

Programme 3/-



# INGLISTON

30th MARCH, 1969

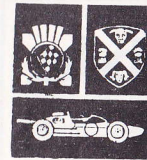
Organised by  
THE SCOTTISH MOTOR RACING CLUB



THE NOVICES RACE MEETING



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## THE NOVICES RACE MEETING

**Sunday, 30th March, 1969**

organised by

**The Scottish Motor Racing Club Ltd.**



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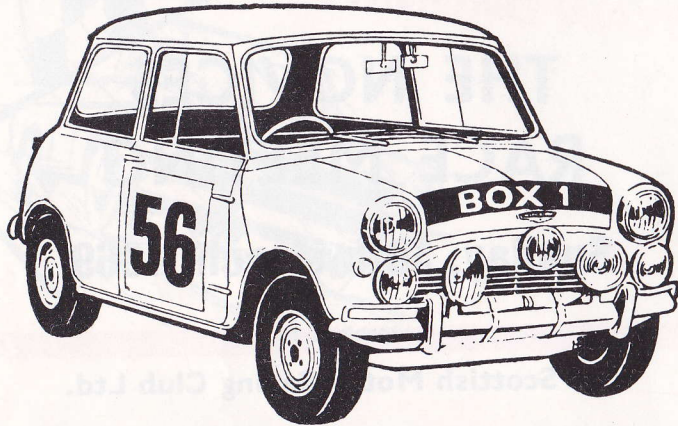
### PROGRAMME

- |         |         |  |
|---------|---------|--|
| 2.30 pm | Event 1 | Special Saloons over 1000cc. Heat 1.           |
| 2.50    | 2       | Special Saloons over 1000cc. Heat 2.           |
| 3.10    | 3       | Production Sports Cars.                        |
| 3.30    | 4       | Special Saloons up to 1000cc.                  |
| 3.50    | 5       | Special Saloons over 1000cc, Final.            |
| 4.10    |         | Radio Controlled Model Aircraft Demonstration. |
| 4.30    | 6       | Formula Libre.                                 |
| 5.00    | 7       | Sports Tune Handicap Race.                     |

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Deputy Chief Marshal ... ..	P. J. TUGWELL
Chief Observer ... ..	R. J. TRAILL
Chief Flag Marshal ... ..	W. W. HUME
Chief Track Marshal ... ..	G. F. STOREY
Chief Paddock Marshal ...	E. R. HERRALD
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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/4888

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## **THE SPORTS-TUNE TROPHY : A Background to the Trophy's Sponsors**

The name of Sports-Tune first appeared before the public in April, 1966, when the company opened their original accessory shop in Edinburgh. A large range of specialised motorists' aids, of all types, was offered in a new and specially designed shop. Andrew Gray, the shop's present manager, was the first employee of the company and with Andrew's knowledge of the accessory trade and also his active participation in motor racing, rallying and driving tests, he proved an invaluable assistant to the group's managing director, Mr. Roy Alexander. Roy, as a B.Sc. Engineering and a past record as Scottish Go-Kart Champion, was able to offer the customers sound practical advice on many matters arising from the fitting of various parts to motor cars and especially the fitting and tuning of engine conversion kits supplied through the shop. A few months after opening John Clark, another enthusiast, with a motor trade background, joined the staff and he, too, is a member of the present staff at Brandon Terrace.

Later in 1966 the company bought the garage at Longniddry which is the centre of the sales, service and engineering departments of the Sports-Tune Motor Company. After an initial period of study and assessment the company decided on a policy of specialised services based on performance cars and engine preparation and conversion work. The Sports-Tune Motor Company were appointed official Agents for the sale and service of Lotus cars early in 1967 and judging from the number of Lotus Elans and Elan +2 models running around Edinburgh today the association appears to have been a good one for both companies concerned.

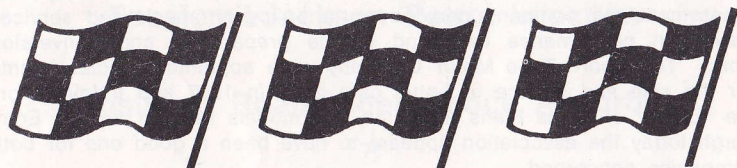
Another prominent milestone in the Sports-Tune history took place in early 1968 when, after negotiations between the well-known Edinburgh company of Moir & Baxter Ltd., Austin Distributors for South-East Scotland, the two companies announced the formation of the Moir & Baxter Ltd./Sports-Tune Racing Team, consisting of two Sports-Tune prepared Austin Mini Cooper "S" types racing in the up to 1000cc and over 1000c classes. The cars have since raced in the familiar orange and blue colours so well known to Scottish enthusiasts. The team had a good 1968 season, finishing runners-up to Logan Morrison's Allan Fraser Imp in the Hartley White Championship and driver Bill Borrowman had the distinction of holding both saloon car records at the one time on the new longer Ingliston circuit. Although the over 1000cc record has since been beaten, the old faithful, BOX 1, still holds the up to 1000cc lap record. The team cars were also highly successful in racing on English circuits and some Scottish hill climbs. Stemming from their success on the circuits a thriving trade now operates from the parts department at Longniddry, where a very comprehensive stock of British Leyland Special Tuning Parts is always available and indeed the company can boast the most comprehensive range of new Cooper "S" engines, gear boxes and special parts in the north.

