

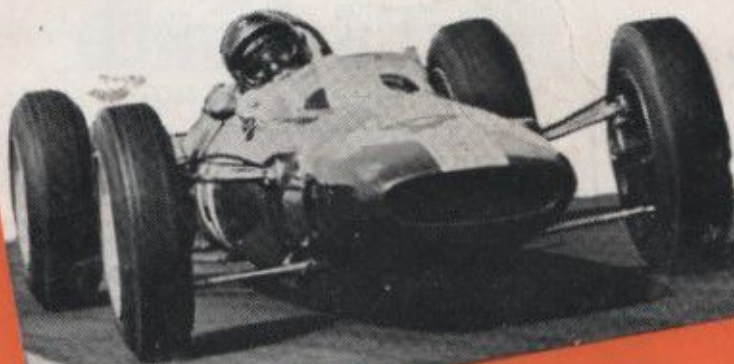
Scottish Motor Racing Club Ltd.

INGLINGTON

MOTOR RACING CIRCUIT

Royal Highland Showground
Edinburgh

SUNDAY
3rd OCT.,
1965



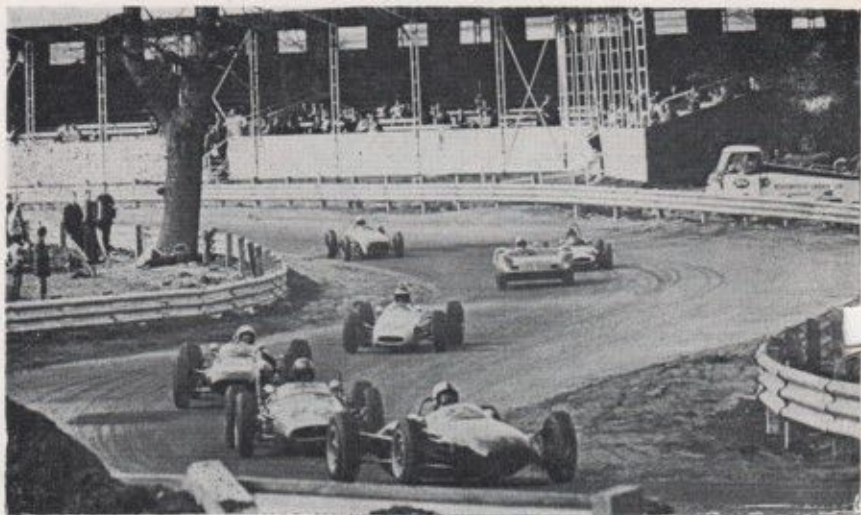
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motor racing circuit

ROYAL HIGHLAND SHOWGROUND EDINBURGH

.

THE LOMBANK TROPHY
RACE MEETING
SUNDAY, 3rd OCTOBER, 1965

organised by

The Scottish Motor Racing Club Ltd.

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PROGRAMME

- | | | |
|-----------|---------|-------------------------------|
| 2.00 p.m. | Event 1 | Saloons over 1200cc, Race 1 |
| 2.20 | 2 | G.T. Cars up to 1200cc |
| 2.40 | 3 | Saloons up to 1200cc, Race 1 |
| 3.00 | 4 | "LOMBANK TROPHY" RACE, Part 1 |
| 3.25 | 5 | Sports Cars |
| 3.45 | 6 | Consolation Race |
| 4.00 | 7 | Racing Cars up to 1000cc |
| 4.20 | 8 | Saloons over 1200cc, Race 2 |
| 4.40 | 9 | G.T. Cars over 1200cc |
| 5.00 | 10 | "LOMBANK TROPHY" RACE, Part 2 |
| 5.25 | 11 | Saloons up to 1200cc, Race 2 |

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AND PICTURES ON***

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motoring sport

motor racing

read

AUTOSPORT

EVERY FRIDAY

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<i>Deputy Clerk of Course</i> ...	R. WELSH
<i>Chief Marshal</i>	A. H. B. CRAIG
<i>Deputy Chief Marshal</i> ...	Dr. J. G. WAUGH
<i>Chief Observer</i>	J. R. STEWART
<i>Chief Flag Marshal</i>	W. W. HUME
<i>Chief Paddock Marshal</i> ...	E. R. HERRALD
<i>Starter</i>	D. M. FRASER
<i>Chief Fire Marshal</i>	G. STOREY
<i>Chief Spectator Marshal</i> ...	A. D. HORNE
<i>Chief Grid Marshal</i>	G. MONTGOMERY
<i>Chief Programme Marshal</i>	Mrs. T. LEGGET
<i>Chief Medical Officer</i> ...	Dr. LINDSAY WILKIE
<i>Chief Timekeeper</i>	Dr. L. JAMIESON
<i>Scrutineer</i>	D. STEPHEN
<i>Commentator</i>	J. W. McINNES
<i>Secretary to Meeting</i> ...	I. SCOTT WATSON
<i>Steward (for R.A.C.)</i> ...	BASIL TYE
<i>Stewards (for Club)</i>	W. K. STEWART & N. T. LITHGOW
<i>Race Committee</i>	J. L. ROMANES A. H. B. CRAIG, T. H. LEGGET E. S. CHAPMAN I. SCOTT WATSON
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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.

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A word from . . .

THE PROMOTERS



And so we come to the final event of our first year at Ingliston. The pessimists who said we would never have a true racing circuit in Scotland have eaten their words. The critics who said that Ingliston was so short it wouldn't be worth going to have been well and truly silenced. We have learned a lot about motor racing and we are more than proud of the standards of organisation which our officials have maintained. We know that the amenities which we offer at Ingliston are unequalled anywhere in Britain. We know, too, that at few if any other circuits do the spectators so obviously enjoy their visits; there is an atmosphere in the grandstand which is the envy of every other circuit-owner. We have the assistance and support of Scotland's largest recognised club in running our events at Ingliston — The Scottish Motor Racing Club Ltd. — with over 1,000 members under its President, World Champion Driver Jim Clark. They, in their turn, have the use of the finest Members' Pavilion at any circuit in Britain. We have all the help, the friendly co-operation and encouragement which we could wish for from the owners of the Ingliston Showground, the Royal Highland and Agricultural Society, and we know that the funds which we have raised for them will help to develop Ingliston in the years to come.

We look forward to an even more successful season in 1966 and we hope to be granted dates for National British Race Meetings on 24th July and 2nd October; for meetings such as today's on 10th April, 8th May and 5th September, and for a Race Meeting on 14th August for members of the Scottish Motor Racing Club. We look forward to welcoming you back to Ingliston next year.

