

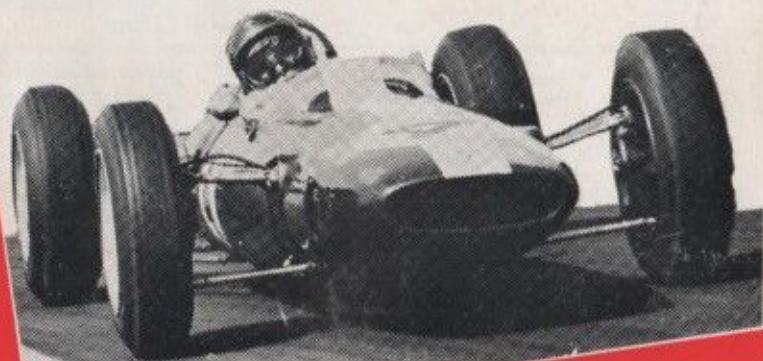
Scottish Motor Racing Club Ltd.

INGLINGTON

MOTOR RACING CIRCUIT

Royal Highland Showground
Edinburgh

SUNDAY
9th MAY
1965



GUARDS TROPHY RACE

For Formula Libre Cars and ten
supporting races for saloon,
sports and G.T. Cars.

Programme 2/-

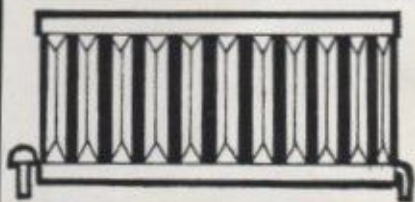
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SCOTCIRCUITS LTD
INGLISTON
motor racing circuit

ROYAL HIGHLAND SHOWGROUND EDINBURGH

.

THE 1st "GUARDS TROPHY"
RACE MEETING

SUNDAY, 9th MAY, 1965

organised by

The Scottish Motor Racing Club Ltd.

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PROGRAMME

- 10.00 am Practice
- 1.10 pm Concert by Chris. Barber's Jazz Band, with Otilie Patterson
- 2.00 pm Event 1—Saloon Cars up to 1200cc ; 1st Race
- 2.20 2 G.T. Cars over 1200cc ; 1st Race
- 2.40 3 "Guards Trophy," Racing Cars ; Heat 1
- 3.00 4 Sports Cars over 1200cc
- 3.20 5 G.T. Cars up to 1200cc
- 3.40 6 "Guards Trophy," Racing Cars ; Heat 2
- 4.00 7 Saloon Cars over 1200cc
- 4.20 8 G.T. Cars over 1200cc ; 2nd Race
- 4.40 9 THE "GUARDS TROPHY" RACE
- 5.00 Prize-giving for "Guards Trophy"
- 5.10 Demonstration Motorcycle Race
- 5.20 Event 10 Saloon Cars up to 1200cc ; 2nd Race
- 5.40 11 Sports Cars under 1200cc
- 6.00 Second Concert by Chris. Barber's Jazz Band, with Otilie Patterson.



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FULL INGLISTON REPORT NEXT FRIDAY



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This meeting is held under the International Sporting Code of the F.I.A. and the General Competition Rules of the R.A.C., the Standing Supplementary Regulations of the R.A.C. and the additional regulations and instructions issued by the Club. Permit No. RS/1324



SCOTCIRCUITS LTD
INGLISTON
motor racing circuit

PROGRAMME 1965

- 11th July GLASGOW FAIR Race Meeting for Motorcycles. Our First Motorcycle Race Meeting
- 25th July THE 2nd 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

ADVANCE BOOKING FORM ON PAGE 33

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.

Foreword . . .

In 1961, Carreras sponsored their first motor race — the Guards International at Brands Hatch — since then they have continually expanded their association with motor racing, and now with the opening of Scotland's own national circuit, they have taken the opportunity of being one of the first companies to run a major race at Ingliston.



