

Scottish Motor Racing Club Ltd.
INGLISTON
MOTOR RACING CIRCUIT

Royal Highland Showground
Edinburgh

SUNDAY
25th JULY
1965



2nd 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 2nd "GUARDS TROPHY" RACE MEETING SUNDAY, 25th JULY, 1965

organised by

The Scottish Motor Racing Club Ltd.

.
PROGRAMME

10.00 am	Practice	
2.00 pm	Event 1	Saloons up to 1200cc, 1st Race
2.20	2	G.T. Cars over 1200cc, 1st Race
2.40	3	"Guards Trophy" Race, Heat 1
3.00	4	Sports Cars over 1200cc
3.20	5	Saloons over 1200cc, 1st Race
3.40	6	G.T. Cars under 1200cc
4.00	7	"Guards Trophy" Race, Heat 2
4.20	8	Saloons up to 1200cc, 2nd Race
4.40	9	G.T. Cars over 1200cc, 2nd Race
5.00		Rover-B.R.M. Demonstration by Jackie Stewart
5.15	10	THE "GUARDS TROPHY" RACE
5.40	11	Saloons over 1200cc, 2nd Race
6.00	12	Sports Cars up to 1200cc



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FULL INGLISTON REPORT NEXT FRIDAY



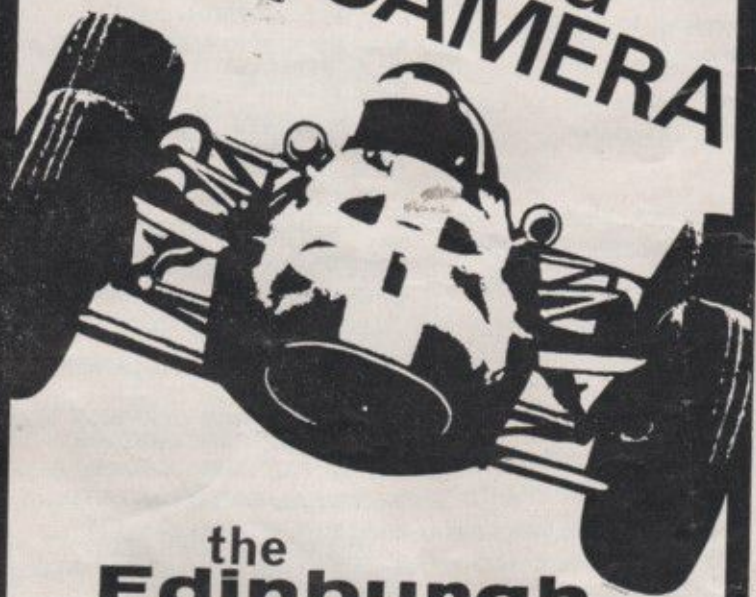


<i>Clerk of Course</i>	T. H. LEGGET
<i>Deputy Clerk of Course</i> ...	R. WELSH
<i>Chief Marshal</i>	A. H. B. CRAIG
<i>Deputy Chief Marshal</i> ...	Dr. J. G. WAUGH
<i>Chief Flag Marshal</i>	W. W. HUME
<i>Chief Paddock Marshal</i> ...	E. R. HERRALD
<i>Starters</i>	J. A. DICK PEDDIE D. M. FRASER
<i>Chief Fire Marshal</i>	G. STOREY
<i>Chief Spectator Marshals</i> ...	A. D. HORNE & J. MACMILLAN
<i>Chief Medical Officer</i> ...	Dr. LINDSAY WILKIE
<i>Chief Timekeeper</i>	Dr. L. JAMIESON
<i>Scrutineers</i>	J. GARDEN D. STEPHEN
<i>Commentators</i>	A. MARSH & J. W. McINNES
<i>Secretary to Meeting</i> ...	I. SCOTT WATSON
<i>Stewards</i>	A. K. STEVENSON, O.B.E. (for R.A.C.) W. K. STEWART N. T. LITHGOW
<i>Race Committee</i>	J. L. ROMANES A. H. B. CRAIG, T. H. LEGGET E. S. CHAPMAN I. SCOTT WATSON
<i>Chief Programme Marshal</i>	Mrs. T. LEGGET
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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/1601

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LIST OF ENTRIES

Car No.	Driver/Entrant	cc	Make/Model of Car	from
1	A. W. ROLLINSON/ Frank Lythgoe	997	Brabham F2	Pelsall
3	W. FORBES	1991	Elva-B.M.W.	Aberdeen
4	J. RUSSELL	4727	Russell-Ford	West Calder
5	R. PAYNE/ Balerno Garage	997	Lotus 22	Balerno
6	A. C. GOODFELLOW	1098	Cooper FJ	Falkirk
7	A. D. T. FLETCHER	997	Brabham F3	Surrey
8	R. PEEL/ A. D. T. Fletcher	997	Merlyn F3	Surrey
9	W. J. STEIN/ Ecurie Ecosse	2496	Ecosse-Climax	Edinburgh
10	W. J. STEIN/ Ecurie Ecosse	4727	Tojeiro-E.E.	Edinburgh
11	M. H. GILL	997	Brabham F3	Alston
12	M. H. GILL	997	Terrier	Alston
14	J. MILLAR	1620	Lotus 23B	Bridge of Weir
15	W. A. ROBSON/ Team Leedspeed	4700	Cooper-Chevrolet	Darlington
16	W. J. TURNBULL/ D. M. Bertram	1098	L.W.S.	Edinburgh
17	P. STEWART/ Caledonian Motors	1000	Cooper B.M.C.	Lundin Links
18	J. E. MILNE/ Caledonian Motors	1130	M.G. Midget Coupe	Glasgow
19	A. HUTCHINSON/ Caledonian Motors	998	Austin-Healey	Leven
20	J. R. WILLIAMSON/ Caledonian Motors	999	Mini-Cooper	Aberdour
21	J. CLARK/ Seton Mains Garage	1098	Merlyn FJ	North Berwick
22	W. BORROWMAN/ Seton Mains Garage	970	Mini-Cooper S	Longniddry
23	J. CLARK/ Seton Mains Garage	970	Mini-Cooper S	North Berwick
24	J. FEWELL/ Seton Mains Garage	970	Mini-Cooper S	Longniddry
25	R. J. PREST	1098	Lotus-Ford	Croxdale
26	A. BLENKIN/ R. J. Prest	1275	Mini-Cooper S	Spennymoor
27	T. TAYLOR/ Aurora Gears	997	Brabham F2	Rotherham
28	Miss A. TAYLOR/ Aurora Gears	1150	Aurora B.M.C.	Rotherham
29				
30	I. A. B. HARRIS	1390	Mallock U2	Glasgow
31	G. TAYLOR	1340	Conford	Falkirk
32	D. S. RUSSELL	1650	Rejo	Balerno
33	W. M. AITKEN	1498	Lotus 7	Paisley

Continued

SCOTCIRCUITS LTD INGLISTON

motor racing circuit

PROGRAMME 1965

- To-day THE 2nd "GUARDS TROPHY" MOTOR RACE MEETING
- 8th August AUGUST Race Meeting for Motorcycles
- 29th August EDINBURGH FESTIVAL Race Meeting for Cars
- 19th September EDINBURGH HOLIDAY Race Meeting for Motorcycles
- 3rd October B.M.R.C. Trophy Race Meeting for Cars
including final event for the LOMBANK TROPHY

ADVANCE BOOKING FORM ON PAGE 37

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.