JOHN L. ROMANES
JIM CLARK, O.B.E.
IAN SCOTT WATSON
JAMES D. LYON

Directors

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A word about

"THE LOMBANK TROPHY"

The "Lombank Trophy" is a magnificent gold cup, presented by the well-known finance house of that name. This year it is to be awarded to the winner of the seasonal Championship for Formula Libre cars which has been hotly contested throughout 1965 at the five meetings held for cars at Ingliston. Today's main race is the final event to qualify and all the leading contenders will be competing in this 50-lap two-part race—the longest yet to be held at Ingliston. Prize money for the two parts totals £220 and thus continues the tradition of worth-while awards which has been maintained throughout the season, and Lombank Ltd. have very kindly put up the first prize for each race. But, of course, the Trophy will be presented to the winner of the Championship, NOT necessarily the winner of today's race.

Scoring in the qualifying rounds to date, as in today's race for non-Formula 2 single-seaters under 1000cc, has been as follows:—1st, 6 points; 2nd, 4 points; 3rd, 3 points; 4th, 2 points; 5th, 1 point. For the main race, on aggregate over the two parts, the scoring is:—1st, 9 points; 2nd, 6 points; 3rd, 4 points; 4th, 2 points; 5th, 1 point.

Lombank Ltd. have a very close interest in Ingliston and are very proud to have been the first commercial concern to back a circuit in Scotland. Their confidence in the private company formed by members of today's organising club has in turn been greatly appreciated by the directors of Scotcircuits Ltd., who look forward to a fruitful partnership in the future stemming from today's meeting.

INGLISTON LAP RECORDS

Vintage Cars :

A. K. McCOSH (Bentley) 50.6" — 19th Sept.

Saloons : under 1200cc:

R. D. McCUTCHEON (Mini-Cooper) 43.6" — 19th Sept.

over 1200cc:

R. G. SMITH (Mini-Cooper) 43.6" — 25th July

Grand Touring Cars : under 1200cc:

J. MACKAY (Lotus XI GT) 43.6" — 25th July

over 1200cc:

M. BECKWITH (Lotus Elan) and

A. McCRACKEN (Lotus Elan) 42.0" — 9th May

Sports Cars : under 1200cc:

M. GILL (Terrier) 43.8" — 25th July

over 1200cc:

W. FORBES (Eiva-B.M.W.) 40.4" — 29th August

Racing Cars (Outright Lap Record) :

Formula Libre:

A. W. ROLLINSON (Brabham F2) 39.0" — 19th Sept.

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AN AIRLINE PACK OF SCOTCH WHISKY

for presentation to the holder, if any, of a new lap record tonight

LIST OF ENTRIES

Car No.	Driver/Entrant	cc	Make/Model of Car	from
1	M. BECKWITH/ Normand Racing	997	Brabham F2	London
2	W. FORBES	1991	Elva-B.M.W.	Aberdeen
3	B. R. HART/ Brian Hart Ltd.	997	Lotus F2	London
5	A. W. ROLLINSON/ Frank Lythgoe Racing	997	Brabham F2	Pelsall, Staffs
6	T. D. REID/ Irish Racing Cars	1598	Lotus 22	Belfast
7	M. TEMPLETON/ Irish Racing Cars	1598	Brabham	Ballymena
8	J. TAYLOR/ D. Bridges	997	Brabham F2	Leicester
9	D. BRIDGES	997	Brabham F3	Preston
10	J. W. SNOWDON	1594	Merlyn	Carlisle
11	T. E. BLACKADDER	1500	Cooper	Falkirk
12	A. C. GOODFELLOW	998	Cooper	Falkirk
14	J. CLARK/ Seton Mains Garage	1098	Merlyn	North Berwick
15	J. FENNING/ Stockbridge Racing	998	Cooper F3	Stockbridge, Hants
16	R. BANTING/ Stockbridge Racing	998	Cooper F3	Stockbridge, Hants
17	A. FLETCHER	997	Brabham F3	Culross
18	T. FETHERSTONHAUGH	997	Lotus 31	Penrith
19	J. S. CALVERT	997	Brabham F3	Seaham
20	R. PAYNE/ Balerno Garage	997	Lotus F3	Balerno
21	G. J. C. L'AMIE	4261	Crossle	Belfast
22	W. J. STEIN/ Ecurie Ecosse	2496	Ecosse-Climax	Edinburgh
23	W. J. STEIN/ Ecurie Ecosse	3524	Tojeiro-Buick	Edinburgh
24	A. W. COWAN/ Ecurie Ecosse	4727	Tojeiro-Ford	Duns
25	J. MILLAR	1620	Lotus 23B	Bridge-of-Weir
26	P. STEWART/ Caledonian Motors	997	Cooper F3	Kirkcaldy
27	J. E. MILNE/ Caledonian Motors	1802	M.G.B.	Glasgow
28	J. E. MILNE/ Caledonian Motors	1139	M.G. Midget	Glasgow
29	R. MCGILLIVRAY	998	Lotus FJ	Paisley
30	R. REAY-SMITH	1498	Lotus 7	Ponteland
31	I. COCHRANE	1498	Lotus 7	Dalrymple
32	D. C. LAMB	1098	Lotus XI	Linlithgow
33	W. J. TURNBULL/ D. M. Bertram	1098	L.W.S.	Edinburgh
34	G. CROSSLEY	1098	Lotus XI	Morecambe
35	V. CONNOLLY	1147	Lotus 17	Felling-on-Tyne
36	D. M. ROSS/ Aberdeen Racing	1098	Lotus XI GT	Aberdeen

Continued

List of Entries — Continued

Car No.	Driver/Entrant	cc	Make/Model of Car	from
37	D. WOOD/ Aberdeen Racing	1498	Ford Cortina GT	Aberdeen
38	J. S. COWIE/ Aberdeen Racing	1498	Ford Cortina GT	Aberdeen
39	L. LITTLE/ Aberdeen Racing	1275	Mini-Cooper S	Aberdeen
40	A. HUTCHISON/ Caledonian Motors	998	A-Healey Sprite	Kirkcaldy
41	W. BORROWMAN/ Seton Mains Garage	970	Mini-Cooper S	Edinburgh
42	J. FEWELL/ Seton Mains Garage	950	Austin Mini	Longniddry
43	D. FORSYTH/ Seton Mains Garage	998	Mini-Cooper	Tranent
44	G. K. HADFIELD	1098	Lotus XI	Newcastle/Tyne
45	G. P. D. BELLERBY (Res. P. Mossman)	997	Lotus 7	Morpeth
46	J. WATSON/ Marshall Watson Ltd.	1098	Crossle Sports	Belfast
47	E. A. POWRIE	1498	Lotus 7	Dundee
48	J. VEITCH	1948	Lotus XI	Newbridge
49	J. VEITCH	1275	Mini-Marcos	Newbridge
50	J. NICHOLSON/ McCracken Racing	1098	Lotus XI	Newbridge
51	J. NICHOLSON/ McCracken Racing	1594	Lotus Elan	Glasgow
52	J. S. RAE/ McCracken Racing (Res. J. Nicholson)	997	Ford Anglia	Bellshill
53	B. E. COCKS	1390	Fairthorpe	Dundee
54	A. ROBERTSON	1558	Lotus Elan	Kirkcaldy
55	G. MACHIN	1594	Lotus Elan R	Darlington
56	T. WILSON	1560	Wilson GT	Penicuik
57	G. H. BIRRELL/ J. Melvin	4200	Sunbeam Tiger	Milngavie
58	E. LIDDELL	1594	Lotus Elan R	Bishopbriggs
59	H. C. BALLANTINE	1997	Marcos GT	Bo'ness
60	W. DRYDEN/ J. N. Cuthbert	1594	Lotus Elan R	Edinburgh
61	A. A. BARTON	1600	T.V.R. Grantura	Newcastle/Tyne
62	A. A. BARTON	997	Morris 1000	Newcastle/Tyne
63	J. H. BLADES/ Northumbria Racing	1594	Ginetta	Whitley Bay
64	G. HUMBLE	3781	Jaguar E-Type	Lancaster
65	J. ABSALOM	997	Ginetta	Morpeth
66	K. D. PATTULLO	1139	M.G. Midget	Edinburgh
67	I. KIRKWOOD	997	A-Healey Sprite	Newcastle/Tyne
68	T. B. D. CHRISTIE	1275	Mini-Cooper S	Kirkcaldy
69	G. B. BIRRELL/ Graham Birrell Racing	1965	Perdal Anglia	Milngavie
70	G. B. BIRRELL/ Claud Hamilton Motors	997	Singer Chamois	Milngavie
71	G. H. BIRRELL/ Claud Hamilton Motors	997	Singer Chamois	Milngavie
72	J. G. McWILLIAM/ Team Fife	1098	Marcos	Glasgow