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LIST OF ENTRIES

Car No.	Driver/Entrant	cc	Make/Model of Car	from
1	A. W. ROLLINSON Frank Lythgoe Racing	997	Brabham F2	Staffs.
2	A. R. WYLLIE Frank Lythgoe Racing	997	Brabham F2	Mid Calder
3	A. C. GOODFELLOW	1197	Cooper	Falkirk
4	JOCK RUSSELL	4727	Russell-Ford	West Calder
5	JIM MOORE Jim Moore Racing	1594	Lotus-Cooper	Thornton Heath
6	SYD TAYLOR S. Taylor Racing	2000	Brabham BT8	Tipton, Staffs.
7	M. HERBERSON Stockbridge Rcg.	998	Lotus 22	Southampton
8	R. SWEET Stockbridge Rcg.	997	Lotus 22	Southampton
9	M. TEMPLETON		Brabham	Ballymena
10	W. A. ROBSON Team Leedspeed	3700	Cooper-Chevrolet	Darlington
11	T. D. REID Irish Racing Cars	1594	Lotus	Belfast
12	E. DAWSON	997	Lotus F3	Mirfield, Yorks.
14	D. N. SNOWDON	997	Merlyn	Carlisle
15	R. PAYNE/Balerno Garage (Res. D. Campbell)	997	Lotus 22	Balerno
16	W. J. TURNBULL D. M. Bertram	1098	L.W.S.	Edinburgh
17	J. A. SUTTON/Mill Garages (Sunderland) Ltd.	5700	Attila-Chevrolet	Hexham
18	Fg. Off. M. H. GILL	997	Brabham F3	Acklington
19	Fg. Off. M. H. GILL	997	Terrier	Acklington
20	I. D. McALISTER	1000	Lotus	Edinburgh
21	W. J. STEIN Ecurie Ecosse	2496	Ecosse-Climax	Edinburgh
22	A. W. COWAN Ecurie Ecosse	4727	Tojeiro-E.E.	Duns
23	K. BOOTH David Plumstead Rcg.	1498	Mallock U2	Blackpool
24	R. SIMPSON-SMITH	1500	Project-Porsche	Airdrie
25	I. COCHRANE	1498	Lotus Seven	Dalrymple
26	E. A. POWRIE	1498	Lotus Seven	Dundee
27	D. REYNARD	1498	Fisher Special	Milngavie
28	J. K. LUMSDEN- TAYLOR	1498	Lotus Seven	Chester-le-Street
29	V. CONNOLLY	1220	Lotus 17	Felling-on-Tyne
30	D. C. LAMB	1098	Lotus Eleven	Linlithgow
31	G. P. D. BELLERBY	997	Lotus Seven	Morpeth
32	G. CROSSLEY	1098	Lotus Eleven	Morecambe
33	R. FORESTER-SMITH	997	Lotus Seven	Edinburgh
34	J. NICHOLSON/Autoport Racing Equipe	1098	Lotus Eleven	Glasgow

Continued

List of Entries — Continued

Car No.	Driver/Entrant	cc	Make/Model of Car	from
35	J. NICHOLSON Autoport Racing	997	M.G. Midget	Glasgow
36	S. McCRACKEN Autoport Racing	997	Ford Anglia	Glasgow
37	S. McCRACKEN Autoport Racing	1558	Lotus Elan	Glasgow
38	J. W. HARRIS	1172	Cooper	Edinburgh
39	A. D. FORD (Res. M. E. Kirk)	997	Cooper-Ford	Musselburgh
40	G. A. GARBUTT	1172	Lotus Eleven	Sunderland
41	A. W. HILL	1216	Lotus Elite	Ardrossan
42	H. W. TUER	2138	Triumph TR2	Carlisle
43	G. BIRRELL/Graham Birrell Reg. (Res. G. Birrell)	1960	Ford Anglia	Milngavie
44	GRAHAM BIRRELL M. G. H. Leeke	875	Singer Chamois	Glasgow
45	T. E. SLEIGH	4235	Jaguar E-Type	Stirling
46	J. VEITCH	1460	Lotus Elite	Newbridge
47	J. VEITCH	1198	Lotus Elite	Newbridge
48	M. BECKWITH/Chris Barber (Res. C. Barber)	1594	Lotus Elan	London
49	A. W. COWAN Border Reivers	1558	Lotus Elan	Duns
50	R. F. MORRISON	3780	Jaguar E-Type	Helensburgh
51	E. LIDDELL	1594	Lotus Elan	Bishopbriggs
52	J. H. BLADES/Northumbria Racing Team	1650	Ginetta	Whitley Bay
53	J. E. MILNE Caledonian Motors	1293	M.G. Midget Coupe	Glasgow
54	A. W. HUTCHINSON Caledonian Motors	998	Austin-Healey Sprite	Kirkcaldy
55	J. R. WILLIAMSON Caledonian Motors	999	Mini-Cooper S	Lundin Links
56	A. I. ROBERTSON	1558	Lotus Elan	Kirkcaldy
57	T. E. BLACKADDER	1600	Porsche S90	Falkirk
58	J. S. RAE/Joe Potts, Jr.	1783	M.G.B.	Bellshill
59	W. B. M. DONALDSON	1500	Ford Sprite	Roslin
60	J. R. BALLANTINE	1588	M.G.A.	Bo'ness
61	A. GEE (Res. S. Ballantine)	2992	Austin-Healey	Kelty
62	D. B. TAYLOR	1991	Triumph TR3A	Edinburgh
63	A. J. GRAY	1598	M.G.A.	Edinburgh
64	J. E. ANDERSON	1100	Diva-Ford	Edinburgh
65	K. D. PATTULLO	1139	M.G. Midget	Edinburgh
66	D. D. CARMICHAEL	1098	M.G. Midget	Edinburgh
67	J. R. CALDER	1098	M.G. Midget	Edinburgh
68	J. ABSALOM	997	Ginetta	Morpeth
69	D. WOOD	1498	Cortina G.T.	Aberdeen
70	A. FLEMING	1098	Aust.-Healey Sprite	Edinburgh
71	T. R. FETHERSTONHAUGH	1275	Mini-Cooper S	Penrith
72	T. B. D. CHRISTIE	1275	Mini-Cooper S	Kirkcaldy
73	J. A. B. POLLOCK	1558	Lotus Cortina	Glasgow