List of Entries — Continued

Car No.	Driver/Entrant	cc	Make/Model of Car	from
34	J. K. LUMSDEN-TAYLOR	1498	Lotus 7	Chester-le-Street
35	E. A. POWRIE	1498	Lotus 7	Dundee
36	I. COCHRANE	1498	Lotus 7 GT	Dalrymple
37	G. P. D. BELLERBY	997	Lotus 7	Morpeth
38	T. BIBB/ A. D. T. Fletcher	998	Cooper B.M.C.	Texas
39	R. FORESTER-SMITH	997	Lotus 7	Edinburgh
40	D. M. ROSS	1098	Lotus-Climax GT	Aberdeen
41	G. CROSSLEY	1098	Lotus XI	Morecambe
42	D. C. LAMB	1098	Lotus XI	Linlithgow
43	J. S. H. ROSS	997	Lotus 7	Riding Mill
44	T. N. THOMSON	1147	Triumph Spitfire	Wishaw
45	J. VEITCH	997	Rochdale Olympic	Newbridge
46	JACK FISHER	1071	Fisher GT	Edinburgh
47	E. A. LABINJOH/ Jack Fisher	1275	Mini-Cooper S	Edinburgh
48	J. ABSALOM	997	Ginette G4	Morpeth
49	D. D. CARMICHAEL	1149	M.G. Midget	Edinburgh
50	G. McWILLIAM/ Team Fife	1090	Marcos	Glasgow
51	T. SIMPSON/ Team Fife	1594	Lotus-Cortina	Kirkcaldy
52	J. MACKAY/ Hugh Shannon Racing	1098	Lotus-Climax GT	Thurso
53	D. FORBES/ Hugh Shannon Racing	1588	Lotus Elan	Methven
54	J. JOHNSTONE/ Aurelli Accessories	1098	M.G. Midget	Dumfries
55	P. JOHNSTONE/ Aurelli Accessories	1275	Mini-Cooper S	Dumfries
56	B. E. COCKS	1390	Fairthorpe	Dundee
57	I. R. OWER/ B. E. Cocks	1390	Mini-Cooper	Dundee
58	J. S. RAE/ J. Potts, Jr.	1800	M.G.B.	Bellshill
59	W. B. M. DONALDSON	1500	Ford-Healey	Roslin
60	R. F. MORRISON	4200	Jaguar E-Type	Helensburgh
61	H. C. BALLANTINE	1997	Marcos 1800	Bo'ness
62	G. THOMSON/ D. Reynard	1558	Lotus Elan	Glasgow
63	A. I. ROBERTSON	1558	Lotus Elan	Kirkcaldy
64	Miss A. TAYLOR/ Border Reivers	1558	Lotus Elan	Rotherham
65	J. S. CALVERT/ Hillcrest Racing Team	1594	Lotus Elan	Seaham
66	J. A. SUTTON/ Mill Garage (Sunderland)	1594	Lotus Elan	Hexham
67	W. N. A. DRYDEN/ J. Cuthbert	1594	Lotus Elan	Edinburgh
68	E. LIDDELL	1594	Lotus Elan	Bishopbriggs
69	A. McCracken/ McCracken Racing	1594	Lotus Elan	Larkhall
70	J. NICHOLSON/ McCracken Racing	1098	Lotus XI	Glasgow

Continued

List of Entries — Continued

Car No.	Driver/Entrant	cc	Make/Model of Car	from
71	A. McCracken/ McCracken Racing	997	Ford Anglia	Larkhall
72	G. MACHIN	1594	Lotus Elan	Darlington
73	G. DURHAM	1594	Lotus Elan	Yarm
74	J. H. BLADES/ Northumbria Team	1598	Ginetta G4	Whitley Bay
75	M. WATT	2800	Reliant Sabre 6	Bury-St.-Edmunds
76	G. H. BIRRELL/ Graham Birrell Racing (Res. G. B. Birrell)	1965	Perdal Anglia	Milngavie
77	P. DALKIN/ Team Perdal	997	Perdal Anglia	Newcastle
78	R. BLAYLOCK/ Team Perdal	1960	Perdal Anglia	Carlisle
79	G. B. BIRRELL/ M. G. H. Leeke	875	Singer Chamois	Milngavie
80	G. H. BIRRELL/ M. G. H. Leeke	875	Singer Chamois	Milngavie
81	T. B. D. CHRISTIE	1275	Mini-Cooper S	Kirkcaldy
82	I. MCGOWAN/ Wigtown Engineering	1293	Mini-Cooper S	Wigtown
83	R. McCUTCHEON/ Wigtown Engineering	999	Mini-Cooper S	Wigtown
84	G. A. F. KENNEDY/ Wigtown Engineering	970	Mini-Cooper S	Annan
85	N. DANGERFIELD/ Nippon Racing	1579	Isuzu-Bellet	London
86	R. G. SMITH/ R. Smith (Bowness)	1293	Mini-Cooper S	Windermere
87	D. N. SMITH/ R. Smith (Bowness)	999	Mini-Cooper S	Windermere
88	L. PALADINI	1275	Mini-Cooper S	Dundee
89	A. PALADINI/ L. Paladini	1275	Mini-Cooper S	Dundee
90	T. R. FETHERSTONHAUGH	1275	Mini-Cooper S	Penrith
91	R. C. H. SIMEY	1275	Mini-Cooper S	Kirkcudbright
92	R. J. S. HAINING	1498	Ford Cortina GT	North Berwick
93	D. WOOD	1498	Ford Cortina GT	Aberdeen
94	R. A. MURDOCH/ Team Pit Stop	1275	Mini-Cooper S	Ayr
95	C. D. ANCELL/ Team Pit Stop	1198	Ford Anglia	Ayr
96	A. BARTON	997	Morris 1000	Newburn
97	S. D. LEITH	1275	Mini-Cooper S	Lonmay
98	H. J. BARRINGTON	1071	Mini-Cooper S	Crieff
99	R. J. MCKINNA	1071	Mini-Cooper S	Edinburgh
01	D. I. FRASER	997	Mini-Cooper	Glasgow
02	A. CHARNELL/ Hamilton Bros.	875	Hillman Imp	Prestwick
03	Mrs. A. CHARNELL/ Hamilton Bros.	875	Hillman Imp	Prestwick