Continued

List of Entries — Continued

Car No.	Driver/Entrant	cc	Make/Model of Car	from
73	T. SIMPSON/ Team Fife	1594	Lotus Cortina	Kirkcaldy
74	J. McK. ROBERTSON	997	Marcos	Cardenden
75	D. CULLEN	997	Ginetta	Airdrie
76	J. FISHER	1100	Fisher GT	Edinburgh
77	E. A. LABINJOH/ J. Fisher	1275	Mini-Cooper S	Edinburgh
78	D. G. G. BLACK	998	A-Healey Sprite	Peebles
79	J. E. ANDERSON	1100	Diva	Glasgow
80	R. F. MORRISON	1275	Mini-Cooper S	Helensburgh
81	J. R. BLANCKLEY (Res. D. Taylor)	1793	Austin A40	New Penshaw
82	W. L. MORRISON	1275	Mini-Cooper S	Stirling
83	J. BARRINGTON-SMITH (Res. A. Charnell)	1650	Ford Anglia	Wolverhampton
84	J. P. M. JOHNSTONE/ Aurelli Team	1098	M.G. Midget	Dumfries
85	P. A. W. HOPE-JOHNSTONE/ Aurelli Team	1275	Mini-Cooper S	Dumfries
86	R. BLAYLOCK/ Team Perdal	1960	Perdal Anglia	Carlisle
87	A. WRIGHT/ Team Perdal	1498	Perdal Anglia	Whitley Bay

Continued

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List of Entries — Continued

Car No.	Driver/Entrant	cc	Make/Model of Car	from
88	R. C. LITTLE/ Team Perdal	1498	Perdal Anglia	Carlisle
89	D. J. MUTER	1275	Mini-Cooper S	Bedlington
90	R. SIMEY	1275	Mini-Cooper S	Kirkcudbright
91	L. McGOWAN/ Wigtown Eng. Works	1275	Mini-Cooper S	Wigtown
92	R. D. McCUTCHEON/ Wigtown Eng. Works	999	Mini-Cooper S	Wigtown
93	G. DOUGLAS	1498	Ford Cortina GT	Aberdeen
94	R. J. S. HAINING	1498	Ford Cortina GT	North Berwick
95	D. J. M. FISHER	1498	Ford Cortina GT	Dunoon
96	L. PALADINI	1275	Mini-Cooper S	Dundee
97	A. PALADINI/ L. Paladini	1275	Mini-Cooper S	Dundee
98	J. CURRIE	1275	Mini-Cooper S	East Kilbride
99	D. G. DRYDEN/S.M.T. Sales & Service Ltd. (Res. W. Dryden)	1190	Vauxhall Viva GTO	Glasgow
00	H. M. WADDINGHAM	998	Mini-Cooper	Newcastle/Tyne
01	H. J. BARRINGTON	1071	Mini-Cooper S	Crieff
02	D. N. SMITH/ R. Smith (Bowness) Ltd. (Res. R. G. Smith)	999	Mini-Cooper S	Bowness/ Windermere
03	K. ROBERTSON/ K. R. Motors	1071	Mini-Cooper	Haddington
04	P. M. HENDERSON	997	Mini-Cooper	Carstairs
05	J. DRYDEN	1071	Mini-Cooper S	Dundee
06	A. CHARNELL/ Hamilton Bros.	875	Hillman Imp	Ralston
07	Mrs. C. CHARNELL/ Hamilton Bros.	875	Hillman Imp	Ralston
08	D. I. FRASER	997	Mini-Cooper	Glasgow
09	G. CARR	997	Mini-Cooper	Houghton-le-Spring
110	R. J. SCOTT	997	Mini-Cooper	Lanark
111	E. PATERSON	848	Mini-Minor	Prestonpans
112	J. KENNEDY	848	Austin-Mini	Edinburgh
113	W. HALE/ G. & A. Motors	843	Fiat 850S	Edinburgh
114	J. MACKAY/ Hugh Shannon Racing	1098	Lotus XI GT	Thurso
115	D. MACKAY/ Hugh Shannon Racing	1098	Lotus XI	Auchterarder

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.

For your Day's Enjoyment ...

... we have amassed today probably the most exciting entry list of competitors seen in Scotland since the last International meeting at Charterhall in 1955. This, we hope, will give our *aficionados* a foretaste of things to come when we organise our first National Meeting at Ingliston in 1966.

Principal event of the day is the final round for the "Lombank Trophy" Championship for Formula Libre cars. This is a 50-lap race divided into two 25-lap parts, each with the same prize-list. But for the Championship points will be scored on the overall aggregate of times for the two races. Leading the Championship after his particularly well-deserved win at the B.M.R.C. Trophy Meeting a fortnight ago is ALAN ROLLINSON with his Formula Two Brabham, who has had three wins at Ingliston this season, giving him 18 points from three events. WILLIE FORBES lies second (16 points) with four second places with the beautifully-prepared Elva-B.M.W. which he has brought down from Aberdeen to drive so consistently at Ingliston. BILL STEIN, with the Ecurie Ecosse single-seater, lies third with 14 points (two wins and a fourth). However, it is the best four events which are counted and Forbes could only increase his score by 5 points—the difference between a win and second place—whereas Stein and Rollinson will be able to count their full score at this meeting.