Continued

List of Entries — Continued

Car No.	Driver/Entrant	cc	Make/Model of Car	from
74	W. L. MORRISON	1275	Mini-Cooper S	Stirling
75	D. M. ROSS	1558	Lotus Cortina	Aberdeen
76	E. A. LABINJOH Jack Fisher	1293	Mini-Cooper S	Edinburgh
77	JACK FISHER	1071	Fisher G.T.	Edinburgh
78	J. S. McCAIG Forth Motor Co.	1275	Mini-Cooper S	Cockenzie
79	A. A. BARTON	997	Morris 1000	Newcastle
80	J. DRYDEN	1071	Mini-Cooper S	Dundee
81	B. C. COYLE	1071	Mini-Cooper S	Bearsden
82	H. J. BARRINGTON	1071	Mini-Cooper S	Crieff
83	R. D. McCUTCHEON Wigtown Eng. Wks.	999	Mini-Cooper S	Wigtown
84	I. McGOWAN Wigtown Eng. Wks.	1293	Mini-Cooper S	Wigtown
85	G. A. F. KENNEDY Wigtown Eng. Wks.	999	Mini-Cooper S	Annan
86	J. CLARK Seton Mains Garage	1275	Mini-Cooper S	Longniddry
87	W. BORROWMAN Seton Mains Garage	970	Mini-Cooper S	Longniddry
88	J. FEWELL Seton Mains Garage	970	Mini-Cooper S	Longniddry
89	R. A. MURDOCH Team Pit Stop	1275	Mini-Cooper S	Ayr
90	C. D. ANCELL Team Pit Stop	1198	Ford Anglia	Ayr
91	S. D. LEITH	997	Mini-Cooper	Fraserburgh
92	R. J. McKINNA	997	Mini-Cooper	Edinburgh
93	Miss M. MACKENZIE	875	Hillman Imp	Dundee
94	J. A. HENDERSON	1071	Mini-Cooper S	Haddington
95	R. A. BLAYLOCK/Team Perdal (Res. P. Dalkin)	1198	Ford Anglia	Newcastle
96	I. R. OWER	997	Mini-Cooper	Dundee
97	D. I. FRASER	997	Mini-Cooper	Glasgow
98	A. CHARNELL	875	Hillman Imp	Prestwick
99	J. ANDERSON	3442	Jaguar XK140	Dennyloanhead
01	J. T. McCORMACK	1500	Ford Anglia	Dumfries
02	J. MURPHY	1275	Mini-Cooper S	Edinburgh
03	R. J. S. HAINING	1498	Ford Cortina GT	North Berwick
04	J. MITCHELL	848	Mini-Minor	Dalry
05	R. WRIGHT	1500	Ford Cortina GT	Whitley Bay
06	A. D. T. ROSS	1489	M.G.A.	Edinburgh
07	W. FORBES	1991	Elva-B.M.W.	Aberdeen
08	G. D. HILL R. Ashcroft Racing	1148	Elva-Climax	Birkenhead
09	J. S. CALVERT/Hill Crest Gar. Racing Team	1594	Lotus Elan GT	Seaham
00	Miss G. H. STEWART	1592	Sunbeam Alpine	Glasgow
13	S. TAYLOR S. Taylor Racing	999	Mini-Cooper S	Tipton



Attractive British stage and screen star, Susan Hampshire, is seen between, on the right, Bruce McLaren, winner of the 50 lap-132 mile Guards International Trophy Race at Brands Hatch on August Bank Holiday Monday.

The race was won by Bruce McLaren in a Lotus-Oldsmobile in 1 hour 25 mins. 40.4 secs., at an average speed of 89.65 mph. Also seen in the photograph is Jack Sears, winner of the G.T. class in a Shelby American Cobra.

Carreras Limited, makers of Guards cigarettes, first became associated with motor racing in 1961 when they sponsored one of the first International Sports Car Meetings to be held in this country for some time.

Since then the International, held on August Bank Holiday, has become this country's premier sports car race. The event attracts not only British and Continental drivers and machines, but also many entrants from America.

Last year's race included Jim Clark, Graham Hill, Jack Brabham, as well as A. J. Foyt, winner of the Indianapolis 500 and team mates Walt Hansgen and Augie Pabst, members of the Mecom racing team who brought with them some outstanding machinery.

Plans for the 1965 International, this year held on the 30th August, include holding the race in two 30-lap events. This will give both drivers and cars a chance to "cool down" and

give mechanics the opportunity of rectifying any minor faults which may have appeared in the first half.

An even greater number of overseas drivers are expected to participate, and it is hoped to see for the first time in this country, the outstandingly successful automatic transmission Chapperells.

As well as the International, Carreras have sponsored since 1963, the Guards Championship. The Championship, run under the auspices of the British Racing and Sports Car Club, is open to sports cars up to and over 1500cc. Events are held at many leading circuits, including Brands Hatch, Mallory Park, Oulton Park, Snetterton, Rufforth and Cadwell Park, together with two Hill Climbs at Longleat and Castle Coombe. The two class winners in each event receive a silver Guards trophy as well as points in the overall championship.

The 1964 Championship was won by Peter Gethin, driving a Lotus Ford 23.

