

Organised by
THE SCOTTISH MOTOR RACING CLUB

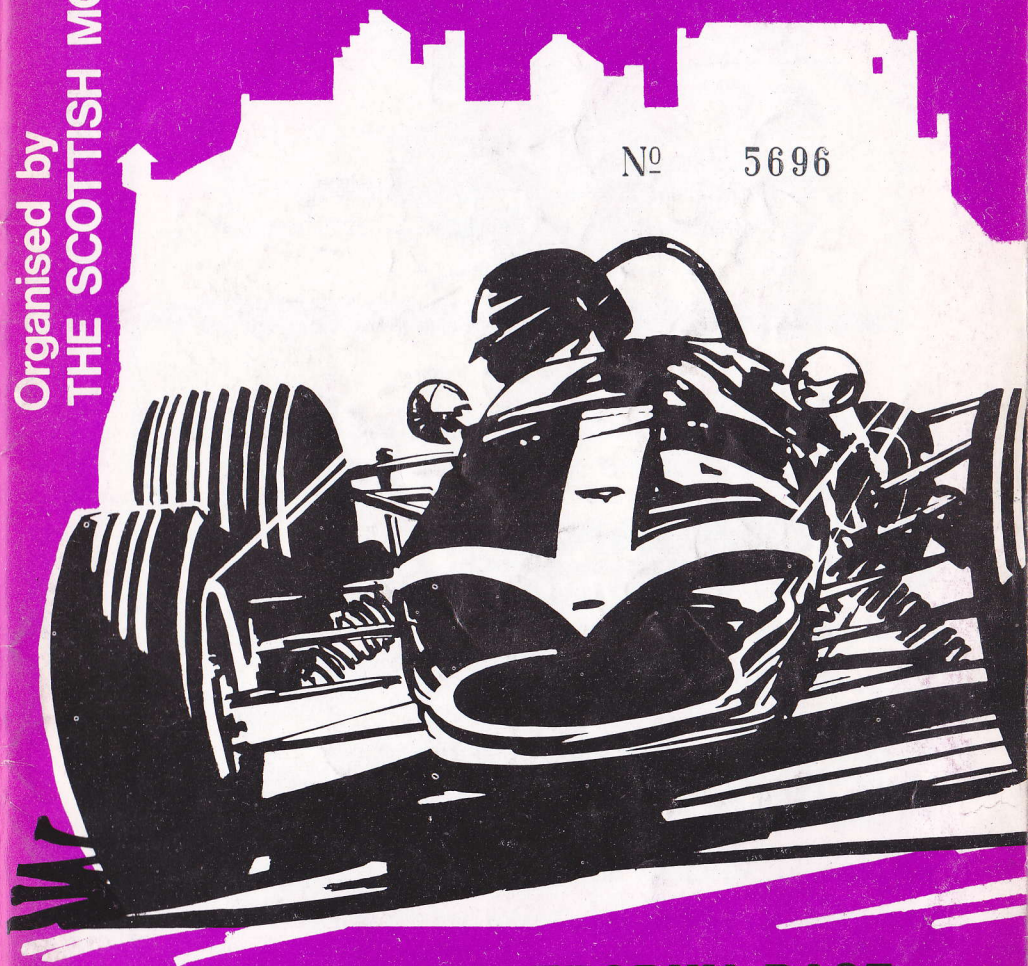
Official
Programme 3/-



INGLISTON

7th SEPTEMBER, 1969

No 5696



**THE LOMBANK TROPHY RACE
MEETING**



BRITAIN'S BEST FINANCE HOUSE

... FIRST IN FINANCE

Head Office

Lombank House, Purley Way, Croydon CR9 3BL
Tel: 01-684 6911

Edinburgh Office

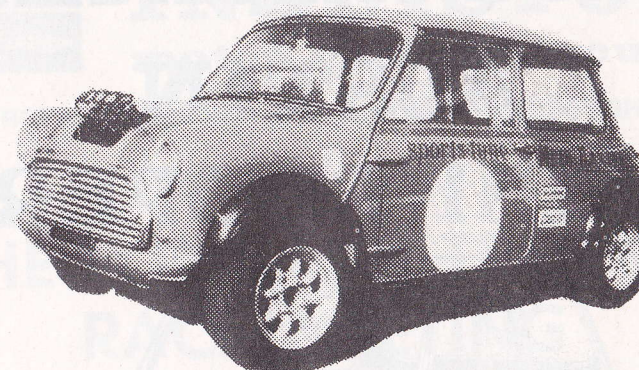
Lombard House, 20 Dublin Street, Edinburgh 1
Tel: 031-556 7289

Glasgow Office

Lombard House, 18 Newton Place, Glasgow C3
Tel: 041-DOUglas 3091

Other offices at Aberdeen, Ayr, Dundee and throughout
Great Britain

THE AUSTIN 1293cc 'S' TYPE



SCOTTISH DISTRIBUTORS

Janspeed Tuning Equipment

TUNING KITS — MANIFOLDS — CYLINDER HEADS



Tecalemit Jackson Fuel Injection



British Leyland Special Tuning

COMPREHENSIVE RANGE OF TUNING KITS AND
SPECIAL PARTS — ENGINES — GEARS — CAMS, ETC.



ACCESSORIES

OF EVERY KIND FOR THE MOTORIST. FULLEST RANGE OF
ALL TYPES. STEERING WHEELS — ROAD WHEELS —
SEATS — AIR HORNS — CLOTHING
FIBREGLASS PANELS

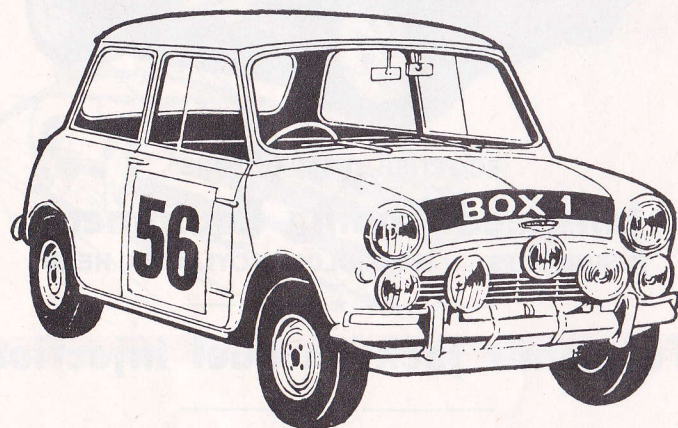


THE SPORTS-TUNE GROUP

Showroom & Workshops:
LONGNIDDRY, E. LOTHIAN.
Port Seton 711/712

Accessories:
10, BRANDON TERRACE,
Edinburgh.
031-556-3507

The incomparable **AUSTIN MINI-COOPER**



The Austin Mini-Cooper is rally-tested—AND PROVEN. It has an incomparable record in these tough endurance tests. You reap the benefit of this experience. With the Austin Mini-Cooper you get Hydrolastic suspension — for a smoother ride — extra braking power, lighter clutch control and a silkier gear change. Don't just take our word for it.

ASK FOR A TRIAL RUN



COMELY BANK

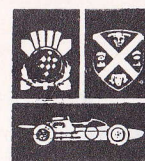
031-332 1344

107 GLASGOW ROAD

031-334 1351

EDINBURGH

Assoc. Co.: George Fowler (Motors) Ltd., North Berwick



SCOTCIRCUITS LTD
INGLISTON
motor racing circuit

ROYAL HIGHLAND SHOWGROUND EDINBURGH

...

THE LOMBANK TROPHY RACE MEETING

Sunday, 7th September, 1969

organised by

The Scottish Motor Racing Club Ltd.

PROGRAMME

- 9.45 a.m. Practice
- 2.10 p.m. Aerobatic Display by The Red Arrows
- 2.30 p.m. Event 1 Special Saloon Cars—Heat 1
(Over 1000cc) — 10 laps
- 2.55 p.m. 2 Formula Ford Cars—10 laps
- 3.20 p.m. 3 Special Saloon Cars—Heat 2
The Alex Beith Trophy for Special Saloons
up to 1000cc—10 laps
- 3.45 p.m. 4 Production Sports Cars—10 laps
- 4.10 p.m. 5 The Lombank Trophy Race for Formula Libre
single seater racing cars—25 laps
Presentation of Trophies
- 5.05 p.m. 6 Special Saloon Cars—Final
The Hartley Whyte Championship Race —
15 laps
- 5.35 p.m. 7 Special G.T. Cars—10 laps

Look out today
for Wylie's sponsored

escort

A formidable
Contender at
Ingliston



370 Pollokshaws Road, Eglinton Toll,
Glasgow, S.1.

Main FORD Dealers

It's worth coming to Glasgow to be sure
of the Ford you want — from
Wylie's wide selection.

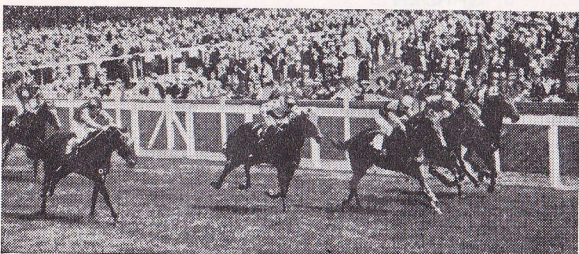
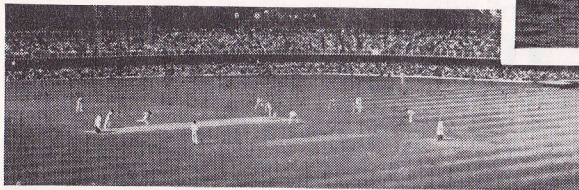
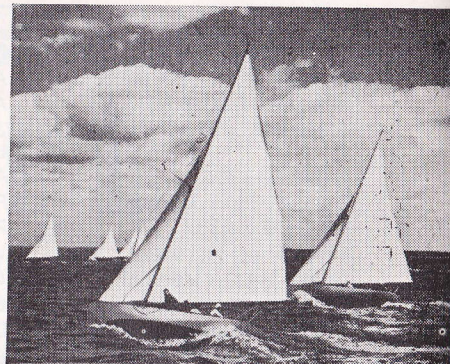
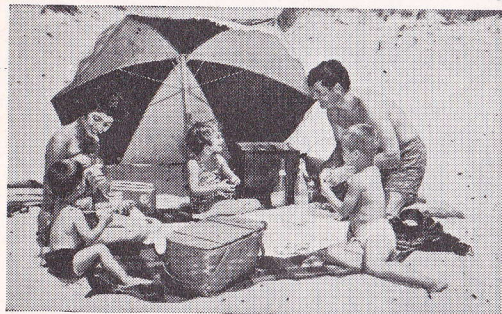


