

Scottish Motor Racing Club Ltd.

INGLINGTON

MOTOR RACING CIRCUIT

Royal Highland Showground
Edinburgh

SUNDAY
11th APRIL
1965



OPENING RACE MEETING
The "Scotsman Trophy" Race
For Formula Libre Cars

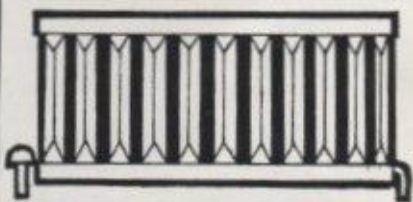
Programme 2/-

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SCOTCIRCUITS LTD
INGLISTON
motor racing circuit

ROYAL HIGHLAND SHOWGROUND EDINBURGH

... ..
THE OPENING
RACE MEETING

including

THE "SCOTSMAN TROPHY" RACE

SUNDAY, 11th APRIL

organised by

The Scottish Motor Racing Club Ltd.

... ..
PROGRAMME

- 10.0 a.m. Practice
1.0 p.m. Interval
2.0 p.m. **OPENING CEREMONY**
- | | | |
|-----------|---------|-----------------------------------|
| 2.15 p.m. | Event 1 | G.T. Cars over 1200cc. Heat 1 |
| 2.34 | 2 | Saloon Cars up to 1200cc |
| 2.54 | 3 | Racing Cars up to 1200cc |
| 3.11 | 4 | Sports Cars over 1200cc |
| 3.29 | 5 | Grand Touring Cars up to 1200cc |
| 3.49 | 6 | Racing Cars over 1200cc |
| 4.06 | 7 | Vintage Cars |
| 4.24 | 8 | G.T. Cars over 1200cc. Heat 2 |
| 4.44 | 9 | THE "SCOTSMAN" TROPHY RACE |
| 5.10 | 10 | Saloon Cars over 1200cc |
| 5.30 | 11 | Sports/Racing Cars |
| 5.48 | 12 | Sports Cars up to 1200cc |



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THE
MOTOR WORLD

Price Sixpence

SCOTLAND'S WEEKLY MOTOR MAGAZINE

FULL INGLISTON REPORT NEXT FRIDAY



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Deputy Clerk of Course	R. WELSH
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Deputy Chief Marshal	Dr. J. G. WAUGH
Chief Observer	J. R. STEWART
Chief Flag Marshal	W. W. HUME
Chief Paddock Marshal	E. R. HERRALD
Starters	J. A. DICK PEDDIE D. M. FRASER
Chief Fire Marshal	G. STOREY
Chief Spectator Marshal	J. MACMILLAN
Chief Medical Officer	Dr. LINDSAY WILKIE
Chief Timekeeper	C. AUDREY
Scrutineers	J. GARDEN D. STEPHEN
Commentators	ANTHONY MARSH M. G. ESTHER
Chief Lap Scorer	D. W. ORGAN
Secretary to Meeting	I. SCOTT WATSON
Stewards	A. K. STEVENSON, O.B.E. (for R.A.C.) W. K. STEWART N. T. LITHGOW
Race Committee	J. L. ROMANES A. H. B. CRAIG T. H. LEGGET E. S. CHAPMAN I. SCOTT WATSON
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The Scottish Motor Racing Club Ltd., National Bank Chambers,
Duns.

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/1256

PROGRAMME 1965

- 9th May THE GUARDS TROPHY MOTOR RACE MEETING
- 11th July GLASGOW FAIR Race Meeting for Motorcycles
- 25th July THE GUARDS TROPHY MOTOR RACE MEETING
- 8th August AUGUST Race Meeting for Motorcycles
- 29th August BANK HOLIDAY Race Meeting for Cars
- 19th September EDINBURGH HOLIDAY Race Meeting for Motorcycles
- 3rd October B.M.R.C. Trophy Race Meeting for Cars

Let us put you on our mailing list for further details—
complete the form on page 41.

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.



JIM CLARK, O.B.E.

Welcome....

to Scotland's first and only road-racing circuit.

I am particularly pleased to have this opportunity to welcome to you, because motor racing has taken me all over the world and made me realise that here in Scotland we have been lagging behind. A national circuit has long been overdue.

But while I am a Director of Scotcircuits, I am also a farmer, and thus I see Ingliston as a natural meeting point; I think you will too.

A handwritten signature in dark ink that reads "Jim Clark". The signature is written in a cursive style with a long horizontal line extending to the right from the end of the name.

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THE THRILL
OF THE RACE**
with a
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**Edinburgh
Camera
Shop**

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LIST OF ENTRIES

Car No.	Driver/Entrant	cc	Make/Model of Car	from
1	A. N. OTHER Ecurie Ecosse	2496	Ecosse-Climax	Edinburgh
2	T. D. REID Irish Racing Cars ...	1594	Lotus 22	Belfast
3	M. TEMPLETON	1598	Brabham	Ballymena
4	J. L. ROMANES	1650	Brabham	Edinburgh
5	D. BRIDGES Dynaplas Racing ...	1500	Cooper	Poulton-le-Fyde
6	J. RUSSELL	4727	Russell-Lotus	West Calder
7	W. FORBES	1991	Elva-B.M.W.	Aberdeen
8	W. A. ROBSON	3700	Cooper	Darlington
9	J. MACKAY Hugh Shannon Racing	1220	Shannon-Lotus	Thurso
10	J. A. SUTTON/Mill Garage (Sunderland) Ltd. ...	5700	Attila-Chevrolet	Corbridge
11	A. D. T. FLETCHER W. J. Moss Racing ...	997	Brabham RT15	Culross
12	R. PEEL W. J. Moss Racing ...	997	Merlyn Mk. 9	Surrey
13	R. PAYNE	997	Lotus 22	Balerno
14	A. R. WYLLIE Frank Lythgoe Racg.	997	Lotus 31 or Cooper	Mid Calder
15	W. J. STEIN Wm. Stein & Co. Ltd.	997	Lotus 22	Edinburgh
16	I. D. McALISTER	997	Lotus-Cosworth	Edinburgh
17	A. C. GOODFELLOW ...	999	Cooper F3	Falkirk
18	M. H. GILL	997	Brabham F3	Acklington
19	W. J. TURNBULL D. M. Bertram	1098	L.W.S.	Edinburgh
20	R. FORESTER-SMITH	997	Lotus Super 7	Edinburgh
21	G. P. D. BELLERBY (Res. P. Butler)	997	Lotus 7	Morpeth
22	J. MILLAR	1620	Lotus 23B	Bridge of Weir
22	T. SIMPSON Fife Racing Team ...	1098	Lotus 23	Kirkcaldy
24	G. R. C. DUNCAN Team Leedspeed	1499	Mallock U2	Leeds
25	I. A. B. HARRIS Team Leedspeed	1390	Mallock U2	Glasgow
26	K. BOOTH David Plumstead Racg.	1498	Mallock U2	Blackpool
27	R. G. TURNBULL Jimmy Blumer	1500	Lotus 7	Middlesbrough
28	I. COCHRANE	1498	Lotus 7	Dalrymple
29	I. C. BATTY Team Leedspeed	1498	Lotus 7	Leeds
30	T. E. BLACKADDER ...	1600	Porsche-V.W.	Falkirk
31	D. REYNARD (Res. G. Thomson) ...	1498	Fisher Special	Milngavie
32	E. A. POWRIE	1498	Lotus 7	Dundee
33	R. SIMPSON-SMITH ...	1500	Project-Porsche	Airdrie
34	D. C. LAMB	1098	Lotus XI	Linlithgow