Plans are in hand to extend the motor racing sponsorship to Northern Ireland to include races at Kirkistown circuit, Northern Ireland.



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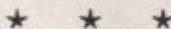
AUTOSPORT

EVERY FRIDAY

For your Day's Enjoyment ...

... at our second race meeting at Ingliston we have a star-studded entry which is probably the best at any Scottish race meeting since Charterhall's last International meeting ten years ago. Certainly we have never seen such a field of genuine single-seater racing cars this past decade. Unless it is even wetter than 11th April, when the track was opened, BILL STEIN'S official lap record of 44.8 secs. is bound to be soundly beaten. Ecurie Ecosse will have been working hard on developing their promising Ecosse-Climax and will be all out to defend the honour of the Scottish team. Probably the most formidable opposition comes from JIM MOORE with his 1600cc twin-came Lotus-engined Cooper. Moore's recent performances at Southern circuits has been impressive to say the least with wins at Rufforth, Mallory Park (The Bob Gerard Trophy) and Oulton Park. TOMMY REID, over from Ireland, who finished second to Stein at the opening meeting, is back again to join battle. Most powerful car at this meeting is undoubtedly JOCK RUSSELL'S Russell-Ford. This car started life as a Lotus 21 and Jock married to it the engine from Jim Clark's crashed prototype Lotus 30 at the end of last year. When it stays on the track it is incredibly fast. Two well-turned out Formula Two cars are the Brabhams of ALAN ROLLINSON and ADAM WYLLIE. Alan has, like Jim Moore, been cleaning up numerous races at Southern circuits, recently winning the main event at Oulton Park on Easter week-end and finishing second to Jim Moore at Mallory Park. SYD TAYLOR has his two-seater Brabham BT8 with Climax engine and this should prove a very fast contender for honours. For sheer size, JULIAN SUTTON'S Attila-Chevrolet will make its pilot work hard on Ingliston's twisty three-quarters of a mile. There is a large bevy of Formula Three cars, including no less than four from Southampton entered by Stockbridge Racing and driven by MIKE HERBERSON, RODNEY BANTING, ROGER SWEET and one-time Lotus Formula Junior team driver, JOHN FENNING. Flying Officer MIKE GILL is returning with his Brabham and ALAN GOODFELLOW from Falkirk with his Cooper; the Commonwealth is represented by New Zealander ROSS PAYNE, who is working at Balerno and doing a season's racing in his Lotus 22.

In the Sports Classes, focus of interest will be on Ecurie Ecosse's Tojeiro-E.E., driven by one of Scotland's International rally drivers, ANDREW COWAN. Andrew burst upon the Scottish racing scene at our last Ingliston meeting driving Ian Scott Watson's standard Lotus Elan and giving reigning Scottish speed champion, Ronnie Martin, a race-long duel in the wet. The car is entered by Border Reivers, who gave Jim Clark his introduction to motor racing, for Andrew at this meeting in Event 8. But the most exciting Grand Touring entry is that of MIKE BECKWITH driving Chris Barber's racing Elan. Beckwith is a driver of no mean ability and has been a team-mate of Jim Clark in the past. More of Chris Barber else-where in the programme. Also duelling for honours in this race will be ERIC LIDDELL, who had the misfortune to argue with some of the showground buildings at Ingliston in April. JOHN BLADES, driving the ex-Chris Meek Ginetta, should also be very fast, and JOHN MILNE'S pretty Jacobs-M.G. Midget is also a force to be reckoned with.



No less than 23 Mini-Coopers are entered in the saloon races. Round Ingliston these cars are ideal and we can look forward to a real duel between TIM FETHERSTONHAUGH, EDDIE LABINJOH and TOM CHRISTIE among the 1275 Mini-Coopers and between BILL BORROWMAN, GEORGE GENNEDY, RONNIE McCUTCHEON and

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the other JIM CLARK, to name but a few of the drivers of the smaller-engined Mini-Coopers.



The "Scotsman Trophy" Race Meeting on 11th April was, despite the weather, a remarkably successful day. There are always bound to be shortcomings in such a vast and complex project as a new circuit. Add to that the fact that this was the Scottish Motor Racing Club's first full-scale race meeting, and one must admit that the various officials, under Chief Marshal Archie Craig and Clerk of Course, Tom Legget, have little of which to be ashamed. Mother Nature seemed bent to make things difficult. Much better car parking arrangements have been put in hand for today's meeting. The caterers have promised not to run short of provisions early in the afternoon and we have an additional snack bar at the East Gate. For our meetings after June we will, of course, also have the McRobert Pavilion and this will incorporate a public snack bar and toilets in the central area as well as the restaurant and bar for members of the Scottish Motor Racing Club.



We do ask everyone to respect the instructions of our officials, in particular the Spectator Marshals. They are not little dictators, as some would have suggested at our first meeting, but enthusiasts doing a difficult and dangerous job for the love of it, in all kinds of weather and just so that you can enjoy your day's racing. Your safety is in their hands; do not jeopardise yours and that of others by disregarding their instructions.