OFFICIALS AND CREDITS

Clerk of Course	Dr. J. G. WAUGH, O.B.E.
Deputy Clerk of Course ...	A. D. HORNE
Steward (for R.A.C.)	A. K. STEVENSON, O.B.E.
Stewards (for Club)	J. R. STEWART, R. KAY, N. T. LITHGOW
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. A. DONALDSON
Chief Timekeeper	Dr. L. JAMIESON
Chief Scrutineer	J. GARDEN
Commentator	J. W. McINNIS
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
Judges of Fact	W. A. MARTIN, I. CUNNINGHAM, L. BROWN, J. W. MACMILLAN
Chairman of Race Committee	J. L. ROMANES
Public Relations	COMPRO PUBLIC RELATIONS LTD. (GRAHAM GAULD)
Results Duplicating	GESTETNER DUPLICATORS (BSO) LTD.
Catering	D. S. CRAWFORD LTD.
First Aid	THE BRITISH RED CROSS SOCIETY (Scottish Branch)
Fire Precautions	THE SCOTTISH AMBULANCE SERVICE
Breakdown Equipment & Staff	FIRE APPLIANCE SERVICES LTD. EDINBURGH FIRE BRIGADE
Outside Advertising	CLELAND OF BOGSIDE
Traffic Cones	JAMES ROSS & SONS LTD.
Photographs	WESTFIELD AUTOCAR LTD. MEADOWHOUSE GARAGE LTD. JOHN GIBSON & SON LTD.
	AEROSIGNS (LONDON) LTD.
	UNIROYAL LTD.
	C. L. LOURIE, PETER TUGWELL

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/4893

ENJOY LIFE...



with complete financial peace of mind—
open a 7% deposit account

You gain in so many ways...

RELIABILITY: A Deposit Account with Lombard Banking provides a good rate of interest, with safety for your capital—leading to financial peace of mind.

INTEREST: Your money earns 7% interest steadily, but can be easily withdrawn, subject to

arrangements made when the Account is opened.

TERMS: To earn 7% per annum the minimum notice of withdrawal is 6 months, but the first £100 can be withdrawn on demand.

GROWTH: If desired the interest can be credited to your Account, your capital growing surprisingly quickly over the years at compound interest.

Write now to the General Manager for further particulars and your copy of "Deposit Account" Booklet No. 432.

LOMBARD BANKING

LIMITED

Head Office: LOMBARD HOUSE, CURZON ST., LONDON, W1A 1EU. Tel: 01-499 4111 (30 lines).
City Office: 31 LOMBARD ST., LONDON, E.C.3. Tel: 01-623 4111 (10 lines)

LOCAL BRANCH OFFICE:

LOMBARD HOUSE, 20 Dublin St., EDINBURGH 1. Tel: 556 7289 (2 lines)

Branches throughout the British Isles

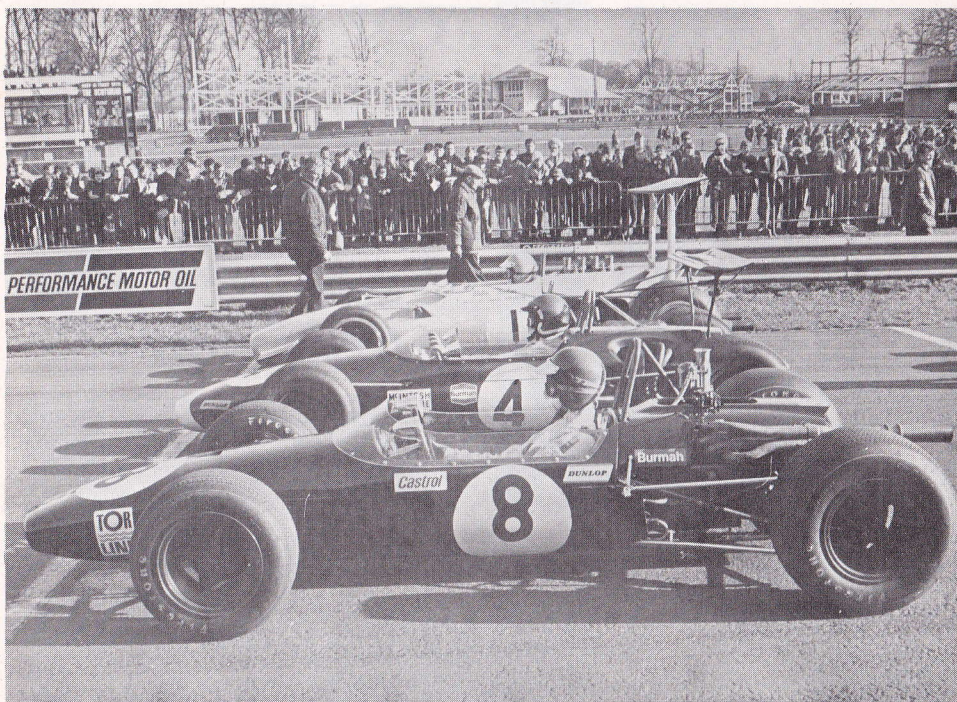


**A
word
from
our
Sponsors**

LOMBANK LIMITED are delighted to continue their happy association with motor sport in Scotland and are proud to be the sponsors of today's Race Meeting on the Ingliston circuit. Once again we congratulate the Directors of Scotcircuits Limited and the members of the Scottish Motor Racing Club on the successes achieved on Scotland's only Motor Racing Circuit. Our thanks and appreciation are also due to all those Officials and Track Marshals whose tireless efforts behind the scenes and around the track make motor racing possible. We wish every competitor and spectator a happy and enjoyable day and look forward to seeing some exciting racing.

ERIC J. P. C. L. KNIGHT,

Chairman & Managing Director.



FIRE- IS YOUR BUSINESS, AND OURS

Manufacturers of

**F.A.S. SAFEGUARD FIRE EXTINGUISHERS,
HOSE REELS, FIRE ALARMS, DETECTORS,
STEEL FIRE ESCAPES, MAINTENANCE, Etc.**

OUR EQUIPMENT SAFEGUARDS THIS MEETING

Fire Appliance Services Ltd.

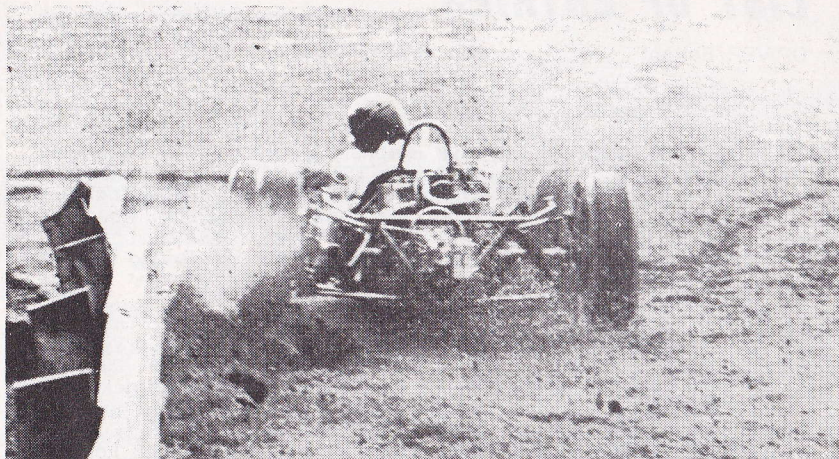
ST. BOSWELLS, ROXBURGHSHIRE

Tel. 3 2 3 3

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

LIST OF ENTRIES

DRIVER/Entrant	cc	Make/Model	from
1 A. FLETCHER/ J. L. Romanes	2490	Lotus 35	Edinburgh
2 T. D. REID/ Irish Racing Cars	1598	Brabham BT18	Tandragee
3 A. CHARNELL	1650	Lola T55	Balerno
4 A. C. GOODFELLOW	4700	Fireball 5000	Brightons
5 W. FORBES	5000	Lola T142	Aberdeen
6 I. STIRLING	997	Cooper T76	Falkirk
7 J. MILLAR	1991	Brabham BT21	Bridge of Weir
8 R. M. MacKAY/Wm. Dunnet & Co. Ltd.	997	Brabham BT21B	Thurso
9 A. M. NAPIER	997	G.R.P. Ford	Greenock
10 D. BERRY	1600	Brabham BT16	Colwyn Bay
11 B. CULLEN	1594	Brabham BT23	Limerick
12 J. POLLOCK	1594	Lotus 48 F.V.A.	Carrickfergus
14 K. ST. JOHN	1598	Pringett Mistrale	Surbiton
15 L. ENGEMAN	1598	Pringett Mistrale	Surbiton
16 D. B. SQUIRES	1600	Merlyn 11A	Loch Lomond
17 M. BLACKIE	1600	Pringett Mistrale	Wrightington
18 G. C. HODGES	1600	Merlyn 11A	Brentwood
19 J. GEMMELL	1600	Lotus 51A	Juniper Green
20 G. H. BIRRELL/ Equipe Centro Scot	1600	Crossle 16F	Larbert
21 D. G. MANNERS	1600	Lotus 51	Darlington
22 B. HUNTER	1600	Merlyn 11A	Leith
23 E. J. CLARK	1600	Lotus 51	N. Berwick
24 R. PITHERS	1600	Lotus 51	Wakefield
25 T. G. SIBLEY	1598	Pringett Mistrale	Brentwood
26 T. WALKINSHAW	1600	Hawke DL2	Hertford Heath
27 J. SCOFIELD/ T. Walkinshaw	1600	Hawke DL2	Hertford Heath
28 D. R. BIRRELL/ J. T. E. Martin	875	Djerid F4	Lisburn, Co. Antrim
29 J. L. ALEXANDER	875	Vixen F4	Glasgow
30 A. TOBIAS/ Perdal Developments	875	McNally F4	Newcastle
31 A. SOUTER	1594	Lotus Elan	Dundee
32 R. W. WOOD	2000	Lotus 8	Edinburgh
33 A. H. F. PALMER	1240	Lotus 11	Lanark
34 J. MACKIE	1498	Marcos G.T.	Lochore
35 J. MILNE/W. Shepherd	1293	M.G. Midget	Lundin Links
36 J. MILNE/W. Shepherd	1800	M.G.B.	Lundin Links
37 A. L. FLEMING/ W. Shepherd	999	Mini Cooper S	Lundin Links
38 N. MORRISON	1991	Chevron B.M.W.	Glasgow
39 J. E. ANDERSON	1148	Ark Prototype	Wednesfield
40 G. SILVERWOOD/ D. B. Sinfield	1148	Mercury G.T.	Mirfield
41 E. LABINJOH/J. Fisher	1100	Fisher G.T.	Edinburgh
42 E. BLACKADDER	998	Nathan G.T.	Falkirk
43 R. MacNAB	1098	Elva Climax	Kilmarnock
44 M. BLACKIE	1991	Chevron B.M.W.	Wrightington
45 D. THIRD	950	Turner Sports	Edinburgh
46 A. POOLE	1088	Austin Healey Sprite	Kilcroney Bay
47 P. D. MacNAUGHTON	1098	Ginetta G4	Edinburgh
48 G. R. WILSON	1098	M.G. Midget	Kirkcaldy
49 M. HOPPERTON	1120	M.G. Midget	Inverary
50 D. S. LANGLEY	998	Austin H.S.	Milton of Campsie
51 J. ABSALOM/ R. Tallantyre	1098	Ginetta G4	Morpeth



Exit List . . . less

Photo by Eric Bryce



duplicating, duplicating, duplicating,



duplicating, duplicating, duplicating.