1969 has started with a great deal of activity and at the present time the Longniddry premises are being extended with larger car showrooms, new offices and larger stores facilities. On the engineering side,

a Heenan & Froude Dynamometer, for engine testing and development, is being installed and the company have been appointed Scottish distributors for Tecalemit-Jackson Fuel Injection Systems. A similar distributorship for the well-known Janspeed engine conversion firm has been announced. The latest move in the Sports-Tune story is the appointment of the company as official sales and service agents for the famous range of Porsche cars in Edinburgh and South Eastern Scotland, and already this is proving to be an extremely wise choice.

The company's plan for 1969? In a summing-up Roy Alexander told me that after the official opening of the new and improved premises at Longniddry, in May, the plan is to consolidate their present interests and carry on streamlining their services to the customer. The company's engineers and mechanics are all taking factory courses with Lotus and Porsche and recently a new service manager has been added to the workshop staff.

Moir & Baxter Ltd. are again sponsoring the team's racing Austin Cooper "S" types and when asked about the cars for this season Bill Borrowman has mentioned the possibility of fuel injected engines for some time during the season.



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## LIST OF ENTRIES

Car No.	DRIVER/Entrant	cc	Make/Model	from
1	D. MANNERS	1600	Lotus 51	Darlington, Co. Durham
2	J. MILLAR	1991	Brabham BMW	Bridge-of-Weir
3	I. STIRLING	997	Cosworth Lola	Falkirk
4	J. GEMMELL	1600	Lotus 51A	Edinburgh
5	A. CHARNELL	1650	Lola T.55	Balerno
6	A. C. GOODFELLOW	4700	Fireball 5000	Brightons, Falkirk
7	B. K. HARRISON	875	Vixen F4	Glasgow
8	W. N. A. DRYDEN/ J. Romanes	2490	Lotus 35	Edinburgh
9	G. THOMSON	1599	Brabham BT 18	Milltimber, Aberdeen
10	E. J. CLARK	1600	Lotus FF 51	North Berwick
11	G. H. BIRRELL/ Equipe Centro Scot	1600	Crossle 16F	Larbert
12	W. GOLD/H. Baird	3800	Jag. E Type	Bellshill
14	A. BROWN	1598	Porsche S.90	Edinburgh
15	C. MACLEAN	1600	Lotus Elan Coupe	Alness
16	C. S. BARROW	997	Mallock U2	Huby, Leeds
17	J. McFARLANE	1000	Austin Healey S.	Auchenheath, Lanark
18	D. M. G. GRANT	948	M.G. Midget	Newton Mearns
19	J. LENNOX	1140	M.G. Midget	Lanark
20	P. MacNAUGHTON	1098	Ginetta G4	Edinburgh
21	D. THIRD	950	Turner BMC	Edinburgh
22	C. C. JONES	948	M.G. Midget	Edinburgh
23	G. R. WILSON	1098	M.G. Midget	Kirkcaldy
24	J. G. DUNBAR	1098	M.G. Midget	Loanhead
25	G. TODD/ Pinkie Mains Farm	1293	Austin Mini C.S.	Musselburgh
26	R. H. C. SIMEY	1558	Ford Lotus Cortina	Kirkcudbright
27	F. GUNN	1293	Austin Cooper S	Milngavie
28	A. D. NIVEN	1558	Ford Anglia	Duns
29	I. C. McLAREN	1650	Vauxhall Viva	Broxburn
30	J. WALKER	1275	Morris Cooper S	Edinburgh
31	I. KYDD	1293	Morris Cooper S	Strachur, Argyll
32	A. BELL/ Bell's Motor Repairs	1275	Morris Cooper S	Carlisle
33	C. D. S. MYERS	1558	Lotus Cortina	Kirkhill
34	H. VICKERS/ A. Barton	1275	Morris Cooper S	Newcastle
35	J. TAYLOR/ I. R. Ower	1293	Austin Cooper S	Dundee
36	A. PATERSON/ L. Emslie	1293	Austin Cooper S	Aberdeen
37	M. HIBBERT	1594	Ford Escort	Annbank, Ayr
38	I. P. GEDDES	1293	Austin Cooper S	Dundee
39	J. PINKERTON	1098	Mini	Glasgow
40	J. A. HENDRY	1200	Ford Cortina	East Kilbride
42	G. R. HORNE	2994	Ford Anglia 105E	Dundee
43	R. M. BROWN	1594	Ford Anglia	Largs
44	J. C. GRAHAM	1220	Singer Chamois	Glasgow
45	H. BAIRD	3800	Jaguar Saloon	Bellshill
46	T. PHILIP	998	Hartwell Imp	Dundee
47	M. S. ROSS	998	Austin Mini	Angus
48	P. MARSH	997	Mini Cooper	Carlisle