We regret that we cannot allow re-admission to the Showground between noon and 3 p.m. At that time we are working flat-out to let as many as possible through the gates as quickly as possible and to have to pass-out and re-admit in all probability thousands to collect their picnic lunches from the Car Park would merely delay everyone. Grandstand seats were quickly sold out for the first meeting and we strongly recommend advance booking for all future meetings. As an experiment we have made arrangements with Eastern Motor Co. Ltd., 52 George St., Edinburgh, and Graham Birrell Racing, 392 St. Vincent St., Glasgow, to stock tickets for purchase on personal application only. Postal bookings are still dealt with through our office at National Bank Chambers, Duns, Berwickshire, and an advance booking form can be found on page 33. In future the existing 5,000-seat grandstand will be known as the Highland Stand and will be all bookable in advance. We are making arrangements to provide up to 3,000 or 4,000 extra seats around the circuit in temporary uncovered stands, and these will cost 2/6d. extra, available on the day.



It has always been our intention to keep the charges for grandstand seats really low for the first two meetings. Originally the meeting today should have been our first motorcycle race meeting, but this will now be on 11th July, and we do regret that our higher charges will have to operate at the first motorcycle event. However, the rates are still very reasonable compared with other circuits down South and in terms of duration of the events.



We welcome today that King of British Jazz, Chris Barber, and his Band. And, too, his Queen, Otilie Paterson, one of Britain's greatest-ever "Blues" singers. Chris is a keen motor racing driver himself but finds little time to enjoy the sport, so he enters his Lotus Elan for others to drive and Mike Beckwith has been driving it very



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rapidly indeed of recent. There will be two short concerts, one during the Lunch Interval at 1.10 p.m. and a second after the last race at about 6.0 p.m. We do hope that many of you will remain to listen to this wonderful selection of Traditional Jazz. Motor Racing types have always enjoyed Jazz music and Jim Clark is one of Chris Barber's fans.



Today's racing is made possible primarily by courtesy of the Royal Highland and Agricultural Society, who own and have developed this wonderful Showground. We do ask you to respect their property and refrain from climbing over their buildings or scattering litter. PLEASE USE THE BASKETS PROVIDED—and that does NOT mean as private grandstands!

Finally we must thank the farmers of the car park fields, David Prentice & Sons, for they have been most patient with us despite the dreadful mess the park was in after our first event.



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 "afficionados." All seats cost 5/- each.



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 May may not be the warmest of places, so why not pop in to the "Herdsman's Restaurant" near the main entrance? Crawford's, 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 film 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.



Newcomers to Motor Racing may well be puzzled by some of the activities going on during the afternoon. Between every race the Course Car will be driven round by the Clerk of the Course or Chief Marshal,



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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."