BY STENCIL OR OFFICE OFFSET
GESTETNER Ba-r-o-o-m

Gestetner

13-13A STAFFORD STREET, EDINBURGH 3. Tel. 031-255-4144

DRIVER/Entrant	cc	Make/Model	from
52 J. G. DUNBAR	1098	M.G. Midget	Loanhead
53 W. N. A. DRYDEN/ H. & G. Robinson Racing	874	Honda S800	Newcastle
54 T. A. TWAITES/ H. & G. Robinson Racing	599	Honda N600	Newcastle
55 J. A. HALL	1558	Lotus Elan	Edinburgh
56 A. D. T. BONAR	996	Austin A40	Leicester
57 A. D. T. BONAR	1558	Lotus Elan	Leicester
58 J. D. DIACK	2912	Austin Healey 3000	W. Kilbride
59 D. G. FYFE	2198	Morgan +4SS	Edinburgh
60 H. BAIRD	3781	Jaguar E Type	Bellshill
61 J. H. APPEGARTH	1971	A.C. Ace-Bristol	Houghton-le-Spring
62 J. BLANCKLEY/ J. H. Applegarth	1860	Rockside A40	Houghton-le-Spring
63 W. G. SMART	2500	Daimler SP 250	Wishaw
64 A. W. HUTCHISON	1293	Austin Healey Sprite	Kennoway
65 R. HUTCHISON/ A. W. Hutchison	1275	Austin Healey Sprite	Kennoway
66 J. GOTT	2992	Austin Healey 3000	Northampton
67 E. M. SMITH	1293	Mini Cooper S	Carlisle
68 G. B. BIRRELL/Wylie's	1858	Escort T.C.	Glasgow
69 R. D. McCUTCHEON	1293	Mini Cooper S	Wigtown
70 D. MUTER	1275	Mini Cooper S	Bedlington
71 J. VEITCH	1320	Mini Cooper S	Edinburgh
72 K. ROBERTSON	1293	Thistle Mini	Cockenzie
73 R. F. MORRISON	1275	Mini Cooper	Helensburgh
74 W. ALLISON	1283	Mini Cooper S	Stevenson
75 J. SWAN	1098	Mini Cooper S	Bonnyrigg
76 A. BARRETT	1293	Mini Cooper S	Baillieston
77 R. M. BROWN	1558	Ford Anglia	Largs
78 G. TODD/ Pinkie Mains Farm	1293	Mini Cooper S	Musselburgh
79 L. EMSLIE	1293	Mini Cooper S	Aberdeen
80 I. B. DONALDSON	3781	Ford Jaglia	Stewarton
81 F. GUNN/A. Barton	1275	Mini Cooper S	Newcastle
82 A. BARTON	999	Mini Cooper S	Newcastle
83 J. DRYDEN	1293	Mini	Lundie
84 K. MILLAR/J. Dryden	998	Mini	Lundie
85 W. BORROWMAN/Sports Moir & Baxter Ltd.	1293	Mini Cooper S	Longniddry
86 W. BORROWMAN/Sports Tune/Moir & Baxter Ltd	999	Mini Cooper S	Longniddry
87 J. SIME	999	Mini Cooper S	Paisley
88 W. L. MORRISON	998	Singer Chamois	Bridge of Allan
89 S. A. BELL/ Bell's Motor Repairs	999	Mini Cooper S	Carlisle
90 J. HOWDEN	998	Singer Chamois	Edinburgh
91 C. FERRARI	998	Hillman Californian	Peterhead
92 A. ORMISTON	997	Mini Cooper S	Dunfermline
93 D. O. STEVENSON	999	Mini Cooper S	Hamilton
94 J. L. RITCHIE	998	Austin A40	Cardross
95 M. B. WOOD	998	Mini Cooper	Houghton-le-Spring
96 R. D. WYLIE	999	Mini Cooper S	Annan
97 J. HANNAH	998	Milbro Mini	Wishaw
98 E. PATERSON	850	Colvend Mini	Edinburgh
99 R. J. SCOTT	998	Mini Cooper	Lanark
100 K. ALLEN	998	Mini Cooper	Crossford
101 J. PINKERTON	998	Mini Cooper	Glasgow

INGLISTON NOTES

D. S. Crawford's 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?

JOHN GIBSON & SON LTD.



FOR

1300 MK. 2 SALOONS — MIDGETS — MG.Bs.

MG B. G.T.s.

MG Cs.

Also MORRIS, RILEY, WOLSELEY & PRINCESS 1300s

Showroom & Service:

BANKHEAD AVENUE
SIGHTHILL INDUSTRIAL ESTATE
EDINBURGH 11
Phone 031-443-6191

Main Workshop & Stores:

BONNINGTON ROAD
LEITH
EDINBURGH 6
Phone 031-554-2311

ALL CLASSES OF REPAIR WORK EXPERTLY CARRIED OUT

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 at that Stand. Prices for all tickets are 10/-. For those wishing to make sure of their seats in advance, a booking form for the last meeting of the 1969 Season is on page 46.

★ ★ ★

Don't forget that the last meeting of the 1969 Season at Ingliston will be held on Sunday, 5th October. This will be a National Meeting and it is hoped to attract top drivers from home and abroad.

Scottish Motor Racing Club members will also want to note that 13th and 27th September have been 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).

Racing "goodies" are on sale from Graham Birrell immediately behind the Grandstand.

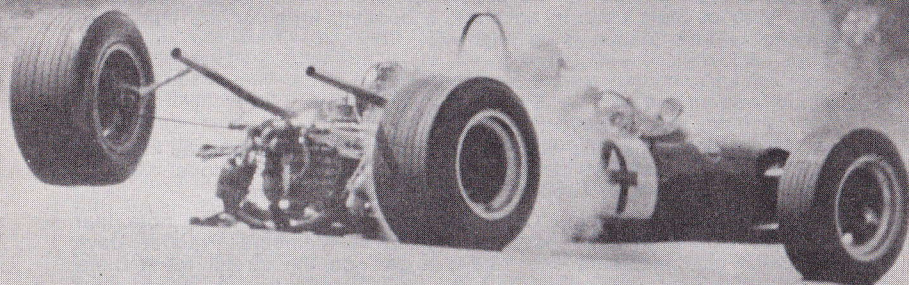
The special attraction at the October meeting at Ingliston is an aerobic display by Neil Williams, British Aerobic Champion and test pilot to Handley Page, in a Zlin 526 Akrobat.

Details of programme advertising and facilities for selling goods at Ingliston are available for Scotcircuits Ltd., National Bank Chambers, Duns, Berwickshire.

Details of trackside advertising may be obtained from Aerosigns (London) Ltd., Marlborough Hall, Lassel Street, London, S.E.10.

IMPORTANT NOTE TO COMPETITORS

Closing date for the entries for the remaining Ingliston meeting will now be 23rd September, 1969. In addition to this change 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.



Fireball 5001

IF YOU'VE A CAR PROBLEM
COME AND DISCUSS IT WITH

Tony Charnell

AT

croalls

OF CORSTORPHINE

SINGER, SIMCA AND ROOTES DEALERS

FAST CARS, SLOW CARS, NEW CARS, USED CARS
You'll find them all at

162 St. John's Road, EDINBURGH, 12

Telephone : 031-334 6248

Call in next time you're passing

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)

and G. H. BIRRELL (Crosle 16F) 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 :

G. SILVERWOOD (Mercury GT) 57.7 secs. 64.26 m.p.h.

PRODUCTION SPORTS CARS

Under 1150cc :

M. HOPPERTON (MG Midget) 60.0 secs. 61.80 m.p.h.

Over 1150cc :

A. W. HUTCHINSON
(Austin Healey Sprite) 60.4 secs. 61.39 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 race circuit **Royal Highland Showground ... EDINBURGH**

LAP DISTANCE 1.03 MILES 1.651 KMS

IMC/80
FEB.1968

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



**comes to
the home
of Scottish
motor
racing**

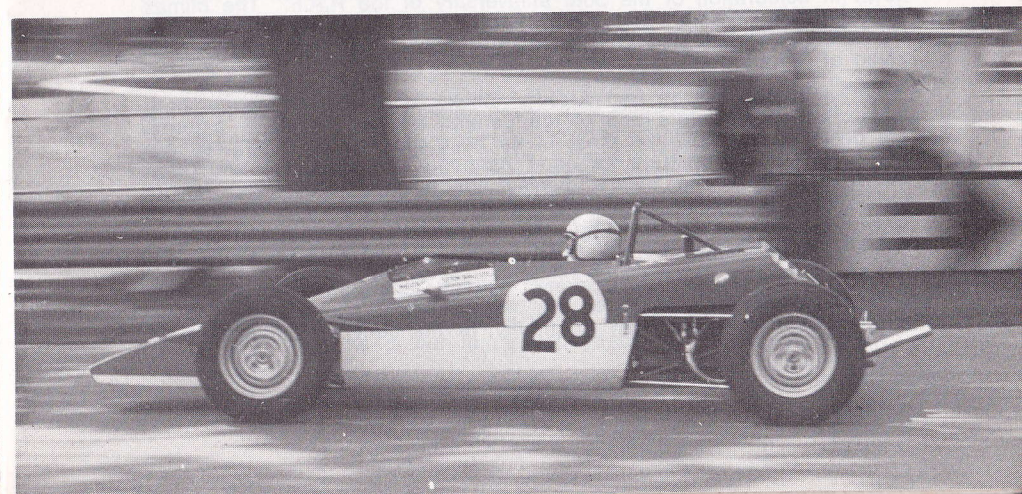
FREE GRANDSTAND TICKETS

Somewhere in the crowd today three programme owners hold the entrée to the National British Race Meeting being held at Ingliston on 5th October, a race meeting which already has all the ingredients of one of the best ever at the circuit with a chance of a large Formula 3 field, another formula libre Irish invasion, all the regulars dicing for the Callands Trophy, and the possible return of Gold Leaf Team Lotus. A top class international field could well be the order of the day so don't forget to come along—everyone, that is, except the three lucky number holders who will certainly not forget, having won free tickets to that meeting.

