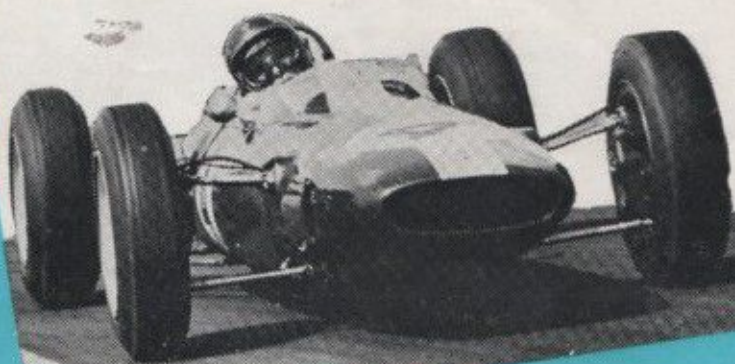


Scottish Motor Racing Club Ltd.
INGLISTON
MOTOR RACING CIRCUIT

Royal Highland Showground
Edinburgh

SUNDAY
19th SEPT..
1965



B.M.R.C. Trophy Race Meeting

For cars driven by members of
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Official
Programme 2/-

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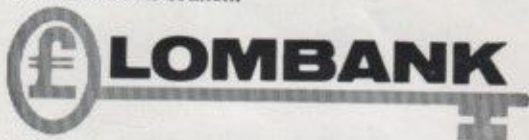




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motor racing circuit

ROYAL HIGHLAND SHOWGROUND EDINBURGH

THE B.M.R.C. TROPHY
MEMBERS'
RACE MEETING
SUNDAY, 19th SEPTEMBER, 1965

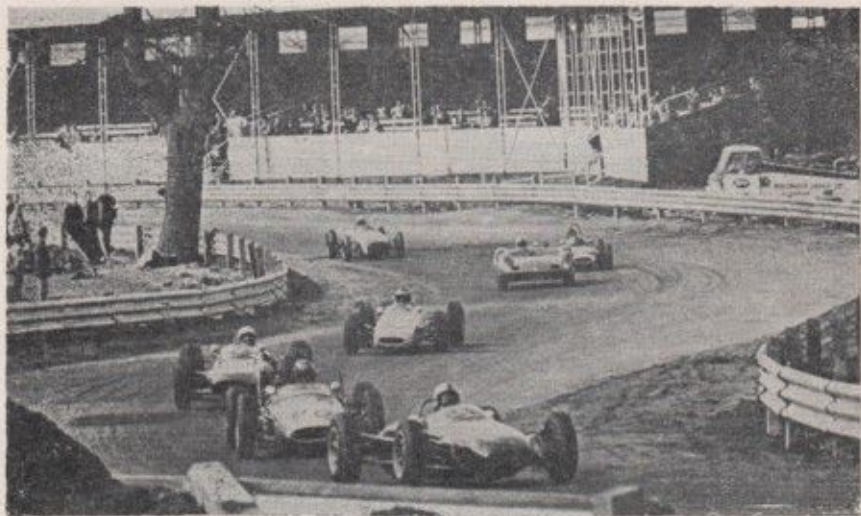
organised by
The Scottish Motor Racing Club Ltd.

PROGRAMME

| | |
|-----------|---------------------------------------|
| 10.0 a.m. | Practice |
| 2.00 pm | Event 1 Saloons up to 1200cc, Race 1. |
| 2.20 | 2 Sports Cars over 1200cc. |
| 2.40 | 3 First Consolation Race. |
| 2.55 | 4 G.T. Cars over 1200cc. |
| 3.15 | 5 Saloons over 1200cc. |
| 3.35 | 6 Racing Cars. |
| 3.55 | 7 Vintage Cars. |
| 4.15 | 8 Sports Cars under 1200cc. |
| 4.35 | 9 Saloons up to 1200cc, Race 2. |
| 4.55 | 10 Second Consolation Race. |
| 5.10 | 11 Grand Touring Cars up to 1200cc. |
| 5.30 | 12 "B.M.R.C. Trophy" Race. |

FUTURE EVENTS :

3rd October—"Lombank Trophy" Race Meeting for Cars.
Advance Booking Form on Page 33.



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FULL INGLISTON REPORT NEXT FRIDAY



OFFICIALS AND CREDITS



| | |
|---|---|
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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> ... | A. REID |
| <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>Stewards (for R.A.C.)</i> ... | J. A. DICK PEDDIE |
| <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 |
| <i>Public Relations</i> | WOOLWARD WEIR LTD. |
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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/1815

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A word about . . .

THE B.M.R.C. TROPHY

THE B.M.R.C. TROPHY was instituted in 1957 by the Border Motor Racing Club (larger of the two clubs from which today's Scottish Motor Racing Club stemmed) for competition at the Members' Meeting at Charterhall. The trophy was presented to the Club by Ian Scott Watson—secretary of the club and of today's meeting—as a trophy which could be won by any competitor irrespective of the outright speed of his car. It has always been run as a handicap race, and the qualifiers for the handicap final are the winners of the scratch races which make up the programme.

Ingliston is so short that it is naturally not possible to start the cars at different times, so today's B.M.R.C. Trophy Race—the first at Ingliston—is of 30 laps, which will enable the handicapper (appointed by the Royal Automobile Club) to differentiate in terms of laps between the estimated performances of each car. The handicap will be based on the times set up by the qualifiers in their respective heats, although, where the winning car has obviously no difficulty in winning the heat through being much faster than the other runners, the handicapper may well take this into account.