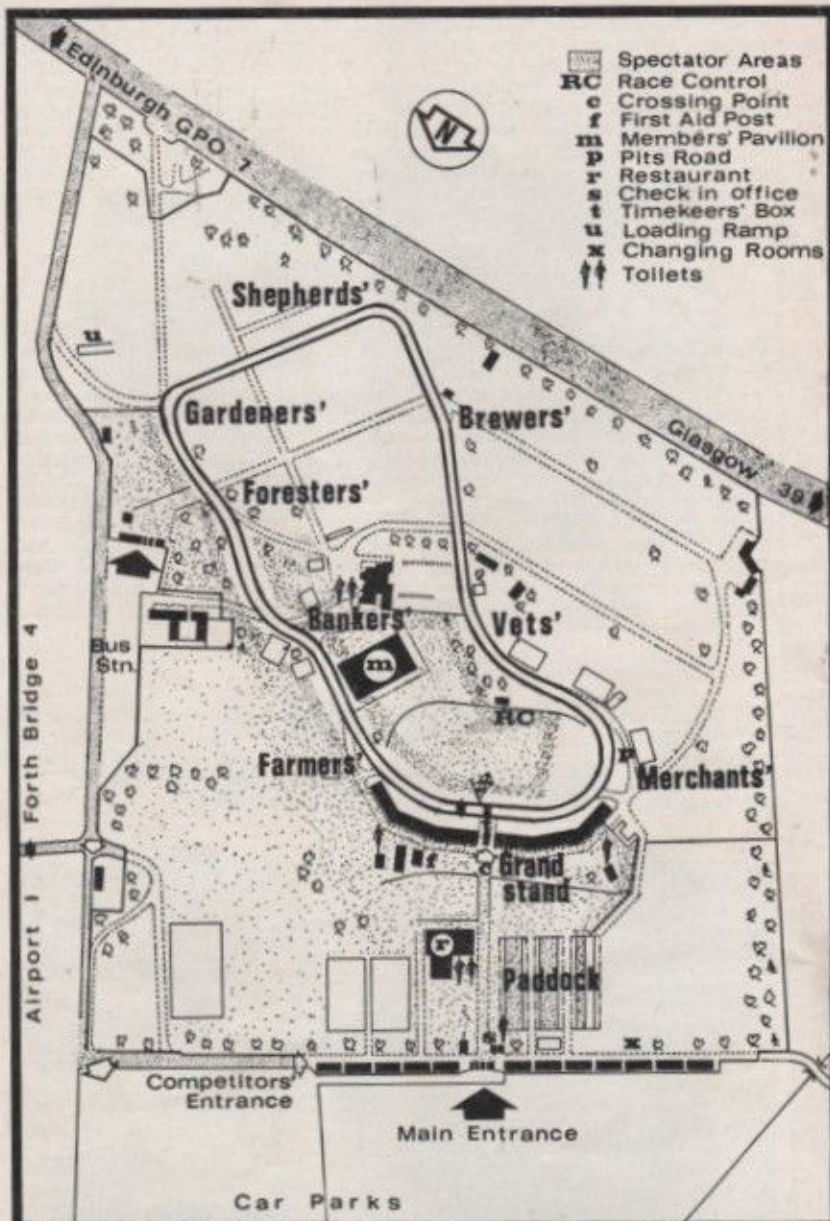


At various points around the circuit there are teams of marshals whose duties are to signal by means of flags various information to the drivers. A blue flag held stationary means "there is a car close behind"; blue flag waved means "the car behind wishes to overtake." Yellow flag held stationary means 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.



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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EVENT 1

2.0 p.m.

Saloon Cars up to 1200cc

RACE 1 — 12 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
55	J. R. WILLIAMSON Caledonian Motors	Mini-Cooper S	999
79	A. A. BARTON	Morris 1000	997
80	J. DRYDEN	Mini-Cooper S	1071
81	B. C. COYLE	Mini-Cooper S	1071
82	H. J. BARRINGTON	Mini-Cooper S	1071
83	R. D. McCUTCHEON Wigtown Engineering Wks.	Mini-Cooper S	999
85	G. A. F. KENNEDY Wigtown Engineering Wks.	Mini-Cooper S	999
87	W. BORROWMAN Seton Mains Garage	Mini-Cooper S	970
88	J. FEWELL Seton Mains Garage	Mini-Cooper S	970
94	J. A. HENDERSON	Mini-Cooper S	1071

RESERVES

13	S. TAYLOR/S. Taylor Racing	Mini-Cooper S	999
----	----------------------------	---------------	-----

1st (£20) *79* 2nd (£12) *87* 3rd (£8) *85*

4th (£4) Fastest Lap: — secs.

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

EVENT 2

2.20 p.m.

G.T. Cars over 1200cc

RACE 1 — 12 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
41	A. W. HILL	Lotus Elite	1216
42	H. W. TUER	Triumph TR2	2138
43	G. BIRRELL/Graham Birrell Racing (Res. G. Birrell)	<i>59.67 fastest</i> Ford Anglia	1960
57	T. E. BLACKADDER	Porsche 990	1600
58	J. S. RAE/Joe Potts, Jr.	M.G.B.	1783
59	W. B. M. DONALDSON	Ford Sprite	1500
60	J. R. BALLANTINE	M.G.A.	1588
61	A. GEE (Res. S. Ballantine)	Austin-Healey	2992
62	D. B. TAYLOR	Triumph TR3A	1991
63	A. J. GRAY	M.G.A.	1598

RESERVES

99	J. ANDERSON	Jaguar XK140	3442
00	Miss G. H. STEWART	Sunbeam Alpine	1592
01	J. T. McCORMACK	Ford Anglia	1500
06	A. D. T. ROSS	M.G.A.	1489

1st (£20) *58* 2nd (£12) *59* 3rd (£8) *57*

4th (£4) Fastest Lap: — secs.

Winner's Speed: *9* m. *41* s.: mph.

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"GUARDS TROPHY" RACE

HEAT 1 — 12 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
3	A. C. GOODFELLOW	Cooper	1197
7	M. HERBERSON Stockbridge Racing	Lotus 22	998
8	R. SWEET Stockbridge Racing	Lotus 22	997
12	E. DAWSON	Lotus F3	997
14	D. N. SNOWDON	Merlyn	997
15	R. PAYNE/Balerno Garage (Res. D. Campbell)	Lotus 22	997
16	W. J. TURNBULL D. M. Bertram	L.W.S.	1098
18	Fg. Off. M. H. GILL	Brabham F3	997
20	I. D. McALISTER	Lotus	1000

1st (£30) ... 05 ... 2nd (£20) ... 22 ... 3rd (£10) ... 51

4th (£5) Fastest Lap : — secs.

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

Sports Cars over 1200cc

12 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
6	SYD TAYLOR S. Taylor Racing	Brabham BT8	2000
17	J. A. SUTTON/Mill Garages (Sunderland) Ltd.	Attila-Chevrolet	5700
22	A. W. COWAN/Ecurie Ecosse	Tojeiro-E.E.	4727
23	K. BOOTH David Plumstead Rcg.	Mallock U2	1498
25	I. COCHRANE	Lotus Seven	1498
26	E. A. POWRIE	Lotus Seven	1498
28	J. K. LUMSDEN-TAYLOR	Lotus Seven	1498
29	V. CONNOLLY	Lotus 17	1220
48	M. BECKWITH/Chris. Barber (Res. C. Barber)	Lotus Elan	1594
07	W. FORBES	Elva-B.M.W.	1991

RESERVES

24	R. SIMPSON-SMITH	Project Porsche	1500
27	D. REYNARD	Fisher Special	1498
51	E. LIDDELL	Lotus Elan	1594
09	J. S. CALVERT/Hill Crest Gar. Racing Team	Lotus Elan G.T.	1594

1st (£20) 2nd (£12) 3rd (£8)

4th (£4) Fastest Lap: — secs.

