—	8	
P. GETHIN/Chevron	—	7	—	—	—	7	
T. D. REID/Brabham	—	—	6	—	—	6	
P. D. MONK/Alexis	5	—	—	—	—	5	
G. B. BIRRELL/Ecosse Imp	—	1	3	1	—	5	
A. C. GOODFELLOW/Cooper T76	—	—	—	1	4	5	

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

EVENT 7

5.05 P.M.

THE LOMBANK TROPHY RACE — Part 2

FINAL ROUND FOR THE CALLANDS TROPHY

20 LAPS

CLASS (A) UP TO 1000cc

CLASS (B) OVER 1000cc

CLASS (A)

Car No.	DRIVER/Entrant	Make/Model of Car	cc
2	R. SCOTT	Lotus 41	997
8	P. GAYDON/ Special Mctor Racing Team	Titan F3	997
9	K. LAL/Team India	Brabham BT21	997
10	P. HANSON	Brabham BT21	997
11	R. M. MACKAY/Hugh Shannon	Brabham BT15	997
12	S. SAYE	Brabham BT21	997
14	G. B. BIRRELL/Ecurie Ecosse	Ecosse-Imp	998
15	G. H. BIRRELL/Ecurie Ecosse	Ecosse-Imp	998
16	B. UNETT/ Vixen Racing Cars Ltd.	Vixen F4/4	875
17	K. NORMAN/ Vixen Racing Cars Ltd.	Vixen F4/4	875
18	D. BERRY/Frank Lythgoe Rac.	Brabham BT21	997
20	J. MILES/ Gold Leaf Team Lotus	Lotus-Holbay 41X	997

1st (£70) 2nd (£40) 3rd (£20)

4th (£10) Fastest Lap : — secs.

Winner's Speed : m. s. : mph

CLASS (B)

1	J. L. ROMANES	Lotus-Climax	2500
3	W. FORBES	Lotus-BMW	1991
4	W. N. A. DRYDEN	Brabham BT21A	1594
5	M. BUTCHER/Haggis	Haggispeed Ford	1600
6	J. MILLAR	Brabham-BMW	1991
7	A. D. T. FLETCHER/ Magnificent 7 Club	Brabham BT18	1594

Reserves :

96	A. C. GOODFELLOW	Cooper T76	1650
97	E. LABINJOH/J. Fisher	Fisher-Alfa	1590

1st (£70) 2nd (£40) 3rd (£20)

4th (£10) Fastest Lap : — secs.

Winner's Speed : m. s. : mph

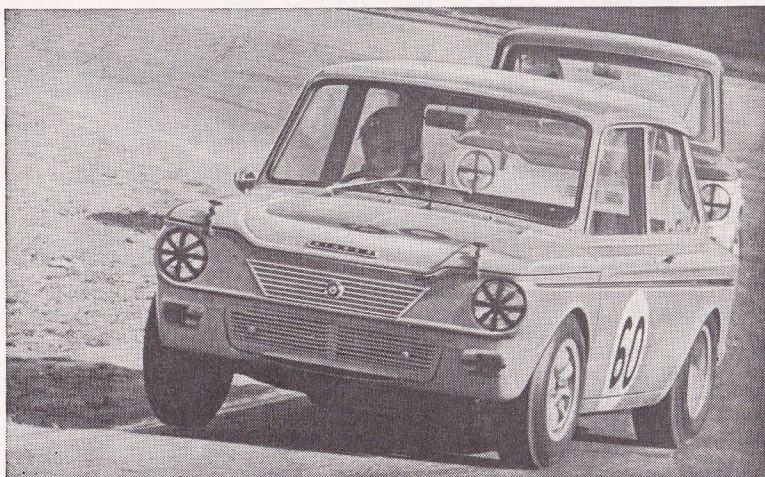
Aggregate of Events 2 and 7

1st 2nd 3rd 4th

Winner's total time : m. s.



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EVENT 8

5.45 P.M.

HARTLEY WHYTE TROPHY CHAMPIONSHIP RACE

20 LAPS

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

Car No.	DRIVER/Entrant	Make/Model of Car	Qual. Time
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1st (£50) 2nd (£30) 3rd (£20)

4th (£10) Fastest Lap : — secs.