Continued

List of Entries — Continued

Car No.	Driver/Entrant	cc	Make/Model of Car	from
04	A. J. CORMACK	998	Hillman Imp	Coventry
05	J. G. McROBERT	875	Singer Chamois	Campbeltown
06	W. HALE/ G. & A. Motors	843	Fiat 850	Edinburgh
07	K. ROBERTSON/ K. R. Motors	1071	Mini-Cooper S	Cockenzie
08	A. WRIGHT	1498	Perdal Cortina	Whitley Bay
09	A. G. WATSON	997	Mallock U2	Burntisland
110	H. M. WADDINGHAM	998	Mini-Cooper	Newcastle
111	R. J. SCOTT	997	Mini-Cooper	Lanark
112	J. S. COWIE	1498	Ford Cortina GT	Aberdeen
113	A. D. PEARSON	1275	Mini-Cooper S	Glasgow
114	J. I. CURRIE	1275	Mini-Cooper S	East Kilbride
115	J. HUTTON/ J. I. Currie	1275	Mini-Cooper S	East Kilbride
116	J. A. HALL	1098	M.G. Midget	Edinburgh
117	K. D. PATTULLO	1139	M.G. Midget	Edinburgh
118	E. G. PATERSON	1098	M.G. Midget	Aberdeen
119	A. W. HILL	1216	Lotus Elite	Ardrossan
120	R. HAMILTON	3442	Jaguar XK120	Denny
121	J. R. BALLANTINE	1588	M.G.A.	Bo'ness
122	D. HUNTLEY	997	Mini-Cooper	Seaham
123	Miss G. STEWART	1592	Sunbeam Alpine	Glasgow
124	H. W. TUER	2138	Triumph TR2	Carlisle
125	J. RUSSELL	1991	Triumph TR2	Bonnyrigg

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AUTOSPORT

EVERY FRIDAY

And now a word from our Sponsor

Today's Guards Formula Libre Trophy Race, sponsored by Carreras Limited, is the second event of this nature that the Company have sponsored at Ingliston.

It is hoped that this event will become established at Ingliston in the same way as the Guards International at Brands Hatch and the Guards Championship Races held at circuits throughout England.

The last Trophy Race on Sunday, 9th May, proved an eventual win for A. W. Rollinson of Frank Lythgoe Racing in his 997cc Brabham F2.

Ingliston Circuit offers some of the best facilities to spectators of any track in this country and it is pleasing to see Scottish Motor Sport increasing in prestige and popularity.



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For your Day's Enjoyment...

... at our third Motor Race Meeting at Ingliston we once again have a star-studded entry. So numerous have been the entries that over 60 were reluctantly refused—but our officials must get home to-night sometime. No less than four of the seven classes were so over-subscribed as to have warranted running two races. But today the "Guards Trophy" heats and final are, of course, the most important. There are no less than four saloon car races and in the class for cars up to 1200cc there were 32 would-be competitors. ALAN ROLLINSON and BILL FORBES will renew the battle which was waged so fiercely at the May meeting when honours were shared with Rollinson taking the chequered flag and Forbes the record. To-day, however, we must look to BILL STEIN in the Ecurie Ecosse car—put out of the race in May by a multiple crash on the opening lap—to provide some stiff opposition, and it is with great delight that we welcome an old teammate of Jim Clark's, TREVOR TAYLOR in the Aurora Gears' Formula 2 Brabham. Trevor is a real tiger when he wishes and it may also be said that his glamorous sister, ANITA, can be a tigress. Anita won her first race driving a Lotus Elan for Border Reivers at Charterhall in 1963 and is back to Scotland to see if she can repeat her success. Distance is no object to competitors and ANDREW FLETCHER, TOM BIBB and RICHARD PEEL have all brought Formula 3 cars from Surrey. One competitor who has not yet missed a race meeting at Ingliston is MIKE GILL, a flying instructor from Acklington. This may have something to do with one of his instructees working in our office in Duns. ANDREW GOODFELLOW, who — amongst other things — runs a motor racing school, last meeting won the "slow" heat and has been up-graded to the "fast" heat.

Among the G.T. cars we have a lone Tojeiro built by Ecurie Ecosse and driven by BILL STEIN taking on a field of full racing Elans and JOHN BLADES in a Ginetta. Among the racing Elans, ERIC LIDDELL and SANDY McCRACKEN will renew their battle and JULIAN SUTTON has recently purchased the ex-Ian Walker special Elan. HARRY BALLANTINE will be pitting his MARCOS 1800 against a field including a number of cooking Elans, and that driven by Anita Taylor was once the property of Jim Clark—being the first production Elan to leave the factory.

The saloons always provide good value for money. TIM FETHERSTONHAUGH will be doing his best to maintain his unbroken record at Ingliston with two wins under his belt, but TOM CHRISTIE will be all out to avenge his bad luck in the past; both are mounted in 1275 Mini-Coopers. Both will have to watch very carefully in their mirrors for BOB SMITH will be trying very hard. Most interesting in this race will be the Japanese Isuzu-Bellet, entered by Nippon Racing and driven by NEAL DANGERFIELD, and it will be interesting to see which of the PALADINI brothers will cross the line first. Among the smaller saloons, BILL BORROWMAN is very fast but will have to watch RONNIE McCUTCHEON and ANDY BARTON, the latter in the incredible Morris 1000 which always appears to have been sat upon by an elephant.

We always thought Ingliston would be a friendly circuit—perhaps we didn't realise what a family circuit it would be. In addition to the TAYLOR siblings and the PALADINI and SMITH and JOHNSTONE brothers, we have Graham and Gerry BIRRELL (brothers) and husband and wife CHARNELL from the West. The Charnells and the Birrells are driving identical cars in the first event of the day, in which there are no fewer than six Scottish-bult Imps and Chamois. In addition, however,



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Graham and Gerry will be driving that incredible 2-litre Anglia which has been developed by Peral Developments of Newcastle—whose directors are all members of the Club.

We have two visitors from overseas—TOM BIBB—an architect from Texas—and ROSS PAYNE, from New Zealand. Both are working in the U.K. at the moment and enjoying a season's racing; Ross is a panel-basher in Balerno and Tom draws in Surrey.

The remainder of the race programme comprises two sports car events. In one of these we have the Rejo, built and driven by STU RUSSELL, who has come North to live in Balerno. This will be the first appearance of a Rejo in Scotland, as it will of the Aurora driven by Anita Taylor.