Car No.	DRIVER/Entrant	cc	Make/Model	from
49	J. L. RITCHIE ... ..	996	Austin A40 .....	Cardross
50	E. PATERSON ... ..	850	Lochbank Mini .....	Edinburgh
51	J. I. JOHNSON ... ..	998	Austin Mini Cooper Kilbarchan, Renfrew	
52	C. A. FERRARI ... ..	1000	Hillman Califor. ....	Peterhead
53	J. HANNAH ... ..	998	Milbro-Mini .....	Wishaw
54	D. O. STEVENSON ... ..	999	B.M.C. Cooper 'S' .....	Hamilton
55	A. J. LITTLEJOHN ... ..	999	B.M.C. Cooper 'S' .....	New Elgin
56	K. MILLAR/J. Dryden ... ..	898	Austin Mini Cooper Lundie, by Dundee	
57	A. FLEMING/ W. Shepherd ... ..	999	Mini Cooper .....	Lundin Links
58	J. GRANT ... ..	970	Morris Cooper 'S' .....	Haddington
59	A. HEGGIE/ D. B. Smith ... ..	998	Hillman Imp .....	Cupar
60	J. D. DIACK ... ..	2912	Austin Healey .....	West Kilbride
61	J. MIDDLETON ... ..	1275	Mini Cooper .....	Edinburgh
62	T. CONWAY ... ..	999	Mini Cooper .....	Haddington
63	R. HUTCHISON/ A. W. Hutchison ... ..	1293	Austin Healey Sprite ...	Kennoway
64	W. CORMACK ... ..	875	Hillman Imp .....	Musselburgh
65	N. HODGSON ... ..	1293	Austin Cooper .....	Carlisle
66	D. BOWMAN ... ..	999	Austin Cooper .....	Carlisle
67	B. HUNTER ... ..	1600	Lotus 51 .....	Edinburgh
68	B. CRAIG ... ..	1000	Ford Anglia .....	Glasgow
69	B. CRAIG ... ..	1293	Mini Cooper S .....	Glasgow
70	A. M. NAPIER ... ..	1200	Mallock U2 .....	Skelmorlie

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## For your Day's Enjoyment...

May we say welcome to enthusiasts who have been to Ingliston before and to those paying their first visit to the track on this the first meeting of the 1969 motor racing season.

Today's meeting is an extra, a bonus if you like, to give the novice members of the club a chance to race against themselves and also some of the racing car owners a chance to give their cars a little airing in the special Formula Libre event.

The decision was taken late last year to run the novices meeting as the curtain raiser of the season. We knew we were running the risk of catching drivers unawares so early in the year. This has been reflected in a slight reduction in the numbers of entries, but for a novice meeting, where the stipulation is that you must not have been placed in a motor race before, this is not too bad an entry. Most of the competitors are driving saloon cars and were it not for Ford and B.M.C. it would be difficult to run a meeting at all as most trainee drivers seem to use their products to get started in racing.

The main race of the day will be the Formula Libre event for single seater racing cars. As these notes are written, some last minute efforts are being made by some of the Ingliston regulars to get their cars ready in time, so don't be surprised to find some extra entries in this race. **Willie Forbes**, the Scottish Champion, has sold his Lotus-B.M.W. and has bought one of the new Formula 5000 Lolas which will certainly be ready for the April 13th meeting and this will be something worth seeing in action on the tight little circuit. Another driver in the Formula 5000 stakes is **Andrew Goodfellow** from Falkirk, who has spent the winter working on his Cooper, called the Fireball. Into its frame he has squeezed a 4.7 litre Chevrolet engine and this car will be running this afternoon. Another Ingliston regular, **Tony Charnell**, has been working on his Lola T55, the ex-Midland Racing Lola, and is again running it with a Ford Cosworth engine. Hoping for better fortune this season is **John Millar** from Bridge of Weir, who spent the close-season a year ago pondering over which racing car to buy. When he finally chose the **ex-Peter Gethin** Brabham-B.M.W. he felt he had a competitive car but he suffered a lot of troubles during the season. He has since given the engine an overhaul and hopes to get a lot more power and reliability out of it. John deserves a break as in the past seasons with his Formula III Brabham he has shown great promise.

One man with a new car to deal with in 1969 is Edinburgh driver **Bill Dryden**. Bill, who is employed selling commercial vehicles with S.M.T. Sales & Service Ltd., has sold the blue Brabham with the white arrowhead on the nose that he used last season and looked like being without a drive until **John Romanes**, ex-Chairman of Scottish Motor Racing Club and Chairman of Scotcircuits, who promote the meetings at Ingliston, came along and offered Bill his Lotus 35 to drive. This is the car John used two seasons ago with a Martin engine, but last season he managed to get hold of a rare 2½ litre Coventry Climax engine for the car. Bill Dryden tried it out in private practice a few weeks ago and was very impressed with it so John has taken over the role of entrant and will be entering Bill Dryden in the car at the Ingliston meetings this season.

**Equipe Centro Scot** is a group of enthusiasts from the Falkirk area who never appear to take their motor racing seriously but who have had a number of successes with their own Formula Ford car, the Centro Scot, based on a Lotus. The driver last year was mainly **Gerry Birrell**, who surprised a lot of people using more modern machinery with the Centro Scot. Unfortunately the car will not be ready for this meeting

but the team have entered a Crossle 16F for Gerry to drive. There has been such a rush on these Crossle Formula Fords that even this may not be ready for the meeting, but Gerry is due to race the car at all the Ingliston meetings this year. Birrell is now based in London with the Wooler organisation and is tied up with the sales of the Irish built Crossle Formula cars. At the Race of Champions meeting at Brands Hatch a few weeks ago Gerry finished second to the King of Brands, Tony Trimmer, with a Crossle, so obviously the car has great potential.