The trophy itself is a magnificent cup bearing the original insignia of the Border Motor Racing Club. The first winner—and it was his first ever win in a race—was no less a personage than our Club President, World Champion Driver Jim Clark, driving a Porsche 1600 Super. Other winners have been Jimmy Blumer (Austin-Healey 100S) in 1958, Dr. Iestyn Williams (Austin-Healey Sprite, 1959), Charlie Harrison (T.V.R. Grantura, 1960), Jack Wober (Ecurie Ecosse Jaguar D-Type, 1961), John Nicholson (Lotus XI, 1962), Anita Taylor (Lotus Elan, 1963—her first-ever win, incidentally), and Eric Liddell (Jaguar E-Type, 1964). A varied selection, bearing out the success of the handicapping. It has never been won by a single-seater racing car or by a saloon car, but there is always a first time!

The Trophy will be presented at the Annual Dinner Dance of the Scottish Motor Racing Club, to be held in the McRobert Pavilion at Ingliston on Friday, 19th November. This promises to be a great event with Jim Clark and Jackie Stewart present, but tickets will be strictly rationed to members only. A membership application form will be found, incidentally, on page 35.

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Trade Enquiries Invited

LIST OF ENTRIES

| Car No. | Driver/Entrant | cc | Make/Model of Car | from |
|---------|--|------|----------------------|----------------|
| 1 | W. J. STEIN/ Ecurie Ecosse | 2496 | Ecosse-Climax | Edinburgh |
| 2 | W. J. STEIN/ Ecurie Ecosse | 3524 | Tojeiro-Buick | Edinburgh |
| 3 | A. W. COWAN/ Ecurie Ecosse | 4727 | Tojeiro-Ford | Duns |
| 4 | T. R. FETHERSTONHAUGH | 997 | Lotus 31 F3 | Penrith |
| 5 | A. W. ROLLINSON/ D. W. Racing Enterprises | 997 | Brabham F2 | Pellsall |
| 6 | T. E. BLACKADDER | 1500 | Cooper-Climax | Falkirk |
| 7 | W. FORBES | 1991 | Elva-B.M.W. | Aberdeen |
| 8 | D. N. SNOWDON | 1594 | Merlyn-Ford | Carlisle |
| 9 | M. TEMPLETON/ Irish Racing Cars | 1598 | Brabham | Ballymena |
| 10 | T. D. REID/ Irish Racing Cars | 1598 | Lotus 22 | Belfast |
| 11 | J. WILLIAMSON/ Caledonian Motors | 999 | Mini-Cooper S | Aberdour |
| 12 | P. STEWART/ Caledonian Motors | 999 | Cooper F3 | Kirkcaldy |
| 14 | A. HUTCHISON/ Caledonian Motors | 998 | Austin-Healey Sprite | Leven |
| 15 | J. E. MILNE/ Caledonian Motors | 1139 | M.G. Midget | Glasgow |
| 16 | R. PAYNE/ Balerno Garage | 997 | Lotus F3 | Balerno |
| 17 | J. CLARK/ Seton Mains Garage | 1098 | Merlyn FJ | North Berwick |
| 18 | R. MCGILLIVRAY/ Seton Mains Garage | 998 | Lotus F3 | Paisley |
| 19 | J. FEWELL/ Seton Mains Garage | 950 | Austin Mini | Prestonpans |
| 20 | W. BORROWMAN/ Seton Mains Garage | 970 | Mini-Cooper S | Edinburgh |
| 21 | D. FORSYTH/ Seton Mains Garage | 998 | Mini-Cooper | Tranent |
| 22 | J. MILLAR | 1620 | Lotus 23B | Bridge-of-Weir |
| 23 | J. VEITCH | 1948 | Lotus-Shannon | Newbridge |
| 24 | R. G. TURNBULL/ J. Blumer | 1498 | Lotus 7 | Darlington |
| 25 | I. COCHRANE | 1498 | Lotus 7 | Dalrymple |
| 26 | S. McCracken/ McCracken Racing (Res. J. Nicholson) | 997 | Ford Anglia | Glasgow |
| 27 | S. McCracken/ McCracken Racing | 1594 | Lotus Elan | Glasgow |
| 28 | J. NICHOLSON/ McCracken Racing | 1098 | Lotus XI | Glasgow |
| 29 | G. MACHIN | 1594 | Lotus Elan | Darlington |
| 30 | W. N. A. DRYDEN/ S.M.T. Sales & Service | 1190 | Vauxhall Viva GTO | Edinburgh |
| 31 | W. N. A. DRYDEN/ J. N. Cuthbert | 1594 | Lotus Elan | Edinburgh |