Continued

List of Entries — Continued

Car No.	Driver/Entrant	cc	Make/Model of Car	from
35	G. CROSSLEY	1098	Lotus XI	Morecambe
36	P. MOSSMAN Tim Wilson Racing	1558	Diva-Ford	Glasgow
37	J. MACKAY Hugh Shannon Racg.	1098	Lotus XI GT	Thurso
38	M. H. GILL	997	Terrier	Acklington
39	J. NICHOLSON Nicholson Racing	1098	Lotus XI	Glasgow
40	M. GARRETT Team Leedspeed	997	Mallock U2	Leeds
41	J. S. NOBLE	2996	Bentley	Glasgow
42	R. M. de C. STEWART	2996	Bentley	Bletchley
43	D. E. TULLOCH	4398	Bentley	Edinburgh
44	A. K. McCOSH	4398	Bentley	Milton Campsie
45	J. E. MEADOW A. K. McCosh	4398	Bentley	Newton Mearns
46	F. A. SOWDEN	7983	Bentley	Bingley
47	J. E. BARRACLOUGH	4398	Bentley	Mirfield
48	R. H. BALL	6597	Bentley	Castle Douglas
49	A. I. ROBERTSON	1558	Lotus Elan	Kirkcaldy
50	T. E. SLEIGH	4235	Jaguar E-Type	Glasgow
51	J. E. MILNE Caledonian Motors	1293	M.G. Midget Coupe	Glasgow
52	J. H. BLADES Northumbria Rac. Tm.	1650	Ginetta G4	Whitley Bay
53	E. LIDDELL	1594	Lotus Elan R	Glasgow
54	J. S. CALVERT	1594	Lotus Elan R GT	Seaham
55	J. VEITCH	1460	Lotus Elite	Newbridge
56	R. C. MARTIN	1594	Lotus Elan R	Newton Mearns
57	A. W. COWAN Border Reivers	1558	Lotus Elan	Duns
58	E. G. PATERSON	1798	M.G.B.	Aberdeen
59	T. E. BLACKADDER	1600	Porsche Super 90	Falkirk
60	A. W. HILL	1216	Lotus Elite	Ardrossan
61	R. HAMILTON	3442	Jaguar XK120	Denny
62	J. S. RAE/J. Potts Ltd.	1798	M.G.B.	Bellshill
63	D. G. G. BLACK	2138	Triumph TR4	Edinburgh
64	B. E. COCKS	1390	Fairthorpe Electron	Dundee
65	W. B. M. DONALDSON	1500	Healey-Ford Sprite	Roslin
66	H. W. TUER	2138	Triumph TR2	Carlisle
67	J. FISHER	1071	Fisher G.T.	Edinburgh
68	A. W. HUTCHINSON Caledonian Motors	998	Austin-Healey Sprite	Leven
69	J. E. ANDERSON	1100	Diva	Edinburgh
70	D. D. CARMICHAEL	1098	M.G. Midget	Edinburgh
71	K. D. PATTULLO	1139	M.G. Midget	Edinburgh
72	J. F. WILSON	1098	Ginetta G4	Newcastle
73	J. P. M. JOHNSTONE Aurelli Accessories	1098	M.G. Midget	Dumfries
74	J. R. CALDER	1098	M.G. Midget	Edinburgh
75	J. ABSALOM	997	Ginetta G4	Morpeth
76	J. G. MacWILLIAM Fife Racing Team	1098	Marcos Mk 2	Glasgow
77	E. A. LABINJOH/Jack Fisher (Res. D. A. Dickin)	1293	Mini-Cooper S	Edinburgh

Continued

List of Entries — Continued

Car No.	Driver/Entrant	cc	Make/Model of Car	from
78	W. N. A. DRYDEN S.M.T. Sales & Service Ltd.	1594	Vauxhall VX4/90	Edinburgh
79	T. R. FETHERSTONHAUGH	1275	Mini-Cooper S	Penrith
80	W. A. BORROWMAN Seton Mains Gar.	1275	Mini-Cooper S	Longniddry
81	T. B. D. CHRISTIE	1275	Mini-Cooper S	Kirkcaldy
82	GRAHAM BIRRELL Graham Birrell Racing (Res. Gerry Birrell)	1960	Ford-Perdal Anglia	Milngavie
83	J. KENNERLEY Gordons of Stockport	1594	Lotus-Cortina	Birkenhead
84	G. A. PERCIVAL Team Perdal	1710	Ford-Perdal Anglia	Newcastle
85	A. PALADINI (Res. L. Paladini)	1275	Mini-Cooper S	Lundee
86	A. W. COWAN Border Reivers	1592	Sunbeam Rapiet	Duns
87	J. DRYDEN	1071	Mini-Cooper S	Dundee
88	D. I. FRASER	997	Mini-Cooper	Glasgow
89	W. SHEPHERD Caledonian Motors (Res. J. R. Williamson)	999	Mini-Cooper S	Kirkcaldy
90	Miss M. MACKENZIE	875	Hillman Imp	Dundee
91	A. A. BARTON	997	Morris 1000	Newcastle
92	R. A. BLAYLOCK Team Perdal (Res. P. Dalkin)	1200	Ford Perdal-Anglia	Carlisle
93	W. MORRISON/W. Seton	1108	Renault-Gordini R8	Cumnock
94	R. A. KENNETH Team Pit Stop	841	Saab Sport	Ayr
95	J. CLARK Seton Mains Garage	970	Mini-Cooper S	North Berwick
96	R. D. McCUTCHEON Wigtown Eng Works	999	Mini-Cooper S	Wigtown
97	T. ENTWISTLE	1850	T.V.R. Mk. 3	Preston
98	A. J. GRAY	1600	M.G.A.	Edinburgh
99	J. RUSSELL	1991	Triumph TR2	Bonnyrigg
100	C. K. W. SHELLENBERG	7983	Bentley	Middlesbrough
00	R. F. MORRISON	3789	Jaguar E-Type	Helensburgh
01	I. McGOWAN Wigtown Eng. Works	1293	Mini-Cooper S	Wigtown
02	J. MURPHY	1558	Lotus-Cortina	Edinburgh
03	D. M. ROSS Graham Birrell Rac.	1498	Ford Anglia	Aberdeen
04	D. MacDONALD R. Simpson-Smith	997	Evad Special	Coatbridge
05	B. C. COYLE	1071	Mini-Cooper S	Bearsden
06	J. BEVERIDGE	1071	Mini-Cooper S	Bearsden
07	C. D. ANCELL	1198	Ford Anglia	Ayr
08	A. FLEMING	1098	Austin-Healey Sprite	Liverpool
09	V. CONNOLLY	1220	Lotus 17	Felling-on-Tyne
110	P. RAE	2996	Bentley	Edinburgh