Also amongst the single seaters are **Brian Harrison's** Vixen and **Ian Stirling's** Cosworth Lola. Brian last year drove a Mini Marcos, but, like most people, was probably impressed at the last meeting of last season by the performance of the two works Vixens when they came to Ingliston. These are tiny single seaters for the Formula 4 class of racing which use Hillman Imp engines. They are very attractive little cars and can go like the wind due to their light weight. It will be interesting to see Brian in this car. Ian Stirling's car is well known, being the ex-Centro Scot car that **Tony Evangelisti** formerly drove.

**Dave Manners** from Darlington has a Lotus 51 Formula Ford out for the first time and **David McLeod** from Edinburgh had to withdraw his Alexis due to lack of time to prepare the car. **Jimmy Gemmell** from Edinburgh has another Lotus 51 and **George Thomson** from Aberdeen a Brabham BT 18.

The novices races contain drivers mostly unknown, as this is the whole point of the novices meeting; an event where drivers who have not been placed in a race before can go out and have a go.

What is interesting is the selection of cars on view. In the production sports car class **W. Gold** has an E type Jaguar and lined up against it are a Super 90 Porsche, an Elan Coupe, a Ginetta and plenty of Midgets.

The saloon car races, on the other hand, are mainly populated by Minis and Fords. **Ian McLaren's** Vauxhall Viva is reputed to have a Ford twin cam engine in it, which should make an interesting combination, and Scottish Rally Champion, **Mike Hibbert**, who recently did well on the International Swedish Rally, takes to the race track for the first time with his Ford Escort Twin Cam.

A number of well-known saloon car drivers have entered newcomers in the various races. **Andy Barton**, that jovial fellow from Newcastle, has **Harry Vickers** in a 1275cc Mini Cooper and **Ian Ower** has entered **John Taylor** in a 1293cc Mini Cooper. **Jim Dryden**, the bearded potato man from Dundee, who has suffered more disappointments at Ingliston than most people, is giving **Ken Millar** the chance to drive a 1000cc Mini, and **Bill Shepherd**, the former B.M.C. factory rally driver, has **A. Fleming** in a 970cc Cooper S.

In most of the races today the names will be unfamiliar but if this first public novices meeting is anything like former novices events the racing will be fast and furious. Out of it may spring some new names and certainly a number of drivers will probably decide today whether they want to take up racing as a hobby or even a profession. From small acorns to big oaks grow.

★ ★ ★

If this is your first visit to Ingliston since the new extension you will notice that there are more competitors able to be accepted for the races. The R.A.C. have now ruled that 15 cars can take part in each race, which makes the racing all the more exciting.

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 Shepherd's Grandstand, which are available from a kiosk in the East Gate Courtyard. Prices for all tickets are 10/-.

Programmes are available from kiosks at the main North Gates, and 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.

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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 Herdman's Restaurant (situated to the north of the main Grandstand). A specimen menu in the Herdman's 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 pies, bridies and roll sandwiches are available at the Snack Bars situated in the Herdman's Restaurant on the ground floor of the MacRobert Pavilion, in the East Gate Yard and in the area between Gardeners' and Shepherds' Corners. The Scottish Milk Marketing Board sell milk drinks in their Milk Bar at the east end of the Grandstand. Cigarettes are on sale from the Players Kiosk situated behind the main Grandstand.

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

★ ★ ★

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



## 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.
<b>45.0</b>	<b>82.40</b>	<b>50.0</b>	<b>74.16</b>	<b>55.0</b>	<b>67.42</b>	<b>60.0</b>	<b>61.80</b>
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
<b>46.0</b>	<b>80.61</b>	<b>51.0</b>	<b>72.71</b>	<b>56.0</b>	<b>66.21</b>	<b>61.0</b>	<b>60.79</b>
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
<b>47.0</b>	<b>78.89</b>	<b>52.0</b>	<b>71.31</b>	<b>57.0</b>	<b>65.05</b>	<b>62.0</b>	<b>59.81</b>
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
<b>48.0</b>	<b>77.25</b>	<b>53.0</b>	<b>69.96</b>	<b>58.0</b>	<b>63.93</b>	<b>63.0</b>	<b>58.86</b>
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
<b>49.0</b>	<b>75.67</b>	<b>54.0</b>	<b>68.67</b>	<b>59.0</b>	<b>62.85</b>	<b>64.0</b>	<b>57.94</b>
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

## Come for a Drive

What is the new circuit like to drive on? At the Festival meeting last year 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, Ploughman's. It's a tight left-hander which goes on round and round but after a few laps it seems to get easier as one finds the thing to do is take it fairly "late" (as they say) correcting a bit of oversteer as one boots it in 2nd and clipping the verge on the outside (hope Robin Trill, 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 Das. Ten shillings and the loan of a crash helmet is all one needs for ten or fifteen laps of pure excitement.