Continued

List of Entries — Continued

| Car No. | Driver/Entrant | cc | Make/Model of Car | from |
|---------|--------------------------------------|------|-------------------|-------------------|
| 32 | E. LIDDELL | 1594 | Lotus Elan | Bishopbriggs |
| 33 | W. J. TURNBULL/ D. M. Bertram | 1098 | L.W.S. | Edinburgh |
| 34 | J. MACKAY/ Hugh Shannon Racing | 1098 | Lotus XI GT | Thurso |
| 35 | D. MACKAY/ Hugh Shannon Racing | 1098 | Lotus XI | Methven |
| 36 | R. FORESTER-SMITH | 997 | Lotus 7 | Edinburgh |
| 37 | G. P. D. BELLERBY | 997 | Lotus 7 | Morpeth |
| 38 | A. G. WATSON/ Watsmill Racing | 997 | Mallock U2 | Burntisland |
| 39 | D. C. LAMB | 1098 | Lotus XI | Linlithgow |
| 40 | G. CROSSLEY | 1098 | Lotus XI | Morecambe |
| 41 | R. MURDOCH/ Team Pit Stop | 1098 | Lotus XI GT | Ayr |
| 42 | J. G. McWILLIAM/ Team Fife | 1098 | Marcos | Glasgow |
| 43 | T. SIMPSON/ Team Fife | 1594 | Lotus Cortina | Fife |
| 44 | D. M. ROSS/ Aberdeen Racing | 1098 | Lotus XI GT | Aberdeen |
| 45 | D. WOOD/ Aberdeen Racing | 1498 | Cortina GT | Aberdeen |
| 46 | J. S. COWIE/ Aberdeen Racing | 1498 | Cortina GT | Aberdeen |
| 47 | J. ABSALOM | 997 | Ginetta | Felton |
| 48 | J. McK. ROBERTSON | 997 | Marcos | Cardenden |
| 49 | J. FISHER | 1100 | Fisher GT | Edinburgh |
| 50 | E. A. LABINJOH/ J. Fisher | 1275 | Mini-Cooper S | Edinburgh |
| 51 | J. R. BALLANTINE | 1588 | M.G.A. | Bo'ness |
| 52 | A. I. ROBERTSON | 1558 | Lotus Elan | Kirkcaldy |
| 53 | H. W. TUER | 2138 | Triumph TR2 | Carlisle |
| 54 | B. E. COCKS | 1390 | Fairthorpe | Dundee |
| 55 | A. J. GRAY | 1598 | M.G.A. | Edinburgh |
| 56 | A. W. HILL | 1216 | Lotus Elite | Ardrossan |
| 57 | R. HAMILTON | 3442 | Jaguar XK120 | Denny |
| 58 | A. BARTON | 997 | Morris 1000 | Newcastle/Tyne |
| 59 | A. BARTON | 1600 | T.V.R. Grantura | Newcastle/Tyne |
| 60 | G. BIRRELL/ J. D. L. Melvin | 4200 | Sunbeam Tiger | Milngavie |
| 61 | G. BIRRELL/ Graham Birrell Racing | 1965 | Perdal Anglia | Milngavie |
| 62 | G. BIRRELL/ Claud Hamilton Motors | 997 | Singer Chamois | Milngavie |
| 63 | E. LIDDELL/ Claud Hamilton Motors | 997 | Singer Chamois | Bishopbriggs |
| 64 | A. W. COWAN/ Border Reivers | 1558 | Lotus Elan | Duns |
| 65 | A. K. McCOSH | 4398 | Bentley | Milton-of-Campsie |
| 66 | R. H. BALL | 6500 | Bentley | Castle Douglas |
| 67 | P. RAE | 2996 | Bentley | Edinburgh |
| 68 | P. J. LAIDLAW | 2996 | Bentley | Edinburgh |
| 69 | J. S. NOBLE | 2996 | Bentley | Glasgow |
| 70 | D. REYNARD | 1498 | Fisher Special | Milngavie |

Continued

List of Entries — Continued

| Car No. | Driver/Entrant | cc | Make/Model of Car | from |
|---------|---|------|--------------------|-------------------|
| 71 | R. SMITH | 997 | Project | Airdrie |
| 72 | J. E. ANDERSON | 1100 | Diva | Edinburgh |
| 73 | J. I. JOHNSON | 948 | Aus.-Healey Sprite | Kilbarchan |
| 74 | D. G. G. BLACK | 998 | Aus.-Healey Sprite | Peebles |
| 75 | D. CULLEN | 997 | Ginetta | Airdrie |
| 76 | D. McCALL | 1098 | M.G. Midget | Moniaive |
| 77 | D. D. CARMICHAEL | 1149 | M.G. Midget | Edinburgh |
| 78 | J. A. CLEGG (Res. T. Thompson) | 1147 | Triumph Spitfire | Wishaw |
| 79 | A. FLEMING | 1098 | Aus.-Healey Sprite | Liverpool |
| 80 | J. P. M. JOHNSTONE/ Aurelli Accessories | 1098 | M.G. Midget | Dumfries |
| 81 | P. A. W. HOPE-JOHNSTONE/ Aurelli Accessories | 1275 | Mini-Cooper S | Dumfries |
| 82 | I. W. N. KIRKWOOD | 997 | Aus.-Healey Sprite | Newcastle-on-Tyne |
| 83 | R. F. MORRISON | 1275 | Mini-Cooper S | Helensburgh |
| 84 | L. PALADINI | 1275 | Mini-Cooper S | Dundee |
| 85 | A. PALADINI/ L. Paladini | 1275 | Mini-Cooper S | Dundee |
| 86 | I. McGOWAN/ Wigtown Engineering | 1275 | Mini-Cooper S | Wigtown |