SCOTCIRCUITS LTD

wish to thank the contractors for the

Ingliston Motor Racing Circuit

for their excellent work expeditiously carried out

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Design Consultants

THE BORDER DESIGN CENTRE LIMITED
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Scotland's New Circuit....

may be unique in Britain, for it has been designed from the outset for the benefit of spectators rather than competitors. This does not mean that it is not an exciting drivers' track; far from it! Most racing circuits in the past have been conceived by racing enthusiasts with the emphasis on competitor-pleasing features. Although many of them have been improved in recent years to provide better facilities for the spectator, Scotcircuits Ltd. has started by considering first the man who pays the piper. This end has been made possible and its achievement more easy primarily by courtesy of the Royal Highland and Agricultural Society, whose Showground Ingliston is, and whose site was unused for most of the year. The facilities such as the 5,000-seat grandstand overlooking the start and finish and more than half of the circuit, the Herdsman's Restaurant, proper toilet facilities, the turnstiles and site fencing were all in existence before the circuit was built.

With a short circuit such as Ingliston, it is certainly much more easy to provide understandable racing and fields of more equally-matched cars. There is always something happening on the circuit; lots of starts and finishes with all the attendant drama and excitement. Drivers have to work hard all the time in short races and quite apart from being more fun to drive in they are much more interesting to the spectator than a procession of thirty cars of widely-varying performance driving down a long straight. Speed is relative; 100 mph anywhere on Ingliston will almost certainly be just as, if not more, exciting than the much-vaunted 220 mph expected to be attained today in practice at Le Mans for the Twenty-Four Hours' Race in June. The entire Ingliston circuit is no longer than the straight alone at Charterhall, yet the designers, without disturbing the showground in any way, have managed to provide an incredible variety of bends and corners—left and right, fast and slow, up and down hill. All of them have been named after occupations associated with the land and in many cases with the showground. Thus we find Bankers' alongside the showground site of the bank offices; Gardeners' near the Flower Show; Shepherds' close to the Wool Board's Stand; Brewers' near the site

of Scottish Brewers' Restaurant and Merchants where all the grain and fertiliser merchants have their stands.

Competitors, too, have facilities rarely found elsewhere in Britain—in particular a covered stand (designed originally as the cattle lines for the Highland Show). Officials have an extremely efficient emergency inter-com. telephone system whereby any incidents can be reported almost simultaneously to the Race Control building opposite the grandstands. Safety precautions have been rigidly adhered to, with a special steel guardrail between the circuit and all spectators and behind this a special very strong steel wire fence. Motor Sport in Britain is governed by the Royal Automobile Club, who lay down very stringent requirements for the building of circuits and the running of events. Basically all these are designed to afford extra safety.

The magnificent building under construction opposite the grandstand is a new Members' Pavilion being built largely from a gift donated by the late Lady McRobert of Tarland in Aberdeenshire; this, although primarily for the use of members of the Highland Society at the Show, will be available on race days for use by members of the organising Club after June. It includes dining accommodation for 400 and a huge bar, balconies overlooking the circuit, toilets, cloak-rooms and meeting rooms.

In providing the circuit Scotcircuits Ltd. have made their contribution, in organising the racing Scottish Motor Racing Club Ltd. are making theirs; let us hope the sun shines and makes your day the more enjoyable.

**You are invited to be one of the first to drive
the new Triumph Spitfire Mk II**



A new sports car is always a big event. A new Triumph Spitfire is something bigger. We have a spanking new Mk II in our show-rooms now. More powerful (67 bhp), faster, more comfortable, and even more glamorous than the old Spitfire. (And that's saying something!) What is there to look for? New bucket seats for a start. Some important under-bonnet changes. New padded comfort (and safety) in the cockpit. And lots more.

We'll be happy to show you and to arrange a trial drive. Call in and set it up.

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Just another project...

THE BORDER DESIGN CENTRE LTD. are proud to have been associated with Scotcircuits Ltd., and were responsible for the design of the Ingliston Motor Racing Circuit and all its ancillaries—safety barriers, spectator fencing, timekeepers' and commentators boxes, leader board, signposts, telephone system, etc.

THE BORDER DESIGN CENTRE LTD. are proud also to have been responsible for the design and layout of programmes, posters, windscreen stickers, tickets, regulations and insignia on behalf of the Scottish Motor Racing Club Ltd.

THE BORDER DESIGN CENTRE LTD. collaborated with both the organisers and the promoters as consultants in the assessment of all the requirements of organisations for motor and motorcycle racing at Ingliston.

JUST ANOTHER UNUSUAL PROJECT COMPLETED BY

The Border Design Centre Ltd

(Directors: Ian Scott Watson and Gordon Ellis)

HARELAW MOOR, GREENLAW, BERWICKSHIRE

(Telephone Westruther 218)

Twenty-Eight Years Ago...

a band of enthusiasts in Scotland first started dreaming of a real road-racing circuit in their "ain country." In 1937 they banded together to form the Scottish Racing Drivers' Club. Their first idea was a circuit round the Queen's Drive which circles Edinburgh's well-known landmark, Arthur's Seat, and there is no doubt that had Royal permission been granted such a circuit would have been one of the finest in Britain. When the war came motor racing was forgotten, but a trusty band of enthusiasts kept the club alive and when after the war the petrol ration was increased sufficiently to allow just a little pleasure motoring, they re-formed the club into a limited company, changing its name to Scottish Motor Racing Club Ltd.

Leading lights included such personalities as Jardine Stuart, Jimmy Carmichael, "Willum" Stewart and Freddy Mort, all of whom were racing when they could at Winfield, and later at Charterhall. The search went on unabated and "Willum" Stewart spent years in painstaking negotiations in particular for the use of Grangemouth Airfield and later Broomhall, the home of Lord Bruce. Meanwhile Kirkcaldy Burgh Council was persuaded to allow car as well as motorcycle racing at Beveridge Park and this gave the club some organising experience, but after a number of unfortunate accidents, Kirkcaldy banned cars. The club then suspended activities in 1956, without entirely disbanding.