And what will be the fastest car to-day? . . . It could be JOCK RUSSELL'S amalgam of Jim Clark's cast-offs!



Talking of Jim Clarks, the first of that ilk is of course President of the Scottish Motor Racing Club and a Director of Scotcircuits. By now everyone knows he spends his life travelling the World collecting points in the World Championship which as we go to Press he is leading with five fabulous wins from five starts, having taken time out from the sixth to beat the Americans on their home ground at Indianapolis. But, lo and behold, he is with us today. Carreras Cigarettes have taken obvious advantage of this unusual state of affairs and Jim will be presenting the awards in the Guards Trophy events. The prize-giving will be on the start and finish line immediately following the final. The winner then gets escorted around the circuit on a lap of honour by a trio of "Guards" cars—let's see if Jim restrains himself from joining in. Then the Clerk of the Course will clear the track for the next event—another exciting saloon car race.



We regret that we may not be able to 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 at previous meetings 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 37.



Assisting in the organisation today and every other race day at Ingliston are some 300 marshals, all of whom work on a purely voluntary basis. Without them there would be no racing. Please do co-operate with us and them, because without your co-operation somebody's enjoyment will suffer. Your safety is in their hands; do not jeopardise yours and that of others by disregarding their instructions.



Racing at Ingliston is possible primarily by courtesy of the Royal Highland and Agricultural Society, who own and have developed this wonderful Showground. We do ask you to respect their property and refrain from climbing-over their buildings or scattering litter.



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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 Grandstand 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. All seats cost 10/- each.



No matter where you are watching from — the comfort of the grandstand, the excitement of Bankers', the elevation of the terracing beyond that — motor racing circuits 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. They have public snackbars too at the East Gate and downstairs in the McRobert Pavilion.



Members of the Scottish Motor Racing Club, of course, may prefer to eat in their own Club premises on the first floor of the McRobert Pavilion and non-members who are envious of this privilege will find a Membership Application form later in the programme! Page 39!



Race-going and cameras go together. Edinburgh Camera Shop hold the concession at Ingliston on photographic equipment and they will be glad to see you at their mobile shop behind the stand to discuss or sell cameras or films.



You shouldn't be seen today smoking anything but Guards and our caterers will be well-stocked.



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.



Newcomers to Motor Racing may well be puzzled by some of the activities going on during the afternoon. Between every race the Course Car will be driven round by the Clerk of the Course or Chief Marshal, making an inspection of the condition of the surface and safety precautions. You will always know this car by the white flag it carries. Starting procedure has to be absolutely cut and dried, for it is not easy to keep a car running on the "grid"—as the starting line is called—without "creeping" forward, or without overheating the engine. Three minutes before the start a siren will be sounded and the cars will then move onto the track and complete a warming-up lap forming up on a dummy grid at Merchants' Turn. The siren will again be sounded at 1 minute when the cars move forward onto the grid, and with 30 seconds to go the starter will walk to his rostrum. With 5 seconds to go he will slowly raise the saltire and drop it smartly for the "off."



At various points around the circuit there are teams of marshals whose duties are to signal by means of flags various information to

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the drivers. A blue flag held stationary means "there is a car close behind"; blue flag waved means "the car behind wishes to overtake." Yellow flag held stationary means "caution"; waved vigorously means "extreme danger, be prepared to stop." A yellow flag with red stripes signifies oil on the track, and a white flag means that there is a service vehicle (ambulance, fire engine, etc.) on the circuit. You may see an official at the finishing line holding a black flag together with a black-board on which will be chalked a number. This means that the competitor whose number is on the board must immediately slow and drive gently to the pits. It may be that observers have reported some parts of his car loose or it may be that in the opinion of the Clerk of the Course he is driving in such a way as to cause danger to others.



Our commentators today are Anthony Marsh and our own Jimmy McInnes. Anthony is England's best-known race commentator and flew up this morning. Jimmy started with us at Charterhall and has been growing in stature with the Club.



Motorcycle Racing came to Ingliston a fortnight ago but the public didn't. No doubt the weather was largely to blame but it may be that those who have thronged here today so eagerly just don't know that motorcycle racing is every bit as fascinating to watch and that it has its own personalities. As a special encouragement to you to give it a try we have decided for the next meeting, which will be a fortnight today, to cut the price of the grandstand seats in half. At five bob plus the usual admission and car park charges, this is fantastic value. Come and see George Buchan, Scottish motorcycling's Jim Clark, scorch round the track.