Nothing is more certain than that all three will have to try very hard indeed to win, for the driver who has captivated all Ingliston regulars, MIKE BECKWITH, is bringing the Normand Racing Team's Formula Two Brabham to Ingliston for the first time. He has said that he thinks it should be possible to lap Ingliston on a good day and a dry track in around 37 secs.—two seconds faster than the lap record set up by Rollinson on 19th September when he went round in 39 secs. Nothing is more certain than that Mike will be out to prove his point. There are, furthermore, two other drivers from the top flight of British Formula Two drivers, both of whom could show even Beckwith around; JOHN TAYLOR from Leicester, for some years one of the most consistent of performers at British circuits driving mainly for Bob Gerard and mounted today on yet another Brabham. BRIAN HART, the Londoner who made a name for himself a few years back racing the original Terrier and who has now graduated to a Lotus 35 with Cosworth F2 engine, will be upholding the Cheshunt manufacturer's honours against the horde of Brabhams. He missed the meeting on 19th September after blowing up his engine at Oulton Park the preceding day. One cannot discount the trio of Irishmen in the main race; MALCOLM TEMPLETON (Brabham), TOMMY REID (Lotus) and JOHN L'AMIE with the big 4.2-litre sports Crossle—the marque which is built in Ireland and which has been so successful on the other side of St. George's Channel.

There is another single-seater race at Ingliston today. We have attracted a full field of under 1000cc cars for Event 7. ANDREW FLETCHER is no stranger to Ingliston with his Brabham and has been consistently fast, very fast, for a formula three car. Challenging him will be the two Coopers entered by Stockbridge Racing from Hampshire and driven by ex-Team Lotus driver JOHN FENNING and his present team-mate RODNEY BANTING. TIM FETHERSTONHAUGH is learning the way of single-seater racing the sensible way and is becoming faster with every outing in his Lotus 31; New Zealander ROSS PAYNE will be back with his Lotus and another newcomer to Formula Three, whom we have seen hitherto at Ingliston in a racing Elan, is JOHN CALVERT who has just purchased an F3 Brabham. ANDREW GOOD-FELLOW'S car is not in fact Formula Three but has an engine of the



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same size and his Cooper is a much older Formula Junior car.

The supporting races promise to be just as exciting as ever. Among the big G.T. cars JOHNNY BLADES (Ginetta), SANDY McCRACKEN, ERIC LIDDELL and BILL DRYDEN (racing Elans) will all be renewing old rivalries for the chequered flag and although McCracken shares the official G.T. lap record with Mike Beckwith, Liddell in fact bettered it in his Elan driving in the sports car race at the last meeting with a 41.8 secs. lap. An exciting newcomer to this class will be JIMMY VEITCH's Mini-Marcos. This delightful little G.T. car is based on a 1275 Mini-Cooper. Among the smaller G.T. cars JOHN MILNE's pretty M.G. Midget coupe will be battling once again with GRAHAM MacWILLIAM's Marcos for the lead, and we expect that JEFFREY JOHNSTONE won't be content to let them get too far ahead of his Midget, while JACK FISHER will be all out to keep his homemade car with them. Sports cars are all running together and it will be interesting to see how JOHN WATSON's Belfast-based Crossle 1100 fares — it proved very fast last year at Charterhall in Malcolm Templeton's hands—but JOHN NICHOLSON and BILL TURNBULL will be keen to show their mettle and IAN COCHRANE's bigger-engined Lotus Super Seven will be worth watching.

Finally, the saloon cars. The sight of Mini-Coopers broadsiding their way round Ingliston's eight bends is only rivalled by the remarkable two-litre Perdal Anglias of GRAHAM BIRRELL and BOB BLAYLOCK fighting *their* way round. Incredible though it may be, the class lap records for saloons up to and over 1200cc are both the same. BOB SMITH's 1275S Mini-Cooper set up a time of 43.6 secs. in the July meeting and this was equalled by RON McCUTCHEON's 999cc-engined model on 19th September. BILL BORROWMAN won't be content to let this go and must have returned to Longniddry to find a few more prickles in his Thistle-tuned Mini, while in the larger class RONNIE MORRISON and EDDIE LABINJOH will be renewing their wheel-to-wheel battle, which ended so abruptly for the latter when he burst a tyre and rammed the barrier in front of the West wing of the grandstand last time out. The Imps and Chamois will be upholding the newly reborn Scottish car industry's honours in the hands of the Birrell brothers, and husband-and-wife team TONY and Mrs. CHARNELL are back with their Imps, while DENIS DRYDEN will be driving the Brabham-tuned Vauxhall Viva GTO.



Our President, JIM CLARK, will not be with us today and we wish him every success in the American Grand Prix at Watkins Glen, as we do that staunch supporter of Ingliston JACKIE STEWART. What a wonderful filip for Scottish morale are the successes of these two brilliant drivers!



Opening the course during the course of the afternoon you will see, apart from the Clerk of Course's green E-Type Jaguar, a veteran car with a very interesting history. You may recognise the basic shape of the radiator—yes, sir, it is indeed a Rolls-Royce! But this is no ordinary Rolls, not even by veteran standards. Shortly after the firm first went into production in 1904 with a two-cylinder 10-hp car, a batch of six three-cylinder 15 h.p. cars was built. Of these, but one remains and we are indeed very deeply grateful to the owner, Adam McGregor Dick from Kilmarnock, whose family have owned the car since 1908, for this opportunity to see such a historic vehicle at Ingliston. For years this car has lain unused without a cylinder head for its unusual engine, but — some eight months ago — one of our

members, Alex. Reid, who used to be a well-known competitor at Scottish circuits with the home-built Omega, started the very difficult task of making a new cylinder head for it. After months of patient labour in his workshop all is complete and this is the first occasion on which the public have had a chance to see the fruits of his labour. The car will be on show in the public enclosure between the paddock and the grandstand and we feel sure that many of you will wish to have a closer look at this unique veteran of the road. The car cost £545 in 1905, at that time the most expensive car marketed in Britain. Eagle eyes may notice the unusual mascot on the radiator; the owner is a proud descendant of Rob Roy McGregor, hence to him the initials "R.R." mean more than just "Rolls Royce."



Assisting in the organisation today and every other race day at Ingliston are some 300 marshals, all of whom work on a purely voluntary basis. Without them there would be no racing. Please do co-operate with us and them, because without your co-operation somebody's enjoyment will suffer. Your safety is in their hands; do not jeopardise yours and that of others by disregarding their instructions.



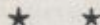
Racing at Ingliston is possible primarily by courtesy of the Royal Highland and Agricultural Society, who own and have developed this wonderful Showground. We do ask you to respect their property and refrain from climbing over their buildings or scattering litter.



Race-going and cameras go together. Edinburgh Camera Shop hold the concession at Ingliston on photographic equipment and they will be glad to see you at their mobile shop behind the stand to discuss or sell cameras or films.



