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Programme 3/-



# INGLISTON

10th AUGUST, 1969



## The August Race Meeting





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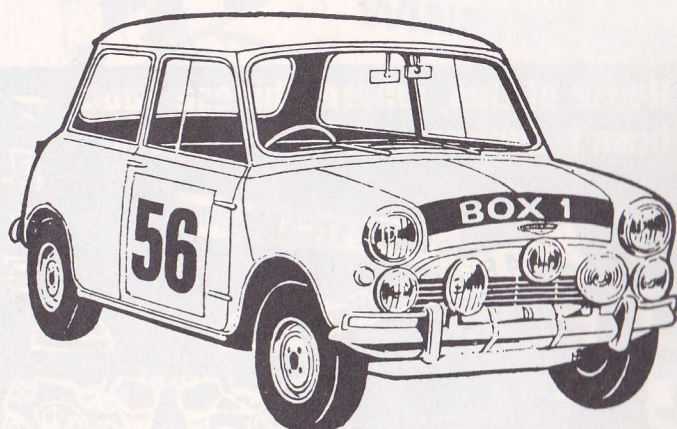
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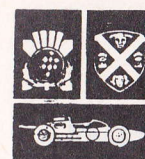
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## THE AUGUST RACE MEETING

**Sunday, 10th August, 1969**

organised by

**The Scottish Motor Racing Club Ltd.**

### PROGRAMME

Time Event No.

9.45 a.m.		Practice	
2.00		Demonstration drive by Andrew Cowan	
2.20	1	Special Saloon Cars — Heat 1	10 laps
2.45	2	The "Crawfords of Edinburgh" Trophy Race for Formula Ford Cars	15 laps
3.15	3	Special Saloon Cars — Heat 2 (over 1000 cc)	10 laps
3.40	4	Special Saloon Cars — Heat 3 (up to 1000 cc)	10 laps
4.05	5	Production Sports Cars	10 laps
4.30	6	The King Hussein Trophy Race for Formula Libre Single-Seater Racing Cars	20 laps
		Presentation of Trophies	
5.15	7	Special Saloon Cars — Final	
		The Hartley Whyte Championship Race	15 laps
5.45	8	Special G.T. Cars	10 laps



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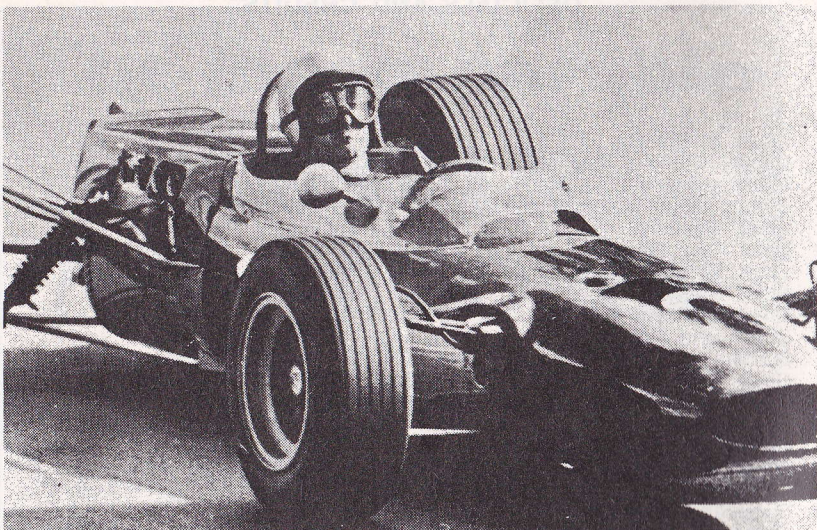
## OFFICIALS AND CREDITS

Clerk of Course ... ..	Dr. J. G. WAUGH, O.B.E.
Deputy Clerk of Course ...	A. D. HORNE
Chief Marshal ... ..	A. H. B. CRAIG
Deputy Chief Marshal ...	P. J. TUGWELL
Chief Observer ... ..	R. J. TRAILL
Chief Flag Marshal ... ..	W. W. HUME
Chief Track Marshal ... ..	G. F. STOREY
Chief Paddock Marshal ...	E. R. HERRALD
Chief Spectator Marshal ...	D. McLAUCHLAN
Chief Grid Marshal ... ..	G. MONTGOMERY
Starters ... ..	J. A. DICK PEDDIE & D. M. FRASER
Chief Crossing Marshal ...	ANGUS DICK
Chief Pits Area Marshal ...	K. H. ROBERTSON
Chief Medical Officer ... ..	Dr. MacDONALD
Chief Timekeeper ... ..	Dr. L. JAMIESON
Chief Scrutineer ... ..	J. GARDEN
Commentator ... ..	J. W. McINNES
Secretary to Meeting ... ..	A. M. LAMB
Competitor Reception ... ..	E. D. HODGES & E. S. CHAPMAN
Results Processors ... ..	W. H. CRABB & M. MALCOLM
Lap Indicator Marshal ... ..	G. KERR
Steward (for R.A.C.) ... ..	A. K. STEVENSON, O.B.E.
Stewards (for Club) ... ..	J. R. STEWART, R. KAY, N. T. LITHGOW
Judges of Fact ... ..	W. A. MARTIN, I. CUNNINGHAM, L. BROWN.
Chairman of Race Committee	J. L. ROMANES
Public Relations ... ..	COMPRO PUBLIC RELATIONS LTD. (GRAHAM GAULD)
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Outside Advertising ... ..	ERIC BRYCE, PETER TUGWELL, C. L. LOURIE, J. R. INGLIS, R. HUME, G. GAULD.

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/4892





## THE UNSUNG HEROES

Each month in your Ingliston programme you will find a list, taking up a full page, of "Officials and Credits". To most of you these must be just faceless names. Who are these people that do all the work behind the scenes? What do they do? Today let us look at one or two of them.

John Romanes, known in the credits as the "Chairman of Race Committee", is also well known to Ingliston regulars as the Chairman of Scotcircuits Limited. John's job on Race Committee is one that no other member would wish to occupy; as well as acting as a liaison between Scotcircuits and the SMRC, he has the difficult job of keeping order amongst a somewhat boisterous committee. John tackles the job remarkably well, however, and must be reckoned on as number one man behind the Ingliston scene.

After leaving Melville College, Edinburgh, as an 18-year-old in 1941, John joined the RAF and, on demobilisation, refused point blank to return to formal education and the university career his parents had in mind. Motor racing and engineering called harder than training for the family business in Edinburgh, but ignoring the latter meant lacking the wherewithall to pursue the former, a fairly classic situation among would-be racers. John worked for a good few years, however, for many of the leading lights of the day, including Raymond Mays, Peter Monkhouse, and Ian Connell. Returning to Edinburgh with his wife, Doris, in 1953, he at last settled down in the family business. Finding that motor racing and business were not necessarily mutually

exclusive, in 1957 he thus started racing on his own account, his first car being built by himself from a Chapman Kit and wholly maintained by himself. While most of his early racing was done in Scandinavia, perhaps the achievement that gave him the greatest pleasure was to be the first private entrant home in his Lotus 18 in the B.R.D.C. Silverstone meeting which included the British Grand Prix in 1960. In 1963 many might have thought that his racing was over when he fractured his spine while racing his Lotus 23 at Aintree. Nothing undaunted, he was back in 1964 with an ex-Frank Gardner Brabham. In 1966 he purchased the Lotus 35 which he still owns and raced this himself at Ingliston for a couple of seasons before giving Bill Dryden the wheel. Today Andrew Fletcher is driving and, remembering his magnificent run in the second part of the main race at the July meeting, we can look for big things.

Amongst his other jobs before each Ingliston meeting, John, together with the Secretary to the Meeting, spends many weary hours on the telephone chasing up competitors so that you, the public, will have the benefit of full grids. He can also be seen at all times of the day and night dashing about the circuit checking barriers, the state of the facilities, the condition of the track and sundry other details. In short, John's whole existence is very closely tied up with Ingliston, although he still finds time to manage the Lothian Chemical Co. Ltd.

Clerk of the Course is Edinburgh Dental Surgeon, Geoff Waugh. His interest in Motor sport commenced about 30 years ago when he competed with his father in the National Scottish Rally in a Hillman Aero Minx. He did a little motor sport up until the war and, when that ended, he was one of the faithful band involved in the sport in the East of Scotland. At that time he could be seen competing in rallies and driving tests in an HRG. At the same time Bill Shepherd—well known to Ingliston regulars as the entrant of John Milne's cars—was in the factory HRG rally team together with people like Marcus Chambers and John Gott (yes, the same John Gott that will be thundering round the track this afternoon in a Monster Healey).

Geoff's involvement in the administration side of motor racing is a long one. He was a member of the Winfield Joint Committee in the early days of racing at Charterhall and was later a Director of the original Scottish Motor Racing Club. The latter was disbanded only to be re-formed again when Ingliston came along in a merger with the Border Motor Racing Club.

As the Clerk of the Course, Geoff is pretty well responsible for everything that goes on at the meeting and he is the man who has to answer the questions to the RAC when these are raised. His responsibility is awesome and covers the safety of all in the showground. The decision as to whether racing may commence and, should it ever prove necessary, whether a meeting should be cancelled rests solely with him. In short, Geoff is pretty well the number one man at Ingliston on the day as far as competitors are concerned. And, as if that was not enough, he has just become the new chairman of the SMRC.

The man guarding the gate through which cars pass to enter the track is Ken Robertson (whose official title is the Chief Pits Area Marshall). Craggy Ken has a team around him that works pretty well keeping the competitors under control in the Pits area. To complicate matters at the July meeting, Ken also had one of the STV cameras right beside him with Bill Kerr Elliot doing his interviews, but he took it all in good part. You may think after a casual glance at the pits entry that Ken's job is an easy one, but a few minutes "on station" will persuade you otherwise. The Pits area beside the track is inclined to get pretty hectic since there just is not room for very car and every mechanic and hanger-on to mill around. It is one of Ken's jobs to make sure that if A. N. Other belts in, spitting oil all over the place,



only A. N's mechanic can leap to the rescue unencumbered by the Ingliston crowd. And while one beady eye is fixed firmly on the pits road the other is watching the cars assemble for the next race.

Somehow or other he has also to ensure that cars get out on to the track at the right time and, a very important point, that they do not get tangled up with the leaders of the race storming round Merchants.

The person spectators must look out for is Super Sleuth Don McLaughlan. Don, mine host at Norway House during the week, is Commander-in-Chief of the Ingliston spectator, "commandos". His is the responsibility for ensuring that spectators are kept to the spectating areas and are not left to wander into prohibited zones where they may encounter danger to both life and limb. He makes a thankless job look easy and one which is carried out in a most efficient and "patron pleasing" manner. So, please, do not talk back if you happen to come across him in an embarrassing situation (such as climbing over the wall to avoid paying!).