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## INGLISTON LAP RECORDS

Circuit : 1.03 miles

### FORMULA LIBRE CARS

Over 1000cc :

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

Under 1000cc :

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

### FORMULA FORD CARS

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

### SPECIAL GT CARS

Over 1150cc :

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

Under 1150cc :

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

### MARQUE CARS

Under 1150cc :

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

Over 1150cc :

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

### SALOON CARS

Over 1000cc :

G. BIRRELL (Perdal Escort) ..... 57.2 secs. 64.83 m.p.h.

Under 1000cc :

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

### OUTRIGHT LAP RECORD

W. FORBES (Lotus-BMW)

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

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## Model Aircraft Display

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To-day's demonstration by three radio controlled aircraft is the first time we have had model aircraft at Ingliston, and if you are not familiar with proportional radio controlled aircraft this demonstration will be an eye opener to you.

The Kwikfly is owned by Ken Muir, who is an Edinburgh dentist, and has been flying about six years. Jim Anderson, an architect, flies the Hustler Delta, and has been flying model aircraft for about 20 years. He was at school in Aberdeen with our Formula Libre Champion Willie Forbes. David Duncan, a company secretary, owns the Caravelle, and has been building and flying model aircraft for many years. You may have seen his planes flying on the moor above Penicuik on summer evenings.

All three planes, probably made by their owners, are between 4 ft. and 5 ft. wingspan, and use the same type of Veco 10ccs glow plug 2 stroke engines which give about 1 BHP. They run on Methanol and use about  $\frac{1}{2}$  pint in a 12-minute flight and are capable of 60 m.p.h.

Proportional radio control is the secret of the modern model aircraft and means that all the controls can be moved gradually through varying angles, even the throttle can be opened and closed gradually so that these aeroplanes can be made to do any manoeuvre that a full-sized aeroplane can. This very sophisticated radio gear although quite small costs about £200.

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

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approved helmets at every meeting.



EVENT 1 8 8 8 8 8 8 8 8 2.30 P.M.

## SPECIAL SALOONS over 1000cc

HEAT 1  
10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
25	G. TODD/Pinkie Mains Farm	Austin Mini C.S.	1293
26	R. H. C. SIMEY	Ford Lotus Cortina	1558
27	F. GUNN	Austin Cooper S	1293
28	A. D. NIVEN	Ford Anglia	1558
29	I. C. McLAREN	Vauxhall Viva	1650
30	J. WALKER	Morris Cooper S	1275
31	I. KYDD	Morris Cooper S	1293
32	A. BELL/Bell's Motor Repairs	Morris Cooper S	1275
33	C. D. S. MYERS	Lotus Cortina	1558
34	H. VICKERS/A. Barton	Morris Cooper S	1275
61	J. MIDDLETON	Mini Cooper	1275
69	B. CRAIG	Mini Cooper S	1293

1st ..... 27 ..... 2nd ..... 28 ..... 3rd ..... 33 ..... 4th ..... 29 .....

Fastest Lap: 27 ..... — 63:7 secs. 48.21 mph.

Winner's Speed: 10 m. 49:3 s.: 63:7 ..... mph

57.09

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EVENT 2

2.50 P.M.

**SPECIAL SALOONS over 1000cc**

HEAT 2

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
35	J. TAYLOR/I. R. Ower ... ..	Austin Cooper S ... ..	1293
<del>2</del> -36	A. PATERSON/L. Emslie ... ..	Austin Cooper S ... ..	1293
<del>3</del> 37	M. HIBBERT ... ..	Ford Escort ... ..	1594
<del>3</del> 38	I. P. GEDDES ... ..	Austin Cooper S ... ..	1293
39	J. PINKERTON ... ..	Mini ... ..	1098
40	J. A. HENDRY ... ..	Ford Cortina ... ..	1200
42	G. R. HORNE ... ..	Ford Anglia 105E ... ..	2994
43	R. M. BROWN ... ..	Ford Anglia ... ..	1594
<del>1</del> 44	J. C. GRAHAM ... ..	Singer Chamois ... ..	1220
45	H. BAIRD ... ..	Jaguar Saloon ... ..	3800
65	N. HODGSON/ Crosby Moor Garage ... ..	Austin Cooper ... ..	1293

1st ..... 44 ..... 2nd ..... 38 ..... 3rd ..... 35 ..... 4th ~~45~~ .....

39

Fastest Lap: 44 ..... — # ..... secs.

Winner's Speed: 10 ... m. 44.6 s.: ..... mph





comes to  
the home  
of Scottish  
motor  
racing

EVENT 3

3.10 P.M.

PRODUCTION SPORTS CARS

10 LAPS



Car No.	DRIVER/Entrant	Make/Model of Car	cc
12	W. GOLD/H. Baird	Jag. E Type	3800
60	J. D. DIACK	Austin Healey	2912
1-14	A. BROWN	Porsche S.90	1598
15	C. MACLEAN	Lotus Elan Coupe	1600
16	C. S. BARROW	Mallock U2	997
17	J. McFARLANE	Austin Healey S	1000
18	D. M. G. GRANT	M.G. Midget	948
19	J. LENNOX	M.G. Midget	1140
20	P. MacNAUGHTON	Ginetta G4	1098
2-21	D. THIRD	Turner BMC	950
22	C. C. JONES	M.G. Midget	948
23	G. R. WILSON	M.G. Midget	1098
24	J. G. DUNBAR	M.G. Midget	1098
63	R. HUTCHISON/ A. W. Hutchison	Austin Healey Sprite	1293
70	A. M. NAPIER	Mallock U2	1200

1st ..... 7.0 ..... 2nd ..... 1.4 ..... 3rd ..... 2.1 ..... 4th ..... 2.0 .....