Ingliston regulars know the "Herdsman's Restaurant" with its adjoining snack bar, but it seems that not so many know of the extensive snack bar, open to the public, at ground level in the McRobert Pavilion in the Central Enclosure, nor of the smaller snack bar situated in the Courtyard at the East Gate and particularly handy for those using the terracing between Bankers' and Shepherds'.



Members of the Scottish Motor Racing Club, of course, may prefer to eat in their own Club premises on the first floor of the McRobert Pavilion and non-members who are envious of this privilege will find a Membership Application form later in the programme! Page 33!



Newcomers to Motor Racing may well be puzzled by some of the activities going on during the afternoon. Between every race the Course Car will be driven round by the Clerk of the Course or Chief Marshal, making an inspection of the condition of the surface and safety precautions. You will always know this car by the white flag it carries. Starting procedure has to be absolutely cut and dried, for it is not easy to keep a car running on the "grid"—as the starting line is

called—without "creeping" forward, or without overheating the engine. Three minutes before the start a siren will be sounded and the cars will then move onto the track and complete a warming-up lap forming up on a dummy grid at Merchants' Turn. The siren will again be sounded at 1 minute when the cars move forward onto the grid, and with 30 seconds to go the starter will walk to his rostrum. With 5 seconds to go he will slowly raise the saltire and drop it smartly for the "off."



At various points around the circuit there are teams of marshals whose duties are to signal by means of flags various information to the drivers. A blue flag held stationary means "there is a car close behind"; blue flag waved means "the car behind wishes to overtake." Yellow flag held stationary means "caution"; waved vigorously means "extreme danger, be prepared to stop." A yellow flag with red stripes signifies oil on the track, and a white flag means that there is a service vehicle (ambulance, fire engine, etc.) on the circuit. You may see an official at the finishing line holding a black flag together with a black-board on which will be chalked a number. This means that the competitor whose number is on the board must immediately slow and drive gently to the pits. It may be that observers have reported some parts of his car loose or it may be that in the opinion of the Clerk of the Course he is driving in such a way as to cause danger to others.



If you have enjoyed this meeting and you are not one of the enlightened thousand-plus members of Scottish Motor Racing Club Ltd., why not join this most enterprising band of enthusiasts now? You will find an application form and details of the Club on pages 32 and 33.

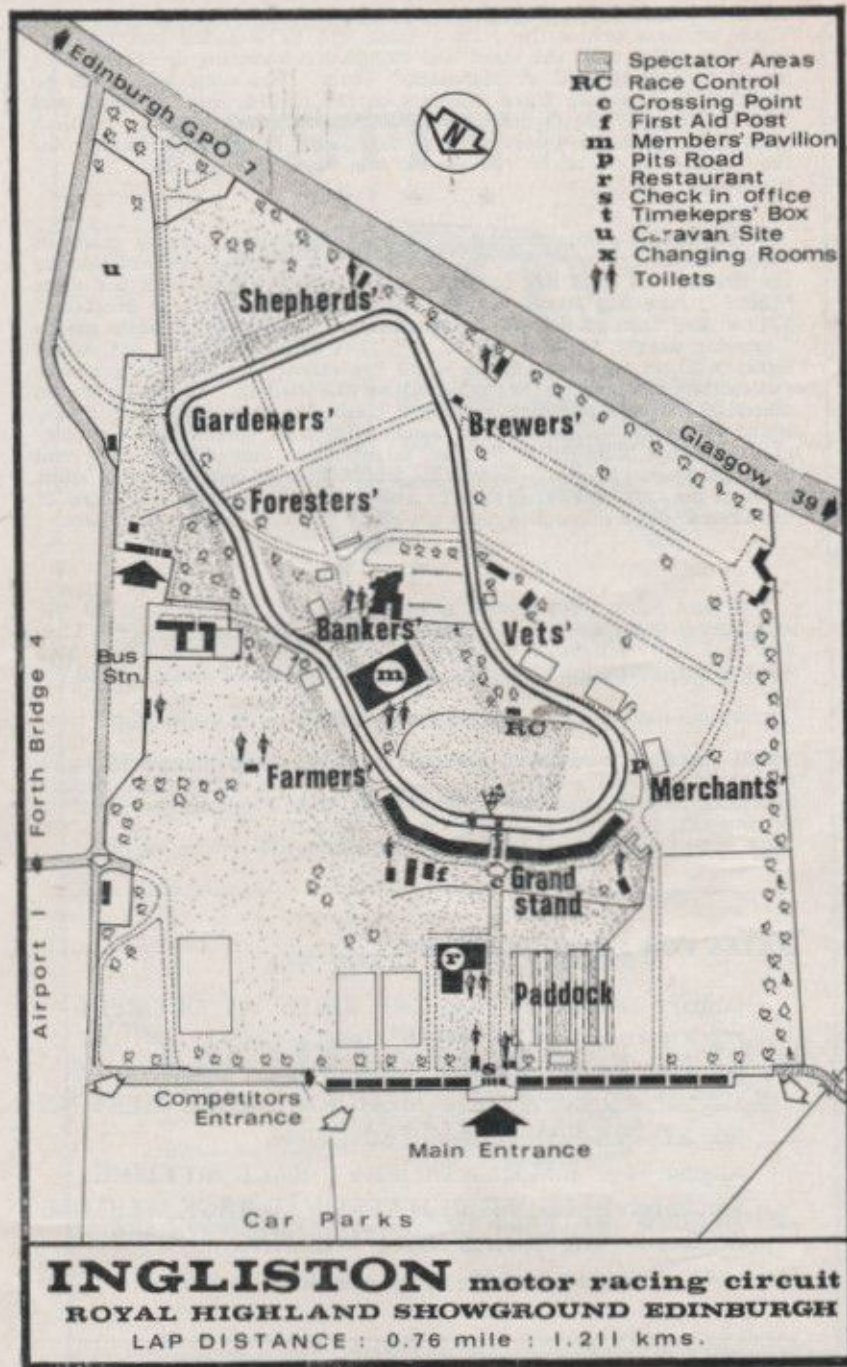


If you have read this far we feel you have read enough. So turn two pages to Event 1 and settle down to enjoy the racing right through to Event 11. On the way home tonight, remember that we want to be sure that you will be with us again next year.

DATES FOR YOUR 1966 DIARY

- January 19-29—RACING CAR SHOW AT OLYMPIA —
Stand No. 69
- April 10—SPRING RACE MEETING
- May 8—ADAM WYLLIE MEMORIAL RACE MEETING
- July 24—NATIONAL RACE MEETING
- August 14—"B.M.R.C. TROPHY" RACE MEETING
- September 4—EDINBURGH FESTIVAL RACE MEETING
- October 2—NATIONAL RACE MEETING

Subject to confirmation.