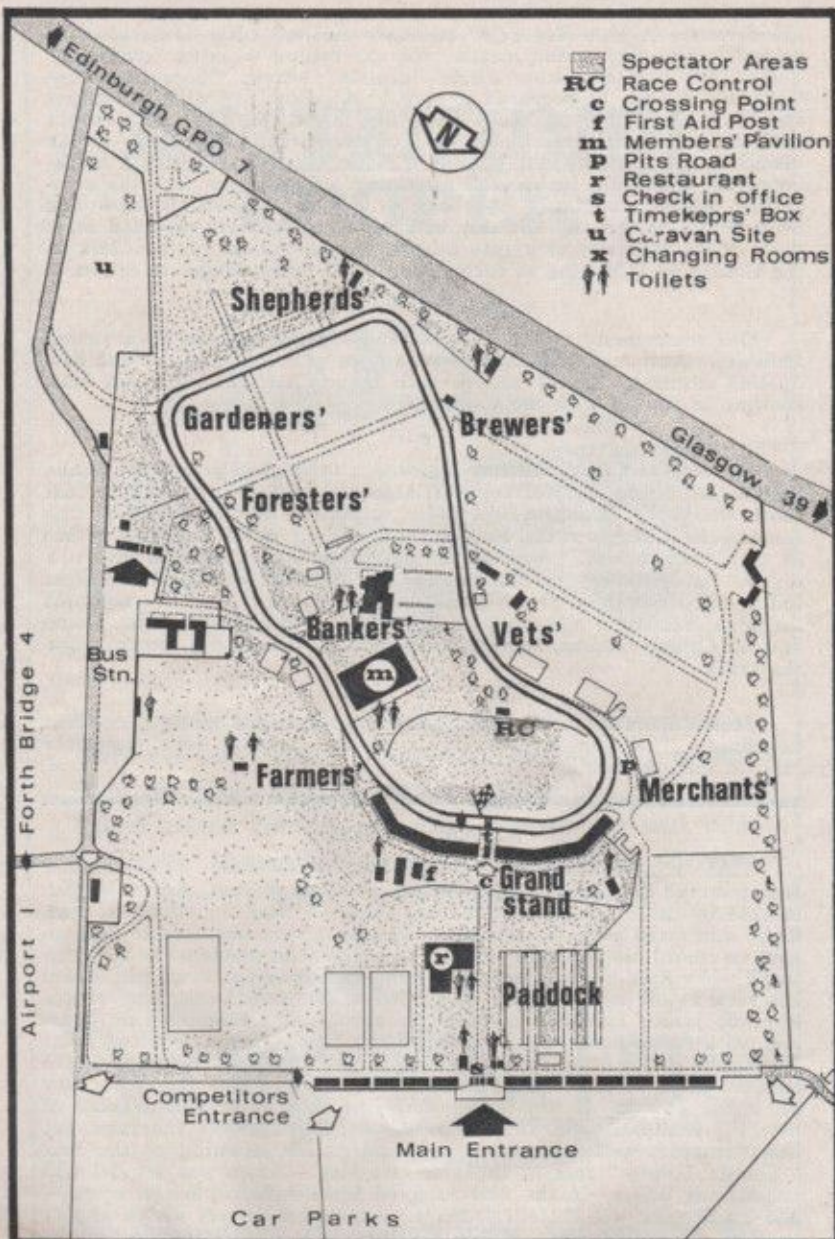


Motor Sport is big news these days with Jim and Jackie permanent headlines. They are exceptional, you and I aren't. Let's remember that on the way home.

ADAM WYLLIE

There is no Number Two in our Programme today. This number was reserved for one of our leading Scottish drivers, Adam Wyllie, entered by the Frank Lythgoe Racing Team—a team for which he both drove and acted as Team Manager. It is with very deep regret that we have to record his untimely death in an accident in practice for the Leinster Trophy Race at the Dunboyne Circuit in Ireland last week-end. Adam has been a well-known figure on the track for some years, first with a Formula Junior Lotus, after which he purchased a Formula One Lotus and, with Jock Russell, did a season or two on the major circuits. Later he teamed with Alan Rollinson under the banner of Frank Lythgoe and, mounted on Lotus and Cooper Formula Two cars last year, they did a full season. In the Spring this year they both took delivery of new F.2 Brabhams and under Adam's able management the team has had numerous successes, amongst which is the winning of the first "Guards Trophy" race at Ingliston last May. Adam was a quiet and unassuming driver—in the now-accepted Scottish-racing-driver mould—and his absence will be felt all the more by other drivers whose respect for him was unbounded. Adam was almost a founder-member of the Border Motor Racing Club from which stemmed the Club organising today's racing and on behalf of all our members, the Committee wish to extend to all his friends and relatives their very sincere and deepest sympathies.

-  Spectator Areas
- RC** Race Control
- c** Crossing Point
- f** First Aid Post
- m** Members' Pavilion
- p** Pits Road
- r** Restaurant
- s** Check in office
- t** Timekeepers' Box
- u** Caravan Site
- x** Changing Rooms
-  Toilets



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

Ingliston Lap Time Conversion Table

This table gives a quick approximate guide to the average speeds for any given elapsed time (in seconds). Accuracy is not guaranteed and the official results will be those given by the timekeepers.

secs.	m.p.h.	secs.	m.p.h.	secs.	mp.h.	secs.	m.p.h.
35.0	78.0	41.4	66.0	47.8	57.2	54.0	50.7
35.2	77.5	41.6	65.7	48.0	56.9	54.2	50.5
35.4	77.0	41.8	65.4	48.2	56.7	54.4	50.3
35.6	76.6	42.0	65.1	48.4	56.5	54.6	50.1
35.8	76.2	42.2	64.8	48.6	56.3	54.6	50.1
36.0	75.8	42.4	64.4	48.8	56.0	54.8	49.9
36.2	75.4	42.6	64.1	49.0	55.8	55.0	49.7
36.4	75.4	42.8	63.8	49.2	55.6	55.2	49.6
36.6	74.6	43.0	63.5	49.4	55.3	55.4	49.4
36.8	74.2	43.2	63.2	49.6	55.1	55.6	49.2
37.0	73.8	43.4	62.9	49.8	54.9	55.8	49.1
37.2	73.4	43.6	62.7	50.0	54.4	56.0	48.9
37.4	73.0	43.8	62.4	50.2	54.4	56.2	48.7
37.6	72.6	44.0	62.1	50.4	54.2	56.4	48.6
37.8	72.2	44.2	61.8	50.6	54.0	56.6	48.4
38.0	71.8	44.4	61.6	50.8	53.8	56.8	48.2
38.2	71.4	44.6	61.3	51.0	53.6	57.0	48.0
38.4	71.1	44.8	61.0	51.2	53.4	57.2	47.8
38.6	70.7	45.0	60.8	51.4	52.2	57.4	47.6
38.8	70.3	45.2	60.5	51.6	52.0	57.6	47.5
39.0	70.0	45.4	60.9	51.8	52.8	57.8	47.3
39.2	69.6	45.6	59.9	52.0	52.6	58.0	47.1
39.4	69.3	45.8	59.6	52.2	52.4	58.2	47.0
39.6	69.0	46.0	59.3	52.4	52.2	58.4	46.8
39.8	68.6	46.2	59.1	52.6	52.0	58.6	46.6
40.0	68.3	46.4	58.8	52.8	51.8	58.8	46.5
40.2	68.0	46.6	58.6	53.0	51.6	59.0	46.3
40.4	67.6	46.8	58.4	53.2	51.4	59.2	46.2
40.6	67.3	47.0	58.2	53.4	51.2	59.4	46.0
40.8	67.0	47.2	58.0	53.4	51.2	59.6	45.8
41.0	66.6	47.4	57.8	53.6	50.9	59.8	45.7
41.2	66.3	47.6	57.5	53.8	50.8	60.0	45.6

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Saloon Cars up to 1200cc

RACE 1 — 12 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
57	I. R. OWER/B. E. Cocks	Mini-Cooper	1390
71	A. McCracken/ McCracken Racing	Ford Anglia	997
79	G. B. BIRRELL/ M. G. H. Leeke	Singer Chamois	875
80	G. H. BIRRELL/ M. G. H. Leeke	Singer Chamois	875
01	D. I. FRASER	Mini-Cooper	997
02	A. CHARNELL/ Hamilton Bros.	Hillman Imp	875
03	Mrs. A. CHARNELL/ Hamilton Bros.	Hillman Imp	875
04	A. J. CORMACK	Hillman Imp	998
05	J. G. McROBERT	Singer Chamois	875
06	W. HALE/G. & A. Motors	Fiat 850	843