If you turn to the front cover of your programme today you will see that each programme has been numbered. Please do not forget this number since this is your LUCKY NUMBER—your chance of free entry to the next meeting. During the day, each driver in the main formula libre race will be allocated a number at random and these numbers will be announced to the public prior to the main race itself. The person holding the programme which has the same lucky number as that allocated to the winner of the Lordbank Trophy Race will receive four grandstand tickets for the October meeting together with a car park pass for his vehicle: similarly, the programme holders with the two running up "numbers" in the main race will win two grandstand tickets and a car park pass each.

And how do the three winners collect their spoils? Simple. Just leave the winning programme, together with a note of your name and address, at the Secretary's Office (at the main North Gate). Alternatively, post the programme, with your name and address, to the Secretary of the Meeting, Scottish Motor Racing Club Ltd., National Bank Chambers, Duns, Berwickshire. The programme will be returned, together with the booty.

So, ears pricked—your jovial commentator will advise you of the lucky numbers just before the main race. Until then it's up in the air — why not buy another programme for the kids and double your chances! It'll be worth it for the fantastic racing we're likely to see in October.





For the fifth successive season, the Red Arrows — under their leader Sqn. Ldr. Raynham G. Hanna, and with nine refurbished scarlet Gnat jet trainers—are the premier aerobatic team of the Royal Air Force, representing it at all major displays at home and abroad.

The first Gnat formation aerobatic team was the Yellowjacks, formed at R.A.F. Valley in 1964 by Flt. Lt. Lee Jones. This team, which performed at Farnborough, provided the nucleus from which the Red Arrows of the Central Flying School were formed the following January.

In 1966, Sqn. Ldr. R. G. Hanna, A.F.C., who had flown as No. 3 in 1966, became leader, and the formation was increased from seven to nine aircraft. Highlights of this season, in which 85 displays were given, were a display before H.R.H. the Duke of Edinburgh at Little Rissington, participation in the S.B.A.C. Show, and a Mediterranean tour which included displays in Malta, Cyprus and (by invitation of King Hussein) Jordan.

In 1967, the number of aircraft was reduced to seven, and the team gave 73 shows, including one at the Paris Salon.

The 1968 season was a vintage year, with many displays being flown in celebration of the 50th anniversary of the R.A.F. The climax was a display before H.M. Queen Elizabeth II at the Royal Review of the R.A.F. at Abingdon. The last of the season's 98 performances was given at Farnborough.

The content of the Red Arrows' display is chosen to appeal both to professional aviators and to the general public. Formation patterns are designed to show the Gnat at its best and other manoeuvres are performed to demonstrate its good handling characteristics and great manoeuvrability. The team's display has always been noted for its continuity and precise presentation, and it is this which, in the view of Group Captain Douglas Bader, whose aviation career has spanned pre-war, wartime and postwar eras, makes the Red Arrows unique.

"The Red Arrows stand alone," Group Capt. Bader writes. "They appreciated and have achieved the basic essential in aerobatic demonstration, which is unbroken continuity of manoeuvre from take-off to



THE RED ARROWS '69

landing, plus the importance of confining their movements within the aerodrome circuit.

"Aerobatic and formation flying is a military necessity for fighter pilots. Combine the two, add some coloured smoke, and the result is terrific.

"Since the early Hendon days of the 1920s, the Royal Air Force has surpassed other air forces in formation aerobatics. I remember the sensation caused in the 1930s when 43 Squadron tied their Hawker Furies together with coloured elastic and performed at 2,000 feet over the middle of Hendon airfield. They flew no closer than usual, but the coloured elastic was a wonderful gimmick.

"In the post-war Farnborough displays, the fast modern jet fighters tended to lose intimacy with the spectator by disappearing from sight at times during their performance. Some years ago, with the advent of the Red Arrows and their Gnats, a new and unrivalled concept of aerobatic display flying was born. Having been an aerobatic performer myself in the far-off 'propellor-and-elastic' days, I have watched with fascination the gradual development of the modern jet technique in this context.

"I could use more superlatives in praising the Red Arrows, but let me finish by quoting the highest praise they will ever receive. Last year the announcer at an international show said as the Gnats started their display, 'Here come the Red Arrows, the best aerobatic team in the world.' And that's a very handsome tribute when you realise it was a French announcer speaking at a French show."

For the next six years, the Red Arrows will continue to thrill millions of spectators in this country and act as ambassadors in such European countries as France, Belgium, Germany and Italy. This year, too, it is expected that an even wider public throughout the world will see the Red Arrows through the release on cinema circuits of an exciting 12-minute colour film produced by Arthur Gibson.



With £100 for first prize in the saloon car race one can almost sense the tension in the pits. This afternoon's races should be filled with their usual drama and the battle for the saloon car Championship, the Hartley Whyte Trophy, continues with hot favourite once again Graham Birrell with Wylie's Ford Escort.

At the beginning of last season, when the Escort first appeared, Graham was feeling his way, but today Wylie's have built up a highly professional racing service in Glasgow to prepare the car and the results have been obvious. Graham Birrell must obviously be favourite to take away the money but he will not have it his own way. His hottest new rival is Jimmy Veitch with his yellow and green Mini Cooper. This car should know its way round Ingliston blindfold, as it was the car used by Edward Labinjoh for a couple of seasons.

Davy Muter's race at the last meeting came to an abrupt halt on the barriers, but Davy promised that by this meeting he would have his car completely lightened and rebuilt, so don't be surprised to find fireworks from your friendly lemonade maker. In the same race are people like Bill Borrowman in his Mini Cooper, which is sponsored by Moir & Baxter and Sports Tune and since the fuel injection has been made to go right Bill has been surprising everyone with his speed. Ronnie Morrison in another fuel injected Mini Cooper has had less fortune and doubtless he will be out to make amends.

Keith Robertson's Thistle Tune Mini — familiar in its black and white chequered roof — is probably the dark horse car in this race.

SPECIAL SALOON CARS

HEAT 1 — 10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
62	J. BLANKLEY/	Rockside A40	1860
57.8	J. H. Applegarth	Mini Cooper S	1293
56.6	E. M. SMITH	Escort T.C.	1858
68	G. B. BIRRELL/Wylie's	Mini Cooper S	1293
69	R. D. McCUTCHEON	Mini Cooper S	1275
70	D. MUTER	Mini Cooper S	1320
56.8	J. VEITCH	Thistle Mini	1293
62.4	K. ROBERTSON	Mini Cooper	1275
60.2	R. F. MORRISON	Mini Cooper S	1293
64.8	W. ALLISON	Mini Cooper S	1098
75	J. SWAN	Mini Cooper S	1293
59.6	A. BARRETT	Ford Anglia	1558
64.8	R. M. BROWN	Mini Cooper S	1293
62.4	G. TODD/Pinkie Mains Farm	Mini Cooper S	1293
59.4	L. EMSLIE	Ford Jaglia	3781
80	I. B. DONALDSON	Mini Cooper S	1275
60.0	F. GUNN/A. Barton	Mini	1293
59.0	J. DRYDEN	Mini Cooper S	1293
59.2	W. BORROWMAN/Sports-Tune Moir & Baxter Ltd.	Mini Cooper S	1293

1st (£20) 68 2nd (£12) 71 3rd (£8) 83

4th (£6) 67 5th (£4) Fastest Lap 57.2 (1.68) secs.

(13)

9.43.2

The big saloons bite the dust at the August meeting



THE DRIVERS

WILLIAM FORBES

LOLA T142

EDWARD LABINJOH

FISHER G.T.

**JOHN
POLLOCK**

LOTUS 48 FVA

**ANTHONY
CHARNELL**

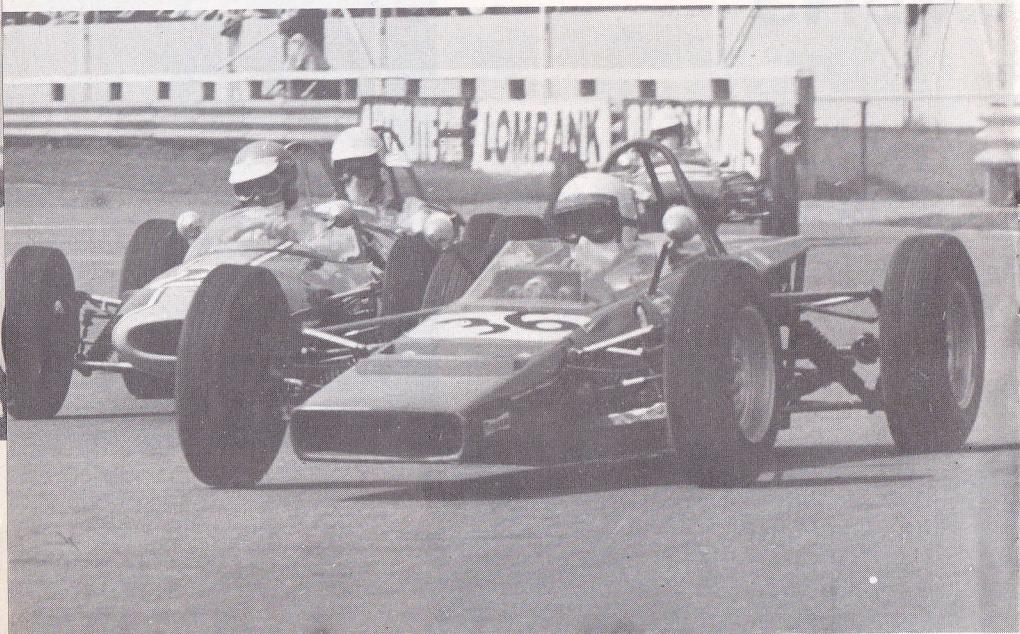
LOLA T.55

BERNARD HUNTER

MERLYN 11A

ANDREW FLETCHER

LOTUS 35



Tom Walkinshaw's Hawke leads the bunch past the stands

At the August meeting we were almost buried in Formula Fords and again at this meeting we have received a good entry. Asked why this is so, most of the drivers will admit that the circuit with its tight corners is ideal for this fledgling formula and certainly we have seen some tremendous dicing in this class of racing. Already, however, some of the names have pulled out from the rest and at today's meeting we are likely to see a renewal of the battle which has raged all season between Gerry Birrell, current Formula Ford Championship leader at Ingliston, and Tom Walkinshaw. Gerry drives a Crossle, the Irish built racing car which he helps to distribute in London, whilst Tom Walkinshaw is the number 1 driver in the team of Hawke cars run by ex-Lotus mechanic Dave Lazenby.