Ingliston Lap Time Conversion Table

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

secs.	m.p.h.	secs.	m.p.h.	secs.	mp.h.	secs	m.p.h.
35.0	78.0	41.4	66.0	47.8	57.2	54.0	50.7
35.2	77.5	41.6	65.7	48.0	56.9	54.2	50.5
35.4	77.0	41.8	65.4	48.2	56.7	54.4	50.3
35.6	76.6	42.0	65.1	48.4	56.5	54.6	50.1
35.8	76.2	42.2	64.8	48.6	56.3	54.6	50.1
36.0	75.8	42.4	64.4	48.8	56.0	54.8	49.9
36.2	75.4	42.6	64.1	49.0	55.8	55.0	49.7
36.4	75.4	42.8	63.8	49.2	55.6	55.2	49.6
36.6	74.6	43.0	63.5	49.4	55.3	55.4	49.4
36.8	74.2	43.2	63.2	49.6	55.1	55.6	49.2
37.0	73.8	43.4	62.9	49.8	54.9	55.8	49.1
37.2	73.4	43.6	62.7	50.0	54.4	56.0	48.9
37.4	73.0	43.8	62.4	50.2	54.4	56.2	48.7
37.6	72.6	44.0	62.1	50.4	54.2	56.4	48.6
37.8	72.2	44.2	61.8	50.6	54.0	56.6	48.4
38.0	71.8	44.4	61.6	50.8	53.8	56.8	48.2
38.2	71.4	44.6	61.3	51.0	53.6	57.0	48.0
38.4	71.1	44.8	61.0	51.2	53.4	57.2	47.8
38.6	70.7	45.0	60.8	51.4	52.2	57.4	47.6
38.8	70.3	45.2	60.5	51.6	52.0	57.6	47.5
39.0	70.0	45.4	60.9	51.8	52.8	57.8	47.3
39.2	69.6	45.6	59.9	52.0	52.6	58.0	47.1
39.4	69.3	45.8	59.6	52.2	52.4	58.2	47.0
39.6	69.0	46.0	59.3	52.4	52.2	58.4	46.8
39.8	68.6	46.2	59.1	52.6	52.0	58.6	46.6
40.0	68.3	46.4	58.8	52.8	51.8	58.8	46.5
40.2	68.0	46.6	58.6	53.0	51.6	59.0	46.3
40.4	67.6	46.8	58.4	53.2	51.4	59.2	46.2
40.6	67.3	47.0	58.2	53.4	51.2	59.4	46.0
40.8	67.0	47.2	58.0	53.4	51.2	59.6	45.8
41.0	66.6	47.4	57.8	53.6	50.9	59.8	45.7
41.2	66.3	47.6	57.5	53.8	50.8	60.0	45.6

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Associate Co: George Fowler (Motors) Ltd. North Berwick

Saloon Cars over 1200cc

RACE 1—10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
37	D. WOOD/Aberdeen Racing	Ford Cortina GT	1498
38	J. S. COWIE/ Aberdeen Racing	Ford Cortina GT	1498
39	L. LITTLE/ Aberdeen Racing	Mini-Cooper S	1275
87	A. WRIGHT/Team Perdal	Perdal Anglia	1960
88	R. C. LITTLE/Team Perdal	Perdal Anglia	1498
90	R. SIMEY	Mini-Cooper S	1275
93	G. DOUGLAS	Mini-Cooper S	1275
94	R. J. S. HAINING	Ford Cortina GT	1498
95	D. J. M. FISHER	Ford Cortina GT	1498
96	L. PALADINI	Ford Cortina GT	1498
97	A. PALADINI/L. Paladini	Mini-Cooper S	1275
98	J. CURRIE	Mini-Cooper S	1275

1st (£20) 97 2nd (£12) 37 3rd (£8) 954th (£4) 98 Fastest Lap: 58.111 47.2 secs.

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

G.T. Cars over 1200cc

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
28	J. E. MILNE/ Caledonian Motors	M.G. Midget	1139
40	A. HUTCHISON/ Caledonian Motors	A-Healey Sprite	998
65	J. ABSALOM	Ginetta	997
66	K. D. PATTULLO	M.G. Midget	1139
67	I. KIRKWOOD	A-Healey Sprite	997
72	J. G. McWILLIAM/ Team Fife	Marcos	1098
74	J. McK. ROBERTSON	Marcos	997
75	D. CULLEN	Ginetta	997
76	J. FISHER	Fisher GT	1100
78	D. G. G. BLACK	A-Healey Sprite	998
84	J. P. M. JOHNSTONE/ Aurelli Accessories	M.G. Midget	1098
79	J. E. ANDERSON	Diva	1100

1st (£20) 72 2nd (£12) 65 3rd (£8) 764th (£4) Fastest Lap: 00.63 40.2 secs.

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

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Saloon Cars up to 1200cc

RACE 1—10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
42	J. FEWELL/ Seton Mains Garage	Austin Mini	950
43	D. FORSYTH/ Seton Mains Garage	Mini-Cooper	997
70	G. B. BIRRELL/ Claud Hamilton Motors	Singer Chamois	997
71	G. H. BIRRELL/ Claud Hamilton Motors	Singer Chamois	997
04	P. M. HENDERSON	Mini-Cooper	997
06	A. CHARNELL/ Hamilton Bros. Ltd.	Hillman Imp	875
07	Mrs. C. CHARNELL/ Hamilton Bros. Ltd.	Hillman Imp	875
09	G. CARR	Mini-Cooper	997
110	R. J. SCOTT	Mini-Cooper	997
111	E. PATERSON	Mini-Minor	848
112	J. KENNEDY	Austin-Mini	848
113	W. HALE//G. & A. Motors	Fiat 850S	845

1st (£20) *4.2* 2nd (£12) *4.3* 3rd (£8) *7.0*4th (£4) Fastest Lap: *47.2* *57.5* secs.Winner's Speed *8* m. *12* s. *55.4* m.p.h.**Lombank Trophy Race**

PART 1—25 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
1	M. BECKWITH/ Normand Racing	Brabham	997
2	W. FORBES	Elva-B.M.W.	1991
3	B. R. HART/Brian Hart Ltd.	Lotus F2	997
5	A. W. ROLLINSON/ Frank Lythgoe	Brabham F2	997
6	T. D. REID/ Irish Racing Cars	Lotus 22	1598
7	M. TEMPLETON/ Irish Racing Cars	Brabham	1598
8	J. TAYLOR/D. Bridges	Brabham F2	997
14	J. CLARK/ Seton Mains Garage	Merlyn	1098
21	G. J. C. L'AMIE	Crossle	4261
22	W. J. STEIN/Ecurie Ecosse	Ecosse-Climax	2496
25	J. MILLAR	Lotus 23B	1620

RESERVES:

10	J. W. SNOWDON/Merlyn	Merlyn	1594
11	T. E. BLACKADDER	Cooper	1500

1st (£50) *2.2* 2nd (£30) *1* 3rd (£20) *5*4th (£10) *2* Fastest Lap: *38* secs.Winner's Speed: m. s.: *67.28* m.p.h.