Fastest Lap :..... — 6.6.4 secs.

Winner's Speed :... 11... m. 28.2s. : ..... mph

## SPECIAL SALOONS up to 1000cc

10 LAPS



Car No.	DRIVER/Entrant	Make/Model of Car	cc
46	T. PHILIP	Hartwell Imp	998
47	M. S. ROSS	Austin Mini	998
48	P. MARSH	Mini Cooper	997
49	J. L. RITCHIE	Austin A40	996
50	E. PATERSON	Lochbank Mini	850
51	J. I. JOHNSON	Austin Mini Cooper	998
3-52	C. A. FERRARI	Hillman Califor.	1000
53	J. HANNAH	Milbro-Mini	998
54	D. O. STEVENSON	B.M.C. Cooper 'S'	999
1-55	A. J. LITTLEJOHN	B.M.C. Cooper 'S'	999
56	K. MILLAR/J. Dryden	Austin Mini Cooper	998
2-57	A. FLEMING/W. Shepherd	Mini Cooper	999
58	J. GRANT	Morris Cooper 'S'	970
59	A. HEGGIE/D. B. Smith	Hillman Imp	998
62	T. CONWAY	Mini Cooper	999
64	W. CORMACK	Hillman Imp	875
66	D. BOWMAN	Austin Cooper	999
69	B. CRAIG	Ford Anglia	1000

1st .....5.5..... 2nd .....5.7..... 3rd .....5.4..... 4th .....5.0.....

Fastest Lap : ~~7.0~~ ..... ~~5~~ ..... secs.

5.5 61.2 60.58 mph

Winner's Speed : 1.0 m. 55.6 s. : ..... mph

## SPECIAL SALOONS over 1000cc FINAL

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
1-44	J. C. GRAHAM	SINGER CHAMPOIS	1220
2-27	F. GUNN	AUSTIN COOPERS	1243
28	A. D. WILKIN	FORD ANGLIA	1558
29	I. C. MCLAREN	Vauxhall Viva	1650
35	J. TAYLOR	AUSTIN COOPERS	1243
33	C. D. J. MYERS	LOTUS CORTINA	1558
30	J. WALKER	MORRIS COOPERS	1275
65	N. HODGSON	AUSTIN COOPER	1293
3-38	L. P. GEODES	AUSTIN COOPERS	1243
61	J. MIDDLETON	MINI - COOPER	1275
39	J. PINKERTON	MINI	1098
45	H. BAIRD	JAGUAR SALOON	3800
42	C. R. HORNE	FORD ANGLIA 1052	1094
40	J. A. HENDRY	FORD CORTINA	1200

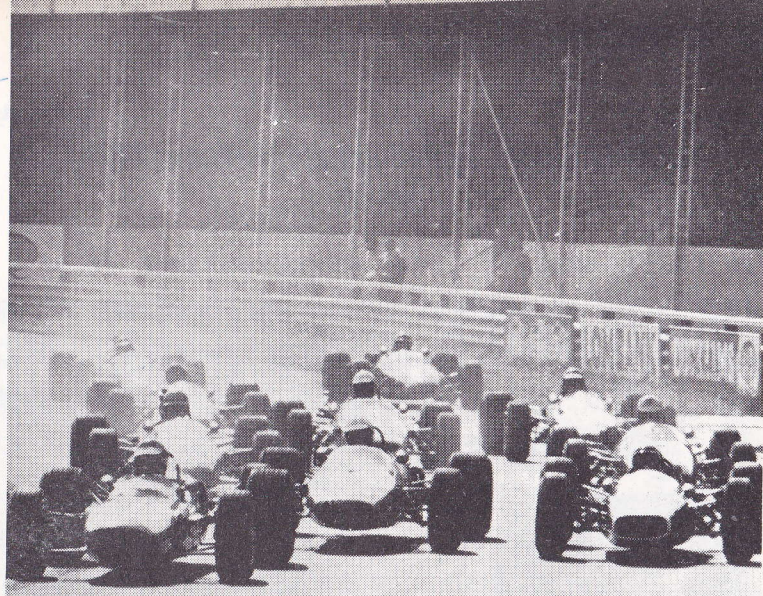
1st .....4.4..... 2nd .....3.8..... 3rd .....6.5..... 4th .....3.5.....

Fastest Lap : 6.5 ..... — 6.2 ..... secs. 59.81 mph

Winner's Speed : 1.0 m. 37.6 s. : ..... mph

Today sees the start of the **B.M.R.C. Trophy Members' Championship**, which will run on until the end of the season. At our meeting on 13th April the other Ingliston championships have their 1st round. These are :

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



EVENT 6

4.30 P.M

### FORMULA LIBRE

15 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	Time
1	D. MANNERS	Lotus 51	1600
2-2	J. MILLAR	Brabham BMW	1991
3	I. STIRLING	Cosworth Lola	997
4	J. GEMMELL	Lotus 51A	1600
3-5	A. CHARNELL	Lola T.55	1650
6	A. C. GOODFELLOW	Fireball 5000	4700
7	B. K. HARRISON	Vixen F4	875
1-8	W. N. A. DRYDEN/J. Romanes	Lotus 35	2490
9	G. THOMSON	Brabham BT 18	1599
10	E. J. CLARK	Lotus FF 51	1600
11	G. H. BIRRELL/ Equipe Centro Scot	Crossle 16F	1600
67	B. HUNTER	Lotus 51	1600
41	FORBES		
1st	2	2nd	5
		3rd	41
		4th	

Fastest Lap : ..... secs.