Winner's Speed : m. s. : mph

HARTLEY WHITE SALOON CAR CHAMPIONSHIP

	Apr.	May	July	Aug.	Sep.	Ttl.	Oct.
	14	12	14	11	8		6
W. L. MORRISON/Chamois	6	9	6	—	3	24	
W. A. BORROWMAN/Mini-Cooper S ...	—	—	9	—	9	18	
D. J. MUTER/Mini-Cooper S	—	—	4	1	6	11	
J. HANDLEY/Mini-Cooper S	—	—	—	9	—	9	
J. DRYDEN/Mini-Cooper S	9	—	—	—	—	9	
A. BARRETT/Mini	2	6	—	—	—	8	
G. H. BIRRELL/Shannon Chamois	—	—	2	4	—	6	
G. B. BIRRELL/Perdal Escort	—	—	—	6	—	6	
R. J. S. HAINING/Imp	4	—	1	—	—	5	
I. OWER/Mini-Cooper S	—	—	—	—	4	4	
D. L. KERR/Mini-Cooper S	—	4	—	—	—	4	

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

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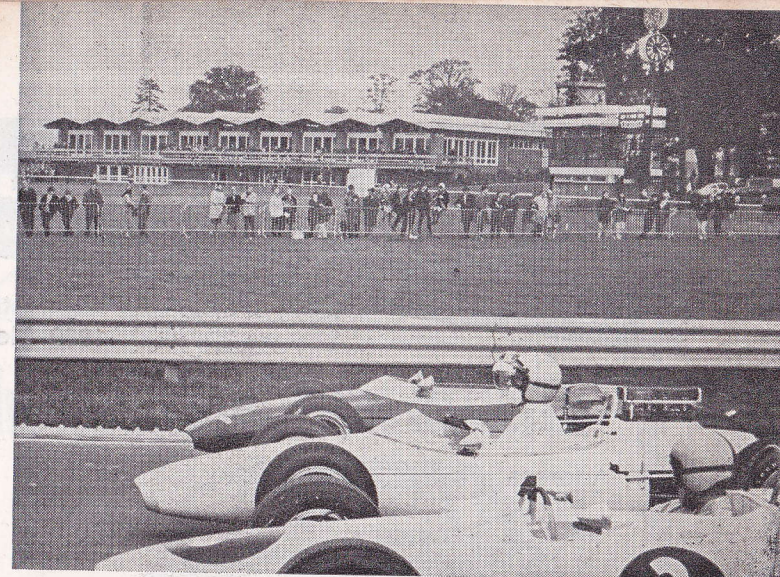
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*The MacRobert
Pavilion
overlooking
the circuit.*



***Why you should join the
SCOTTISH MOTOR RACING CLUB***

This is Scotland's own Motor Racing Club, run by an enthusiastic committee whose efforts have been keeping alive an interest in the sport since 1937. With a membership of over 2000 it is now acknowledged as one of Britain's foremost clubs. Members of the club — including one of its founder-members Jim Clark, formed Scot-circuits Ltd. — the promoting company at Ingliston — in 1964 and the two bodies work closely together.

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

Application for
1969 Membership

BLOCK CAPITALS

Full Name

Address

Phone Occupation

Do you wish to receive Race Regulations
(A surcharge may be made for this service) YES/NO

Do you wish to be considered for Marshalling at Race
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I enclose remittance for the total detailed under.

Please send details of Family Membership.

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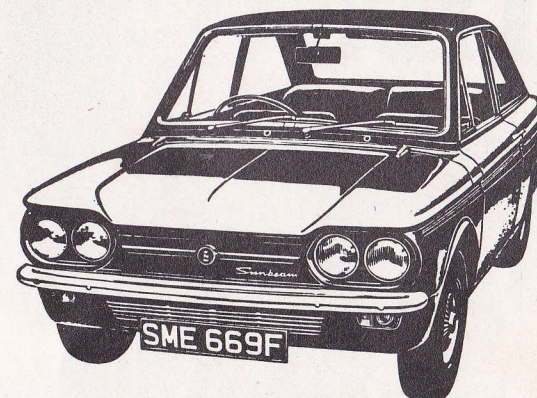
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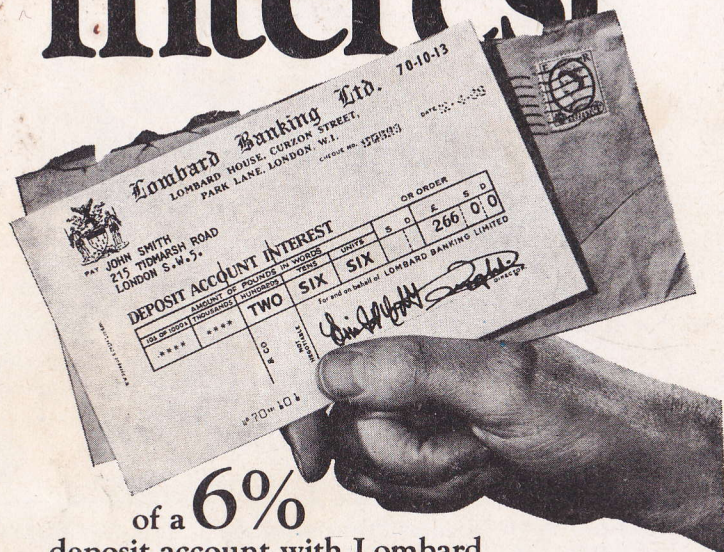
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