RESERVES

95	C. D. ANCELL/ Team Pit Stop	Ford Anglia	1198
110	H. M. WADDINGHAM	Mini-Cooper	998
111	R. J. SCOTT	Mini-Cooper	997

1st (£20) *0.1*..... 2nd (£12) *0.2*..... 3rd (£8) *8.0*.....4th (£4) *1.10*..... Fastest Lap: — *48.4*..... secs. *56.5* minWinner's Speed: *10. m. 10.6. s.* : *53.7* mph.**5B D. FORBIE G.T. Cars over 1200cc**

RACE 1 — 12 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
10	W. J. STEIN/Ecurie Ecosse	Tojeiro-E.E.	4727
65	J. S. CALVERT/ Hillcrest Racing Team	Lotus Elan	1594
66	J. A. SUTTON/ Mill Garage (Sunderland)	Lotus Elan	1594
67	W. N. A. DRYDEN/ J. Cuthbert	Lotus Elan	1594
68	E. LIDDELL	Lotus Elan	1594
69	A. McCracken/ McCracken Racing	Lotus Elan	1594
72	G. MACHIN	Lotus Elan	1594
73	G. DURHAM	Lotus Elan	1594
74	J. H. BLADES/ Northumbria Racing Team	Ginetta G4	1598
75	M. WATT	Reliant Sabre 6	2800

1st (£20) *1.0*..... 2nd (£12) *6.9*..... 3rd (£8) *6.7*.....4th (£4) *5.3*..... Fastest Lap: — *47.7*..... secs. *64.9*Winner's Speed: *8. m. 4.5. s.* : *62.3* mph.

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"GUARDS TROPHY" RACE

HEAT 1 — 12 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
5	R. PAYNE/Balerno Garage	Lotus 22	997
7	A. D. T. FLETCHER/	Brabham F3	997
8	R. PEEL/A. D. T. Fletcher	Merlyn F3	997
11	M. H. GILL	Brabham F3	997
14	J. MILLAR	Lotus 23B	1620
16	W. J. TURNBULL/ D. M. Bertram	L.W.S.	1098
17	P. STEWART/ Caledonian Motors	Cooper B.M.C.	1000
21	J. CLARK/Seton Mains Gar.	Merlyn FJ	1098
25	R. J. PREST	Lotus-Ford	1098
38	T. BIBB/A. Fletcher	Cooper F3	998

1st (£30) ... 7 2nd (£20) ... 11 3rd (£10) ... 14

4th (£5) ... 38 Fastest Lap : 7 — 41.8 secs. 65 4MPH.

Winner's Speed: 8 m. 3.6 s. : 63.6 mph.

Sports Cars over 1200cc

12 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
3	W. FORBES	Elva-B.M.W.	1991
10	W. J. STEIN/Ecurie Ecosse	Tojeiro-E.E.	4727
14	J. MILLAR	Lotus 23B	1620
30	I. A. B. HARRIS	Mallock U2	1390
31	G. TAYLOR	Conford	1340
32	D. S. RUSSELL	Rejo	1650
33	W. M. AITKEN	Lotus 7	1498
34	J. K. LUMSDEN-TAYLOR	Lotus 7	1498
35	E. A. POWRIE	Lotus 7	1498
36	I. COCHRANE	Lotus 7 GT	1498

RESERVES

65	J. S. CALVERT/ Hillcrest Racing Team	Lotus Elan	1594
68	E. LIDDELL	Lotus Elan	1594

1st (£20) ... 3 2nd (£12) ... 69 3rd (£8) ... 36

4th (£4) Fastest Lap: 3 — 41.2 secs. 66.3

Winner's Speed: 8 m. 28 s. : mph.

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Saloon Cars over 1200cc

RACE 1 — 12 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
47	E. A. LABINJOH/ J. Fisher	Mini-Cooper S	1275
55	P. JOHNSTONE/ Aurelli Accessories	Mini-Cooper S	1275
81	T. B. D. CHRISTIE	Mini-Cooper S	1275
82	I. MCGOWAN/ Wigtown Engineering	Mini-Cooper S	1293
86	R. G. SMITH/ R. Smith (Bowness)	Mini-Cooper S	1293
88	L. PALADINI	Mini Cooper S	1275
89	A. PALADINI/L. Paladini	Mini Cooper S	1275
90	T. R. FETHERSTONHAUGH	Mini Cooper S	1275
94	R. A. MURDOCH/ Team Pit Stop	Mini-Cooper S	1275
114	J. I. CURRIE	Mini-Cooper S	1275
RESERVES:			
113	A. D. PEARSON	Mini-Cooper S	1275
115	J. HUTTON/J. I. Currie	Mini-Cooper S	1275

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

Grand Touring Cars up to 1200cc

12 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
18	J. E. MILNE/ Caledonian Motors	M.G. Midget Coupe	1130
19	A. HUTCHINSON/ Caledonian Motors	Austin-Healey	998
44	T. N. THOMSON	Triumph Spitfire	1147
45	J. VEITCH	Rochdale Olympic	997
46	JACK FISHER	Fisher GT	1071
48	J. ABSALOM	Ginetta G4	997
49	D. D. CARMICHAEL	M.G. Midget	1149
50	G. McWILLIAM/Team Fife	Marcos	1090
52	J. MACKAY/ Hugh Shannon Racing	Lotus-Climax GT	1098
54	J. JOHNSTONE/ Aurelli Accessories	M.G. Midget	1098
RESERVES:			
116	I. A. HALL	M.G. Midget	1098
117	K. D. PATTULLO	M.G. Midget	1139
118	E. G. PATERSON	M.G. Midget	1098

1st (£20) 52 2nd (£12) 18 3rd (£8) 54
 4th (£4) Fastest Lap: 59.3 62.7 secs.
 Winner's Speed: 59 m. 33 s.: mph.

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EVENT 7

4.00 P.M.

"GUARDS TROPHY" RACE

HEAT 2 — 12 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
1	A. W. ROLLINSON/ Frank Lythgoe	Brabham F2	997
3	W. FORBES	Elva-B.M.W.	1991
4	J. RUSSELL	Russell-Ford	4727
6	A. C. GOODFELLOW	Cooper FJ	1098
9	W. J. STEIN/Ecurie Ecosse	Ecosse-Climax	2496
15	W. A. ROBSON/ Team Leedspeed	Cooper-Chevrolet	4700
27	T. TAYLOR/Aurora Gears	Brabham F2	997

1st (£30) 2nd (£20) 3rd (£10)

4th (£5) Fastest Lap: secs.

Winner's Speed: **66.65** m.p.h. mph.*69.3 m.p.h. fastest lap*
39.4 sec.