Meanwhile, down in the Border country, airfield racing was achieving a certain amount of success at Charterhall, despite its wind-swept acres and isolation from any real centre of population. Jock McBain, of Border Reivers' fame, and Stan Gallon, one of the directors of the promoting company (Winfield Joint Committee Ltd.) decided to form a supporters' club and thus the Border Motor Racing Club was born. This club grew, under the energetic secretaryship of Ian Scott Watson and his assistant, one Jim Clark, and an enthusiast committee. Before long they were organising their own events, first at a circuit just over the Border in Northumberland, Brunton Beadnell. This fell through after local objections, but the club was undismayed and continued to hold occasional events at Charterhall, launched the Scottish National Speed Championship (promptly won twice consecutively by a certain Jim Clark in Border Reivers' cars and the most ambitious event staged was the S.T.V. Race Meeting in 1961, at which the main event was the Usher Gold Tankard.

Others, too, were searching for that elusive circuit. Under the chairmanship of Lord Bruce, Caledonian Motor Racing Company Ltd. was formed and surveyed two possible sites, one at Castleheads Park in the grounds of Dalkeith Palace and when that, too fell through as a result of local objections, at Polkemmet, half-way between Edinburgh and Glasgow. Preparatory work is still going ahead with his project and it may yet become Scotland's second circuit.

The Border Motor Racing Club had been approached about organising events for the Caledonian Company if a circuit materialised. It was felt that the days of Charterhall were surely numbered for the surface was deteriorating and safety precautions were being tightened up by the R.A.C. and compliance would entail vast expenditure. The B.M.R.C. felt, too, that their future lay in Scotland, and the commit-

tee got together with the directors of Scottish M.R.C. Ltd. and agreed upon an amalgamation. Thus, a limited company with an ideal name, and a flourishing club with a committee experienced in modern race promotion were wed.

At the end of July last year it transpired that there was a chance that the Royal Highland and Agricultural Society might be prepared to make Ingliston available provided a suitable circuit could be built without disturbing the showground layout. Within the incredibly short space of three weeks plans had been prepared and agreement in principle reached between the Royal Highland Society and a private company, Scotcircuits Ltd., formed mostly from members of the Scottish Motor Racing Club Ltd. and including the Club's President, Jim Clark, its Chairman, John Romanes, and its Competitions Secretary, Ian Scott Watson. Also concerned in running the company and in the club are Jamie Lyon and Chris. Weir and this small, compact little company has been able to bring the twenty-eight years of searching to fruition with the promotion of this meeting at one of Britain's best-equipped circuits. Given the support anticipated, there is no reason why Ingliston should not develop into a unique little motor racing circuit, efficient yet friendly, where race-goers can expect real value from their sport yet enjoy an afternoon out with the family. Charges are modest by English standards but the racing will be none the less exciting for that.

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NEW LOUNGE BAR

Spacious car park. An atmosphere all its own, with first class cuisine & wines. Phone DAV 2035.



For Your Day's Enjoyment...

we have a programme of twelve races at this, our first meeting at Ingliston. Cars used for racing are divided into six categories—a division which it not universally used, but to which most organisers of motor racing meetings adhere. The fastest cars will, it is to be expected, be the stark single-seat racing cars. These are specially built for racing and cannot be used on the roads because they do not conform to Ministry of Transport requirements—having no bumpers, lights, wings, etc. These in turn, this afternoon, are divided into two heats, one for cars up to 1200 cc. and one for cars over 1200 cc., and the final for the fastest five in each of these heats is the main race for the day and brings the winner the "Scotsman Trophy". Do not be lured into thinking, however, that these single-seaters are the only cars worth watching; one can find close racing down to the slowest cars. Next in the ring is a special class for sports/racing cars, many of which are in effect two-seat versions of their single-seater stable-mates.

Then we have two races for sports cars and these events include less specialised open sports cars of the type which many, many club drivers use every weekend for racing and every day for commuting. Those who have not been to a race meeting before may well be puzzled by the classifications of the two following categories, "Touring" and "Grand Touring" cars. Basically, touring cars are much-modified saloon cars such as any of us can buy off the shelf at the local garage, with money and infinite patience then spent on tuning them for extra performance. "Grand Touring" cars on the other hand, are basically production sports cars both open and closed—cars such as Jaguar E-Type, Porsche, Triumph and M.G. Finally we have a special category for "Vintage" cars; cars built prior to 1930 of any capacity.



Well worth the extra charge at Ingliston is a Grandstand seat, and if you haven't yet got a booked seat, go straight to the booking office at the rear of the East wing of the stands and try to buy a ticket. you will be able to see the cars for half the circuit instead of only for a brief moment as they pass; you will be seated in comfort and get a good view of the starts and finishes—always exciting. All the stand seats offer a good view and all will sooner or later have their "aficionados." All seats cost 5/- each.



Equally well worth a visit is the Paddock. You will not be able to crowd amongst the cars, but you *will* be able to walk around under cover looking at the cars over the retaining walls. Here you can see the drama of last-minute preparation or repairs. Here you will be able to see the drivers, mechanics and others who have brought their cars—some for hundreds of miles—to Ingliston today.



The hub of the organisation is in the Race Control building opposite the grandstand, alongside which is the leader-board and the clock

GRAHAM BIRRELL (*Racing*)

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tower. Here the Clerk of Course, Chief Marshal, Secretary and their staff control the meeting, largely by a special intercom. telephone system. Round the circuit the track is divided into sections and each section commander (Observer) is in constant telephone contact with Race Control; from here the orders for the start of races, despatch of ambulance or fire engines if needed are issued. This is strictly out of bounds to the public, for any distraction could delay help in an emergency.



The timekeepers and commentators carry out their task from a special box in the centre of the grandstand. They are in such close contact that race times will be readily available. Anthony Marsh, your chief commentator, is probably Britain's most experienced, and we are extremely fortunate in having him with us, and we bid him special welcome.



It is difficult to say which is the best vantage point round the circuit. Probably the drivers will be working their hardest up the hill through Bankers' and Foresters' bends, but they will be almost as busy on the downhill stretch round Vets' and into Merchants'. Here the lucky grandstand spectators will have the best view. To reach the central spectator area there is a controlled crossing between events through the gates in the centre of the grandstand. Whether or not the programme is run to time will depend largely on how quickly those crossing move off the track, so *please* do not tarry here.



No matter where you are watching from—the comfort of the grandstand, the excitement of Bankers' or Vets' or just browsing round the paddock, motor racing circuits in April may not be the warmest of places, so why not pop in to the "Herdsman's Restaurant" near the main entrance? Crawfords, the caterers, can supply anything, be it an excellent three-course lunch for as little as 6/6d. in the self-service restaurant or a cup of tea for 7d. in the "Bar" alongside.