J. Scofield will be driving another Hawke as a back-up car to Walkinshaw's and once again there is a big entry of Lotus and Merlyn cars. Brian Squires, who is kept busy in his hotel on Loch Lomond side, still has time to come and race at Ingliston and he will be using his new Merlyn 11A whilst one of his leading Scottish opponents, Bernard Hunter has also changed from Lotus to Merlyn. Theo Sibley and Martin Blackie are driving the attractive Pringett Mistrales which we saw at the last meeting and amongst the Lotus drivers are Ted Clark, Rod Pithers, Dave Manners and Jimmy Gemmell, all in Lotus 51's.

Look out for curvacious Liane Engeman in the Pringett Mistrale: Liane has just been tested by Alfa Romeo and knows a thing or two about speed! With her from Surbiton will be Keith St. John, also in a Mistrale.

Not able to be present with us this afternoon is Gregory Hodges, a newcomer to Ingliston from the U.S.A. Gregory recently crashed his Merlyn 11A, landing himself in a hospital bed, and we all hope he will have a speedy recovery.

EVENT 2

2.55 P.M.

FORMULA FORD CARS

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
14	K. St. JOHN	Pringett Mistrale	1598
15	L. ENGEMAN	Pringett Mistrale	1598
59.0 16	D. B. SQUIRES	Merlyn 11A	1600
60.2 17	M. BLACKIE	Pringett Mistrale	1600
61.2 19	J. GEMMELL	Lotus 51A	1600
57 20	G. H. BIRRELL/ Equipe Centro Scot	Crossle 16F	1600
59 21	D. G. MANNERS	Lotus 51	1600
58.8 22	B. HUNTER	Merlyn 11A	1600
58.6 23	E. J. CLARK	Lotus 51	1600
62.6 24	R. PITHERS	Lotus 51	1600
25	T. G. SIBLEY	Pringett Mistrale	1598
58.0 26	T. WALKINSHAW	Hawke DL2	1600
27	J. SCOFIELD/T. Walkinshaw	Hawke DL2	1600
70.8 28	D. R. BIRRELL/J. T. E. Martin	Djerid F4	875
59.6 29	J. L. ALEXANDER	Vixen F4	875
61.4 30	A. TOBIAS/ Perdal Developments	McNally F4	875

12
1st (£20) 26 2nd (£12) 16 3rd (£8) 22

4th (£4) 21 Fastest Lap: 20
9.43.8 23 } — 57.6 secs.
26

KINGS CUP FORMULA FORD CHAMPIONSHIP

DRIVER/Car	April	May	July	Aug.	Total
G. H. BIRRELL/Crossle	—	9	9	9	27
D. MANNERS/Lotus	6	4	4	—	14+3
B. HUNTER/Merlyn	4	6	—	4	14+4
T. WALKINSHAW/Lotus	—	—	6	6	12+9
D. WALKER/Lotus	9	—	—	—	9
A. B. SQUIRES/Merlyn	—	—	3	3	6+6
M. HARNESS/Lotus	3	—	—	—	3
T. D. PHILIP/Brabham	—	3	—	—	3
G. B. BIRRELL/Crossle	2	—	—	—	2
J. GEMMELL/Lotus	1	—	1	—	2
R. PITHERS/Lotus	—	—	2	—	2
I. ROBERTS/Hawke	—	—	—	2	2
P. McGARRITY/Merlyn	—	—	—	1	1

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

27
17
18
21
9
12

WE ARE UNBEATABLE

**. . . . at selling Motor Cars, Estate Cars,
Vans and Landrovers, etc.**

**EVERY WEDNESDAY AT NOON —
250/300 VEHICLES**

**In Corporation Markets Yard, Graham Square,
Glasgow, E.1.**

**HEAVY COMMERCIALS
are sold only on the first Friday of each month
in a special Sale commencing at 2 p.m.**

ALEX BEITH LTD.

Scotland's Leading Auction Firm

**217/221 DUKE STREET
GLASGOW, E.1**

Telephone : 041-554-7884 (5 lines)

ALEX BEITH LTD. THE MOTOR AUCTION FIRM

Alex. Beith Ltd., of Glasgow, has a close connection with Ingliston through their associate company, Auto Auctions (Scotland) Ltd., who operate weekly sales of motor vehicles within their own premises in the Royal Highland Showground every Thursday.

The parent company, and another associated company, Central Car Auctions Ltd., conduct sales by auction of Motor Vehicles every Wednesday in Corporation Markets Yard, Graham Square, Glasgow, E.1.

These regular weekly sales are used by Main Distributors, Motor Agents and the general public and by most of the Local Councils, Gas and Electricity undertakings, public companies, etc., throughout Scotland and the North of England.

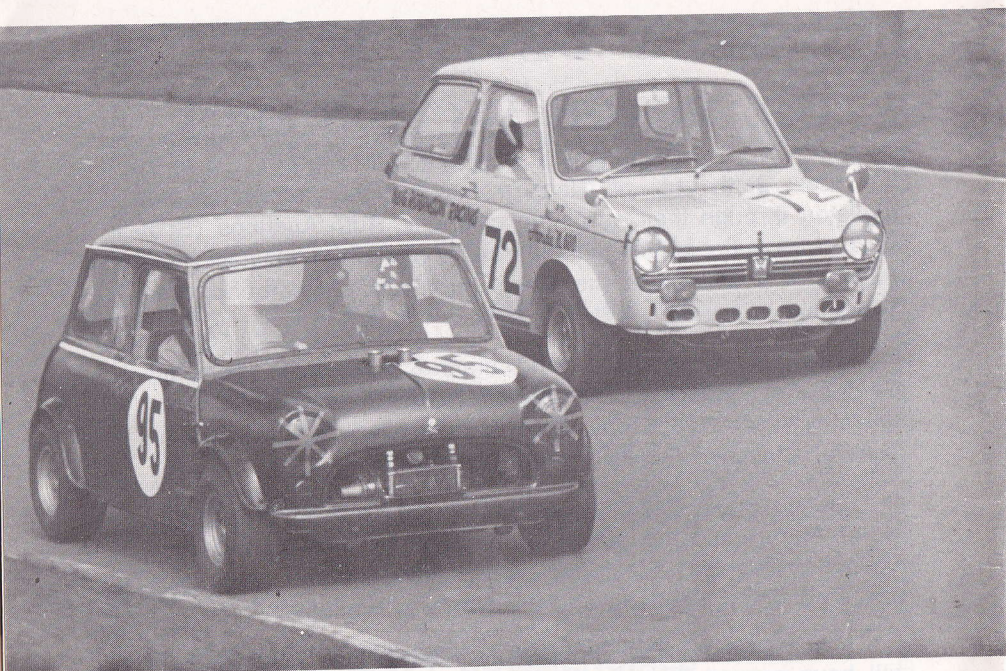
It is estimated that this year at least 20,000 motor vehicles will have passed through the Company's Auctions with a turnover in the region of £3 million. A lot of vehicles and a big turnover.

The "Scottish Guide to Used Car Prices" is published on the 15th day of each month and contains a factual record of the vehicles sold and prices realised during the previous month. Copies are obtainable post-free from :

**ALEX BEITH LTD.
217/221 DUKE STREET, GLASGOW, E.1.**

Telephone : 041-554-7884 (5 lines)

Today, Alex Beith Ltd. are proud to sponsor the event for special saloon cars up to 1000cc and thereby draw even closer in their association with the Ingliston Circuit. Long may that association flourish and prosper.



The H. & G. Robinson Mini Honda dices with Eric Paterson in practice

Bill Borrowman is out in this race with the smaller of the two Moir & Baxter/Sports Tune Mini Coopers and with fuel injection he has proved to have a new lease of life. The man in this race, however, is Andy Barton with another Mini Cooper, who is one of the hardest workers in the racing game. If medals were given for trying he'd look like Goering! Andy's style through the esses has to be seen to be believed and it will be a bad day when he doesn't qualify for the Hartley Whyte Trophy final.

Logan Morrison has not had such a successful season with his Singer Chamois but he is backed up by Jim Howden with his Chamois and Bob Haining with an Imp. Howden, in particular, has got the ex-Tony Charnell car really motoring and was well up with the leaders at the last meeting.

Sedric Bell always seems to have his Mini well placed in the up to 1000cc class and we notice that Ken Allen is back on the track with his Mini which was badly damaged earlier this season in a hill climb event at Doune.

Back again raring to have another shot at the small saloon class is the mini Hinda with Trevor Twaites at the wheel. Since spectators may have been disappointed not to see this car in action at the last meeting, Colin Lourie took the opportunity of photographing it in practice just to make sure it comes before your eyes today. Let's hope it's really up to scratch this afternoon.