GEOFF WAUGH

Courtesy of "Top Gear"

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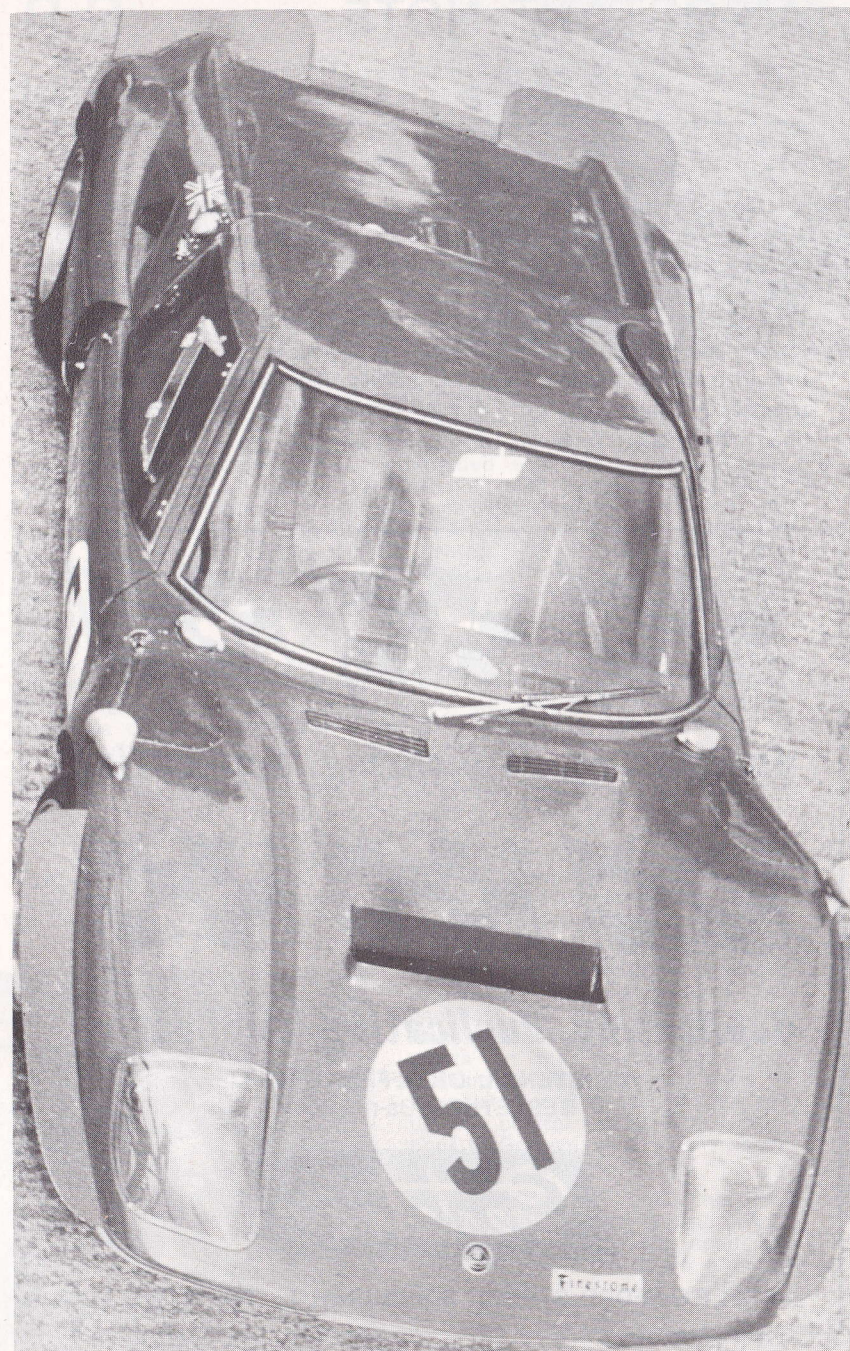
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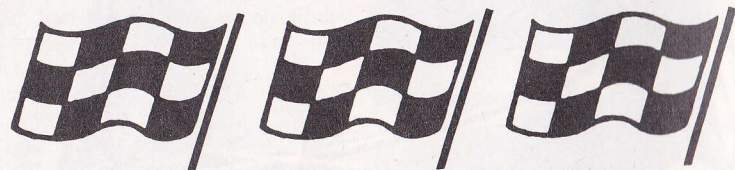




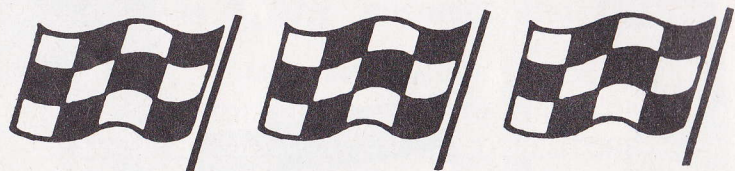
## IMPORTANT NOTE

to present and prospective competitors

Closing dates for the remaining two Ingliston meetings will now be 26th August and 23rd September, 1969. In addition to these changes from the Regulations as printed, the organisers reserve the right at all times to amalgamate classes and/or combine or cancel races where insufficient entries are received and to vary and alter, if desired and considered necessary, the expenses allocation scheme and prize money payable, provided always that details of changes in expenses allocation and prize money will be notified to competitors in Final Instructions.



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## B.B.

(or Birrell's Benefit)

Graham Birrell has been caught at last. On Friday in Yorkshire he married Jennifer Nadin, who is no stranger to Ingliston, and there was a good turn-out of motor sporting personalities from both the racing and rally world.

While it isn't often that we have a marriage of racing enthusiasts, Graham and Jennifer first met on the R.A.C. Rally when they both drove Imps—Graham's was actually a Chamois.

Jennifer had been driving in rallies for some time and she still recalls the feature story written on her by Max le Grand of *Car* magazine. Max arrived almost unheralded with his toothbrush and proceeded to camp in the Nadin household until he finished his story.

Jennifer then came into prominence with Formula Vee when she was asked to drive in Vee races in Britain for the Volkswagen GB team. Here she was coached in her driving by Nick Brittan and if she learned anything from him it doesn't show as she is actually a very tidy driver on the track. Mind you, she still admits that at times her enthusiasm gets beyond the capabilities of the car. Indeed it is said that Graham married her so that he could exert more control over the cheery blonde. Others say she talked him into it in her most persuasive way. Graham resisted quite well. We all thought he was going to maintain his bachelorhood but finally, with the kind of decisiveness one has come to expect, they suddenly announced their intention to marry and six weeks later it has come to be.

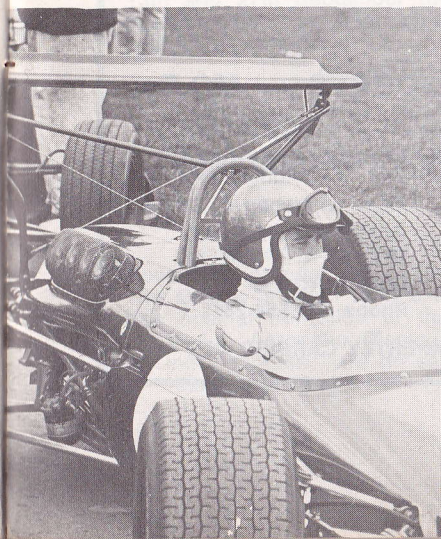
Graham has always been kidded about his handsome good looks, but when it comes to females he has always tended to play his cards close to his chest. Despite all the ribbing he has had about his protracted romance with Jenny, he took it well.

Marriage seems to be contagious in the Birrell family for just before the Graham Birrell announcement, Gerry quietly got himself married to Margaret Eltingh, and then third brother Iain Birrell announced his engagement to his long-time girl-friend "Bosie" Reid.

Graham and Jennifer have bought a flat in Hyndland, Glasgow, where they will settle down, but Jennifer still has her ex-factory Rally Imp and gave it an airing last month on the Hackle Rally with Graham acting as service crew. It was quite funny to see Jennifer roll up to a control and scream instructions to Graham, who got his hands dirty for a change.

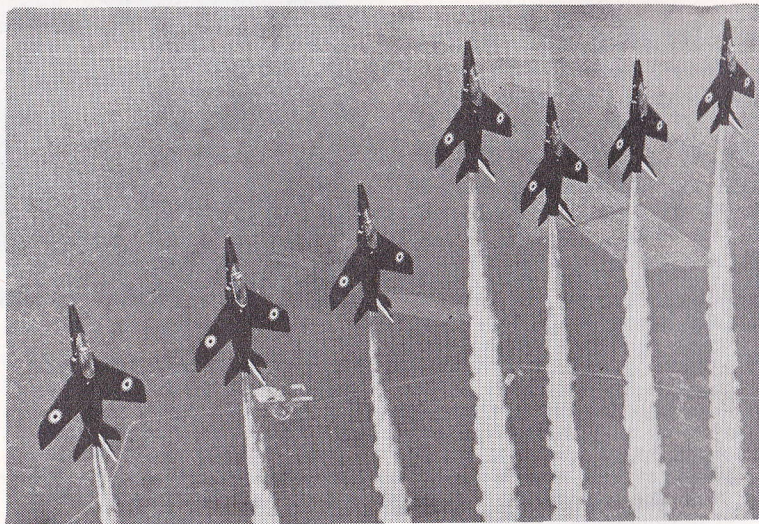
For the record, since his first meeting with Jennifer on the R.A.C. Rally, Graham has never again entered the event: is there a moral here?

Graham Guald.





## Return of the Red Arrows



**DON'T MISS THEM — INGLISTON, 7th SEPTEMBER**  
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## INGLISTON NOTES

D. S. Crawford are interested in speed not only on the circuit but off it. Their excellent catering service endeavours to provide quick and efficient attention at all times together with first-class food. Club Members may enjoy a splendid three-course luncheon in the MacRobert Pavilion for 11/6. Other members of the public can obtain lunch and high tea in the Herdsman's Restaurant (situated to the north of the main Grandstand), where a specimen menu may consist of: Soup or Fruit Juice 1/3, Braised Steak 6/-, Haddock and Chips (high teas only), 5/3, Apple Tart and Fresh Cream 1/6, Fruit Salad with Fresh Cream 2/6.

Hot drinks, pies and bridies and roll sandwiches are available at the Snack Bars situated in the Herdsman's Restaurant, on the ground floor of the MacRobert Pavilion, in the East Gate Yard and in the area between Gardeners' and Shepherd's Corners. For "pinta people" the Scottish Milk Marketing Board sell milk drinks in their Milk Bar at the east end of the Grandstand. Cigarettes are on sale from the Players Kiosk situated behind the main Grandstand.

After the close of racing Club Members may obtain high tea in the MacRobert Pavilion. The Club also has a licensed Bar open from 12.30 to 2.30 and 6.30 to 9.30. This is often a good opportunity for the drivers to meet together socially after the racing to air their views, and members are always welcome. Why not pop along and air your views on the day's sport to both the competitors and the organisers?

★ ★ ★

Grandstand tickets are available, to those wishing to view the day's sport in comfort, from a kiosk immediately behind the Crossing Point to the Central Enclosure in the centre of the main Grandstand. For those who prefer the Shepherd's Grandstand tickets are available from a kiosk in the East Gate Courtyard. Prices for all tickets are 10/-. For those wishing to make sure of their seats in advance, a booking form for the remainder of the 1969 Season is on page 46.

★ ★ ★

Dates to note in your diaries for the 1969 Season at Ingliston are :  
7th Sept.—The Lombank Trophy Race Meeting.  
5th Oct.—The October Race Meeting.

Scottish Motor Racing Club members will also want to note that 13th and 27th September have been provisionally fixed as Members' Practice Days (at which club members can "have a go" on the circuit for a mere 10/-).

★ ★ ★

Racing at Ingliston has been made possible by the courtesy of the Royal Highland and Agricultural Society, whose Showground this is. Please return this courtesy by respecting their property and refraining from climbing on buildings and scattering litter.

★ ★ ★

Please remember that :  
Dogs are not permitted in the Showground during race meetings. The Circuit is open from 9.45 a.m. for practice (at no extra charge). The special attraction at the September meeting at Ingliston is the R.A.F. Aerobatic Display Team "The Red Arrows".  
Racing "goodies" are on sale from Graham Birrell immediately behind the Grandstand.



Details of programme advertising and facilities for selling goods at Ingliston are available from Scotcircuits Ltd., National Bank Chambers, Duns, Berwickshire.  
Details of trackside advertising may be obtained from Aerosigns (London) Ltd., Malborough Hall, Lassel Street, London, S.E.10.

★ ★ ★

The organisers often hear the complaint that there are excessive delays between each race and that a shortening of this time loss would lead to a smoother and slicker Meeting. While appreciating the feelings of the critics, we must point out that between each race the track is inspected by the Clerk of the Course to make quite sure that it is safe for continued racing. Many hazards may literally litter the circuit after an event—crashed vehicles (or debris therefrom), oil, etc. To minimise the danger the Clerk of the Course closes the circuit to racing cars after each event and drives round personally to ensure that all is well. On his tour he also collects from the various Marshalls' posts reports on the previous race, thus giving him detailed knowledge of every aspect of each event almost immediately. Once satisfied that there is no danger, the Clerk then re-opens the track, allowing the competitors for the next event to complete their warming-up laps. While the Clerk's tour is usually executed fairly speedily, spectators should remember that delays may be caused where crashes have necessitated breakdown trucks being called up. The more debris there is on the track, the longer it takes to clear it (which often explains the somewhat longer delays on rainy days!). In short, most of the delays between events are completely outwith the organisers' control, who do everything in their power to make things run just as smoothly as possible.