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

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EVENT 5

3.20 p.m.

Grand Touring Cars up to 1200cc

12 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
35	J. NICHOLSON Autoport Racing	M.G. Midget	997
47	J. VEITCH	Lotus Elite	1198
54	A. W. HUTCHINSON Caledonian Motors	Austin-Healey Sprite	998
64	J. E. ANDERSON	Divia-Ford	1100
65	K. D. PATTULLO	M.G. Midget	1139
66	D. D. CARMICHAEL	M.G. Midget	1098
67	J. R. CALDER	M.G. Midget	1098
68	J. ABSALOM	Ginetta	997
70	J. FLEMING	Austin-Healey Sprite	1098
77	JACK FISHER	Fisher G.T.	1071

1st (£20) 2nd (£12) 3rd (£8)

4th (£4) Fastest Lap: — secs.

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

EVENT 6

3.40 p.m.

"GUARDS TROPHY" RACE

HEAT 2 — 12 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
1	A. W. ROLLINSON Frank Lythgoe Racing	Brabham F2	997
2	A. R. WYLLIE Frank Lythgoe Racing	Brabham F2	997
4	JOCK RUSSELL	Russell-Ford	4727
5	JIM MOORE Jim Moore Racing	Lotus-Cooper	1594
6	SYD TAYLOR Stockbridge Racing	Brabham BT8	2000
9	M. TEMPLETON	Brabham	1598
10	W. A. ROBSON Team Leedspeed	Cooper Chevrolet	3700
11	T. D. REID/Irish Racing Cars	Lotus	1594
17	J. A. SUTTON/Mill Garages (Sunderland) Ltd.	Attila-Chevrolet	5700
21	W. J. STEIN/Ecurie-Ecosse	Ecosse-Climax	2496

RESERVES

07 W. FORBES Elva-B.M.W. 1991

1st (£30) 2nd (£20) 3rd (£10)

4th (£5) Fastest Lap: — secs.

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

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Saloon Cars over 1200cc

12 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
69	D. WOOD	Cortina G.T.	1498
71	T. R. FETHERSTONHAUGH	Mini-Cooper S	1275
72	T. B. D. CHRISTIE	Mini-Cooper S	1275
73	J. A. B. POLLOCK	Lotus Cortina	1558
74	W. L. MORRISON	Mini-Cooper S	1275
75	D. M. ROSS	Lotus Cortina	1558
76	E. A. LABINJOH/Jack Fisher	Mini-Cooper S	1293
78	J. S. McCAIG/Forth Motor Co.	Mini-Cooper S	1275
86	J. CLARK/Seton Mains Gar.	Mini-Cooper S	1275
89	R. A. MURDOCH		
	Team Pit Stop	Mini-Cooper S	1275
RESERVES:			
43	G. BIRRELL/Graham Birrell Racing (Res. G. Birrell)	Ford Anglia	1960
84	I. MCGOWAN		
	Wigtown Engineering Wks.	Mini-Cooper S	1293
02	J. MURPHY	Mini-Cooper S	1275
03	R. J. S. HAINING	Ford Cortina GT	1498
05	R. WRIGHT	Ford Cortina G.T.	1500

1st (£15) 2nd (£10) 3rd (£5)

4th (£3) Fastest Lap: — secs.

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

Grand Touring Cars over 1200cc

RACE 2 — 12 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
37	S. McCRACKEN		
	Autoport Racing	Lotus Elan	1558
45	T. E. SLEIGH	Jaguar E-Type	4235
46	J. VEITCH	Lotus Elite	1460
48	M. BECKWITH/Chris. Barber (Res. C. Barber)	Lotus Elan	1594
49	A. W. COWAN/Border Reivers	Lotus Elan	1558
50	R. F. MORRISON	Jaguar E-Type	3780
51	E. LIDDELL	Lotus Elan	1594
52	J. H. BLADES/Northumbria Racing Team	Ginetta	1650
53	J. E. MILNE		
	Caledonian Motors	M.G. Midget Coupe	1293
56	A. I. ROBERTSON	Lotus Elan	1558
RESERVES:			
09	J. S. CALVERT/Hill Crest Gar. Racing Team	Lotus Elan G.T.	1594

1st (£20) 2nd (£12) 3rd (£8)

4th (£4) Fastest Lap: — secs.