EVENT 8

4.20 P.M.

Saloon Cars up to 1200cc

RACE 2 — 12 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
20	J. R. WILLIAMSON/ Caledonian Motors	Mini-Cooper	999
22	W. BORROWMAN/ Seton Mains Garage	Mini-Cooper S	970
23	W. BORROWMAN Seton Mains Garage	Mini-Cooper S	970
24	J. FEWELL/Seton Mains Gar.	Mini-Cooper S	970
77	P. DALKIN/Team Perdal	Perdal Anglia	997
83	R. McCUTCHEON/ Wigtown Engineering	Mini-Cooper S	999
84	G. A. F. KENNEDY/ Wigtown Engineering	Mini-Cooper S	970
96	A. BARTON	Morris 1000	997
98	H. J. BARRINGTON	Mini-Cooper S	1071
99	R. J. McKINNA	Mini-Cooper S	1071

RESERVES

87	D. N. SMITH/ R. Smith (Bowness)	Mini-Cooper S	999
07	K. ROBERTSON/ K. R. Motors	Mini-Cooper S	1071
122	D. HUNTLEY	Mini-Cooper	997

1st (£20) *8.3* 2nd (£12) *9.6* 3rd (£8) *8.7*4th (£4) Fastest Lap: *4.5* secs. *60.8*Winner's Speed: *9* m.p.h. *10.8* s.: *59.6* mph.

Grand Touring Cars over 1200cc**RACE 2 — 12 LAPS**

Car No.	DRIVER/Entrant	Make/Model of Car	cc
53	D. FORBES/ Hugh Shannon Racing	Lotus Elan	1588
56	B. E. COCKS	Fairthorpe	1390
58	J. S. RAE/J. Potts, Jr.	M.G.B.	1800
59	W. B. M. DONALDSON	Ford-Healey	1500
60	R. F. MORRISON	Jaguar E-Type	4200
61	H. C. BALLANTINE	Marcos 1800	1997
62	G. THOMSON/D. Reynard	Lotus Elan	1558
63	A. I. ROBERTSON	Lotus Elan	1558
64	Miss A. TAYLOR/ Border Reivers	Lotus Elan	1558
76	G. H. BIRRELL/ Graham Birrell Racing (Res. G. Birrell)	Perdal Anglia	1965
RESERVES:			
119	A. W. HILL	Lotus Elite	1216
120	R. HAMILTON	Jaguar XK120	3442
121	J. R. BALLANTINE	M.G.A.	1588
123	Miss G. STEWART	Sunbeam Alpine	1592
124	H. W. TUER	Triumph TR2	2138
125	J. RUSSELL	Triumph TR2	1991
1st (£20)	76	2nd (£12)	58
3rd (£8)	63	4th (£4)	61
Fastest Lap:		— secs.	
Winner's Speed:		m, s.: mph.	

SCOTTISH CLUBMAN

Scotland's National Motor Race Magazine
offers heartiest congratulations to
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5-Lap Demonstration by Jackie Stewart in Rover-B.R.M.

The Rover-B.R.M. gas-turbine engined car has been brought to Ingliston by courtesy of the Rover Co. Ltd. and the Owen Organisation and will be driven by Jackie Stewart, who with Graham Hill piloted it into 10th place in this year's gruelling Le Mans 24-hours Race. This was the first occasion in which a gas-turbine car has competed directly in a European race meeting.

The engine for the 1965 car represents a further step forward in automotive gas turbine engineering, for this year the engine is fitted with a heat exchanger built from a glass ceramic material known as Pyroceram manufactured by Corning Glass Works of the United States. By the use of this heat exchanger greater efficiency of the engine and therefore improved fuel economy has been achieved. Within the Owen Organisation, Motor Panels (Coventry) Limited have been responsible for the engineering of the bodywork and Rubery, Owen and Company Limited have been responsible for the engineering of the chassis frame and suspension which is based upon the successful Grand Prix B.R.M.

In 1963 the Rover-B.R.M. achieved a notable success in the Le Mans 24-Hour Race, winning the special prize for the first gas turbine powered car to complete the 24-Hour Race at an average speed of more than 93.22 m.p.h. In fact the car averaged nearly 108 m.p.h., had a trouble free run, and would have been placed eighth had it been officially classified.

Last year another Rover-B.R.M. was built and appeared at the April trials, but although the car was ready and progress with the Corning ceramic regenerative heat exchanger was satisfactory, more engine endurance running was required than was possible in the time available, and the car was withdrawn from the June race.

The body design has been produced by Rover Styling to provide a visual impact of greater sophistication, improved aerodynamics and occupant safety compared with the 1963 car. It is a two-seater Coupe car of composite aluminium and steel construction with a tubular steel space frame. The general layout, including the mid-rear engine, is similar to that of 1963, although many of the smaller items have been re-arranged for improved efficiency. The air intakes for the engine are on either side, on top of the body, forward of the rear wheels and are formed in the rear body portion which hinges upwards and forwards about a safety roll bar above and behind the occupant's head. When open the entire engine, gear box and rear suspension are exposed for inspection and maintenance.

The entire forward part of the car opens to the base of the wind-screen, hinging upward to expose the front suspension, steering and spare wheel carrier. Axially rotating headlamps are fitted, which can be raised into position for use after dark. This ensures maximum aerodynamic efficiency over the greater part of the race.

The engine powering the 1965 Rover-B.R.M. is designated 2S/150/R and represents a stage in the evolution of a small simple gas turbine engine of good fuel economy. The nominal power of the engine is 145 horse power. The 2S/150/R engine has three main sections:—

1. A gas generator which includes the compressor, compressor driving turbine and various drives for the auxiliaries. The nominal maximum speed of this section is 65,000 r.p.m.
2. A work-turbine section, which includes the Owen Organisation gear box and final drive. The nominal maximum speed of the turbine is 37,000 r.p.m.
3. A main casing which houses ducting, the combustion chamber and two regenerative heat exchanger discs.

The first two sections are well known and were proved during the 1963 Le Mans race, although in subsequent development many detailed improvements and changes have been made for 1965.

The third section is more unusual. In this there are two heat exchanger discs, one each side of the engine and each nominally 17.5 inches diameter and 3 inches thick. They are produced by the Corning Glass Works of the United States in a material known as Pyroceram, a glass-ceramic. These discs, which consist essentially of a very large number of thin walled parallel holes, rotate at approximately 20 r.p.m. and are heated by the exhaust gases. As they rotate, they transfer some of this heat to the air which is being passed to the combustion chamber after compression. Thus by using some of the waste heat from the exhaust to pre-heat the air, greater efficiency and hence improved fuel economy is achieved.

Jackie Stewart needs no introduction to a Scottish motor racing audience, for his meteoric racing career started when as a Club member of ours he raced at Charterhall. Tipped by many as a future World Champion to follow in Jim Clark's shoes, Jackie is currently placed 3rd in the World Championship for 1965 after two brilliant second places to Jim Clark in the Belgian and French Grandes Epreuves. What is more, he is the only driver to have scored in every G.P. this season—and in this, his first season in Grand Prix racing!