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## INGLISTON LAP RECORDS

**Circuit : 1.03 miles**

### FORMULA LIBRE CARS

Over 1000cc :

W. FORBES (Lola T142) ..... 49.8 secs. 74.46 m.p.h.

Under 1000cc :

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

### FORMULA FORD CARS

D. WALKER (Lotus 61) ..... 56.8 secs. 65.28 m.p.h.

### SPECIAL GT CARS

Over 1150cc :

J. MILES (Lotus 62) ..... 53.0 secs. 69.96 m.p.h.

Under 1150cc :

E. LABINJOH (Fisher GT) ..... 58.5 secs. 63.38 m.p.h.

### PRODUCTION SPORTS CARS

Under 1150cc :

W. N. A. DRYDEN (Hondo 800S) ..... 61.2 secs. 60.58 m.p.h.

Over 1150cc :

J. GOTT (Austin-Healey 3000) ..... 61.2 secs. 60.58 m.p.h.

### SALOON CARS

Over 1000cc :

G. B. BIRRELL (Twin Cam Escort) ..... 57.0 secs. 65.05 m.p.h.

Under 1000cc :

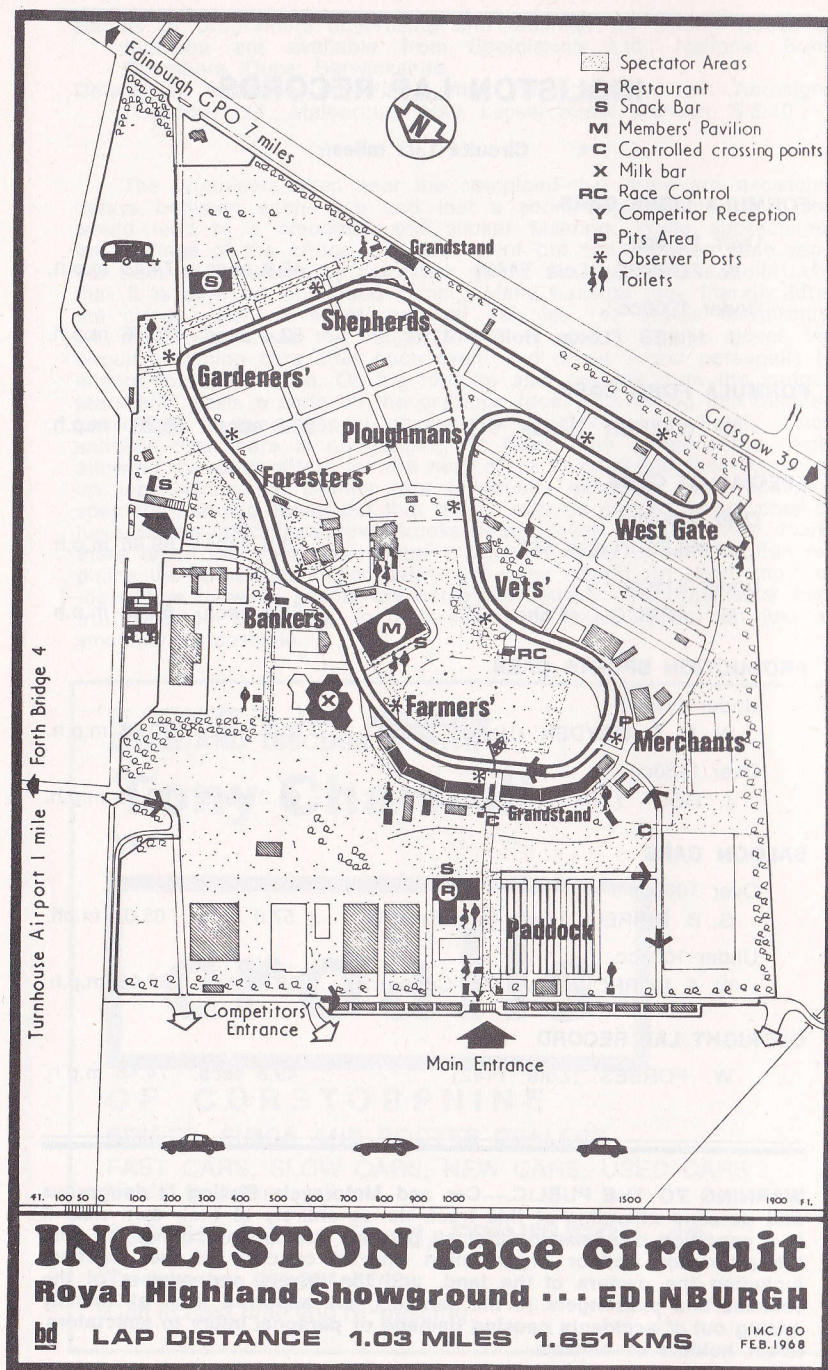
W. A. BORROWMAN (Mini-Cooper S) ... 58.9 secs. 62.95 m.p.h.

### OUTRIGHT LAP RECORD

W. FORBES (Lola T142) ..... 49.8 secs. 74.46 m.p.h.

**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.





## INGLISTON LAP CONVERSION TABLE

1 LAP = 1.03 Miles

secs.	m.p.h.	secs.	m.p.h.	secs.	m.p.h.	secs.	m.p.h.
45.0	82.40	50.0	74.16	55.0	67.42	60.0	61.80
45.1	82.22	50.1	74.01	55.1	67.30	60.1	61.69
45.2	82.04	50.2	73.86	55.2	67.17	60.2	61.59
45.3	81.85	50.3	73.72	55.3	67.05	60.3	61.49
45.4	81.67	50.4	73.57	55.4	66.93	60.4	61.39
45.5	81.49	50.5	73.42	55.5	66.81	60.5	61.29
45.6	81.32	50.6	73.28	55.6	66.69	60.6	61.19
45.7	81.14	50.7	73.14	55.7	66.57	60.7	61.09
45.8	80.96	50.8	72.99	55.8	66.45	60.8	60.99
45.9	80.78	50.9	72.85	55.9	66.33	60.9	60.89
46.0	80.61	51.0	72.71	56.0	66.21	61.0	60.79
46.1	80.43	51.1	72.56	56.1	66.10	61.1	60.69
46.2	80.26	51.2	72.42	56.2	65.98	61.2	60.58
46.3	80.09	51.3	72.28	56.3	65.86	61.3	60.49
46.4	79.91	51.4	72.14	56.4	65.74	61.4	60.39
46.5	79.74	51.5	72.00	56.5	65.63	61.5	60.29
46.6	79.57	51.6	71.86	56.6	65.51	61.6	60.19
46.7	79.40	51.7	71.72	56.7	65.40	61.7	60.10
46.8	79.23	51.8	71.58	56.8	65.28	61.8	60.00
46.9	79.06	51.9	71.45	56.9	65.17	61.9	59.90
47.0	78.89	52.0	71.31	57.0	65.05	62.0	59.81
47.1	78.73	52.1	71.17	57.1	64.94	62.1	59.71
47.2	78.56	52.2	71.03	57.2	64.83	62.2	59.61
47.3	78.39	52.3	70.90	57.3	64.71	62.3	59.52
47.4	78.23	52.4	70.76	57.4	64.60	62.4	59.42
47.5	78.06	52.5	70.63	57.5	64.49	62.5	59.33
47.6	77.90	52.6	70.49	57.6	64.38	62.6	59.23
47.7	77.74	52.7	70.36	57.7	64.26	62.7	59.14
47.8	77.57	52.8	70.23	57.8	64.15	62.8	59.04
47.9	77.41	52.9	70.09	57.9	64.04	62.9	58.95
48.0	77.25	53.0	69.96	58.0	63.93	63.0	58.86
48.1	77.09	53.1	69.83	58.1	63.82	63.1	58.76
48.2	76.93	53.2	69.70	58.2	63.71	63.2	58.67
48.3	76.77	53.3	69.57	58.3	63.60	63.3	58.58
48.4	76.61	53.4	69.44	58.4	63.49	63.4	58.49
48.5	76.45	53.5	69.31	58.5	63.38	63.5	58.39
48.6	76.30	53.6	69.18	58.6	63.28	63.6	58.30
48.7	76.14	53.7	69.05	58.7	63.17	63.7	58.21
48.8	75.98	53.8	68.92	58.8	63.06	63.8	58.12
48.9	75.83	53.9	68.79	58.9	62.95	63.9	58.03
49.0	75.67	54.0	68.67	59.0	62.85	64.0	57.94
49.1	75.52	54.1	68.54	59.1	62.74	64.1	57.85
49.2	75.37	54.2	68.41	59.2	62.64	64.2	57.76
49.3	75.21	54.3	68.29	59.3	62.53	64.3	57.67
49.4	75.06	54.4	68.16	59.4	62.42	64.4	57.58
49.5	74.91	54.5	68.04	59.5	62.32	64.5	57.49
49.6	74.76	54.6	67.91	59.6	62.21	64.6	57.40
49.7	74.61	54.7	67.79	59.7	62.11	64.7	57.31
49.8	74.46	54.8	67.66	59.8	62.01	64.8	57.22
49.9	74.31	54.9	67.54	59.9	61.90	64.9	57.13





Courtesy of "Top Gear"

## THE MARATHON

They called it a Marathon. And a Marathon it was. The fun started last winter in front of some 30,000 people when 98 cars, ranging from Volvo to vintage Bentley, set off from Crystal Palace on the first leg of the longest and most arduous international rally ever held. The route meandered its way from London (England) through Europe to Bombay and, after a restful sea journey, from Fremantle across the Australian continent to Sydney. 10,070 miles in all, throwing up hazards which ranged from fog, rain, flooding, ice and snow to bush, swamp, desert, mountains, kangaroos and wombats (whatever they may be). The winners—Andrew Cowan, Brian Coyle and Colin Malkin in the works Hillman Hunter.

This afternoon S.M.R.C. member Andrew Cowan has brought the victorious Hunter to Ingliston so that it may be seen by Ingliston spectators. Andrew plans to give a demonstration lap or two to warm the car up and to show just why it was that he won the rally. Watch out, at the same time, for the new flag which marshalls may require during the display—a blue flag with a yellow kangaroo on it! Andrew, himself, hails from Chirnside, the home of the late Jim Clark, and has recently switched his allegiance from Rootes (who have withdrawn from motor sport) to British Leyland, for whom he has now signed to

drive. We know that all spectators will join with us in wishing him every success with his new team.

To date, however, Andrew's most famous success must surely be the Marathon. In the first leg of the rally to Bombay the Hillman team were content to keep themselves in the first dozen, harbouring the car's strength for the trials to come. The real story of the London-Sydney rally began when the remaining cars disembarked at Fremantle and later set out hell-bent from Perth for Sydney, some 3,500 miles away, each of them determined that the prize would be theirs. First to leave were Roger Clark and Ove Andersson, the then overall leaders and favourites. Past the first few controls at Youanmi, Marvel Loch and Lake King and then across the Nullarbor Plain to Ceduna the field drove straight into a controversy as to rumoured "baulking" by Australian competitors and spectators. No serious incidents occurred, however, and it was the Staepelaere/Lampinen Ford Taurus which was in the lead at Quarn, one minute ahead of Bianchi and Ogier in the Citroen. Clark and Andersson having blown a gasket and followed through with burnt valves, were relegated to third place, but their troubles were minimised at Port Augusta, where the appropriate spares were made forthcoming from a cannibalised Jackson/Chambers Cortina.

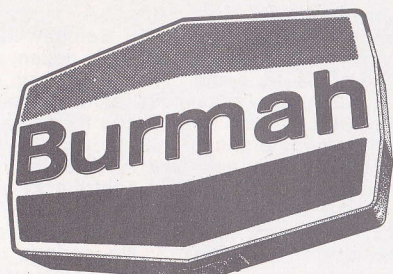
From Fort Augusta, Clark and Andersson pushed their Lotus Cortina to the limit in an attempt to regain the lead, and at Brackina were only four minutes behind Bianchi and Ogier. The Ford Taurus, which had been leading at Quarn, had lost eight minutes on the Morano-Brackina section, having broken a strut on a momentary excursion "into the cabbage patch". With the help of an instant repair aided "voluntarily" by a mechanic who just happened to be passing on his motor-cycle, the Taurus was in third place from the BMC 1800 of Aaltonen/Liddon/Easter. Tying for fifth place were Cowan/Malkin/Coyle in the Hunter and Green/Murray/Shepherd in an 1800, but the Cowan car was in fact listed ahead on the "furthest cleanest" principle in operation.