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

EVENT 7

5.00 P.M.

### SPORTS TUNE HANDICAP RACE

15 LAPS

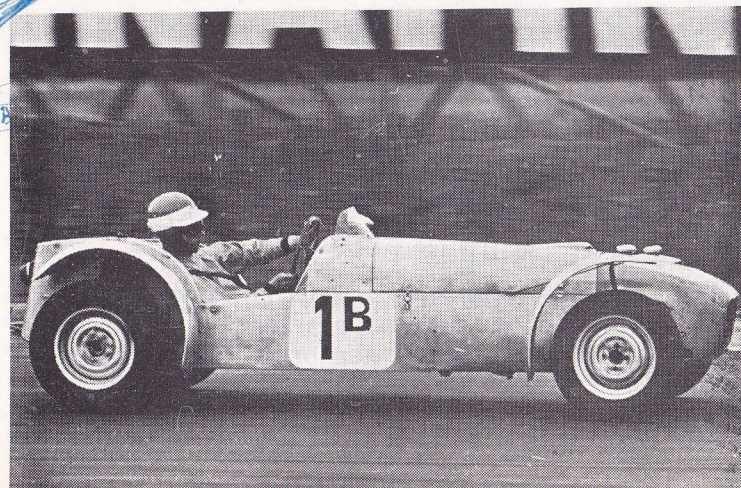
for the fastest five cars in each of Events 3, 4 and 5

Car No.	DRIVER/Entrant	Make/Model of Car	Qual. Time
35	J. TAYLOR	AUSTIN COOPER S.	12.93
57	A. FLEMING	MINI COOPER	9.99
4-38	J.P. REDDES	AUSTIN COOPER S.	12.93
1-55	A. J. LITTLETON	BMC COOPER S.	9.99
2-15	N. HODGSON	AUSTIN COOPER	12.93
21	D. THIRD	TURNER BMC	9.50
20	D. MACNAUGHTON	GINNETTA G.F.	10.98
3-24	J. C. GRAHAM	SINGER CHAMPS	12.30
20	A. M. NADLER	MALLOCK V2	12.00
54	D. O. STEVENSON	BMC COOPER S.	9.99
34	J. PINKERTON	MINI	10.98
15	C. MACLEAN	LOTUS ELAN COUPE	10.00
50	S. PATERSON	LOCHBANK MINI	8.50
53	J. HANNAH	MILBRO-MINI	9.98
14	A. BROWN	PORSCHE 910	15.98

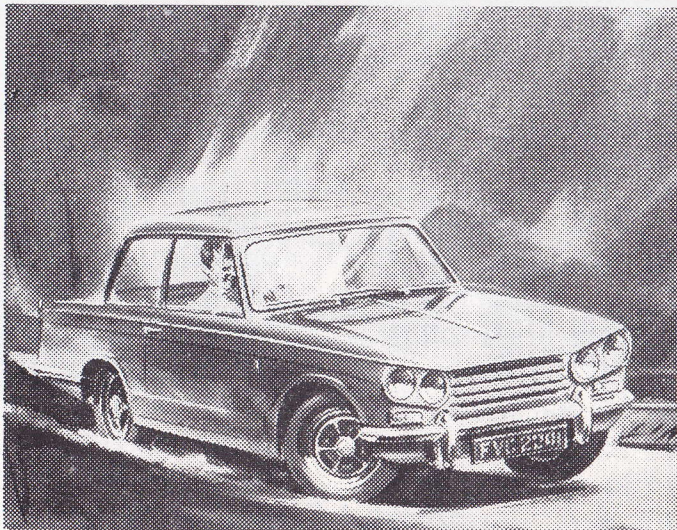
1st ..... 2nd ..... 3rd ..... 4th .....

Fastest Lap : ..... secs.

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



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## What's in it for the Competitor?

During the 1969 racing season there will be seven race meetings at the enlarged 1.03 mile long Ingliston circuit and several Members' Practice Days, the dates of which will be circulated in due course. The racing programme is given on the inside front cover. From a cursory glance at the programme, it will be seen that not only are the "old hands" being well catered for in the usual manner, but also the newcomer to racing is being wooed—the Novices' Meeting in March will provide a chance for the latter to compete on equal terms with others of his own calibre. While it is now "well kent" amongst the more regular entrants, the newcomer may also be unaware of the generous expenses allowances given to all. Even the most prodigal of competitors should find that there is enough to cover his petrol etc. to and from the circuit, with a wee bit left over to stand himself a noggin (and natter) in the McRobert Pavilion after the meeting—being a subtle hint to a few more of you drivers to come along after the racing and air your views on the day's sport.