Continued

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List of Entries — Continued

| Car No. | Driver/Entrant | cc | Make/Model of Car | from |
|---------|---|------|-------------------|--------------------|
| 87 | R. D. McCUTCHEON/ Wigtown Engineering | 998 | Mini-Cooper S | Wigtown |
| 88 | W. L. MORRISON | 1275 | Mini-Cooper S | Stirling |
| 89 | S. D. LEITH | 998 | Mini-Cooper | Lonmay |
| 90 | B. R. HART/ Brian Hart Ltd. | 997 | Lotus F2 | London |
| 91 | R. J. S. HAINING | 1498 | Cortina GT | North Berwick |
| 92 | J. I. CURRIE | 1275 | Mini-Cooper S | East Kilbride |
| 93 | J. HUTTON/J. Currie | 1275 | Mini-Cooper S | East Kilbride |
| 94 | R. J. SCOTT | 997 | Mini-Cooper | Lanark |
| 95 | D. J. M. FISHER | 1500 | Cortina GT | Dunoon |
| 96 | G. DOUGLAS | 1498 | Cortina GT | Aberdeen |
| 97 | D. J. MUTER | 1275 | Mini-Cooper S | Bedlington |
| 98 | R. J. H. SIMEY | 1275 | Mini-Cooper S | Kirkcudbright |
| 99 | G. CARR | 997 | Mini-Cooper | Houghton-le-Spring |
| 00 | J. BRIDGES | 1594 | Brabham | Preston |
| 01 | H. J. BARRINGTON | 1071 | Mini-Cooper S | Crieff |
| 02 | R. J. McKINNA | 970 | Mini-Cooper S | Edinburgh |
| 03 | H. M. WADDINGHAM | 998 | Mini-Cooper | Newcastle/Tyne |
| 04 | Miss M. MACKENZIE | 998 | Hillman Imp | Dundee |
| 05 | P. McN. HENDERSON | 997 | Mini-Cooper | Carstairs |
| 06 | A. CHARNELL/ Hamilton Bros. (Res. Mrs. C. Charnell) | 875 | Hillman Imp | Ralston |
| 07 | P. V. WRIGHT/ Mid Down Racing | 999 | Mini-Cooper S | Ballynzhinch |
| 08 | D. I. FRASER | 997 | Mini-Cooper | Glasgow |
| 09 | J. DRYDEN | 1071 | Mini-Cooper S | Dundee |
| 110 | J. KENNEDY | 848 | Austin Mini | Edinburgh |
| 111 | V. CONNOLLY | 1147 | Lotus 17 | Felling-on-Tyne |
| 112 | W. HALE/ G. & A. Motors | 843 | Fiat 850S | Edinburgh |
| 113 | T. B. CRUIKSHANK | 997 | Ford Anglia | Glasgow |
| 114 | R. BLAYLOCK/ Team Perdal | 1198 | Perdal Anglia | Carlisle |

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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... the Scottish Motor Racing Club's members have entered no less than 112 cars. This is a truly remarkable entry from a club whose membership eighteen months ago was only 130 or so. With over 1000 members—most of them here today either as competitors or officials—they are now the largest recognised motor club in Scotland.

The eleven scratch races should provide some close racing at this, Ingliston's fifth car race meeting. Amongst the single-seaters there promises a battle royal between the three main contenders for the LOMBANK TROPHY—Ingliston's Formula Libre Championship sponsored by the well-known finance house—with ALAN ROLLINSON and Ecurie Ecosse's BILL STEIN (two firsts each) vying with Aberdonian WILLIE FORBES (three seconds). Although Bill Stein's car is obviously the most powerful at Ingliston today, Willie Forbes is unlikely to be intimidated by this, for he drives with tremendous verve, and Alan Rollinson is one of the neatest and fastest drivers we have seen at Ingliston.

Challenging them on his first visit to a Scottish circuit is BRIAN HART with his Formula Two Lotus, and we will be very surprised if he doesn't make a supreme effort to make up for the bad luck that has dogged him this year. TOMMY REID, MALCOLM TEMPLETON and JOHN BRIDGES are three others whose chances cannot be ignored, and we are delighted to welcome back to Ingliston Tommy and Malcolm from Ireland.

Among the smaller-engined entries TIM FETHERSTONHAUGH, ROD MCGILLIVRAY, PETER STEWART and ROSS PAYNE will be battling for the under-1000cc prize in their F3 and FJ cars.

Leading the sports-car classes will be the two Tojeiros of Ecurie Ecosse driven by Bill Stein and ANDREW COWAN, and we expect that they will be closely challenged by ERIC LIDDELL, BILL DRYDEN, SANDY McCRACKEN and GEORGE MACHIN, all in racing Elans today treated as sports cars.

The two Hugh-Shannon-entered Lotus XIs of JOHN and DONALD MACKAY will be all out to break the monopoly which JOHN NICHOLSON has had in the small sports car class at Ingliston, and BILL TURNBULL will be determined to make up for bad luck to date with the Leith Walk Special.

For this Members' Meeting we have purposely refrained from accepting the faster Grand Touring cars in the G.T. classes to give those Club members who are normally outclassed a chance of finishing among the prize-money, and the larger G.T. class should provide a battle between ANDY BARTON'S very quick T.V.R. Grantura, GERRY BIRRELI'S Sunbeam Tiger, and the standard Elans of ANDREW COWAN and ALISTAIR ROBERTSON, while JACK FISHER'S delightful Fisher will be battling with JOHN ABSALOM'S Ginetta among the smaller-engined cars.

We have a bevy of Bentleys at Ingliston for the first time since the opening meeting, and we look forward to a battle royal among these veritable giants, headed—we hope—by KAYE McCOSH, provided he has been able to repair the damage done to the engine at the last meeting.