Over the final stages the Hillman trio started to pile on the pressure. Clark and Andersson were also spurring on the horses but, only 400 miles from the end, their hopes were dashed when the Cortina suffered a broken rear suspension. They obtained a rear axle, after some dickering, from a spectator but the exchange was expensive in terms of time and put them back into tenth place. Cowan, Malkin and Coyle were now in second place, biting the dust from the leading Citroen. Only 100 miles from the finish Bianchi and Ogier collided heavily with a non-competing oncoming Mini, putting an end to their great drive and their hopes. The road was clear for Andrew Cowan, Colin Malkin and Brian Coyle and they took full advantage, driving the Hillman Hunter home to the prize money: a triumph of reliability and shrewd tactics. Out of the 98 starters, 56 finished.

To some the greatest disaster of the Marathon occurred when Schellberg's 1930 open Bentley proved too heavy for the rain-affected road in Turkey and disappeared into a gully. To others it was the cruel stroke of fate which stopped the leading Citroen so close to the chequered flag and which put the gallant Bianchi in hospital. All credit must go, however, to Andrew Cowan and his team, and Ingliston welcomes this quiet-mannered Borderer to the circuit with the winning car.

N.B.—Impressed spectators should note that the organisers are not agents for Hillman and that Hunters are not on sale—Graham Birrell may be able, however, to put you in touch with a wombat behind the grandstand. (Well, everything else is there!) More details of the winning car and the preparations behind the Rootes entry are on page 42.





comes to  
the home  
of Scottish  
motor  
racing

EVENT 1

2.20 P.M.

# SPECIAL SALOON CARS

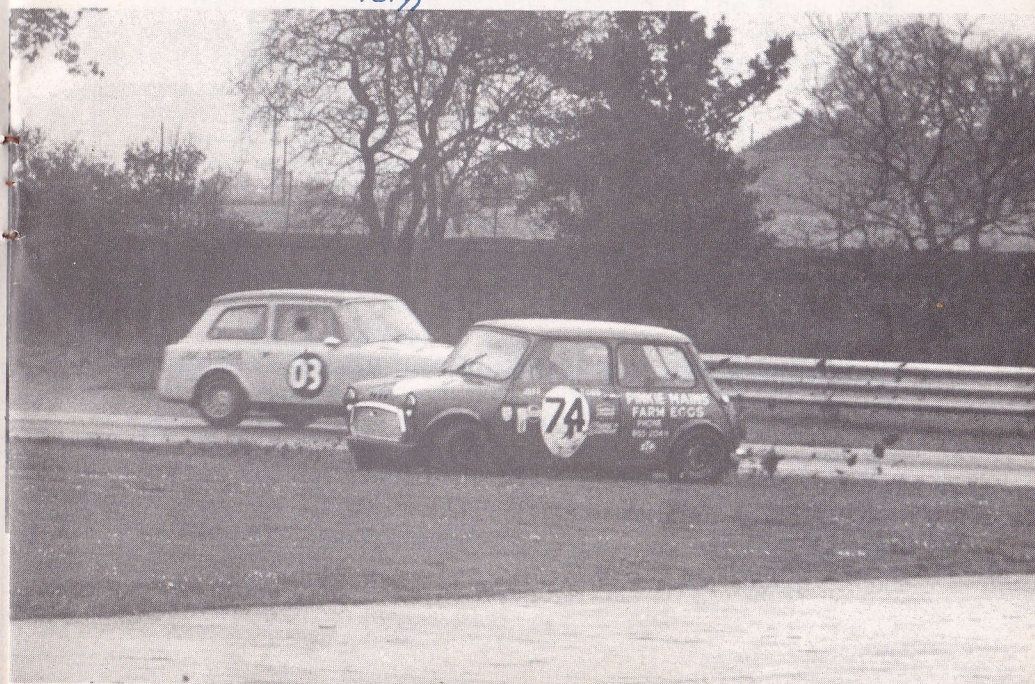
HEAT 1

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
61	I. C. R. KYDD	Mini Cooper S	1293
68	D. W. MILLAR	Ford Anglia	1498
79	T. PHILIP	Hillman Imp	998
80	M. B. WOOD	Mini Cooper	998
81	J. GRANT	Mini Cooper S	970
82	C. LIVINGSTON	Renault	998
86	J. HANNAH	Milbro Mini	998
87	R. J. SCOTT	Mini Cooper	998
1-90	A. ORMISTON	Mini Cooper S	997
91	P. MARSH	Mini Cooper	997
93	D. O. STEVENSON	Mini Cooper S	999
97	W. G. DYKES	Mini Cooper	998
3-98	N. R. GINN	Mini 7	850
99	J. L. RITCHIE	Austin A40	998
108	J. PINKERTON	Mini	1293
109	I. COCHRANE	Ford Anglia	1650
115	W. ALLISON	Mini Cooper S	1293
2-119	R. M. BROWN	Ford Anglia	1550
94	C. REEVES (1st Reserve)	Mini Cooper	998
117	J. SWAN (2nd Reserve)	Mini Cooper S	1098
112	J. B. HOLLEY (3rd Reserve)	Ford Cortina	5400

1st (£20) ... 73 ... 2nd (£12) ... 119 ... 3rd (£8) ... 86 ...

4th (£6) ... 108 ... 5th (£4) ... Fastest Lap 108 ... — 64 ... secs. 57.99 min.  
(INCL 30s PENALTY)





**G  
O  
FOOD  
D**

**at**

**CRAWFORDS**

**HIGH CLASS RESTAURATEURS,  
BAKERS AND CONFECTIONERS**

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**Branches throughout Scotland and N.E. England**

# **THE "CRAWFORD'S OF EDINBURGH" TROPHY RACE**

D. S. Crawford Ltd., trading in Edinburgh as "Crawfords" and outside Edinburgh as "Crawfords of Edinburgh", are the largest Restaurateurs, Bakers and Confectioners in East Scotland.

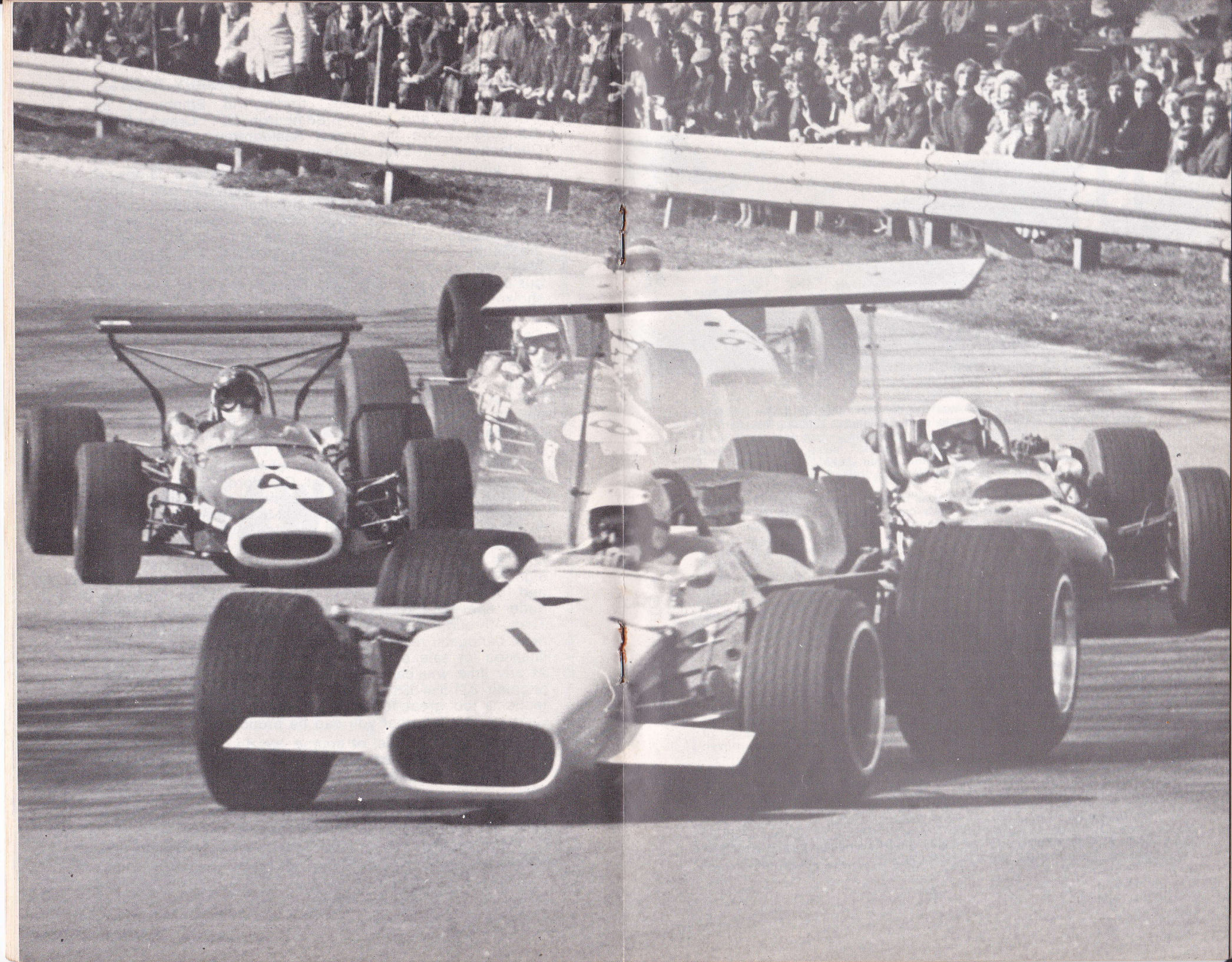
Until 1962 Crawfords had Restaurants and Shops in Edinburgh only. Since that date expansion has been rapid and we now have Bakeries in Edinburgh, Glasgow, Grangemouth, Newcastle and South Shields, serving our shops and restaurants from the Tay in the North to the Tees in the South. Baking to Scottish recipes and standards has been well received in England and you can now enjoy our bread and pastries in most large towns in the areas shown above.

Catering interests have also expanded within the Company. These range from 12-seater snack bars to restaurants seating 400 persons. At the top of the scale, Fernie Castle in Fife, one of only seven establishments in the whole of Scotland awarded a rosette for good food by the A.A. and R.A.C., is rated for comfort, service, cuisine and its wine cellar. In Edinburgh the same standard of food can be found at the Trade Winds situated on The Shore, Leith, while 17 miles away The Old Smiddy, Pencaitland, follows the same trend of maintaining the Company motto "Food is good at Crawfords". Our Outside Catering Department, which, incidentally, has provided the catering at all Scotcircuits Race Meetings over the past four years, is now the largest catering organisation in East Scotland. Our activities include catering at The Royal Highland & Agricultural Show, The Festival Club, Race Meetings, Ram Sales, Game Fairs, Weddings of all descriptions and, in fact, for any number, either in function rooms or under canvas. Menus can range from 5/6 for Afternoon Teas—through a whole range of prices for lunches, dinners, banquets, receptions and weddings. We are also fully licensed for sale or provision of beers, spirits and wines. At any time you can get a competitive quotation by telephoning 031-554-6651, and please remember that no distance is too great for us to provide the sort of Outside Catering function that you can be proud of.

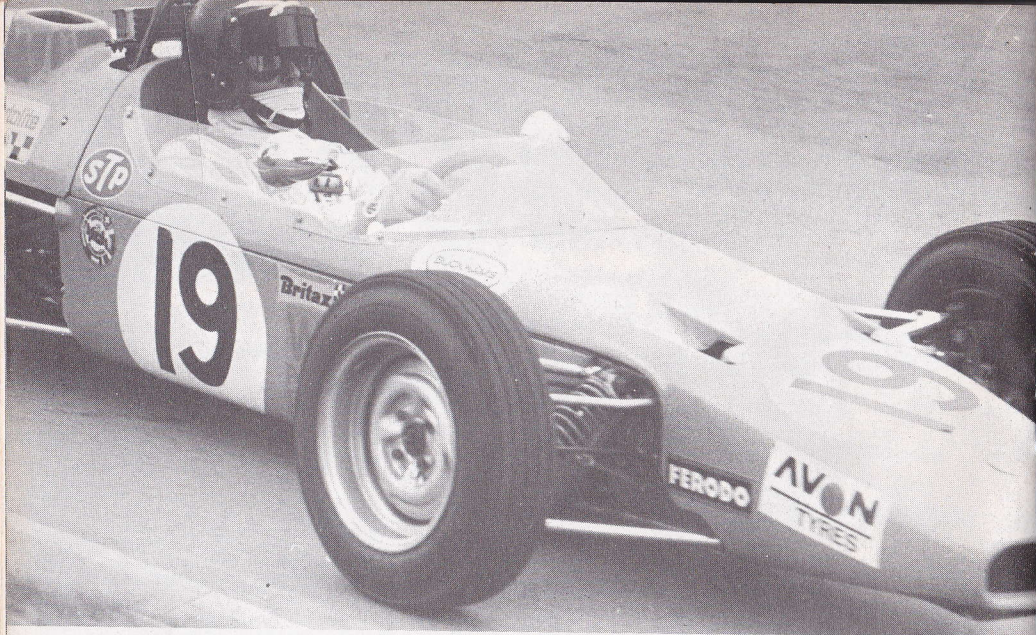
In addition to this, of course, we do have various restaurants which will seat parties of up to 200 and these are available for all types of functions for the majority of the year. Smaller numbers are catered for in the height of summer, but if you ring the number quoted above you will be able to get the exact information on this.