EVENT 3

3.20 P.M.

SPECIAL SALOON CARS

THE ALEX BEITH RACE FOR SALOON CARS UP TO 1000cc

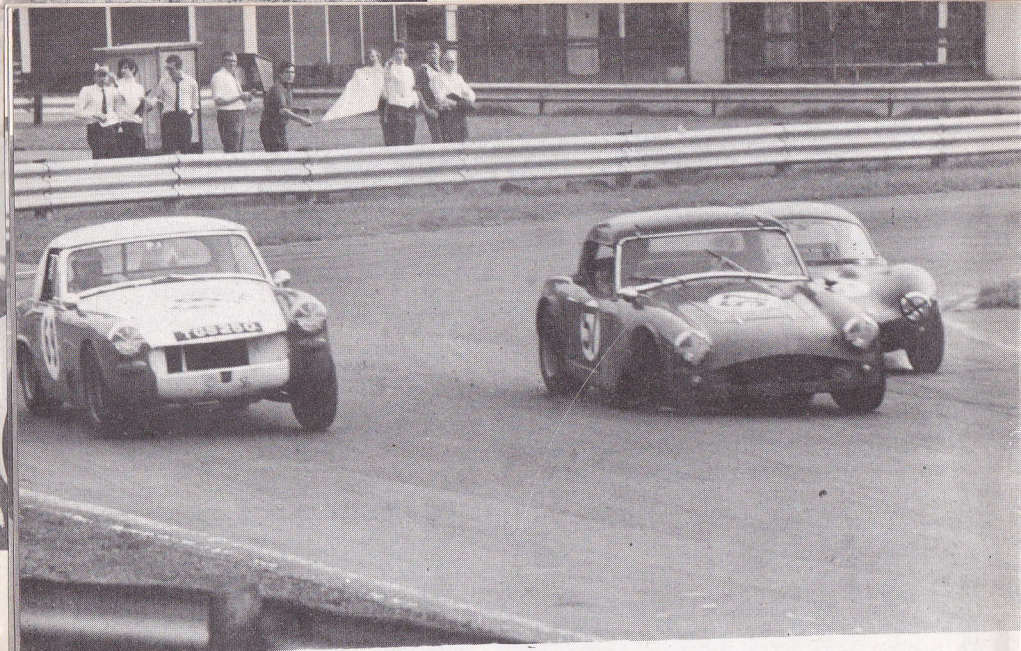
HEAT 2 — 10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
EVENT 3			
37	A. L. FLEMING/W. Shepherd	Mini Cooper S	999
54	T. A. TWAITES/ H. & G. Robertson Racing	Honda N600	599
82	A. BARTON	Mini Cooper S	999
84	K. MILLAR/J. Dryden	Mini	998
86	W. BORROWMAN/Sports-Tune Moir & Baxter Ltd.	Mini Cooper S	999
87	J. SIME	Mini Cooper S	999
88	W. L. MORRISON	Singer Chamois	998
89	S. A. BELL/ Bell's Motor Repairs	Mini Cooper S	999
90	J. HOWDEN	Singer Chamois	998
91	C. FERARRI	Hillman Californian	998
92	A. ORMISTON	Mini Cooper S	997
93	D. O. STEVENSON	Mini Cooper S	999
94	J. L. RITCHIE	Austin A40	998
95	M. B. WOOD	Mini Cooper	998
96	R. D. WYLIE	Mini Cooper S	999
97	J. HANNAH	Milbro Mini	998
98	E. PATERSON	Colvend Mini	850
100	K. ALLEN	Mini Cooper	998
56	A. D. T. BONAR—1st Reserve	Austin A40	996
99	R. J. SCOTT—2nd Reserve	Mini Cooper	998
101	J. PINKERTON—3rd Reserve	Mini Cooper	998

1st (£20) 90 2nd (£12) 88 3rd (£8) 100
4th (£6) 10.14 5th (£4) 37 Fastest Lap 86 — 59.8 secs.

Another two bobs' worth scrubbed off!





Three wheel Third sits on it last August

Some of the best battles we have seen this season at Ingliston have come from the production sports cars and deeply immersed in these has been the bright crimson Austin Healey 3000 of John Gott. Former B.M.C. team leader in rallies, John has a wealth of experience and at Ingliston he has become quite a regular. Mind you, John Milne, another forceful prod-sports driver with an MGB, was formerly one of the B.M.C. rally team members when John Gott was in control, so they are old friends. John Gott will be out for victory in the race but will have a tough time of it against John Absalom's Ginetta entered by Bob Tallantyre. Absalom's car is one of the quickest Ginettas to race at Ingliston.

At the last meeting Bill Dryden's Honda, after an electric practice lap time, ran further back in the field than normal, but don't overlook the little yellow Japanese bomb as it has the speed to outstrip any of the competitors in the class.

Throughout the past two seasons two Sprite drivers have had a great series of battles and today they are amongst the quickest cars in the race. Andrew Hutchinson's 1300cc model has been seen around the circuits for some time and Miles Hopperton's 1120cc one is also well known at Ingliston. Don't be surprised if the two of them have another set-too in this race.

Also running in the field is Jim Hall with his Lotus Elan. Jim, whose son Duncan is now taking part in motor sport events, was one of Scotland's leading driving test drivers and has competed in all forms of sport for the past ten years. It is only recently that he has changed his affections from M.G. Midgets to an Elan but at the last meeting he went well in what is a standard road going car.

The dark horse in the race is, however, Arnie Poole from Dublin with his Austin Healey Sprite.

EVENT 4

3.45 P.M.

PRODUCTION SPORTS CARS

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
UP TO 1150cc			
66.2	45 D. THIRD	Turner Sports	950
66.1	46 A. POOLE	Austin Healey Sprite	1088
66.2	47 P. D. MacNAUGHTON	Ginetta G4	1098
75.8	48 G. R. WILSON	M.G. Midget	1098
67.0	49 M. HOPPERTON	M.G. Midget	1120
63.6	50 D. S. LANGLEY	Austin Healey Sprite	998
64.4	51 J. ABSALOM/R. Tallantyre	Ginetta G4	1098
59.8	52 J. G. DUNBAR	M.G. Midget	1098
	53 W. N. A. DRYDEN/ H. & G. Robinson Racing	Honda S800	874

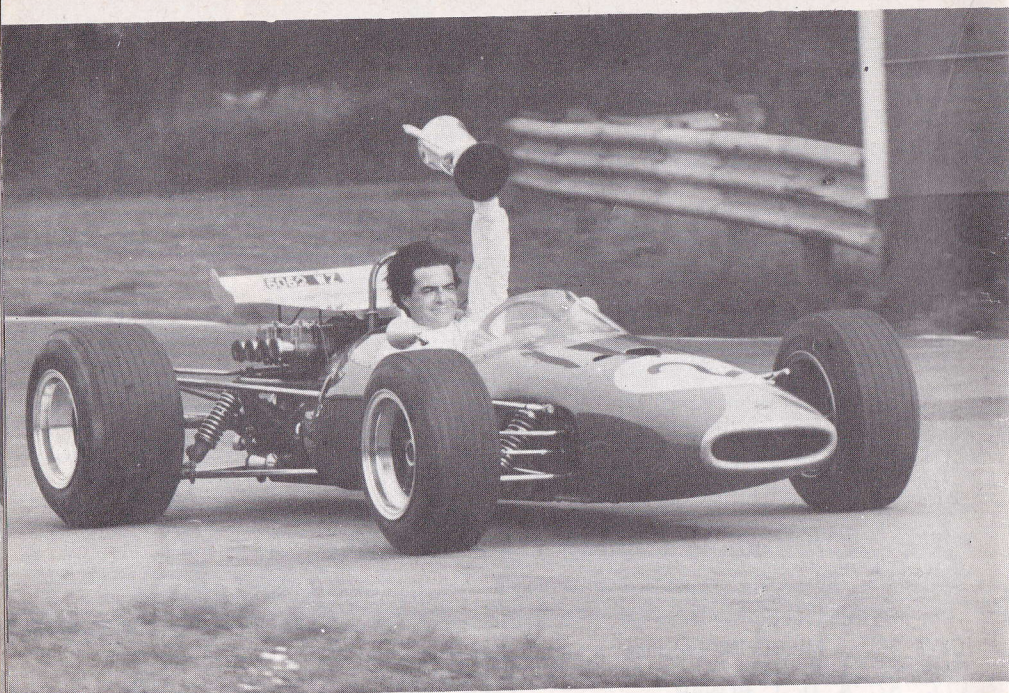
1st (£20) 53 2nd (£12) 50 3rd (£8) 48
 10 22.6 4th (£4) Fastest Lap: 53 — 60.2 secs.

OVER 1150cc

62.7	36 J. MILNE/W. Shepherd	M.G.B.	1800
66.0	55 J. A. HALL	Lotus Elan	1558
67.6	57 A. D. T. BONAR	Lotus Elan	1558
65.8	59 D. G. FYFE	Morgan + 4SS	2198
67.6	60 H. BAIRD	Jaguar E Type	3781
60.6	63 W. G. SMART	Daimler SP 250	2500
69.2	64 A. W. HUTCHISON	Austin Healey Sprite	1293
61.8	65 R. HUTCHISON/ A. W. Hutchison	Austin Healey Sprite	1275
63.2	66 J. GOTT	Austin Healey 3000	2992
	61 J. H. APPELEGARTH— 1st Reserve	A.C. Ace-Bristol	1971
	58 J. D. DIACK—2nd Reserve	Austin Healey 3000	2912

1st (£20) 66 2nd (£12) 64 3rd (£8) 36
 629.4 4th (£4) 55 Fastest Lap: 66 — 60.8 secs.





Tommy Reid experiments with your actual Irish aerofoil at the August meeting

Willie Forbes, circuit lap record holder at Ingliston, has his bright yellow Lola back on the grid for today's Formula Libre race and since the beginning of the season it has lost its impressive "wing" thanks to the ban on wings by the F.I.A. on the grounds of safety. However, this hasn't slowed Willie down even though he has been suffering from a bit of cylinder head gasket trouble in recent weeks. Despite this, his American V8 engine will again thunder round the track in pursuit of the Lombank Trophy. As reigning Formula Libre Champion at Ingliston he is out to add a few more points to his score to reduce the gap between himself and present leader, Dave Berry.

Probably one of Willie's toughest jobs will be to beat Irishman Tommy Reid, who came over to the August meeting at Ingliston and won the main event. Today Tommy is back, flushed with success and out for more spoils. The car he is driving is not the regular Irish Racing Cars Brabham BT 23C but his earlier Brabham BT 18 with Cosworth Twin Cam Ford engine. This was the car he used to win last time out and it seems ideally suited to the track, being both light and nimble.