The saloon cars always provide a lot of thrills at Ingliston, and now that RONNIE MORRISON has had time to settle down in his new



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ex-Bob Smith 1275S Mini-Cooper he should prove a close challenger to the incredible Two-Litre Perdal Anglia (driven this time by GERRY BIRRELL), LOGAN MORRISON—Rover works Rally driver—with his Mini-Cooper, and EDDIE LABINJOH with his Mini-Monster.

The smaller-engined class has once again been divided into two races with a flush of Imps and Chamois doing battle with the Minis and a lone Fiat 850S in one race, and BOB BLAYLOCK'S Perdal Anglia battling with ANDY BARTON'S Morris 1000 and BILL BORROWMAN, RON McCUTCHEON, and Irishman PETER WRIGHT in 970S Mini-Coopers in the other race!

Those who are unable to qualify for these various events will have a chance in the two consolation races, but do not be misled by the title, for there is every likelihood that there should be some exciting—if varied—racing in these two events.

Do please bear with us if there is a slight delay between the last scratch race and the B.M.R.C. Trophy Race itself while the handicapper adjusts his final handicap, for this should be really exciting with the scratch-men trying their hardest to make up their handicap to over-haul those starting off limit. It may not be easy to follow, but Jimmy McInnes, our intrepid and polished commentator, will do his best to keep you in the picture.



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 35!



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.

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Keep Your Equipment Fighting Fit — Let F.A.S. look after it.

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.



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.



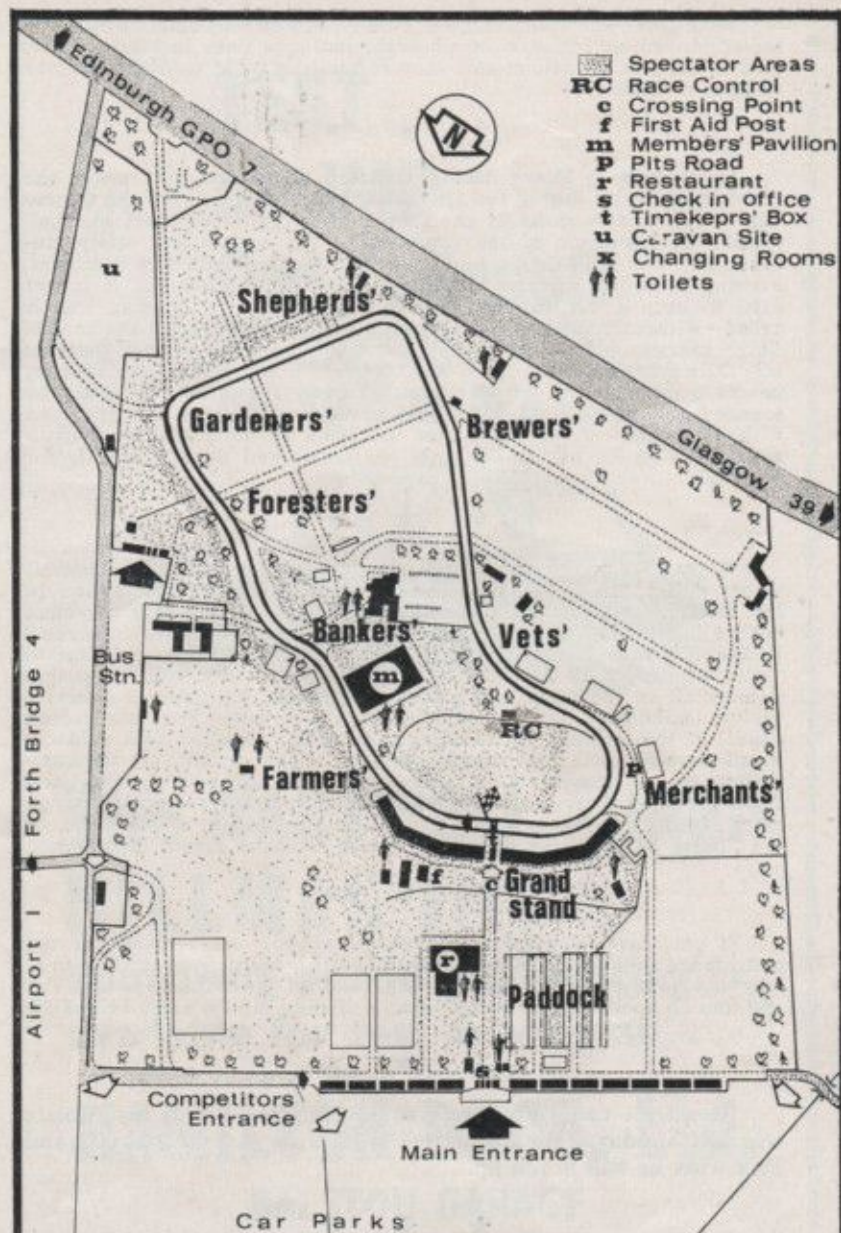
If you have enjoyed this meeting and you are not one of the enlightened thousand-plus members of Scottish Motor Racing Club Ltd., why not join this most enterprising band of enthusiasts now? You will find an application form and details of the Club on pages 34 and 35.



Heartiest congratulations to Jackie Stewart on his Monza win last Sunday. We know this is just the first of many Grand Prix wins he will notch up.



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 12. On the way home tonight, remember that courtesy is a good driver's trademark.