May we wish you a good Sunday's Motor Racing and an enjoyable day at Ingliston.









"The Irish are coming" was the cry that rang out in the S.M.R.C. office when the entries started to come in for this meeting as a strong contingent from the Emerald Isle is descending upon Ingliston. Since Formula Ford started last season we haven't seen any of the Irish gang who used to be regulars to the circuit. Let's hope it is the first wave of many as motor racing in Northern Ireland seems pretty fertile at the moment.

Malcolm Templeton, who was a regular driver both at Charterhall and at Ingliston, has entered three cars—his Lotus 22 racer for Alex Watkins and a Lotus 51 Formula Ford for Tony Martin. Malcolm is the Lotus distributor for Northern Ireland and has owned and raced a succession of Lotuses for the past 10 years. Then there is Crawford Harkness in a Lotus 61 wedge. Crawford is one of the most successful of the Formula Ford drivers along with his regular Kirkistown opponents Patsy McGarrity and Brian McSloy. The McGarrity and McSloy cars are Merlyn Mark IIA's, which are not so common here at Ingliston but which have been successful in Formula Ford races in the South. Also in Merlyns are Bernard Hunter—who had a Lotus 51 last year—and Jon Higgins, so there is quite a variety running against the Lotuses.

Just to make things interesting, however, Arthur Mallock has entered his "lower than a snake's belly" Mallock U2, which has been seen in action at Ingliston last season, where it was a big threat to the locals. Since Arthur Mallock first built the U2 sports car his name has been linked with low-budget racing and his U2 Formula Ford, which is derived from the sports car, has surprised a number of hardened Formula Ford fans. Then there is the first appearance of a new Formula Ford at Ingliston, the Pringet-Mistrale, to be driven by Mrs. Theo. G. Sibley.

Just to complete the Irish picture, Gerry Birrell will be present with his Irish Crossle, flat out to consolidate his lead in the Kings Cup Championship. Returning to challenge him will be Tom Walkinshaw with the works Hawke we saw at the July meeting. Tom is also bringing up another works car for Tony Roberts to drive, as also the older model DL1, which Martin Harvey "pilots" (Harvey is, in fact a hovercraft pilot by profession). The latter was the original Hawke prototype and has been to date the most successful!

EVENT 2

2.56 P.M.

## THE "CRAWFORDS OF EDINBURGH" TROPHY RACE FOR FORMULA FORD CARDS

15 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
19	J. B. FLETCHER	Merlyn	1600
21	B. HUNTER	Merlyn 11A	1600
22	J. MURRELL	D.R.W. 8F	1600
23	D. MANNERS	Lotus 51	1600
24	B. SQUIRES	Merlyn IIA	1600
25	E. J. CLARK	Lotus 51	1600
26	A. WATKINS/M. Templeton	Lotus 22	1599
27	T. MARTIN/M. Templeton	Lotus 51C	1600
28	C. HARKNESS/M. Templeton	Lotus 61	1598
29	P. McGARRITY	Merlyn Steele	1600
30	B. MCSLOY	Merlyn IIA	1600
31	T. G. SIBLEY	Pringet Mistrale	1598
32	R. MALLOCK/A. Mallock	Mallock U2	1600
33	J. S. HIGGINS	Merlyn-Steele	1598
34	T. WALKINSHAW	Hawke DL2	1600
35	T. ROBERTS/T. Walkinshaw	Hawke DL2	1600
36	M. HARVEY/T. Walkinshaw	Hawke DL1	1600
37	G. H. BIRRELL/Equipe Centro Scot	Crossle 16F	1600
38	P. J. KIMBERLEY (1st Reserve)	Lotus 41	1600
39	J. A. GEMMELL (2nd Reserve)	Lotus 51A	1600
40	R. PITHERS (3rd Reserve)	Lotus 51	1600

1st (£20) 39..... 2nd (£12) 36..... 3rd (£8) 21.....

4th (£4) 24..... Fastest Lap: 39 — 56.8 secs. 65.28 MPH

### KINGS CUP FORMULA FORD CHAMPIONSHIP

DRIVER/Car	April	May	July	Aug.	Total
G. H. BIRRELL/Crossle	—	9	9	<u>9</u>	<u>18 27</u>
D. MANNERS/Lotus	6	4	4	—	14
B. HUNTER/Lotus	4	6	—	<u>4</u>	<u>10 14</u>
D. WALKER/Lotus	9	—	—	—	9
T. WALKINSHAW/Hawke	—	—	6	<u>6</u>	<u>6 12</u>
M. HARNES/Lotus	3	—	—	—	3
T. D. PHILIP/Brabham	—	3	—	—	3
A. B. SQUIRES/Merlyn	—	—	3	<u>3</u>	<u>3 6</u>
G. B. BIRRELL/Crossle	2	—	—	—	2
J. GEMMELL/Lotus	1	—	1	—	2
R. PITHERS/Lotus	—	—	2	—	2

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





Bumper prize money brings some new faces (or, at least, some faces not seen for a long time) up to Ingliston to do battle with GB in the Escort. Graham, leading the Hartley Whyte Championship by two points from Jimmy Veitch, will be piling on the horses to increase his lead even further. A win today would, in fact, put him in a very strong position and Jimmy Veitch will be keen not to let him out of his sight. Bill Borrowman in the Moir & Baxter/Sports-Tune Mini managed to get his fuel injection sorted out at the July meeting and was really moving there. Graham Birrell has, in fact, commented since that he's a bit worried about this car, so look out for Bill this afternoon. A win (or even a second place today) would do Bill a lot of good in the Hartley Whyte and he will accordingly be really moving in this heat to make sure of a place in the final.

The saloon car events this afternoon are, in fact, heats, the fastest seven saloons in each class (up to and over 1000 cc) going forward to the final. The final will, of course, count towards the Hartley Whyte Championship but is also carrying monumental prize money today. Regulars may feel sure that the £100 first prize will be a Birrell Benefit, but, before laying down your bets, just hedge them with an each-way on Brian Robinson. Brian, a right flyer from the North, has been fairly moving about the English scene with his Cosworth F.V.A. powered Cortina and this afternoon sees him after the big money in haggisland. Two other Northern aces to watch out for are Bob Fox and Mike Smith, both in Wesley Cooper "S"s. Bob graduated via Mini-7 and was, in fact, Mini-7 Champion in 1966, '67 and '68. All in all it should be an entertaining field.

## SPECIAL SALOON CARS

### HEAT 2

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
9	M. SMITH/R. J. Fox ...	Wesley Cooper S ...	1100
16	D. MUTER ...	Mini Cooper S ...	1275
17	B. W. ROBINSON/Byker Hill Garage Ltd. ...	Cortina ...	1599
18	R. J. FOX ...	Wesley Cooper S ...	1275
40	J. C. GRAHAM ...	Singer Chamois ...	1200
49	A. BARRETT ...	Mini Cooper S ...	1293
76	N. E. HODGSON/Crosby Moor Garage ...	Mini Cooper S ...	1293
77	D. BOWMAN/Crosby Moor Garage ...	Mini Cooper S ...	1293
104	K. ROBERTSON ...	Thistle Mini ...	1293
3-106	W. BORROWMAN/Moir & Baxter Ltd./Sportstune ...	Mini Cooper S ...	1293
107	G. TODD/Pinkie Mains Farm ...	Mini Cooper S ...	1293
1-110	G. B. BIRRELL/Wylie's ...	Ford Escort TC ...	1858
111	E. M. SMITH ...	Mini Cooper S ...	1293
113	A. D. NIVEN ...	Ford Anglia ...	1598
114	L. EMSLIE ...	Mini Cooper S ...	1293
116	J. DRYDEN ...	Mini Cooper S ...	1293
118	R. F. MORRISON ...	Mini Cooper ...	1275
2-0	J. VEITCH ...	Mini Cooper S ...	1310

1st (£20) 110 2nd (£12) 106 3rd (£8) 0

4th (£6) 111 5th (£4) 110 Fastest Lap 110 — 58 secs. 63.93 m.p.h.







The wee saloons are also after the shekels since they qualify for bonus payments in the final of the saloon car events. Bonuses of £20 and £10 are being paid to the first two under 1000 cc saloons home in the final and it is just conceivable that a really fast boy could stroll home with £140. Quite a thought which should have had a lot of competitors tweaking away like mad last night.

One of the late night workers will doubtless have been the Gosforth team of Honda specialists, H & G Robinson Racing, whose sole aim in life is to show just what power can come from smaller and smaller engines. Starting with a basic N600, they have quietly supercharged this but have left the body, crankcase, cylinder head and block and gearbox standard. While this car was not really competitive on its first Ingliston outing, it is rumoured to develop between 75 and 90 b.h.p., which should make it a car to watch when on form. Call it the dark horse of the day, if you want.

Best bets for the lead will be, however, between the Cooper 'S's' of Andy Barton and Sedric Bell. Originally a protege of Andrews, Sedric repaid him by thumping him silly in the wee saloon race in July. Not one to take such slights on the track sitting down, Andy sorted himself out in time for the Hartley Whyte and joined battle in a big way. At the end of the day both Andrew and Sedric had clocked up laps of 58.8, 0.1 faster than the existing up to 1000 cc saloon record, but unfortunately these cannot be recognised officially since the race was not divided into classes. Two very fine drivers, however.

Another two "Foxy" characters to keep an eye on this afternoon are Mick Colley and Roger Widgey. The Mini which Roger is driving did, in fact, win its class at Silverstone at a National British Meeting in June and must be reckoned on as a pretty fast car. Entrant Bob Fox is all set to carry off the big money to England, so hang on to your hats and keep an eye on these two.

## SPECIAL SALOON CARS

HEAT 3

10 LAPS

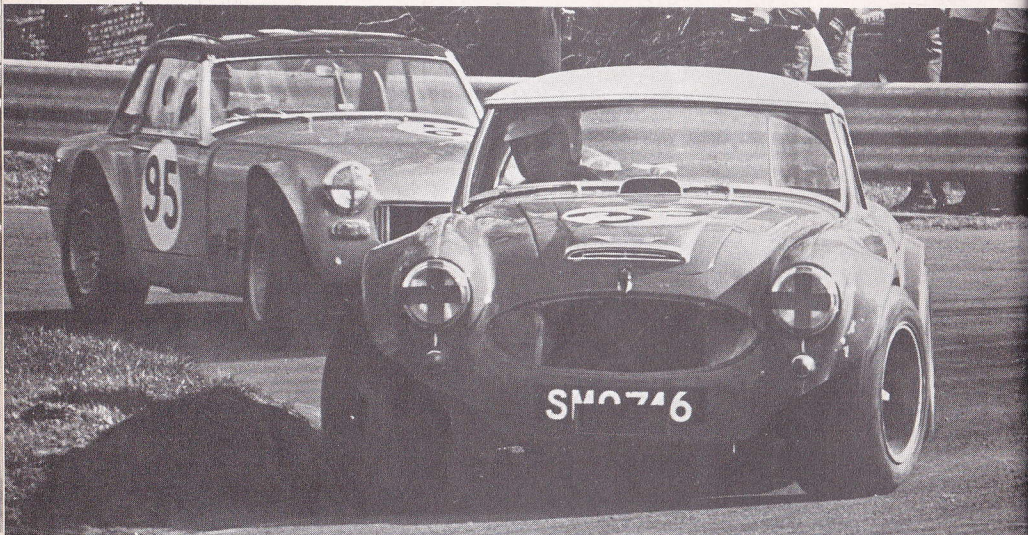
Car No.	DRIVER/Entrant	Make/Model of Car	cc
72	T. A. TWAITES/H. & G. Robinson Racing	Honda N 600	599
10	M. COLLEY/R. J. Fox	Mini Cooper S	999
64	R. WIDGERY/R. J. Fox	Mini	848
75	A. FLEMING/W. Shepherd	Mini Cooper S	1000
78	A. BARTON	Mini Cooper S	999
83	J. SIME	Mini Cooper S	999
84	R. D. McCUTCHEON	Mini Cooper S	999
85	J. E. HOWDEN	Singer Chamols	998
88	S. BELL/Bell's Motor Repairs	Mini Cooper S	999
89	K. ALLEN	Mini Cooper	998
92	K. MILLAR/J. Dryden	Mini Cooper	998
95	E. PATERSON	Colvend Mini	850
96	J. I. JOHNSON	Hillman Californian	998
100	C. FERRARI	Mini Cooper S	999
101	A. J. LITTLEJOHN	Singer Chamols	997
102	W. L. MORRISON	Thistle Mini	999
103	K. ROBERTSON	Thistle Mini	999
105	W. BORROWMAN/Moir & Baxter Ltd./Sportstune	Mini Cooper S	999

1st (£20) 78..... 2nd (£12) 105.... 3rd (£8) 102....