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EVENT 5

3.25 P.M.

Sports Cars

10 LAPS

30	R. REAY-SMITH	Lotus 7	1498
31	I. COCHRANE	Lotus 7	1498
32	D. C. LAMB	Lotus XI	1098
33	W. J. TURNBULL/ D. M. Bertram	L.W.S.	1098
34	G. CROSSLEY	Lotus XI	1098
35	V. CONNOLLY	Lotus 17	1147
36	D. M. ROSS/Aberdeen Racing	Lotus XI GT	1098
44	G. K. HADFIELD	Lotus XI	1098
45	G. P. D. BELLERBY (Res. P. Mossman)	Lotus 7	1498
46	J. WATSON/ Marshall Watson Ltd.	Crossle Sports	1098
47	E. A. POWRIE	Lotus 7	1498
50	J. NICHOLSON/ McCracken Racing	Lotus XI	1098
RESERVES:			
48	J. VEITCH	Lotus XI	1948
114	J. MACKAY/ Hugh Shannon Racing	Lotus XI GT	1098
115	D. MACKAY/ Hugh Shannon Racing	Lotus XI	1098

1st (£20) 4.6 2nd (£12) 4.7 3rd (£8) 3.1
 4th (£4) Fastest Lap: 42 — 65.14 mph
 Winner's Speed: m. s.: mph

EVENT 6

3.45 P.M.

Consolation Race

for the fastest ten non-qualifiers

8 LAPS

54	<u>U. Robertson</u>	<u>Lotus 7</u>
115	<u>Lotus 7</u>	<u>Donald White</u>
55	<u>B. Lee</u>	<u>F. Crothall</u>
116	<u>J. Leach</u>	<u>Peter Gibson</u>
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.....

1st (£15) 4.8 2nd (£10) 4.5 3rd (£5) 5.4
 4th (£3) 5.3 Fastest Lap: 61.14 mph secs.
 Winner's Speed: 54 m. s.: mph.



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15 LAPS

Car No.	Driver/Entrant	Make/Model	cc
9	D. BRIDGES	Brabham F3	997
12	A. C. GOODFELLOW	Cooper	998
15	J. FENNING/ Stockbridge Racing	Cooper F3	998
16	R. BANTING/ Stockbridge Racing	Cooper F3	998
17	A. FLETCHER	Brabham F3	997
18	T. FETHERSTONHAUGH	Lotus 31	997
19	J. S. CALVERT	Brabham F3	997
20	R. PAYNE/Balerno Garage	Lotus F3	997
26	P. STEWART/ Caledonian Motors	Cooper F3	997
29	R. MCGILLIVRAY	Lotus FJ	998

1st (£30) *17* 2nd (£20) *15* 3rd (£10) *19*

4th (£5) Fastest Lap: *40* *68.4* secs.

Winner's Speed: *66.7* m.p.h. s.: m.p.h.

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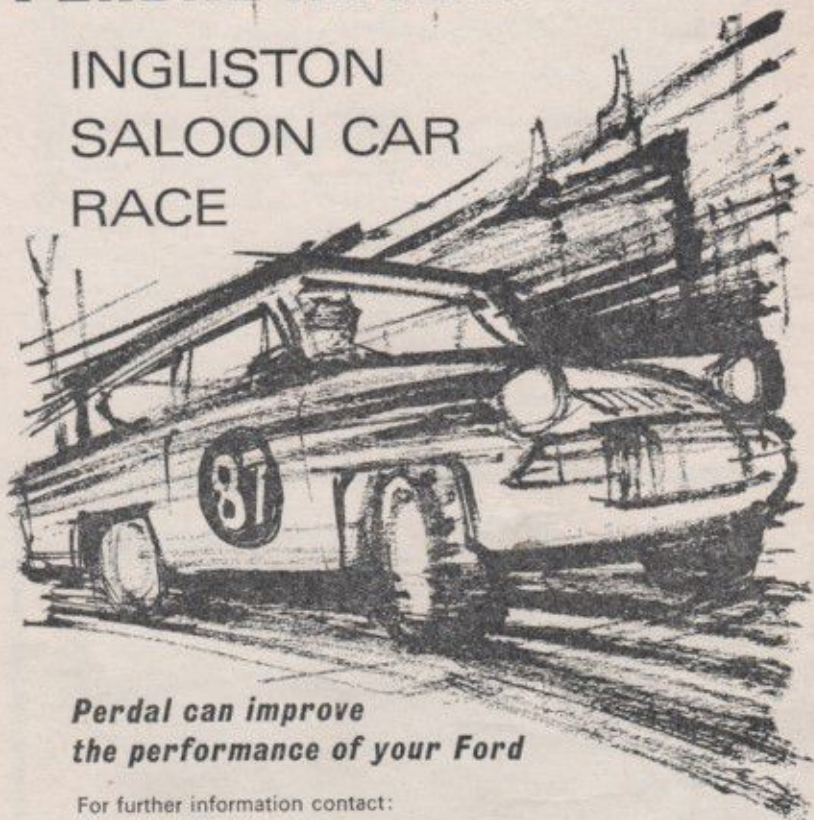


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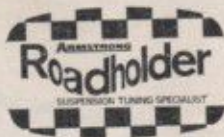
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Saloon Cars over 1200cc

RACE 2—10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
69	G. B. BIRRELL/ Graham Birrell Racing	Perdal Anglia	1965
73	T. SIMPSON/Team Fife	Lotus Cortina	1594
77	E. A. LABINJOH/J. Fisher	Mini-Cooper S	1275
80	R. F. MORRISON	Mini-Cooper S	1275
81	J. R. BLANCKLEY (Res. D. Taylor)	Mini-Cooper S	1275
82	W. L. MORRISON	Austin A40	1798
83	J. BARRINGTON-SMITH (Res. A. Charnell)	Mini-Cooper S	1275
85	P. A. W. HOPE-JOHNSTONE/ Aurelli Accessories	M.G. Midget	1098
86	R. BLAYLOCK/Team Perdal	Perdal Anglia	1498
89	D. J. MUTER	Mini-Cooper S	1275
91	I. MCGOWAN/ Wigtown Engineering Works	Mini-Cooper S	1275
68	T. B. D. CHRISTIE	Mini-Cooper S	1275

1st (£20) *69* 2nd (£12) *80* 3rd (£8) *77*
 4th (£4) Fastest Lap: secs.
 Winner's Speed m s m.p.h.