INGLISTON motor racing circuit
 ROYAL HIGHLAND SHOWGROUND EDINBURGH
 LAP DISTANCE : 0.76 mile : 1.211 kms.

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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for Yourself**

AT SPEEDS

UP TO 100 m.p.h.



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HILLMAN IMP**

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Saloon Cars up to 1200cc

RACE 1—10 LAPS

| Car No. | DRIVER/Entrant | Make/Model of Car | cc |
|---------|-----------------------------------|-------------------|-----|
| 19 | J. FEWELL/ Seton Mains Garage | Austin Mini | 950 |
| 26 | S. McCracken/ McCracken Racing | Ford Anglia | 997 |
| 62 | G. BIRRELL/Claud Hamilton | Singer Chamois | 997 |
| 63 | E. LIDDELL/Claud Hamilton | Singer Chamois | 997 |
| 89 | S. D. LEITH | Mini-Cooper | 998 |
| 94 | R. J. SCOTT | Mini-Cooper | 997 |
| 99 | G. CARR | Mini-Cooper | 997 |
| 04 | Miss M. MACKENZIE | Hillman Imp | 998 |
| 05 | P. McN. HENDERSON | Mini-Cooper | 997 |
| 06 | A. CHARNELL/ Hamilton Bros. | Hillman Imp | 875 |
| 110 | J. KENNEDY | Austin Mini | 848 |
| 112 | W. HALE/G. & A. Motors | Fiat 850S | 843 |
| 113 | T. B. CRUICKSHANK | Ford Anglia | 997 |

1st (£15) 2nd (£10) 3rd (£5)

4th (£3) Fastest Lap: — secs.

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

Sports Cars over 1200cc

10 LAPS

| Car No. | DRIVER/Entrant | Make/Model of Car | cc |
|---------|------------------------------------|-------------------|------|
| 2 | W. J. STEIN/Ecurie Ecosse | Tojeiro-Buick | 3524 |
| 3 | A. W. COWAN/ Ecurie Ecosse | Tojeiro-Ford | 4727 |
| 22 | J. MILLAR | Lotus 23B | 1620 |
| 23 | J. VEITCH | Lotus-Shannon | 1948 |
| 24 | R. G. TURNBULL/J. Blumer | Lotus 7 | 1498 |
| 25 | I. COCHRANE | Lotus 7 | 1498 |
| 27 | S. McCracken/ McCracken Racing | Lotus Elan | 1594 |
| 29 | G. MACHIN | Lotus Elan | 1594 |
| 31 | W. N. A. DRYDEN/ J. N. Cuthbert | Lotus Elan | 1594 |
| 32 | E. LIDDELL | Lotus Elan | 1594 |

1st (£15) 2nd (£10) 3rd (£5)

4th (£3) Fastest Lap: — secs.

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

Seton Mains Racing Ltd

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LOTUS CARS



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with Everything for the Motorist



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Austin Sales and Service

LONGNIDDRY

East Lothian

CALL

PHONE PORT SETON 325

WRITE

P.S.—WATCH THE ORANGE AND BLUE MINIS BUILT AND
TUNED IN OUR WORKSHOPS.

EVENT 3

2.40 P.M.

1st Consolation Race

for the second fastest ten non-qualifiers

8 LAPS

| Car No. | Driver | Make | c.c. |
|---------|--------|-------|-------|
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1st (£10) 2nd (£5) 3rd (£3)

Fastest Lap — secs.

Winner's Speed m. s. mph.

EVENT 4

2.55 P.M.

G.T. Cars over 1200cc

10 LAPS

| Car No. | DRIVER/Entrant | Make/Model of Car | cc |
|---------|----------------------------|-------------------|------|
| 51 | J. R. BALLANTINE | M.G.A. | 1588 |
| 52 | A. I. ROBERTSON | Lotus Elan | 1558 |
| 53 | H. W. TUER | Triumph TR2 | 2138 |
| 54 | B. E. COCKS | Fairthorpe | 1390 |
| 55 | A. J. GRAY | M.G.A. | 1598 |
| 56 | A. W. HILL | Lotus Elite | 1216 |
| 57 | R. HAMILTON | Jaguar XK120 | 3442 |
| 59 | A. BARTON | T.V.R. Grantura | 1600 |
| 60 | G. BIRRELL/J. D. L. Melvin | Sunbeam Tiger | 4200 |
| 64 | A. W. COWAN/Border Reivers | Lotus Elan | 1558 |

1st (£15) 2nd (£10) 3rd (£5)

4th (£3) Fastest Lap: — secs.