4th (£6) 85..... 5th (£4) 8..... Fastest Lap 78... — 59 secs. 62.85







The prodsports class at this Ingliston meeting will bring waves of nostalgia to all of those fans who like 'classic' sports cars. We know of many who cried openly when B.M.C. dropped the Austin Healey 3000, but if half of them had actually gone out and bought Healeys, BMC might not have dropped the car in the first place. However, be that as it may, the sports race has a fine entry of cars led by the irrepressible John Gott with his Healey 3000, which must be one of the finest in the country. John always uses the excuse that he is coming up to the police college at Tulliallan to race at Ingliston but if he is that bad a driver as to need all that police training, surely he should not be racing. (Sorry, John. I will retract that statement and I promise not to speed in Northamptonshire.)

Against him John will have B. McNaughton's Ginetta G4 and the immensely quick G4 driven by John Absalom. Indeed Absalom and Gott should have quite a battle in this race. Spectators from 'way back at the April meeting will doubtless remember the terrific tussle they had then, John just pipping the Ginetta to take the flag. For just an idea of how they were, take a look at the two photos above and opposite—the lines are pretty nearly identical. The two Johns will, however, have to look out for the mighty midget, the incredible Honda, which has rather dominated this class this season.

Back again after a credible performance in May (although he did not make it up amongst the leaders then) is Colin Maclean with his Elan. Newcomers include Robert MacNab in an Elva Climax. Other regular faces back in the fray are Miles Hopperton, J. G. Dunbar, Ian Hall and D. S. Langley. Should be a good race.

## PRODUCTION SPORTS CARS

10 LAPS

Up to 1150 cc

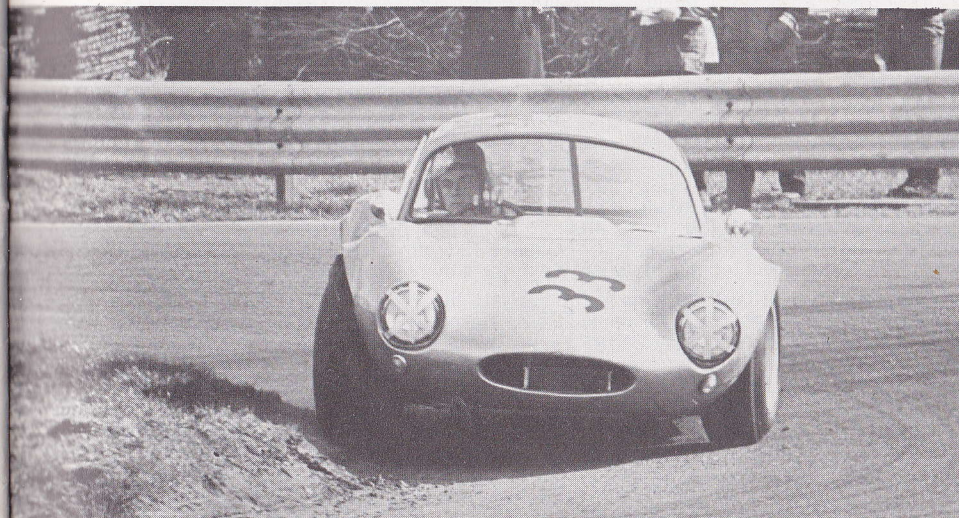
Car No.	DRIVER/Entrant	Make/Model of Car	cc
50	J. ABSALOM/R. Tallantyre	Ginetta G4	1098
2-52	M. HOPPERTON	M.G. Midget	1120
55	I. HALL	Austin Healey Sprite	1132
58	J. McFARLANE	Austin Healey Sprite	1147
59	P. D. MacNAUGHTON	Ginetta G4	1098
62	D. S. LANGLEY	Austin Healey Sprite	950
65	J. G. DUNBAR	M.G. Midget	1098
67	M. McCANN	Austin Healey Sprite	1148
69	G. R. WILSON	M.G. Midget	1098
70	R. MacNAB	Elva Climax	1098
1-71	W. N. A. DRYDEN/ H. & G.	Robinson Racing	Honda S800 818
57	D. THIRD (2nd Reserve)	Turner Sports	950

1st (£20) ...52... 2nd (£12) ...55... 3rd (£8) ...71...  
4th (£4) ..... Fastest Lap: ...52... — ...60... secs. 61.8 MPH

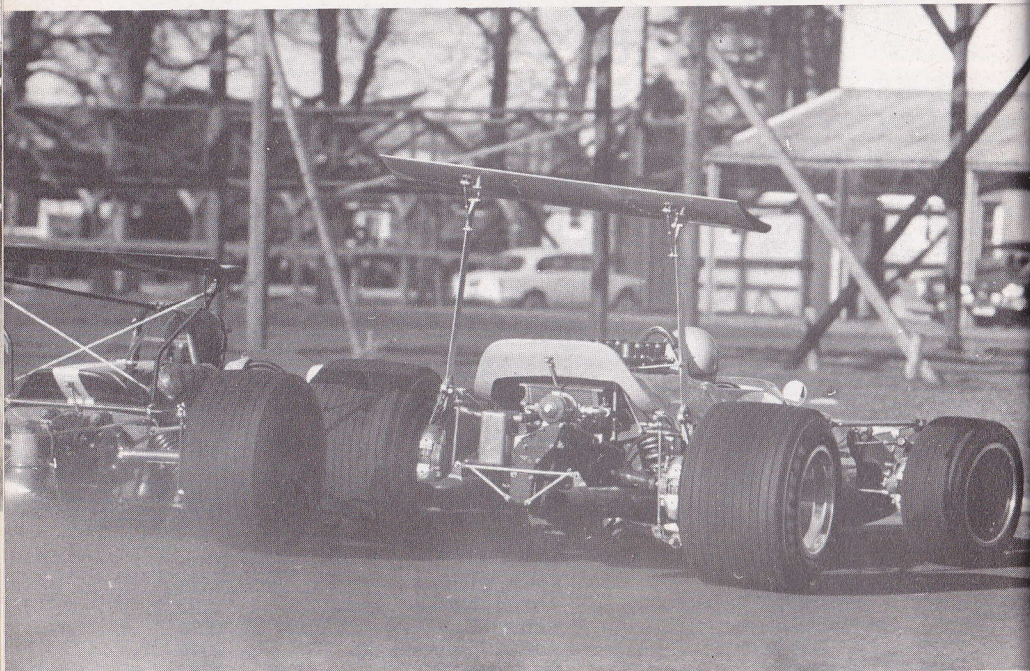
Over 1150 cc

51	J. A. HALL	Lotus Elan	1558
3-54	A. W. HUTCHISON	Austin Healey Sprite	1293
56	C. MacLEAN	Lotus Elan	1558
60	J. D. DIACK	Austin Healey 3000	2912
63	A. BROWN	Porsche 90	1582
66	J. GOTT	Austin Healey 3000	2832
73	J. MILNE/W. Shepherd	MGB	1800
53	T. N. THOMSON (1st Reserve)	Jaguar E Type	3781

1st (£20) ...66... 2nd (£12) ...54... 3rd (£8) ...73...  
4th (£4) ...51... Fastest Lap: ...66... — ...60.6... secs.







Apart from another splendid Irish entry in the main race today there is a rather disappointing field as far as numbers go. Should too many cars not make it to the grid (which is quite a likely occurrence if a storm affects the ferry over from Ireland or if the pubs in the Emerald Isle stayed open too long last night!) the organisers are inviting some of the faster and more competitive Formula Ford cars to make up the grid. Let's hope that all goes well on the crossing, however, and that the field all arrives safe and sound.

Star attraction to Ingliston regulars must surely be the return of Willie Forbes, whose epic drive in the Edinburgh Students' Charities Cup Race in April still lingers in the memory. In that drive, a scene from which is recorded by Eric Bryce in the photo above, Willie set the new outright lap record of 49.8 seconds, an incredible average speed of 74.46 m.p.h. on the twisty Ingliston circuit. Since April, Willie as been missing from this circuit but he has mentioned that he is rather keen to retain the Callands Trophy on his mantlepiece and that he will accordingly be here for the rest of the 1969 season.

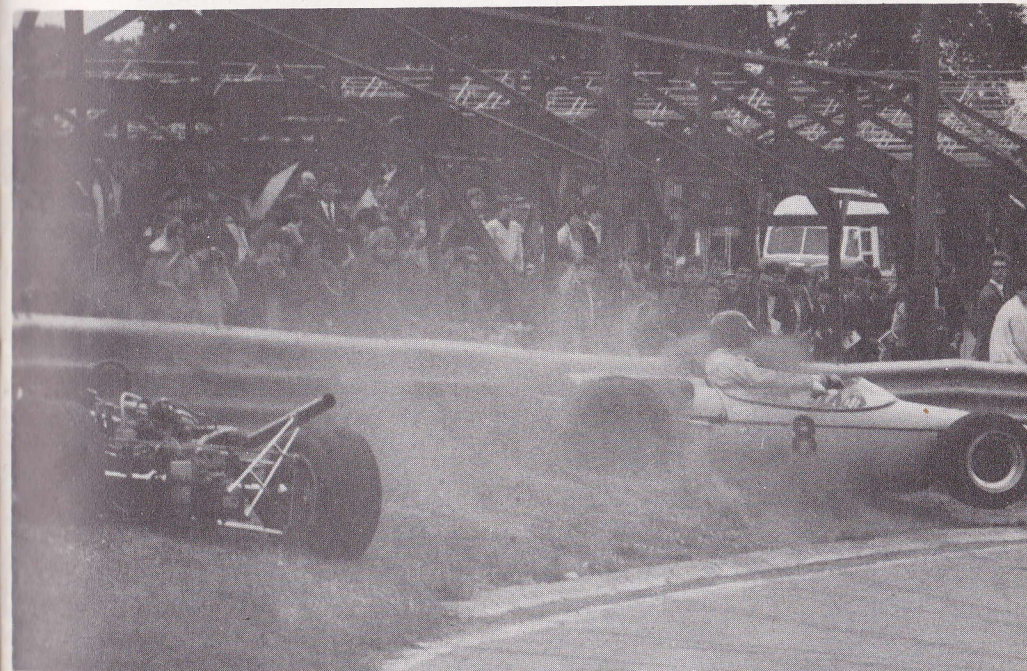
Willie will not have things all his own way, however, for that speedy "Paddy", Tommy Reid, has been entered by Irish Racing Cars in a Brabham BT18. There is just a possibility that Tommy may be over with a split-new BT30 FVA, this year's Formula 2 Brabham, instead and the combination of the new car and Tommy Reid should be very hard to beat indeed.