Grand Touring Cars over 1200cc

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
23	W. J. STEIN/Ecurie Ecosse	Tojeiro-Buick	3524
24	A. W. COWAN/Ecurie Ecosse	Tojeiro-Ford	4727
27	J. E. MILNE/ Caledonian Motors	M.G.B.	1802
51	J. NICHOLSON/ McCracken Racing	Lotus Elan R	1594
55	G. MACHIN	Lotus Elan R	1594
57	G. H. BIRRELL/J. Melvin	Sunbeam Tiger	4200
58	E. LIDDELL	Lotus Elan R	1594
59	H. C. BALLANTINE	Marcos GT	1997
60	W. DRYDEN/J. N. Cuthbert	Lotus Elan R	1594
61	A. A. BARTON	T.V.R. Grantura	1600
63	J. H. BLADES/ Northumbria Racing	Ginetta	1594
64	G. HUMBLE	Jaguar E-Type	3781

RESERVES:
 56 T. WILSON Wilson GT 1560
 49 J. VEITCH Mini-Marcos 1275
 54 A. ROBERTSON Lotus Elan 1558
 53 B. E. COCKS Fairthorpe 1390

1st (£20) *58* 2nd (£12) *23* 3rd (£8) *60*
 4th (£4) *59* Fastest Lap: *41.2* *66.41* *W.S.P. 11*
 Winner's Speed m s m.p.h.

Seton Mains Racing Ltd

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Lombank Trophy Race

PART 2—25 LAPS

1	M. BECKWITH/ Normand Racing	Brabham	997
2	W. FORBES	Elva-B.M.W.	1991
3	B. R. HART/Brian Hart Ltd.	Lotus F2	997
5	A. W. ROLLINSON/ Frank Lythgoe	Brabham F2	997
6	T. D. REID/ Irish Racing Cars	Lotus 22	1598
7	M. TEMPLETON/ Irish Racing Cars	Brabham	1598
8	J. TAYLOR/D. Bridges	Brabham F2	997
14	J. CLARK/ Seton Mains Garage	Merlyn	1098
21	G. J. C. L'AMIE	Crossle	4261
22	W. J. STEIN/Ecurie Eccose	Ecosse-Climax	2496
25	J. MILLER	Lotus 23B	1620

RESERVES:

10	J. W. SNOWDON/Merlyn	Merlyn	1594
11	T. E. BLACKADDER	Cooper	1500

1st (£50) 2nd (£30) 3rd (£20)

4th (£10) Fastest Lap: secs.

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

On Aggregate:

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

Saloon Cars up to 1200cc

RACE 2—10 LAPS

41	W. BORROWMAN/ Seton Mains Garage	Mini-Cooper S	970
52	J. S. RAE/ McCracken Racing	Ford Anglia	997
62	A. A. BARTON	Morris 1000	997
92	R. D. McCUTCHEON/ Wigtown Engineering Works	Mini-Cooper S	1275
99	D. G. DRYDEN/S.M.T. Sales & Service Ltd.	Mini-Cooper S Vauxhall Viva GTO	1275 1190
	(Res. W. Dryden)		
00	H. M. WADDINGHAM	Mini-Cooper	998
01	H. J. BARRINGTON	Mini-Cooper S	1071
02	D. N. SMITH/ R. Smith (Bowness) Ltd.	Mini-Cooper S	999
03	K. ROBERTSON/ K. R. Motors	Mini-Cooper S	1071
05	J. DRYDEN	Mini-Cooper S	1071
08	D. I. FRASER	Mini-Cooper	997

1st (£20) 2nd (£12) 3rd (£8)

4th (£4) Fastest Lap: secs.

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



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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. Members of the Club formed Scotcircuits Ltd.—the promoting company at Ingliston—last year and the two bodies work closely together.

Members are entitled to concessions on tickets and by courtesy of Scotcircuits Ltd. and the Royal Highland and Agricultural Society have the use of the magnificent McRobert Pavilion at Ingliston. Complete with restaurant seating 400, balconies overlooking the circuit and excellent toilet facilities (too often missing at race circuits!) "Top Gear," Scotland's Motoring Monthly, is distributed free to members and apart from details of events to come and reports of events past, contains numerous articles and photographs of general interest. The Club organises special Practice Days for Members regularly when members can try out their own cars on Ingliston circuit. Social activities are not forgotten and the Club holds Dinners, Dances, Film Shows and Talks from time to time . . . With an ever-increasing membership, now over 1,000, under its President, Jim Clark—1965 World Champion—Scottish Motor Racing Club offers something for every follower of motor racing in Scotland.

Just complete the application form opposite.



**application
for membership
for 1966**

To the Secretary
THE SCOTTISH MOTOR RACING CLUB LIMITED
INCORPORATING THE BORDER MOTOR RACING CLUB

Full Name
(BLOCK LETTERS PLEASE)

Address

Phone Occupation

Car or Motorcycle ? Marshalling ? 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 :

.....
(Signed)

Date 1965.

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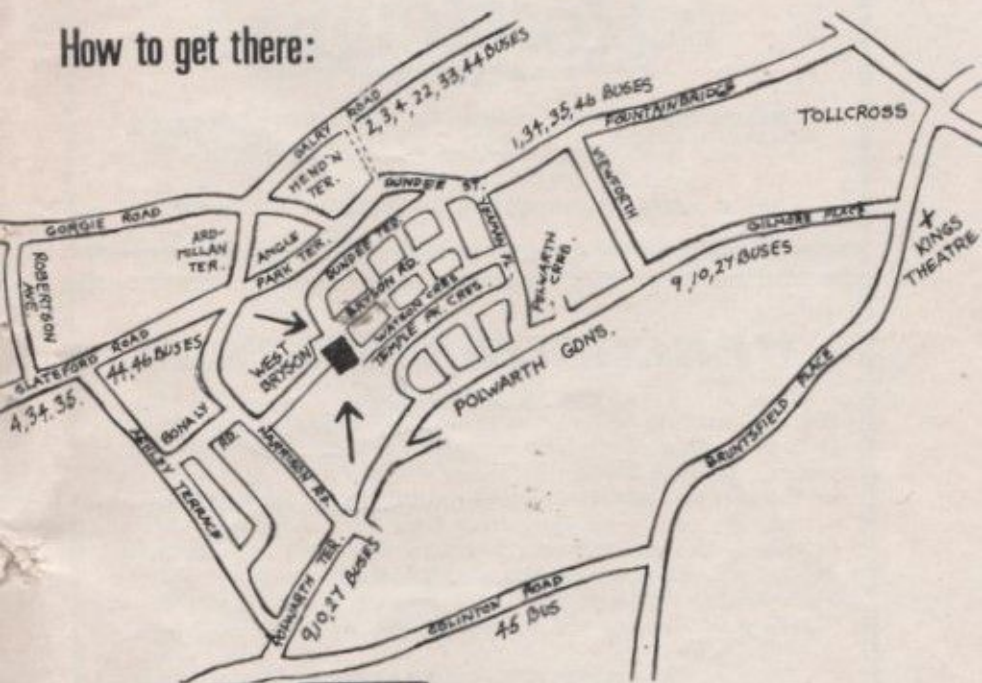
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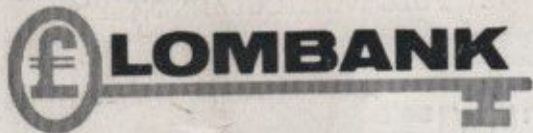
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