Another driver who has suddenly leapt to the forefront at Ingliston is Ronnie Mackay in another Brabham. This is a slightly later model, a 21B with a 1000cc engine and in the past two Ingliston meetings Ronnie's progress has been nothing short of fantastic. If he ever gets

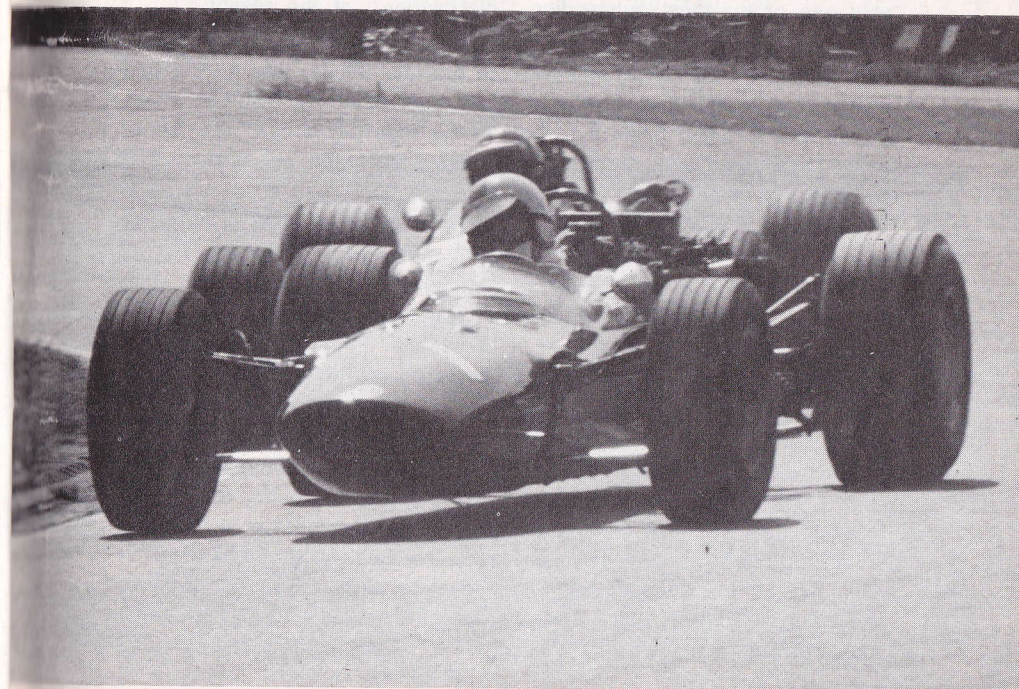
CALLANDS TROPHY FORMULA LIBRE CHAMPIONSHIP

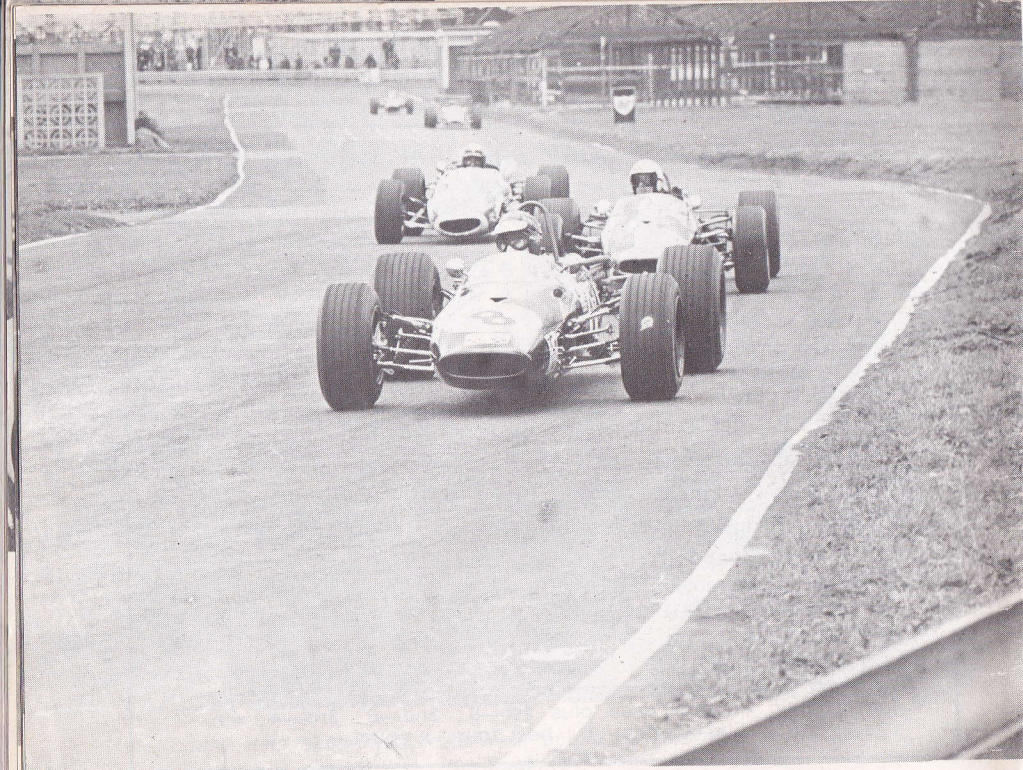
DRIVER/Car	April	May	July	Aug.	Total
D. BERRY/Brabham	1	8	8	7	24
G. B. BIRRELL/Brabham	6	—	11	—	19
R. MACKAY/Brabham	5	11	—	—	16 +3
A. CHARNELL/Lola	4	5	3	—	12
W. FORBES/Lola	11	—	—	—	11 +10
T. REID/Brabham	—	—	—	10	10
R. SCOTT/Brabham	6	—	—	—	6 +4
A. FLETCHER/Lotus Climax	—	—	6	—	6 +7
J. MILLAR/Brabham	—	6	—	—	6 +2
W. MITCHELL/Brabham	—	—	5	—	5
A. C. GOODFELLOW/Fireball 5000	1	4	—	—	5
J. POLLOCK/Lotus	—	—	—	5	5
M. CAMPBELL/Titan	—	—	4	—	4
Mrs. A. MICKEL/Brabham	—	3	—	—	3
W. N. A. DRYDEN/Lotus Climax	3	—	—	—	3
I. STIRLING/Lola	—	1	—	4	5
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.

24 — ①
19 — ③
19 — ③
12 — ⑥
21 — ②
10 — ②
10 — ②
13 — ⑤
8 — ⑨

Flying Fletcher





into a Formula II car there will be no stopping him and he is probably one of the most outstanding "discoveries" of the season.

Most interesting car of the day, however, must surely be the ex-Winkelmann Formula 2 Brabham which the late Bill Ivy was driving this season. This car has only just been purchased by Irishman Brian Cullen and is being given a try-out on the Ingliston circuit. An identical twin to the Ecurie Ecosse BT23, this car should be a really fast contender.

Tony Charnell's Lola has now been repaired and will be running and Andrew "Fireball" Goodfellow might also be using a Lola if his Chevrolet engine single seater is not ready in time. Another man whose horses may not be packed in time is John Pollock, who has been working feverishly to put his Lotus 48 F.V.A. together for this meeting. If all goes well, John could easily be up there trading punches with his fellow "Paddies."

The return of the Irish contingent has certainly thrown the Callands Trophy wide open this season. While a good place today could put Dave Berry in a very commanding position, a win for Tommy Reid could give him the incentive to go all out for the Championship in October. Willie Forbes is in very much the same position, while Graham Birrell must pin all his hopes on the last meeting of the season. It looks like being a neck and neck finish so don't miss your seats in the Grandstand for October.

EVENT 5

4.10 P.M.

THE LOMBANK TROPHY RACE FOR FORMULA LIBRE SINGLE SEATER RACING CARS

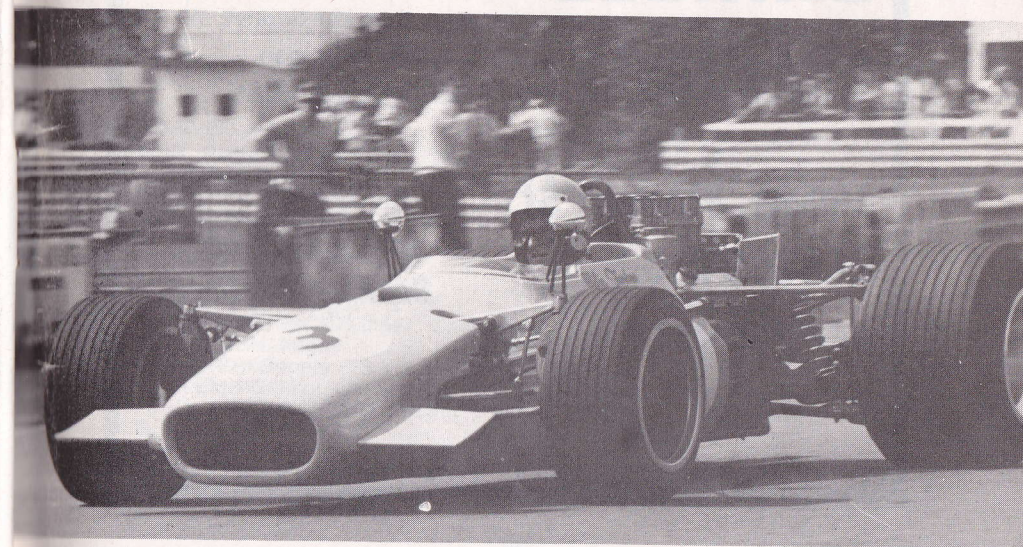
16 SQUIRES		25 LAPS MERLYN		Lucky Number
Car No.	DRIVER/Entrant	Make/Model of Car	cc	
51.6	1 A. FLETCHER/J. L. Romanes	Lotus 35	2490	207
57.2	2 T. D. REID/Irish Racing Cars	Brabham BT18	1698	
	3 A. CHARNELL	Lola T55	1650	
57.8	4 A. C. GOODFELLOW	Fireball 5000	4700	
62.4	5 W. FORBES	Lola T142	5000	
54.8	6 I. STIRLING	Cooper T76	997	
52.4	7 J. MILLAR	Brabham BT21	1991	
66.2	8 R. M. MacKAY/ Wm. Dunnet & Co. Ltd.	Brabham BT21B	997	
52.6	9 A. M. NAPIER	G.R.P. Ford	997	
	10 D. BERRY	Brabham BT16	1600	
	11 B. CULLEN	Brabham BT23	1594	
	12 J. POLLOCK	Lotus 48 F.V.A.	1594	
52.6	102 RICHARD SCOTT	CHEVROLET		
75	103 T. PHILIP	BT18		
20	6 BIRRELL	CROSSIE		
26	T WALKINSHAW	HAWKE		
23	E CLARK	LOTUS 51		
22	B HUNTER	MERLYN		

1st (£100) 5 2nd (£60) 1 3rd (£40) 11 21.57.7

4th (£20) 102 Fastest Lap : 1 51.4 secs.