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

PERDAL ANGLIAS

1st and 2nd

INGLISTON SALOON CAR RACE



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FULL RANGE IN STOCK

EXPERTS IN ENGINE - SUSPENSION - TUNING

Saloon Cars over 1200cc

10 LAPS

| Car No. | DRIVER/Entrant | Make/Model of Car | cc |
|---------|---|-------------------|------|
| 43 | T. SIMPSON/Team Fife | Lotus Cortina | 1594 |
| 45 | D. WOOD/Aberdeen Racing | Ford Cortina GT | 1498 |
| 46 | J. S. COWIE/Aberdeen Racing | Ford Cortina GT | 1498 |
| 50 | E. A. LABINJOH/J. Fisher | Mini-Cooper S | 1275 |
| 61 | G. BIRRELL/Graham Birrell | Perdal Anglia | 1965 |
| 81 | P. A. W. HOPE-JOHNSTONE/ Aurelli Accessories | Mini-Cooper S | 1275 |
| 83 | R. F. MORRISON | Mini-Cooper S | 1275 |
| 84 | L. PALADINI | Mini-Cooper S | 1275 |
| 85 | A. PALADINI/L. Paladini | Mini-Cooper S | 1275 |
| 86 | I. MCGOWAN/ Wigtown Engineering | Mini-Cooper S | 1275 |
| 88 | W. L. MORRISON | Mini-Cooper S | 1275 |
| 91 | R. J. S. HAINING | Ford Cortina GT | 1498 |
| 92 | J. I. CURRIE | Mini-Cooper S | 1275 |
| 93 | J. HUTTON/J. Currie | Mini-Cooper S | 1275 |
| 95 | D. J. M. FISHER | Ford Cortina GT | 1500 |
| 96 | G. DOUGLAS | Ford Cortina GT | 1498 |
| 97 | D. J. MUTER | Mini-Cooper S | 1275 |
| 98 | R. J. H. SIMEY | Mini-Cooper S | 1275 |

1st (£15) 2nd (£10) 3rd (£5)

4th (£3) Fastest Lap: — secs. ...

Winner's Speed: m. s.: mph

Racing Cars

10 LAPS

| Car No. | DRIVER/Entrant | Make/Model of Car | cc |
|---------|--|-------------------|------|
| 1 | W. J. STEIN/Ecurie Ecosse | Ecosse-Climax | 2496 |
| 4 | T. FETHERSTONHAUGH | Lotus 31 F3 | 997 |
| 5 | A. W. ROLLINSON/ D. W. Racing Enterprises | Brabham F2 | 997 |
| 6 | T. E. BLACKADDER | Cooper-Climax | 1500 |
| 7 | W. FORBES | Elva-B.M.W. | 1991 |
| 8 | D. N. SNOWDON | Merlyn-Ford | 1594 |
| 9 | M. TEMPLETON/ Irish Racing Cars | Brabham | 1598 |
| 10 | T. D. REID/Irish Racing Cars | Lotus 22 | 1598 |
| 12 | P. STEWART/ Caledonian Motors | Cooper F3 | 999 |
| 16 | R. PAYNE/Balerno Garage | Lotus F3 | 997 |
| 17 | J. CLARK/ Seton Mains Garage | Merlyn FJ | 1098 |
| 18 | R. MCGILLIVRAY/ Seton Mains Garage | Lotus F3 | 998 |
| 90 | BRIAN HART/Brian Hart Ltd. | Lotus F2 | 998 |
| 00 | J. BRIDGES | Brabham | 1594 |

1st (£15) 2nd (£10) 3rd (£5)

4th (£3) Fastest Lap: — secs. ...

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

Fastest under 1000cc (£10): : mph

Vintage Cars and Specials

10 LAPS

| Car No. | Driver/Entrant | Make/Model | cc |
|---------|----------------|----------------|------|
| 65 | A. K. McCOSH | Bentley | 4398 |
| 66 | R. H. BALL | Bentley | 6500 |
| 67 | P. RAE | Bentley | 2996 |
| 68 | P. J. LAIDLAW | Bentley | 2996 |
| 69 | J. S. NOBLE | Bentley | 2996 |
| 70 | D. REYNARD | Fisher Special | 1498 |
| 71 | R. SMITH | Project | 997 |

1st (£15) 2nd (£10) 3rd (£5)
 4th (£3) Fastest Lap: — secs. ...
 Winner's Speed: m. s.: mph.

Sports Cars up to 1200cc

10 LAPS

| Car No. | DRIVER/Entrant | Make/Model of Car | cc |
|---------|-----------------------------------|-------------------|------|
| 15 | J. E. MILNE/ Caledonian Motors | M.G. Midget | 1139 |
| 28 | J. NICHOLSON/ McCracken Racing | Lotus XI | 1098 |
| 33 | W. J. TURNBULL/ D. M. Bertram | L.W.S. | 1098 |
| 34 | J. MACKAY/ Hugh Shannon Racing | Lotus XI GT | 1098 |
| 35 | D. MACKAY/ Hugh Shannon Racing | Lotus XI | 1098 |
| 36 | R. FORESTER-SMITH | Lotus 7 | 997 |
| 37 | G. P. D. BELLERBY | Lotus 7 | 997 |
| 38 | A. G. WATSON/ Watsmill Racing | Mallock U2 | 997 |
| 39 | D. C. LAMB | Lotus XI | 1098 |
| 40 | G. CROSSLEY | Lotus XI | 1098 |
| 41 | R. MURDOCH/ Team Pit Stop | Lotus XI GT | 1098 |
| 42 | J. G. McWILLIAM/Team Fife | Marcos | 1098 |
| 44 | D. M. ROSS/Aberdeen Racing | Lotus XI GT | 1098 |
| 111 | V. CONNOLLY | Lotus 17 | 1147 |

1st (£15) 2nd (£10) 3rd (£5)
 4th (£3) Fastest Lap: — secs. ...
 Winner's Speed m s m.p.h.