Most race-goers like to carry a camera and if your films runs out, Graham Birrell (Racing) have supplies on sale alongside the Paddock in their mobile shop, along with all kinds of accessories and motoring clothes.



All these wonderful amenities have been provided through the courtesy of the Royal Highland and Agricultural Society, whose showground Ingliston is. We do most sincerely ask you to respect their

property; not to climb over the buildings or deface them. And we implore you to USE THE LITTER BASKETS.



We are required to make formal announcements that motor racing is dangerous and these you will find displayed as well as in this programme. But please motor racing IS dangerous and you must obey implicitly any instructions given by officials. They all have a job to do and that job is your safety.



Our thanks — those of both Scotcircuits Ltd, and The Scottish Motor Racing Club Ltd. — go in particular today to the Directors and Members of the Royal Highland and Agricultural Society. We have received the most cordial co-operation from them and from the permanent staff on the Showground. Chairman of the Society is Mr. Roy Watherston, a well-known stock-breeder from Midlothian, and the encouragement we have received from him and from the secretary, Mr. R. M. Lemmon, has been much appreciated. We can only hope that their share of the revenue from motor racing at Ingliston will go some way to off-setting the high overheads with which the Society are burdened.



Our thanks also go to the farmers, Messrs. David Prentice & Sons, whose fields we use as car parks. We do earnestly request you not to drop litter and bottles in the fields; it can be so dangerous to cattle and sheep—broken glass cutting feet for example..



Our advertising contractors for trackside advertisements are Aero-signs (London) Ltd.; perhaps you know some firm who would like to purchase space around the circuit? Programme advertising is handled by Scotcircuits Ltd, at Duns.



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 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 line from the Pits. The siren will again be sounded at 2 minutes and 1 minute before the start, and with 30 seconds to go the starter will walk to his rostrum. With 5 seconds to go he will slowly raise the Union Jack 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 blackboard 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.



The "SCOTSMAN" TROPHY Race held today will be the first round of a seasonal championship at Ingliston for racing cars. The winner will receive the "LOMBANK TROPHY." Scottish Motor Racing Club are fully aware that little encouragement has been given to drivers in Scotland to race genuine racing cars, as distinct from sports cars, saloons and Grand Tourers. Lombank, the finance company, have also recognised this and have put up this trophy. Second and third rounds will be the "GUARDS TROPHY" races on 9th May and 25th July, and the fourth round will be on 29th August. The fastest ten award-winners in these rounds will be invited to take part in a special final on 3rd October. Points will be awarded as follows:—

Qualifying rounds (best 3 results to count):

1st, 6; 2nd, 4; 3rd, 3; 4th, 2. Other finishers: 1.

Final on 3rd October:

1st, 9; 2nd, 6; 3rd, 4; 4th, 2. Other finishers: 1.



THE SCOTSMAN TROPHY is a magnificent trophy which has been presented by Scotsman Publications Ltd. for annual competition at the main event each year at Ingliston. Designed by the Edinburgh College of Art, it is a most striking abstract creation, and will obviously become a much coveted award.



All races at Ingliston qualify for the SCOTTISH NATIONAL SPEED CHAMPIONSHIP. This championship—first instituted by the Scottish Motor Racing Club in 1958—is open to entrants at all speed events in Scotland, whether race meetings, sprints or hill climbs. The winner receives the "SCOTTISH CLUBS SPEED TROPHY," which was jointly presented by all the Scottish clubs organising speed events in 1958. Points are awarded as follows:—

All starters—1 point.

1st: A number of points equal to the number of starters in that class in which the competitor is entered.

2nd: One less; 3rd, two less, and so on, down to 10th place.

Thereafter: 1 point.

Past winners have been as under:—

1958 JIM CLARK (Jaguar D-Type and Porsche).

1959 JIM CLARK (Lister-Jaguar and Lotus Elite)

1960 C. P. HARRISON (T.V.R.)

1961 W. A. THOMPSON (Lotus Elite).

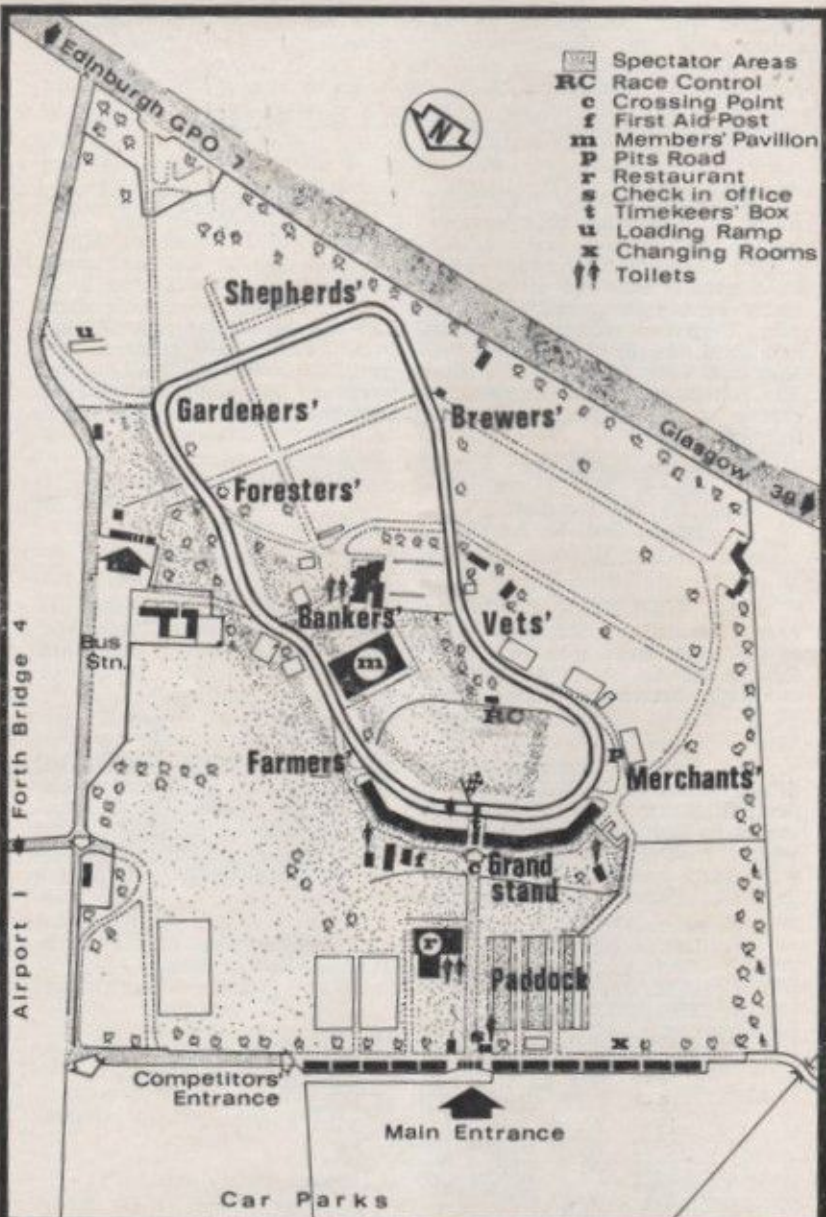
1962 W. J. STEIN (Lotus 7)

1963 W. J. STEIN (Lotus 23)

1964 R. C. MARTIN (Lotus Elan)



Safe journey home tonight and remember that when you are on the road there are other drivers about who do not have the skill of those you have watched racing today. We know the fault will not be yours if you have an accident but remember also that the other chap will say the same about you!