The present leader in the Callands Trophy Championship, Graham Birrell, has not been entered in the Formula Libre race today, so a win by Willie would throw the Championship wide open. Number two man is Dave Berry with his 1965 Brabham BT16. Dave has been

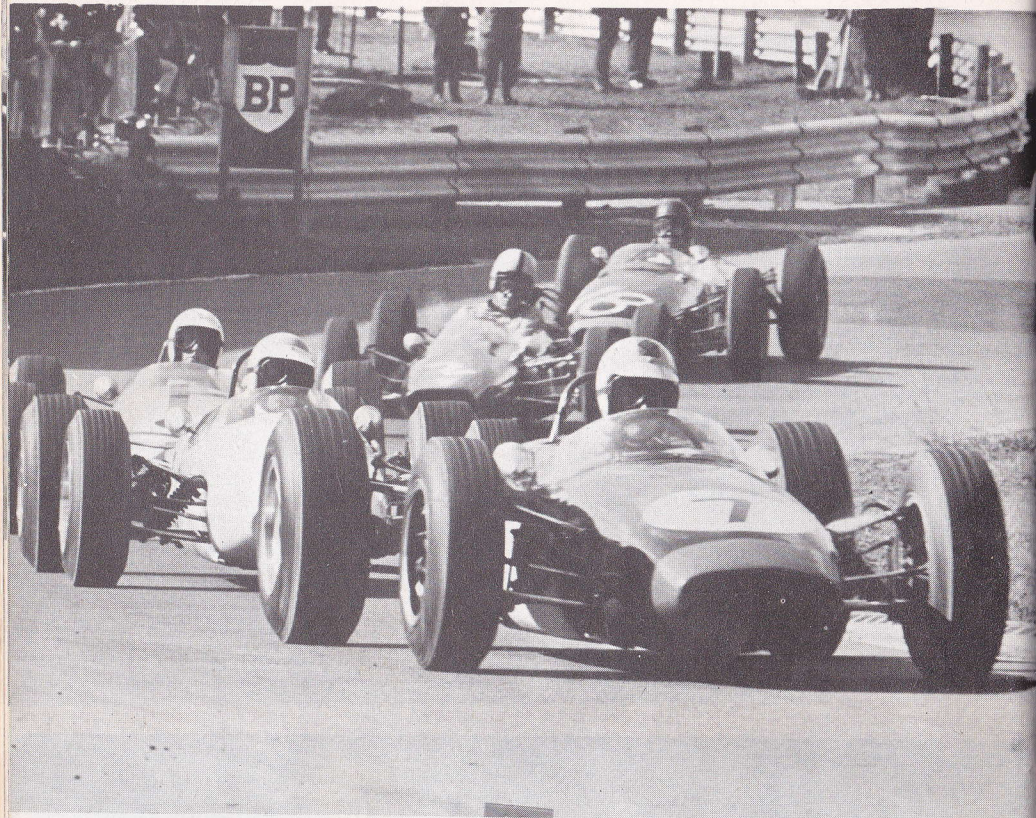
## CALLANDS TROPHY FORMULA LIBRE CHAMPIONSHIP

DRIVER/Car	April	May	July	Aug.	Total
G. B. BIRRELL/Brabham	8	—	11		19
D. BERRY/Brabham	1	8	8	6	17 <sup>23</sup>
R. MACKAY/Brabham	5	11	—		16
A. CHARNELL/Lola	4	5	3		12
W. FORBES/Lola	11	—	—		11
R. SCOTT/Brabham	6	—	—		6
A. FLETCHER/Lotus Climax	—	—	6		6
J. MILLAR/Brabham	—	6	—		6
W. MITCHELL/Brabham	—	—	5		5
A. C. GOODFELLOW/Fireball 5000	1	4	—		5
M. CAMPBELL/Titan	—	—	4		4
Mrs. A. MICKEL/Brabham	—	3	—		3
W. N. A. DRYDEN/Lotus Climax	3	—	—		3
I. STIRLING/Lola	—	1	—		1
N. FOULDS/Brabham	—	—	1		1

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







motoring exceedingly fast around Britain this year with this rather out-dated model and his second place in the Championship table does him a lot of credit. Given half a chance, Dave will be right up there really mixing it with the leaders. Breathing hard down his neck will be Ronnie MacKay from Thurso, whose smaller capacity Brabham can really fly at times: a mere point behind Dave in the Championship, Ronnie will be going all out to move up to second or first place.

Another entry which should be giving the leaders food for thought is John Romanes' Lotus 35. Plagued with mechanical troubles and what-have-you during the earlier part of the season, this car has now really come back with a bang with Andrew Fletcher at the wheel. In the main race at the July meeting, Andrew and Dave Berry were locked together in both parts and spectators will recall the splendid recovery of Andrew's when he spun in the second part of the main event, dropping from second place to the back of the field, only to right back to third position as the chequered flag fell. This car is one to be reckoned with when it is on form and John Romanes assures us that "It's never been going better".

The Shamrock Brigade includes Brian Cullen in the ex-F2 Ernie Offenstadt Lola T/60. Not someone to be dismissed lightly, Brian was the 1968 Irish Racing Car Champion. To turn the tables in 1969, John Pollock tries him with an FVA powered Lotus 48, while Luke Duffy throws in Ken Fildes and Damien Magee in Lotus 35 and Cooper Twin Cam, respectively. It's quite a field and one which should give us 20 laps of really first-class entertainment.

## THE KING HUSSEIN TROPHY RACE FOR FORMULA LIBRE SINGLE-SEATER RACING CARS

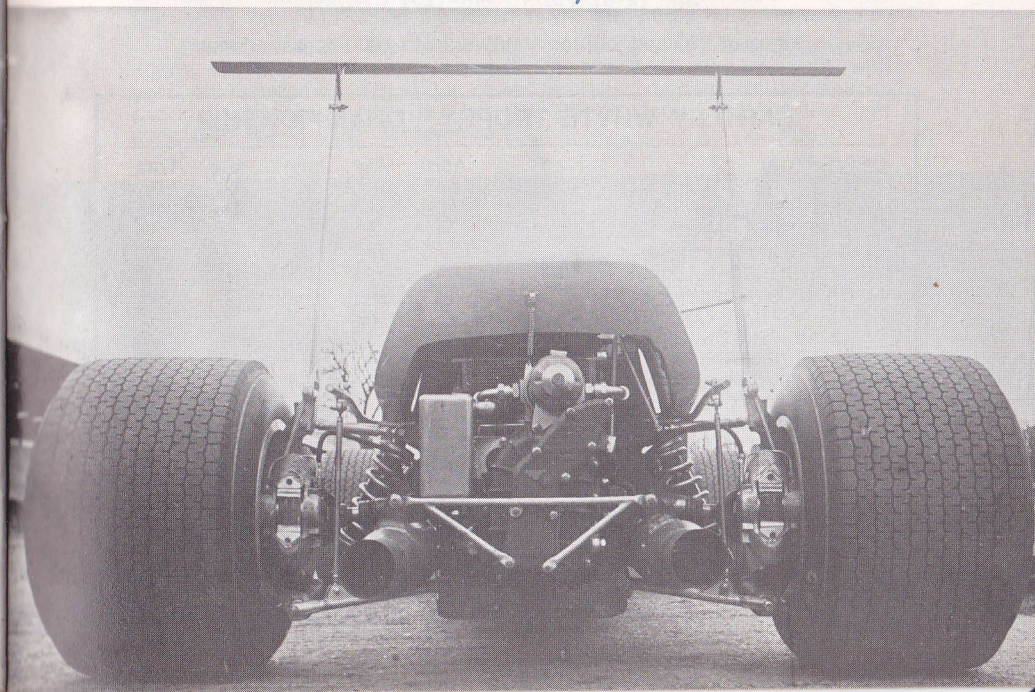
20 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
00	J. WATSON	Lola T100	1598
1	A. FLETCHER/J. L. Romanes	Lotus 35	2490
2	T. REID/Irish Racing Cars	Brabham BT 18	
3	W. FORBES	Lola T142	4995
4	J. MILLAR	Brabham BT 21	1991
5	R. MacKAY/Wm. Dunnet & Co. Ltd.	Brabham BT 21B	997
6	G. OLIVER	Lotus 41C	997
7	I. STIRLING	Cooper Type 76	997
8	B. F. CULLEN	Lola T/60	1598
11	D. BERRY	Brabham BT 16	1600
12	J. POLLOCK	Lotus 48 FVA	1594
14	K. FILDES/L. Duffy	Lotus 35	1600
15	D. MAGEE/L. Duffy	Cooper Twin Cam	1600

39	G.H. BIRD/EL (F/F200)		

1st (£100) 2 2nd (£60) 11 3rd (£40) 12

4th (£20) 39 Fastest Lap: 12/2 — 53 secs. 71.31





**SPECIAL SALOON CARS — FINAL**

THE HARTLEY WHYTE CHAMPIONSHIP RACE

15 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	Qual. Time
1 — 110	G. B. BIRRELL	FORD ESCORT T.C.	
2 — 105	W. BORROWMAN	MINI COOPER S	
3 — 0	J. VEITCH	MINI COOPER S	
78	A. BARTON	MINI COOPER S	
105			
111	E. M. SMITH	MINI COOPER S	
102	W. L. MORRISON	SINGER CHAMOIS	
85	J. E. HOWDEN	SINGER CHAMOIS	
9	M. SMITH	WESLEY COOPER S	
101	A. J. LITTLEJOHN	THISTLE MINI	
89	K. ALLEN	MINI COOPER	
84	R. D. McCUTCHEON	MINI COOPER S	
40	J. C. GRAHAM	SINGER CHAMOIS	
18	R. J. FOX	WESLEY COOPER S	

1st (£100) **110** 2nd (£50) **0** 3rd (£25) **105** 4th (£15) **78**  
 13.38.8  
 5th (£10) ..... 6th (£5) .....

Bonus of £20 and £10 for first two up to 1000 cc cars home

**"HARTLEY WHYTE TROPHY" CHAMPIONSHIP**

DRIVER/Car	April	May	July	Aug.	Total
G. B. BIRRELL/Twin Cam Escort	9	—	9	6	18 27
J. VEITCH/Cooper 'S'	6	6	4	6	18 22
G. H. BIRRELL/Twin Cam Escort	—	9	—	—	9
S. A. BELL/Cooper 'S'	—	4	3	—	7
W. BORROWMAN/Cooper 'S'	—	—	6	4	6 10
A. BARTON/Cooper 'S'	4	—	—	3	4 7
K. ALLAN/Mini Cooper	3	—	—	—	3
W. L. MORRISON/Singer Chamois	—	3	—	—	3
A. D. NIVEN/Anglia	2	—	—	—	2
D. MUTER/Cooper 'S'	—	2	—	—	2
A. M. SMITH/Cooper 'S'	—	—	2	—	2
A. FLEMING/Mini Cooper	1	—	—	—	1
R. D. McCUTCHEON/Cooper 'S'	—	—	1	—	1

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

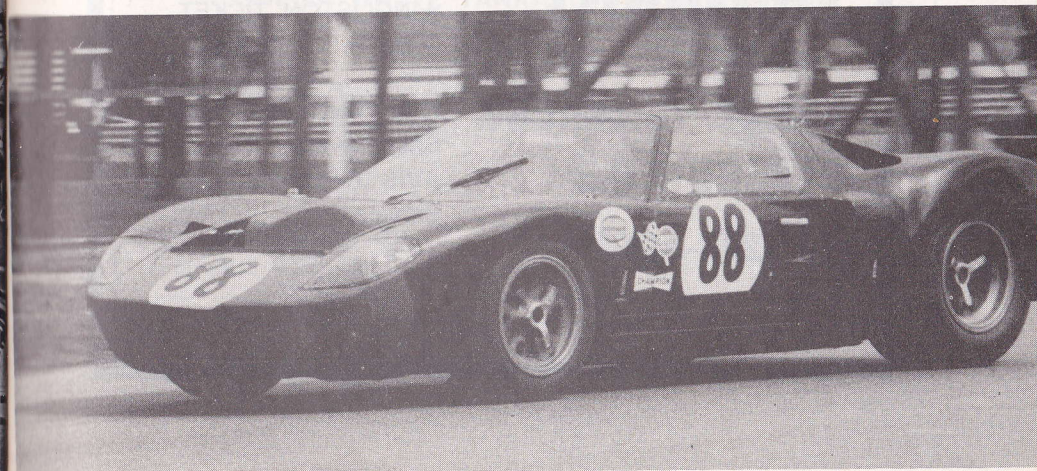


Ian Pitt's NIAI GT is a bit of a mystery car. It would appear 'to have a Ford Anglia 1000 cc engine, but apart from this little is known about it.