Saloon Cars up to 1200cc

RACE 2—10 LAPS

| Car No. | DRIVER/Entrant | Make/Model of Car | cc |
|---------|--|-------------------|------|
| 11 | J. WILLIAMSON/ Caledonian Motors | Mini-Cooper S | 999 |
| 20 | W. BORROWMAN/ Seton Mains Garage | Mini-Cooper S | 976 |
| 21 | D. FORSYTH/ Seton Mains Garage | Mini-Cooper | 998 |
| 30 | W. N. A. DRYDEN/ S.M.T. Sales and Service | Vauxhall Viva GTO | 1190 |
| 58 | A. BARTON | Morris 1000 | 997 |
| 87 | R. D. McCUTCHEON/ Wigtown Engineering Works | Mini-Cooper S | 998 |
| 01 | H. J. BARRINGTON | Mini-Cooper S | 1071 |
| 02 | R. J. MCKINNA | Mini-Cooper S | 970 |
| 03 | H. M. WADDINGHAM | Mini-Cooper | 998 |
| 07 | P. V. WRIGHT/ Mid Down Racing | Mini-Cooper S | 999 |
| 08 | D. I. FRASER | Mini-Cooper | 997 |
| 09 | J. DRYDEN | Mini-Cooper S | 1071 |
| 114 | R. BLAYLOCK/ Team Perdal | Perdal Anglia | 1198 |

1st (£15) 2nd (£10) 3rd (£5)

4th (£3) Fastest Lap: — secs.

Winner's Speedm.s. m.p.h.

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The Austin 1100, with Hydrolastic Suspension, is one of the most attractive looking small cars on the road today. But, more than that, it is amazingly roomy and—in terms of comfort—is well up among the luxury class. It is economical to run and backed by 12-month Warranty Remember—wherever you are B.M.C. Service keeps you going.

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

2nd Consolation Race
for the fastest ten non-qualifiers
8 LAPS

| Car No. | Driver | Make | c.c. |
|---------|--------|-------|-------|
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1st (£10) 2nd (£5) 3rd (£3)
Fastest Lap — secs.
Winner's Speed: m. s.: mph.

Grand Touring Cars up to 1200cc

10 LAPS

| Car No. | DRIVER/Entrant | Make/Model of Car | cc |
|---------|--|----------------------|------|
| 14 | A. HUTCHISON/ Caledonian Motors | | 998 |
| 26 | J. NICHOLSON/McCracken Racing | Austin-Healey Sprite | 997 |
| 47 | J. ABSALOM | Ford Anglia | 997 |
| 48 | J. McK. ROBERTSON | Ginetta | 997 |
| 49 | J. FISHER | Marcos | 997 |
| 72 | J. E. ANDERSON | Fisher GT | 1100 |
| 73 | J. I. JOHNSON | Diva | 1100 |
| 74 | D. G. G. BLACK | Austin-Healey Sprite | 948 |
| 75 | D. CULLEN | Austin-Healey Sprite | 998 |
| 76 | D. McCALL | Ginetta | 997 |
| 77 | D. D. CARMICHAEL | M.G. Midget | 1098 |
| 78 | J. A. CLEGG (Res. T. Thompson) | M.G. Midget | 1149 |
| 79 | A. FLEMING | Triumph Spitfire | 1147 |
| 80 | J. P. M. JOHNSTONE/ Aurelli Accessories | Austin-Healey Sprite | 1098 |
| 82 | I. W. N. KIRKWOOD | M.G. Midget | 1098 |
| 06 | Mrs. C. CHARNELL/ Hamilton Bros. | Austin-Healey Sprite | 997 |
| | | Hillman Imp | 875 |

1st (£15) 2nd (£10) 3rd (£5)
4th (£3) Fastest Lap: — secs.
Winner's Speed: m. s.: mph.

1965 INTERNATIONAL TULIP RALLY

HILLMAN IMP
sweeps the board

OUTRIGHT WINNER

(Rosemary Smith · Valerie Domleo)

AND SECOND OVERALL

(I.D. 'Tiny' Lewis · David Pollard)

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1ST & 2ND GRAND TOURING CATEGORY

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1ST COUPE DES DAMES

(Results subject to official confirmation)

Proved again—IT'S A GREAT CAR! HILLMAN IMP

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(MOTORS) LTD.

LOCHRIN EDINBURGH

FOUNTAInbridge 1555
.....



***B.M.R.C. Trophy Race
on Handicap***

30 LAPS

| Car No. | DRIVER/Entrant | Make/Model of Car | Credit Laps |
|---------|----------------|-------------------|-------------|
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1st (£30) 2nd (£20) 3rd (£10)

4th (£5) Fastest Lap : — secs.

Winner's Speed: m. s.: mph

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Ingliston Motor Racing Circuit

3rd October, 1965

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Address

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Please supply the following tickets :

| Lombank Trophy Race Meeting for Cars, 3rd October, 1965 | | | |
|--|---|---|--|
| | Car Park Tickets at 5/- | | |
| | Highland Grandstand seats inc. admission to Showground at 15/- | | |
| | do., Children under 14, at 12/6d. | | |
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| | Car Park Tickets at 5/- | | |
| | Highland Grandstand Seats inc. admission to Showground at 15/- | | |
| | do., Children under 14, at 12/6d. | | |
| | | £ | |
| Paid-up Members of Scottish Motor Racing Club Ltd, may deduct 5/- per meeting for which tickets are booked on this form. Membership or Acknowledgment No. | | | |
| CHEQUE/POSTAL ORDER/CASH | | £ | |

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WHY YOU SHOULD JOIN THE

Scottish Motor Racing Club Limited

INCORPORATING THE
BORDER 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. 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!)
. . . A magazine 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

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 :

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(Signed)

Date 1965.

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Advance Booking Form inside

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