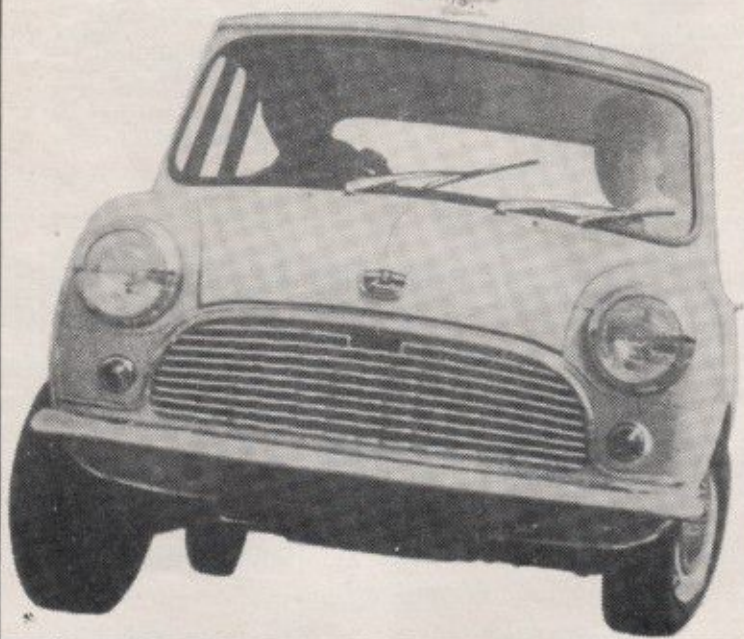
Winner's Speed: m. s.: mph.



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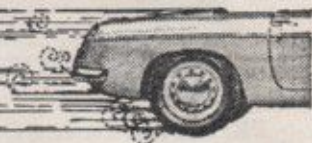
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Saloon Cars up to 1200cc

RACE 2 — 12 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
36	S. McCRACKEN Autoport Racing	Ford Anglia	997
44	GRAHAM BIRRELL M. G. H. Leeke	Singer Chamois	875
90	C. D. ANCELL/Team Pit Stop	Ford Anglia	1198
91	S. D. LEITH	Mini-Cooper S	997
92	R. J. MCKINNA	Mini-Cooper S	997
93	Miss M. MACKENZIE	Hillman Imp	875
95	R. A. BLAYLOCK/Team Perdal (Res. P. Dalkin)	Ford Anglia	1198
96	I. R. OWER	Mini-Cooper	997
97	D. I. FRASER	Mini-Cooper	997
98	A. CHARNELL	Hillman Imp	875

RESERVES:

04	J. MITCHELL	Mini-Minor	848
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1st (£20) 2nd (£12) 3rd (£8)

4th (£4) Fastest Lap: — secs.

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

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If there's anything you want to know about cars, or if you just want to have a natter about cars in general, stop here next time you're passing. We have always time to spare to talk to car enthusiasts and we find that it is this personal touch which is most appreciated by car owners. We reckon we know more than most about cars, after all we've made everything from a bolt for a Mini to a complete racing car, and we offer a unique service in car maintenance and tuning—inexpensively. Pop in to Merchiston Mews at any time, you will be made most welcome and we are sure you will enjoy your visit.

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**First Motorcycle
Race Meeting**



Sunday, July 11 : 2 p.m.

Advance Booking Form on Page 33

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

Sports Cars up to 1200cc

12 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
16	W. J. TURNBULL D. M. Bertram	L.W.S.	1098
19	Fg. Off. M. H. GILL	Terrier	997
30	D. C. LAMB	Lotus Eleven	1098
31	G. P. D. BELLERBY	Lotus Seven	997
32	G. CROSSLEY	Lotus Eleven	1098
33	R. FORESTER-SMITH	Lotus Seven	997
34	J. NICHOLSON Autoport Racing Equipe	Lotus Eleven	1098
39	A. D. FORD (Res. M. E. Kirk)	Cooper-Ford	997
40	G. A. GARBUTT	Lotus Eleven	1172
08	G. D. HILL R. Ashcroft Racing	Elva-Climax	1148
RESERVES:			
38	J. W. HARRIS	Cooper	1172
54	A. W. HUTCHINSON Caledonian Motors	Austin-Healey Sprite	998
64	J. E. ANDERSON	Divia-Ford	1100

1st (£20) 2nd (£12) 3rd (£8)

4th (£4) Fastest Lap: secs.

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

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Ingliston Motor Racing Circuit

11th July : 1965 : 25th July

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THE 2nd GUARDS TROPHY RACE MEETING (CARS), 25th JULY, 1965				
	Car Park Tickets at 5/-			
	Highland Grandstand Seats inc. admission to Showground at 15/-			
	do., Children under 14, at 12/6d.			
		£		
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This is Scotland's own Motor Racing Club, run by an enthusiastic committee whose efforts have been keeping alive an interest in the sport since 1937. Members of the Club formed Scotcircuits Ltd.—the promoting company at Ingliston—last year and the two bodies work closely together.

Members are entitled to concessions on tickets and will have the use of the magnificent McRobert Pavilion at Ingliston after June this year. Complete with restaurant seating 400, balconies overlooking the circuit, licensed bar and excellent toilet facilities (too often missing at race circuits!) . . . A bi-monthly magazine called "Wheelspin" is distributed free to members and apart from details of events to come and reports of events passed, contains numerous articles and photographs of general interest. The Club organises special Practice Days for Members from time to time when members can try out their own cars on Ingliston circuit. Social activities are not forgotten and the Club holds Dinners, Dances, Film Shows and Talks from time to time . . . With an ever-increasing membership, now over 500 under its President, Jim Clark — World Champion in 1963 — Scottish Motor Racing Club offers something for every follower of motor racing in Scotland and the North of England.



application for membership

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