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.	m.p.h.
40.0	68.3	46.8	58.4	53.4	51.2
40.2	68.0	47.0	58.2	53.6	50.9
40.4	67.6	47.2	58.0	53.8	50.8
40.6	67.3	47.4	57.8	54.0	50.7
40.8	67.0	47.6	57.5	54.2	50.5
41.0	66.6	47.8	57.2	54.4	50.3
41.2	66.3	48.0	56.9	54.6	50.1
41.4	66.0	48.2	56.7	54.8	49.9
41.6	65.7	48.4	56.5	55.0	49.7
41.8	65.4	48.6	56.3	55.2	49.6
42.0	65.1	48.8	56.0	55.4	49.4
42.2	64.8	49.0	55.8	55.6	49.2
42.4	64.4	49.2	55.6	55.8	49.1
42.6	64.1	49.4	55.3	56.0	48.9
42.8	63.8	49.6	55.1	56.2	48.7
43.0	63.5	49.8	54.9	56.4	48.6
43.2	63.2	50.0	54.7	56.6	48.4
43.4	62.9	50.2	54.4	56.8	48.2
43.6	62.7	50.4	54.2	57.0	48.0
43.8	62.4	50.6	54.0	57.2	47.8
44.0	62.1	50.8	53.8	57.4	47.6
44.2	61.8	51.0	53.6	57.6	47.5
44.4	61.6	51.2	53.4	57.8	47.3
44.6	61.3	51.4	53.2	58.0	47.1
44.8	61.0	51.6	53.0	58.2	47.0
45.0	60.8	51.8	52.8	58.4	46.8
45.2	60.5	52.0	52.6	58.6	46.6
45.4	60.2	52.2	52.4	58.8	46.5
45.6	59.9	52.4	52.2	59.0	46.3
45.8	59.6	52.6	52.0	59.2	46.2
46.0	59.3	52.8	51.8	59.4	46.0
46.2	59.1	53.0	51.6	59.6	45.8
46.4	58.8	53.2	51.4	59.8	45.7
46.6	58.6	53.4	51.2	60.0	45.6

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The Opening Ceremony....

to-day is being performed by A. K. Stevenson, O.B.E., the doyen of motor sport in Scotland, and the country's representative on the Competitions Committee of the Royal Automobile Club. "A.K.", as he is known to everyone, was for many years until his retirement in 1963, secretary of the Royal Scottish Automobile Club. His figure has become well known to T.V. viewers in recent years, for his has always been the task of starting the British starters in the Monte Carlo Rally from Glasgow and, in 1964, from London. As representative of the R.A.C. he is responsible for organising the Scottish sections of the R.A.C. International Rally each year, one of the toughest on the International calendar.

The official ceremony of opening Scotland's first true road racing circuit to-day is indeed a landmark even in "A.K.'s" association with the sport, and it is being marked in another way indicative of the importance of the occasion. Mr. Stevenson will conduct his final inspection of the circuit in a 1916 Albion, manufactured by the one Scottish motor manufacturer whose activities have never ceased since their formation. Passengers in the Albion will be the directors of Scotcircuits Ltd., the company who have built Inghlston and who are promoting this meeting. The four directors are:—1963 World Champion Racing Driver, Jim Clark, O.B.E., whose exploits in motor racing have been largely instrumental in creating the interest in motor racing in Scotland which enabled Scotcircuits Ltd. to go ahead with the building of the circuit; John Romanes, whom you will see later at the wheel of his Brabham Racing Car, and who is Chairman of both the promoting company and organising Club, Ian Scott Watson, whose enthusiasm over the past ten years culminates to-day with the opening of the circuit which he has designed; and Jamie Lyon, the company's secretary, who has conducted the business transactions which have made it all possible. Give them all a good cheer as they pass!

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AND PICTURES ON

motoring news

motoring sport

motor racing

read

AUTOSPORT

EVERY FRIDAY

EVENT 1

2.15 p.m.

Grand Touring Cars over 1200cc

HEAT 1 — 12 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
36	P. MOSSMAN Tim Wilson Racing	Divia-Ford	1558
49	A. I. ROBERTSON	Lotus Elan	1558
50	T. E. SLEIGH	Jaguar E-Type	4235
51	J. E. MILNE/Caledonian Mrs.	M.G. Midget Coupe	1293
52	J. H. BLADES Northumbria Racing Team	Ginetta G4	1650
53	E. LIDDELL	Lotus Elan R	1594
54	J. S. CALVERT	Lotus Elan GT	1598
55	J. VEITCH	Lotus Elite	1460
57	A. W. COWAN/Border Reivers	Lotus Elan	1558
56	R. C. MARTIN	Lotus Elan R	1594

RESERVES

00	R. F. MORRISON	Jaguar E-Type	3789
82	GERRY BIRRELL Graham Birrell Racing ...	Ford Perdal Anglia	1960

1st (£15) 56..... 2nd (£10) 57..... 3rd (£5) 51.....4th (£3) 54..... Fastest Lap: ~~54.48~~ 56.48 secs.Winner's Speed: 51 m. s. : mph.

EVENT 2

2.34 p.m.

Saloon Cars up to 1200cc

12 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
88	D. I. FRASER	Mini-Cooper	997
89	W. SHEPHERD Caledonian Motors (Res. J. R. Williamson)	Mini-Cooper S	999
90	Miss M. MACKENZIE	Hillman Imp	875
91	A. A. BARTON	Morris 1000	997
92	R. A. BLAYLOCK/Team Perdal (Res. P. A. Dalkin)	Ford Perdal Anglia	1198
93	W. MORRISON/W. Seaton ...	Renault-Gordini R8	1108
94	R. A. KENNETH Team Pit Stop	Saab Sport	841
95	J. CLARK Seton Mains Garage Ltd. ...	Mini-Cooper S	970
96	R. D. McCUTCHEON Wigtown Eng. Works	Mini-Cooper S	999

RESERVES

87	J. DRYDEN	Mini-Cooper S	997
05	B. C. COYLE	Mini-Cooper	1071
06	J. BEVERIDGE	Mini-Cooper S	1071
07	C. D. ANCELL	Ford Anglia	1198

1st (£15) 96..... 2nd (£10) 95..... 3rd (£5) 05.....4th (£3) 89..... Fastest Lap: 96 50.2 secs.Winner's Speed: m. s.: 51.4 mph.