We are indeed most indebted to the Rover Co. Ltd. and the Owen Organisation for bringing the car to-day, and to Jackie Stewart for consenting to give us these demonstration laps—the first time a gas-turbine car has been seen in action on a Scottish Race Circuit.

"GUARDS TROPHY" RACE

FOR THE FASTEST TEN OVERALL IN EVENTS 3 AND 7
20 LAPS

Car No.	Driver	Make/Model	cc
3			
9			
29			
h			
7			
6			
11			
14			

RESULTS

1st (£50 and "Guards Trophy") 2nd (£30)

3rd (£20) 4th (£10)

Fastest Lap: — secs.

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

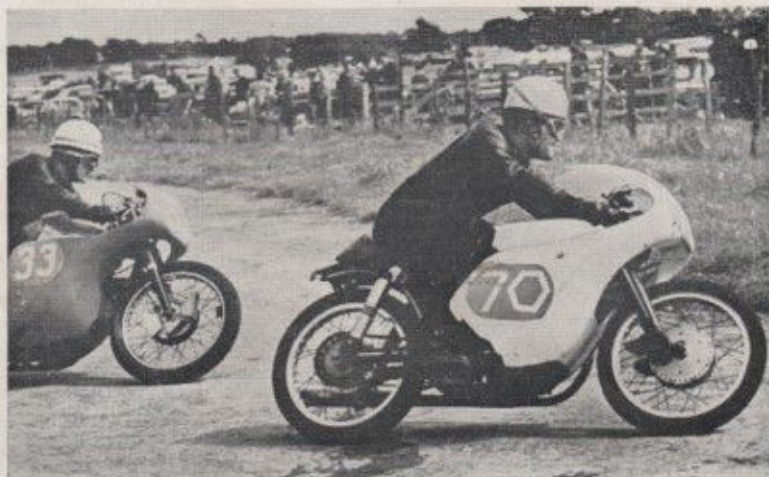
**PRESENTATION OF THE "GUARDS TROPHY"
BY JIM CLARK**

After the finish of the "Guards Trophy" Race, the winner will drive his car to the finishing line, where he will receive his Trophy. He will then be escorted around the circuit by a trio of "Guards" cars on a Lap of Honour, and we hope you will all give the winner the cheer he deserves.

HASTE YE BACK AGAIN!

Our next Meeting is the

**Second Motorcycle
Race Meeting**



Sunday, August 8, 1965

Advance Booking Form on Page 37

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

EVENT 11

5.40 P.M.

Saloon Cars over 1200cc

RACE 2 — 12 LAPS

Car No.	Driver/Entrant	Make/Model	cc
26	A. BLENKIN/R. J. Prest	Mini-Cooper S	1275
51	T. SIMPSON/Team Fife	Lotus-Cortina	1594
76	G. H. BIRRELL/ Graham Birrell Racing	Perdal Anglia	1965
	(Res. G. Birrell)		
78	R. BLAYLOCK/Team Perdal	Perdal Anglia	1960
85	N. DANGERFIELD/ Nippon Racing	Isuzu-Bellet	1579
91	R. C. H. SIMEY	Mini-Cooper S	1275
92	R. J. S. HAINING	Ford Cortina GT	1498
93	D. WOOD	Ford Cortina GT	1498
97	S. D. LEITH	Mini-Cooper S	1275
08	A. WRIGHT	Perdal Cortina	1498

RESERVES

112 J. S. COWIE Ford-Cortina GT 1498

1st (£20) 76 2nd (£12) 51 3rd (£8) 68
 4th (£4) 85 Fastest Lap: — secs.

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

EVENT 12

6.0 P.M.

Sports Cars up to 1200cc

12 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
12	M. H. GILL	Terrier	997
16	W. J. TURNBULL/ D. M. Bertram	L.W.S.	1098
28	Miss A. TAYLOR/ Aurora Gears	Aurora-B.M.C.	1150
37	G. P. D. BELLERBY	Lotus 7	997
39	R. FORESTER-SMITH	Lotus 7	997
40	D. M. ROSS	Lotus-Climax GT	1098
41	G. CROSSLEY	Lotus XI	1098
42	D. C. LAMB	Lotus XI	1098
43	J. S. H. ROSS	Lotus 7	997
70	J. NICHOLSON/ McCracken Racing	Lotus XI	1098

RESERVES:

50 G. McWILLIAM/Team Fife Marcos 1090
09 A. G. WATSON Mallock U2 997

1st (£20) 18 2nd (£12) 12 3rd (£8) 41
 4th (£4) 40 Fastest Lap: — secs.

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

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Ingliston Motor Racing Circuit

8th August : 1965 : 29th August

ADVANCE BOOKING FORM

Name

Address

..... Tel. No.

Please supply the following tickets :

<p style="text-align: center;">The 2nd MOTORCYCLE RACE MEETING, 8th AUGUST, 1965</p>			
<p>Car Park Tickets at 5/-</p> <p>Highland Grandstand seats inc. admission to Showground at 10/-</p> <p>do., Children under 14, at 7/6.</p>			
<p style="text-align: center;">THE EDINBURGH FESTIVAL MOTOR RACE MEETING, 29th AUGUST, 1965</p>			
<p>Car Park Tickets at 5/-</p> <p>Highland Grandstand Seats inc. admission to Showground at 15/-</p> <p>do., Children under 14, at 12/6d.</p>			
<p>£</p>			
<p>Paid-up Members of Scottish Motor Racing Club Ltd, may deduct 5/- per meeting for which tickets are booked on this form. Membership or Acknowledgment No.</p>			
<p>CHEQUE/POSTAL ORDER/CASH</p>			£

Please make payable to:—

**SCOTCIRCUITS LTD., NATIONAL BANK CHAMBERS,
DUNS, Berwickshire.**

You will be allocated the best remaining seats at the time of receipt of this application.



WHY YOU SHOULD JOIN THE

Scottish Motor Racing Club Limited

INCORPORATING THE
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RACING CLUB

This is Scotland's own Motor Racing Club, run by an enthusiastic committee whose efforts have been keeping alive an interest in the sport since 1937. Members of the Club formed Scotcircuits Ltd.—the promoting company at Ingliston—last year and the two bodies work closely together.

Members are entitled to concessions on tickets and by courtesy of Scotcircuits Ltd. and the Royal Highland and Agricultural Society have the use of the magnificent McRobert Pavilion at Ingliston. Complete with restaurant seating 400, balconies overlooking the circuit and excellent toilet facilities (too often missing at race circuits!) A 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 almost 800 under its President, Jim Clark—leading World Champion contender—Scottish Motor Racing Club offers something for every follower of motor racing in Scotland and the North of England.

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