John Milne's M.G. Midget Coupe must soon qualify for the Vintage Sports Car Club's historic racing car category as he has been racing it for nine to ten years—or at least so it seems. However, thanks to the ministrations by the mechanics at Bill Sheperd's garage at Lundin Links, it goes even quicker than ever and for the life of me I can't remember when last I saw that car retire in a race. Having just said that, it is bound to expire in the opening lap of the race today.

Dice of the day in G.T.s should, however, be between the new class lap record holders, Eddie Labinjoh, and the man whose record Eddie beat at the July meeting, George Silverwood. John Milne will be in there mixing it, too, since it's a close thing between him and George for the top of the "Sheila Whyte" table. A repeat of Nigel Morrison's April win would, however, throw the whole thing open again.

Since the G.T.s are rather thin on the ground, the faster prod-sports are being invited to compete in this race also—so, out with your pens beforehand and jot down the new runners in the spaces provided opposite. What's the bet that Bill Dryden, John Absalom and John Gott are in there somewhere?





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EVENT 8

5.45 P.M.

**SPECIAL G.T. CARS**

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
3 41	E. LABINJOH/J Fisher	Fisher G.T.	1100
2 42	G. SILVERWOOD/ D. B. Sinfield	Mercury G.T.	1148
5 43	J. E. ANDERSON	Ark Prototype	1148
44	E. BLACKADDER	Nathan G.T.	998
45	I. PITT	Niai G.T.	998
46	N. MORRISON	Chevron B.M.W.	1991
47	A. SOUTER	Lotus Elan	1594
48	A. POOLE	Group 3 Midget	1300
74	J. MILNE/W. Shepherd	M.G. Midget	1293
41	W. N. A. DRYDEN	HONDA S 800	818
52	M. HODDENTON	M.G. MIDGET	1120
54	A. W. HUTCHISON	AUSTIN HEALEY SPRITE	1298
50	J. ABSALOM	GINETTA 94	1098
66	J. GOTT	AUSTIN HEALEY 3000	2832
112	J. SWAN	MINI COOPER S	1098
55	J. HALL	AUSTIN HEALEY SPRITE	1132
66	J. GOTT	1st (£20) 41 2nd (£12) 52 3rd (£8)	
		4th (£4) Fastest Lap: — secs.	

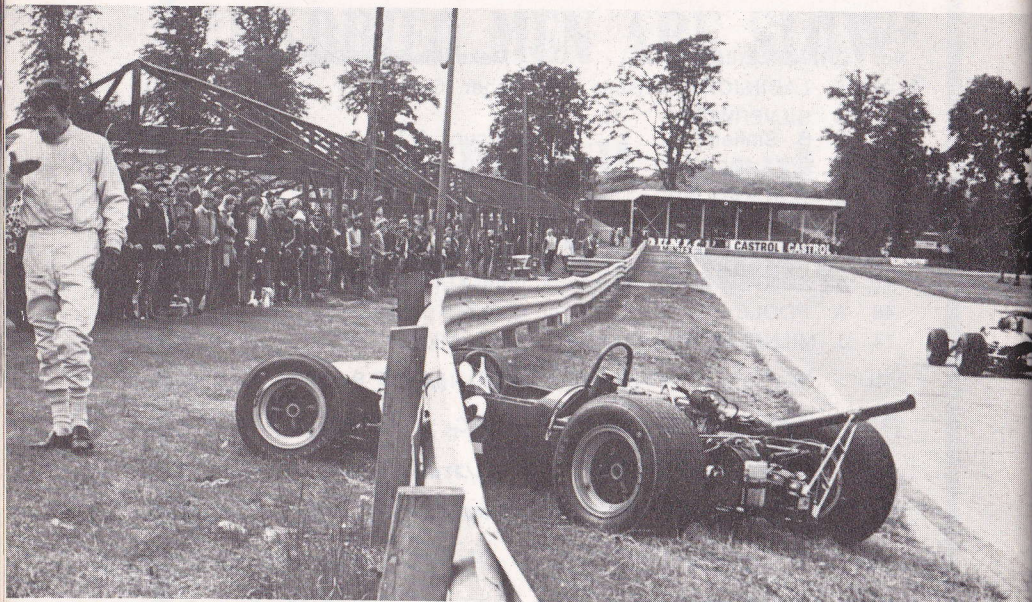
**"SHEILA WHYTE TANKARD" CHAMPIONSHIP**

DRIVER/Car	April	May	July	Aug.	Total
G. SILVERWOOD/Mercury G.T.	6	9	—		15
J. MILNE/M.G. Midget	4	6	3		13
N. MORRISON/Chevron G.T.	9	—	—		9
J. MILES/Lotus 62	—	—	9		9
A. FLETCHER/Ford G.T.40	—	—	6		6
E. LABINJOH/Fisher G.T.	—	—	4	9	413
J. MACKIE/Marcos	—	4	—		4

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



## What did he do?



## WHY PRINT IT LAST?

Graham Gauld Reports

Since winning the first London-Sydney Marathon, Andrew Cowan has been whisked around the world saying "Hello" to dealers and enthusiasts in various countries and generally spreading the good news. Indeed such was the demand for the car after the Marathon that the R.A.F. team car was left in Australia to do the rounds, whilst Andrew's car was brought to Britain and Europe for motor shows and general exhibition. Today, however, it arrives at Ingliston in almost the same condition as it finished the Marathon.

This was a tremendous victory for Andrew, Colin and Brian, who were long shots before the event but who had planned to be in the first five. Indeed, at the time it was first mooted that Rootes run in the Marathon, Andrew and his crew knew that they had to do well or else the competition department would close down. As it turned out, the competition department was closed down anyway, which provides an ironic touch to a story which had all the cliff-hanging episodes of a film script. Andrew has written a book on his exploits called "Why Finish Last?" which has just been published by Queen Anne Press, in which he tells the whole story of the trip and the background to Rootes entering for the Marathon. This is quite a surprising book

as it goes into the tremendous amount of detail work which went into the car to make it as reliable as possible. Throughout the preparations it was felt that the car had to finish and nothing was overlooked. They went as far as to have three fuel pumps and the reasoning behind this was simple. Firstly, they wanted to use an electric pump so this was connected up. Then they decided that if it failed they should have a spare mounted and ready to be connected. However, the next problem was if the alternator packed up the electric fuel pump would consume too much battery power so they mounted a mechanical fuel pump. The drill was then to disconnect the electric pump and go on to the mechanical one if anything went wrong with the electrics. At the end of the day the electrical wiring diagram for that car would take six months for the average mortal to sort out.

If you see the Marathon car in the paddock note the specially strengthened roof and door pillars to hold what was originally to be four spare wheels on top. At the last moment they had so much junk to carry with them they had to ditch one spare and use a tin box in its place.

The engine was also interesting in that it was the Holbay based Rapier H 120 which, they found, would run quite happily on 80 octane fuel for hours on end. As a precaution, however, they ran with a low compression cylinder head to Bombay and changed it to a higher compression head for Australia, where petrol supplies were more reliable.

These are just some of the details about the car you will see out on the track today. If you want any more, bend Andrew's ear or else get a copy of his book from your local newsagent.

*No, it's not Andrew Cowan with a wig. Jenny Nadin sits at the wheel of her Imp on the Hackle Rally: see page 11 for further details.*







## Who are the Scottish Motor Racing Club?

Spawned by the Border Motor Racing Club, the Scottish Motor Racing Club held its very first Race Meeting at the Border circuit of Charterhall some twelve years ago. At the first-ever meeting in October, 1957, the late Jim Clark made his debut to motor racing, for it was on that occasion that, after watching this unknown Berwickshire farmer score a remarkable hat-trick and win the B.M.R.C. Trophy for the first time, the late Jock McBain of the Border Reivers Motor Racing Syndicate first decided to re-establish the Team and invite Clark to drive. The late World Champion later became the President of the Club, to be succeeded in office by a world champion to be, Jackie Stewart.

The Scottish Motor Racing Club—in its present form the result of a marriage between the Border Motor Racing Club and the older, but inactive, Scottish Motor Racing Club—has grown from a membership of 138 in 1964 to over 2,000 at the present date, making it one of the largest Motor Sporting Clubs in the British Isles. That most of this enthusiastic response has been due to the establishment of Ingliston goes without saying, but the Club has, nevertheless, much to offer to those with an interest in Motor Sport in Scotland. Quite apart from the use of the wonderful MacRobert Pavilion with its Restaurant and Bar, and the discount available on the purchase of tickets at Ingliston, members enjoy receiving monthly the Scottish Motoring Magazine, "Top Gear", with its Club section entitled "Wheelspin".

Another privilege which members enjoy is the opportunity of driving one's own car round Ingliston at regular Club Practice days during the Summer on Saturdays. This year the Club has also organised a Novice's Race Meeting which was especially designed to encourage newcomers to the sport. The Social occasion of the Scottish Motor Sporting Year is without question the Club's annual Dinner-Dance in the MacRobert Pavilion when upwards of five hundred members and friends get together to enjoy one of those memorable occasions. Not so far behind from the point of view of pure pleasure is the Club's Barn Dance, which can always be counted on to provide good value for money.

Main aim of the S.M.R.C. is to encourage motor sport in Scotland and, to fulfill this object, the Club organises the race meetings at Ingliston. The secondary object of the Club must, however, be to cater for the members' interest in the sport and is met not only by the Ingliston Meetings but also by numerous film shows and "natter and noggin' nights" held throughout the year. The most important aspect of the Club must be, however, the communion of its members—each and every member has joined because of his interest in the sport and each and every member is enthusiastic about the sport. Wherever members may meet, there is this common bond, the result of which is one of the happiest and most enthusiastic motoring clubs in Britain. The Scottish Motor Racing Club is DOING something for motor sport in Scotland—why not join up and help?

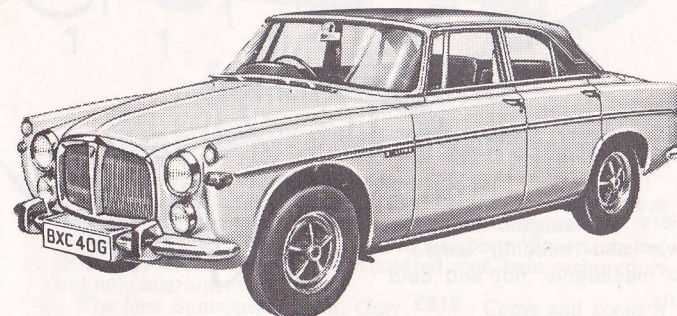
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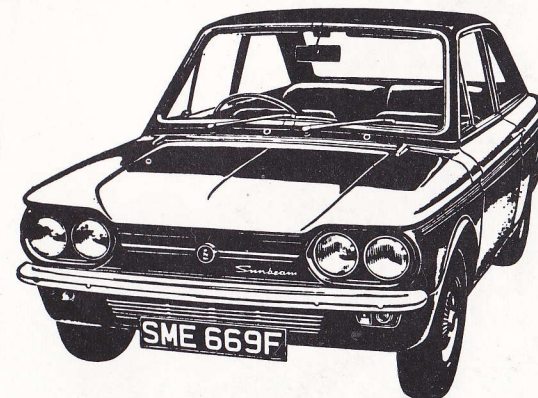
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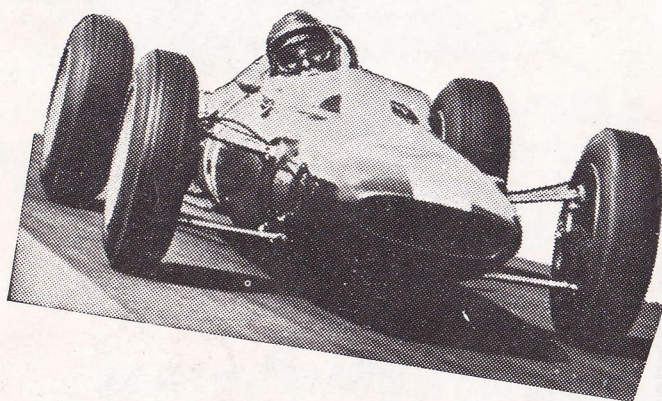
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