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Racing Cars up to 1200cc

Car		12 LAPS	
No.	DRIVER/Entrant	Make/Model of Car	cc
11	A. D. T. FLETCHER W. J. Moss Racing ...	Brabham F3 ...	997
12	R. PEEL/W. J. Moss Racing ...	Merlyn F3 ...	997
13	ROSS PAYNE ...	Lotus 22 ...	997
14	A. R. WYLLIE Frank Lythgoe Racing ...	Lotus 31 ...	997
15	W. J. STEIN Wm. Stein & Co. Ltd. ...	Lotus 22 ...	997
16	I. D. McALISTER ...	Lotus FJ ...	1000
17	A. C. GOODFELLOW ...	Cooper F3 ...	999
18	M. H. GILL ...	Brabham F3 ...	997
19	W. J. TURNBULL D. M. Bertram ...	L.W.S. ...	1098
21	P. F. BUTLER G. F. D. Bellerby ...	Lotus 7 ...	997

RESERVES

20	R. FORESTER-SMITH ...	Lotus 7 ...	997
39	J. NICHOLSON John Nicholson Racing ...	Lotus Eleven ...	1098

10 A 20-CONSON FORMULAR 2 BRABHAM COOPER
 1st (£20) ... 11 ... 2nd (£12) ... 14 ... 3rd (£8) ... 17
 4th (£4) ... 10 ... Fastest Lap: 11 ... 55 sec. 60.8 MPH
 Winner's Speed: 5 m. ... s.: 55 mph.

Sports Cars over 1200cc

Car		12 LAPS	
No.	DRIVER/Entrant	Make/Model of Car	cc
26	K. BOOTH David Plumstead Racing ...	Mallock U2 ...	1498
27	R. G. TURNBULL Jimmy Blumer ...	Lotus Seven ...	1498
28	I. COCHRANE ...	Lotus Seven ...	1498
29	I. C. BATTY/Team Leedspeed ...	Lotus Seven ...	1498
30	T. E. BLACKADDER ...	Porsche-V.W. ...	1500
31	D. REYNARD ... (Res. G. Thomson)	Fisher Special ...	1460
32	E. A. POWRIE ...	Lotus Seven ...	1498
33	R. SIMPSON-SMITH ...	Project Porsche ...	1500
52	J. E. BLADES Northumbria Racing Team	Ginetta G4 ...	1650
53	E. LIDDELL ...	Lotus Elan R ...	1594

RESERVES

09	V. CONNOLLY ...	Lotus 17 ...	1220
24	G. R. C. DUNCAN Team Leedspeed ...	Mallock U2 ...	1499
25	I. A. B. HARRIS Team Leedspeed ...	Mallock U2 ...	1390
54	J. S. CALVERT ...	Lotus Elan GT ...	1594

1st (£15) ... 11.54 ... 2nd (£10) ... 52 ... 3rd (£5) ... 12.09
 4th (£3) ... 26 ... Fastest Lap: 54 ... 504 sec.
 Winner's Speed: ... m. ... s.: 52.9 mph.

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Grand Touring Cars up to 1200cc

12 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
67	JACK FISHER	Fisher GT	1071
68	A. W. HUTCHINSON Caledonian Motors	Austin-Healey Sprite	998
69	J. E. ANDERSON	Diva-Ford	1100
70	D. D. CARMICHAEL	M.G. Midget	1098
71	K. D. PATTULLO	M.G. Midget	1139
72	J. F. WILSON	Ginetta G4	1098
73	J. P. M. JOHNSTONE Aurelli Accessories	M.G. Midget	1098
74	J. R. CALDER	M.G. Midget	1098
75	J. ABSALOM	Ginetta G4	997
76	J. G. MacWILLIAM Fife Racing Team	Marcos	1098

RESERVES

08	A. FLEMING	Austin-Healey Sprite	1098
92	P. DALKIN/Team Perdal	Ford Anglia	1198

RESULTS

1st (£15) 73 2nd (£10) 70 3rd (£5) 71

4th (£3) Fastest Lap: — secs.

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

Racing Cars over 1200cc

12 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
1	<u>W. RUSSELL</u> A. N. OTHER/Ecurie Ecosse	Ecosse-Climax	2496
2	T. D. REID/Irish Racing Cars	Lotus 22	1594
3	M. TEMPLETON	Brabham	1598
4	J. L. ROMANES	Brabham	1650
5	D. BRIDGES/Dynaplas Racing	Cooper	1500
6	J. RUSSELL	Russell-Lotus	4727
7	W. FORBES	Elva-B.M.W.	1991
8	W. A. ROBSON	Cooper-Chevrolet	3700
9	J. MACKAY Hugh Shannon Racing	Lotus-Shannon	1220
10	J. A. SUTTON Mills Gar. (Sunderland) Ltd.	Attila-Chevrolet	5700

RESERVES

22	J. MILLAR	Lotus-Ford 23B	1620
30	T. E. BLACKADDER	Porsche-V.W.	1500

RESULTS

1st (£20) 1 2nd (£12) 7 3rd (£8) 104th (£4) Fastest Lap: 60.5 secs.Winner's Speed: m. 45.2 s.: 57.4 mph.

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Vintage Cars

12 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
41	J. S. NOBLE	Bentley (1927)	2996
42	R. M. de C. STEWART	Bentley (1923)	2996
43	D. E. TULLOCH	Bentley (1930)	4398
44	A. K. McCOSH	Bentley (1926)	4398
45	J. E. MEADOW/A. K. McCosh	Bentley (1924)	4422
46	F. A. SOWDEN	Bentley (1930)	7983
47	J. E. BARRACLOUGH	Bentley (1924/28)	4398
48	R. H. BALL	Bentley (1929)	6597
03	P. RAE	Bentley (1925)	2996

RESULTS

1st (£15) 44 2nd (£10) 42 3rd (£5) 47
 4th (£3) 48 Fastest Lap: 50.7 secs.
 Winner's Speed: m. s.: 48.5 mph.