Races at the seven Meetings this year will be chosen from the following classes: (a) Special Saloons up to 1000 c.c. (b) Special Saloons over 1000 c.c. (c) Special G.T. Cars up to 1150 c.c. (d) Special G. T. Cars over 1150 c.c. (e) Production Sports Cars up to 1150 c.c. (f) Production Sports Cars over 1150 c.c. (g) Formula Ford Racing Cars and (h) Formula Libre single-seater racing cars. Further details of subdivision of the above classes, eligibility of Production Sports cars etc., as also full Regulations and Entry Forms for each Meeting, are contained in the 1969 Ingliston Book of Regulations available from Scottish Motor Racing Club, National Bank Chambers, Duns, at 2s. 6d.

Very generous prize money, together with a magnificent array of trophies, is offered at all meetings, be they National or Restricted. The average prize money is as follows: Racing Cars: 1st £50, 2nd £30, 3rd £20, 4th £10. Other Classes: 1st £20, 2nd £12, 3rd £8, 4th £4. From among those who have braved the £2 entry fee (per class) the following remarks have been heard:—

"It is splendidly sighted and one of the friendliest circuits I have been to."—PETER GAYDON (London).

"Amenities are first class. Spectators' viewing first class. General atmosphere second to none."—BEN MOORE (Hull)

"Best circuit in the country as far as organisation, facilities, etc., are concerned."—HOWARD HEEREY (Cheshire).

"Marshalling at its best."—VIC CONNOLLY (Durham).

"Organisation is 100%. It is the finest I have ever encountered in nearly 15 years racing."—RICHARD LE SUEUR (Bournemouth).

"Good racing programme, good organisation, please improve the weather."—CHRIS WILLIAMS (London).

All of which are jolly good reasons why you should want to "have a go" at Ingliston. And if you're still undecided and come from South of the Border, in the words of Nick Brittan, "The crowd even cheers when an Englishman wins."



# SCOTTISH MOTOR RACING CLUB

Application Form for 1969 Membership

BLOCK CAPITALS

Full Name .....

Address .....

Phone ..... Occupation .....

Do you wish to be considered for Marshalling at Race Meetings? YES/NO

I hereby make application to become a member of THE SCOTTISH MOTOR RACING CLUB LIMITED and, if elected, agree to be bound by the Memorandum and Articles of Association thereof for the time being.

I enclose remittance for the total detailed under.

Please send details of Family Membership.

Date ..... 1969 (Signed)

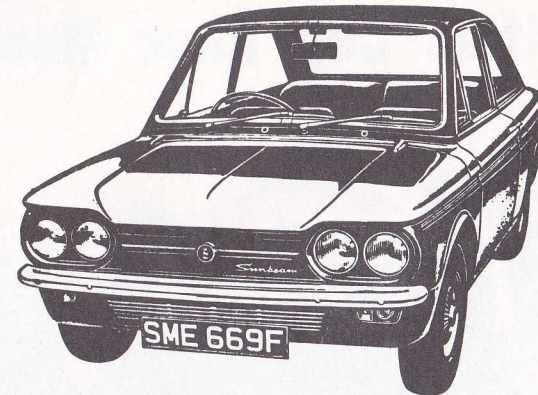
Subscription .....	2 gns.	£2	2	0
Family Membership .....	10/6			
Car Badge .....	25/-			
Lapel Badge (brooch type) .....	4/-			
Repeat-Motif Tie (Terylene) .....	19/6			
Blazer Badge .....	45/-			
Windscreen Sticker Badge .....	2/6			
Overall Badge .....	12/6			

CHEQUE/P.O./BANKER'S ORDER £

Return with remittance to  
SCOTTISH MOTOR RACING CLUB LIMITED,  
NATIONAL BANK CHAMBERS, DUNS,  
BERWICKSHIRE.

# ZOOM!

## the new Sunbeam Stiletto



for men whose wives  
think they've given up sports cars

Reassure your wife with a new Sunbeam Stiletto.

Show her how luxuriously saloon it is—four deep seats, the front ones reclining, plenty of room, and swish twin headlights.

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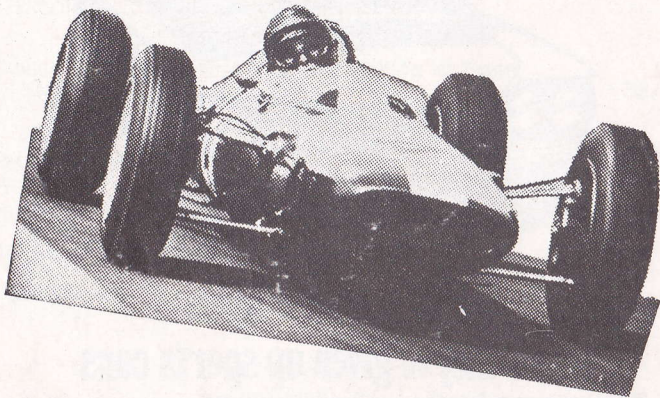
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AUTHORISED DEALER  ROOTES

**HASTE YE BACK AGAIN!**

*Our next Meeting is the*  
**Edinburgh Students'  
Charities Cup Race Meeting**



**Sunday, 13th April : 2.30 p.m.**

*Advance Booking Form inside*

**BE SURE OF YOUR SEAT IN  
THE STAND!**