514 - 8

"But the man said it would still fly without wings"



**Always available from
the Best in the West**

TOP QUALITY MOTOR ACCESSORIES

RACING AND RALLY EQUIPMENT

**GRAHAM
BIRRELL
(RACING)**

392 St. Vincent St.

GLASGOW C.3

041-248-4534

★Available at the
shop today

Andrew Cowan's
story of the 1968
London-Sydney
Marathon

★ **Ingliston Ticket
Booking Office**

EVENT 6

5.15 P.M.

SPECIAL SALOON CARS — FINAL

THE HARTLEY WHYTE CHAMPIONSHIP RACE

15 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	Qual. Time
68	G. BIRRELL	ESCORT	
71	J. VEITCH	S	
83	J. DRYDEN	S	
67	E. SMITH	S	
90	J. HOWDEN	IMP	
88	W. L. MORRISON	IMP	
78	G. TODD	S	
79	L. EMBLE	S	
100	K. KILAN	S	
72	K. ROBERTSON	S	
37	R. FLEMING	S	
92	A. ORMISTON	S	
98	E. PATTERSON	S	
84	K. MILLAR	S	

1st (£100) 68 2nd (£50) 71 3rd (£25) 67 4th (£15) 83

14416 5th (£10) 78 6th (£5) 90 FL

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

"HARTLEY WHYTE TROPHY" CHAMPIONSHIP

DRIVER—Car	April	May	July	Aug.	Total
G. B. BIRRELL/Twin Cam Escort	9	—	9	9	27+9 36
J. VEITCH/Cooper 'S'	6	6	4	6	22+6 28
W. BORROWMAN/Cooper 'S'	—	—	6	4	10
G. H. BIRRELL/Twin Cam Escort	—	9	—	—	9
S. A. BELL/Cooper 'S'	—	4	3	—	7
A. BARTON/Cooper 'S'	4	—	—	3	7
K. ALLEN/Cooper 'S'	3	—	—	—	3
A. M. SMITH/Cooper 'S'	—	—	2	2	4++
W. L. MORRISON/Singer Chamois	—	3	—	—	3
A. D. NIVEN/Anglia	2	—	—	—	2
D. MUTER/Cooper 'S'	—	—	2	—	2
A. FLEMING/Mini Cooper	1	—	—	—	1
R. D. McCUTCHEON/Cooper 'S'	—	—	1	—	1
R. J. FOX/Cooper 'S'	—	—	—	1	1

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



Chevron

Today's G.T. race could see the Sheila Whyte Tankard Championship thrown wide open. Present leader, John Milne with the exceedingly reliable Midget, has achieved his dominance through placings in four meetings. This being the maximum number of events counting towards the Championship John can only hope to increase his score by achieving higher placings in the remaining two meetings and substituting these higher scores for lower points already counted.

The two people to watch are last year's runner up, George Silverwood, and Edinburgh's own Eddie Labinjoh. In July Eddie drove the race of his life when he fielded the Fisher G.T. for its first outing this season; driving against an International field (including the two works Lotus 62's of John Miles and Brian Muir) he carved his way into third overall place, setting a new class lap record in the process. Not to be outdone, George set off like the very clappers at the last meeting to regain the lap record but mechanical troubles left Eddie again with the honours. A win for either of them today would mean a commanding position before the last round is fought.

One or two new faces appear this afternoon—Roy MacNab should have his medical problems sorted out in time to let his Elva Climax be seen. This car holds last year's Aintree Cup and took the class lap record at that circuit; Roy comes to the car as an out and out Novice, this being the first time he has raced the vehicle and we wish him success in the sport. Derek Palmer brings back to the circuit a car not seen for some time, the faithful old Lotus 11. An older model from the same marque, the Lotus 8, is fielded by another first timer, Rob Wood, but Rob has rejuvenated the brute with a Triumph 2000 power house.

SPECIAL G.T. CARS

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
59.6 31	A. SOUTER	Lotus Elan	1594
32	R. W. WOOD	Lotus 8	2000
64.8 33	A. H. F. PALMER	Lotus 11	1240
60.8 34	J. MACKIE	Marcos G.T.	1498
62.6 35	J. MILNE/W. Shepherd	M.G. Midget	1293
55.4 38	N. MORRISON	Chevron B.M.W.	1991
39	J. E. ANDERSON	Ark Prototype	1148
58.2 40	G. SILVERWOOD/ D. B. Sinfield	Mercury G.T.	1148
58.0 41	E. LABINJOH/J. Fisher	Fisher G.T.	1100
61.8 42	E. BLACKADDER	Nathan G.T.	998
80.4 43	R. MacNAB	Elva Climax	1098
57.8 44	M. BLACKIE	Chevron B.M.W.	1991
56.2 107	J CALVERT	LOTUS 47	
54.0 108	J BLADES	Chevron B.M.W.	1991

1st (£20) 38 2nd (£12) 44 3rd (£8) 40

4th (£6) 4 5th (£4) Fastest Lap — secs.

"SHEILA WHYTE TANKARD" CHAMPIONSHIP

DRIVER—Car	April	May	July	Aug.	Total
G. SILVERWOOD/Mercury G.T.	6	9	—	—	15+4
J. MILNE/M.G. Midget	4	6	3	4	17
E. LABINJOH/Fisher G.T.	—	—	4	9	13+3
N. MORRISON/Chevron G.T.	9	—	—	—	9+9
J. MILES/Lotus 62	—	—	9	—	9
A. FLETCHER/Ford G.T.40	—	—	6	—	6
A. SOUTER/Lotus Elan	—	—	—	6	6
J. MACKIE/Marcos	—	4	—	—	4
A. POOLE/M.G. Midget	—	—	—	3	3

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

WHAT DO THEY DO?

Like the icebergs half the organisers and administrators at Ingliston hide under the surface, not because they want to but because someone has to do the work behind the scenes. At this week's meeting we wanted to talk about some of them and just what they do.

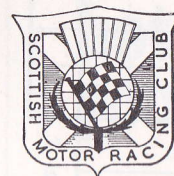
Down in the paddock there is a lot of action during the racing but Ernie Herrald, the chief paddock marshal, and his team never actually see the racing because it is their job to get everyone lined up for the following race and send them up to the marshalling area beside the stand. During the morning they see to it that every competitor has a space for his car and tender either in the pits itself or behind the pits. At the same time they herd their flock through the scrutineering bay because every car has to be checked before it is allowed out on the track.

Throughout the meeting there are broadcasts to drivers to report to their cars and all sorts of messages come through the switchboard. Though their main concern is the competitors and their problems you have gate men at the entrances to make sure that only those who have the right tickets to get in and out of the paddock. To a driver nothing is more frustrating than to have a hundred people packed round his car when he is in the midst of a rebuild job and so the paddock marshals have to be diplomats too.

Around the main gate is the Scotcircuits office where the drivers sign in and things like programmes are issued to those selling them round the track. Again, those in charge never get to see the racing and are marooned, often out of earshot of the loudspeakers. The same is true of the main gate marshals who are now helped by Security Guards. The Security Guards were brought in to tighten up control over who enters and leaves the paddock, something which became very necessary.

The funny thing is that all these people are motor racing enthusiasts and yet they will cut themselves off from racing to serve the competitors and spectators. In some cases there is a rota system so that they see two meetings out of six but in others particularly in the case of the Chief officials at the various points there is no holiday.

GRAHAM GAULD.



Q. Who are the Scottish Motor Racing Club?

A. The Motor Racing Club of Scotland

Q. What are you going to do about it?

BLOCK CAPITALS

Full Name

Address

Phone Occupation

Do you wish to be considered for Marshalling at Race Meetings?

YES/NO

I hereby make application to become a member of THE SCOTTISH MOTOR RACING CLUB LIMITED and, if elected, agree to be bound by the Memorandum and Articles of Association thereof for the time being.

I enclose remittance for the total detailed under.

Please send details of Family Membership.

Date 1969

(Signed)

Subscription	2 gns.	£2	2	0
Family Membership	10/6			
Car Badge	25/-			
Lapel Badge (brooch type)	4/-			
Repeat-Motif Tie (Terylene) - ...	19/6			
Blazer Badge	45/-			
Windscreen Sticker Badge	2/6			
Overall Badge	12/6			

CHEQUE/P.O./BANKER'S ORDER

£

Return with remittance to

SCOTTISH MOTOR RACING CLUB LIMITED,
NATIONAL BANK CHAMBERS, DUNS,
BERWICKSHIRE.





Suppliers of concrete aggregates,
concrete and building sands,
coated macadams, hot and cold
asphalts.

Operations cover the following counties:
Angus, Ayrshire, Berwick, Dumfries, Dumbarton, Fife, Inverness, Lanark,
Midlothian, Nairn, Perth, Ross & Cromarty, West Lothian

Kings & Co. Limited

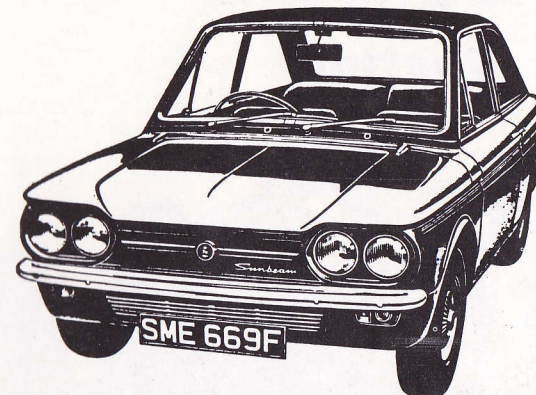
19 WOODSIDE CRESCENT, GLASGOW, C3

Tel.: DOUglas 3654 (5 lines) Grams: "KERBING, GLASGOW"

Member of the Tarmac Derby Group

ZOOM!

the new Sunbeam Stiletto



**for men whose wives
think they've given up sports cars**

Reassure your wife with a new Sunbeam Stiletto.

Show her how luxuriously saloon it is—four deep seats, the front
ones reclining, plenty of room, and swish twin headlights.

Don't tell her it's got a race-bred Sunbeam Sports engine,
(*ZOOM*), fastback styling, vinyl covered roof, twin carburettors
and rally instrumentation.

The new Sunbeam Stiletto. Only £812 Come and zoom it
from our showroom (try the Sunbeam Imp Sport, too). Today.

* Ex works price inc. P.T. Seat belts extra.

Part of the new deal from Rootes

JAMES ROSS & SONS
(MOTORS) LTD.

Lochrin, Tollcross, Edinburgh, 3

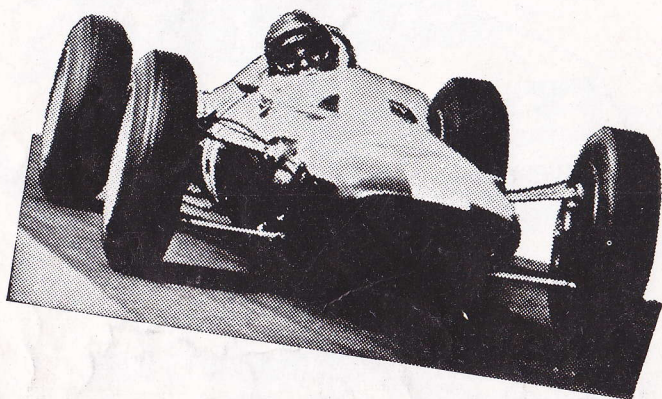
FOUntainbridge 1555

AUTHORISED DEALER  **ROOTES**

HASTE YE BACK AGAIN!

Our next Meeting is

**THE OCTOBER
Race Meeting**



Sunday, 5th October : 2 p.m.

PRACTICE FROM 9.45 A.M.

Advance Booking Form inside

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