Grand Touring Cars over 1200cc

HEAT 2 — 12 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
58	E. G. PATERSON	M.G.B.	1798
59	T. E. BLACKADDER	Porsche Super 90	1600
60	A. W. HILL	Lotus Elite	1216
61	R. HAMILTON	Jaguar XK120	3442
62	J. S. RAE/J. Potts Ltd.	M.G.B.	1798
63	D. G. G. BLACK	Triumph TR4	2158
64	B. E. COCKS	Fairthorne Electron	1390
65	W. B. M. DONALDSON	Ford-Healey Sprite	1500
66	H. W. TUER	Triumph TR2	2138
97	T. ENTWISTLE	T.V.R.	1850

RESERVES

98	A. J. GRAY	M.G.A.	1600
82	GERRY BIRRELL		
	Graham Birrell Racing	Ford Perdal Anglia	1960
85	L. PALADINI/A. Paladini	Mini-Cooper S	1275
77	D. A. DICKIN/Jack Fisher	Mini-Cooper S	1293

RESULTS

1st (£15) 62 2nd (£10) 65 3rd (£5) 59
 4th (£3) 64 Fastest Lap: 62 — 50.4 secs. 54.2 MPH
 Winner's Speed: m. s.: 51.7 mph.

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AT

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25th APRIL, 2.30 p.m.

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HIGH SPEED CLOSE RACING ON SCOTLAND'S
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Guards Trophy Race Meeting

Sunday, 9th May, 1965

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Please supply the following tickets :

The Guards Trophy Race Meeting Sunday, 9th May, 1965				
	Car Park Tickets at 5/-			
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	Do. for Children under 14 at 7/6			
	£			
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	Motorcycle Members 1/- per £1			
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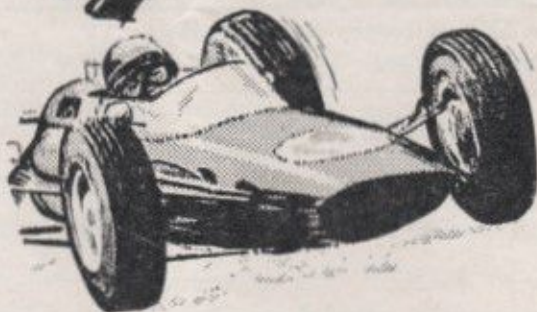
You will be allocated the best remaining seats at the time of receipt of this application.

*Please put me on your mailing list for further details of remaining events in 1965 when available.

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"The Scotsman Trophy" Race

FOR THE FASTEST FIVE IN EACH OF EVENTS 3 AND 6

20 LAPS

Heat Place	Car No.	Driver	Make/Model	cc
Event 3				
1st	01			
2nd	02			
3rd	14			
4th				
5th				

Event 6				
1st				
2nd				
3rd				
4th				
5th				

RESULTS

1st (£50 and "Scotsman Trophy") 01 2nd (£30) 02

3rd (£20) 14 4th (£10) 17

Fastest Lap: 1 - 14.5 secs. 61 M.P.H.

Winner's Speed: m. s.: 59.4 mph.



Why not join the

Scottish Motor Racing Club Limited

INCORPORATING THE
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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.

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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 :

.....
(Signed)

Date 1965.

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12 LAPS

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77	E. A. LABINJOH/Jack Fisher	Mini-Cooper S	1293
78	W. N. A. DRYDEN S.M.T. Sales & Service Ltd.	Vauxhall VX 4/90	1594
79	T. R. FETHERSTONEHAUGH	Mini-Cooper S	1275
80	W. A. BORROWMAN Seton Mains Garage	Mini-Cooper S	1275
81	T. B. D. CHRISTIE	Mini-Cooper S	1275
82	GRAHAM BIRRELL Graham Birrell Racing	Ford Perdal Anglia	1960
83	J. KENNERLEY Gordons of Stockport	Lotus-Cortina	1594
84	G. A. PERCIVAL/Team Perdal	Ford Perdal Anglia	1710
85	A. PALADINI (Res. L. Paladini)	Mini-Cooper S	1275
86	A. W. COWAN/Border Reivers	Sunbeam Rapiere	1592

RESERVES

01	I. MCGOWAN Wigtown Eng. Works	Mini-Cooper S	1293
02	J. MURPHY	Lotus Cortina	1558

RESULTS

1st (£15) **79** 2nd (£10) **83** 3rd (£5) **82**
 4th (£3) **81** Fastest Lap: **49** - **48.6** secs. **56.71811**
 Winner's Speed: m. s.: **54.5** mph.

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9	J. MACKAY Hugh Shannon Racing	Shannon-Lotus	1220
10	J. A. SUTTON Mills Gar. (Sunderland) Ltd.	Attila-Chevrolet	5700
22	J. MILLAR	Lotus 23B	1620
23	T. SIMPSON/Fife Racing Team	Lotus 23	1098
24	G. R. C. DUNCAN Team Leedspeed	Mallock U2	1499
25	I. A. B. HARRIS Team Leedspeed	Mallock U2	1498
39	J. NICHOLSON John Nicholson Racing	Lotus Eleven	1098
26	K. BOOTH David Plumstead Racing	Mallock U2	1498
27	R. G. TURNBULL Jimmy Blumer	Lotus Seven	1498
RESERVES			
09	V. CONNOLLY	Lotus Seventeen	1220
28	I. C. BATTY	Lotus Seven	1498
29	I. COCHRANE	Lotus Seven	1498
40	M. GARRETT	Mallock U2	997
1st (£30) <u>7</u> 2nd (£20) <u>09</u> 3rd (£10) <u>22</u>			
4th (£5) <u>29</u> Fastest Lap : — <u>48.2</u> secs.			
Winner's Speed: m. s.: <u>55.2</u> mph.			

Sports Cars up to 1200cc

Car	12 LAPS		
No.	DRIVER/Entrant	Make/Model of Car	cc
19	W. J. TURNBULL D. M. Bertram	L.W.S.	1098
20	R. FORESTER-SMITH	Lotus Seven	997
21	G. P. D. BELLERBY (Res P. F. Butler)	Lotus Seven	997
23	T. SIMPSON/Fife Racing Team	Lotus 23	1098
34	D. C. LAMB	Lotus Eleven	1098
35	G. CROSSLEY	Lotus Eleven	1098
37	J. MACKAY Hugh Shannon Racing	Lotus Eleven GT	1098
38	M. H. GILL	Terrier	997
39	J. NICHOLSON John Nicholson Racing	Lotus Eleven	1098
40	M. GARRETT/Team Leedspeed	Mallock U2	997
RESERVES			
04	D. MACDONALD R. Simpson-Smith	Evad Special	997
76	J. G. MACWILLIAM Fife Racing Team	Marcos	1098
1st (£15) <u>39</u> 2nd (£10) <u>38</u> 3rd (£5) <u>35</u>			
4th (£5) Fastest Lap : — mph.			
Winner's Speed: m. s.: mph.			

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Advance Booking Form on Page 35

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