



Organised by  
Scottish Motor Racing Club

# INGLISTON 1970

16th August



BUCKET SEAT

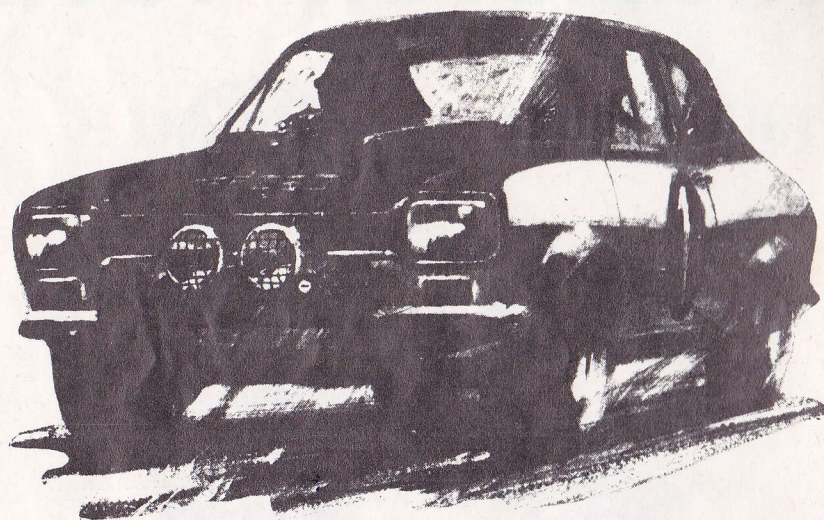
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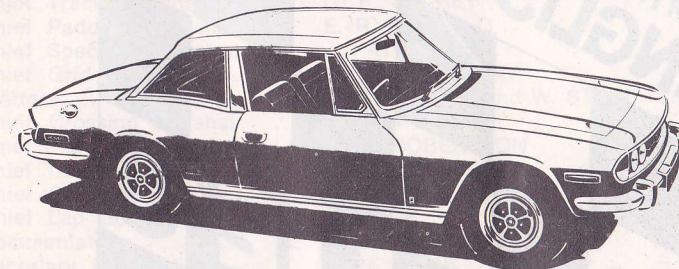
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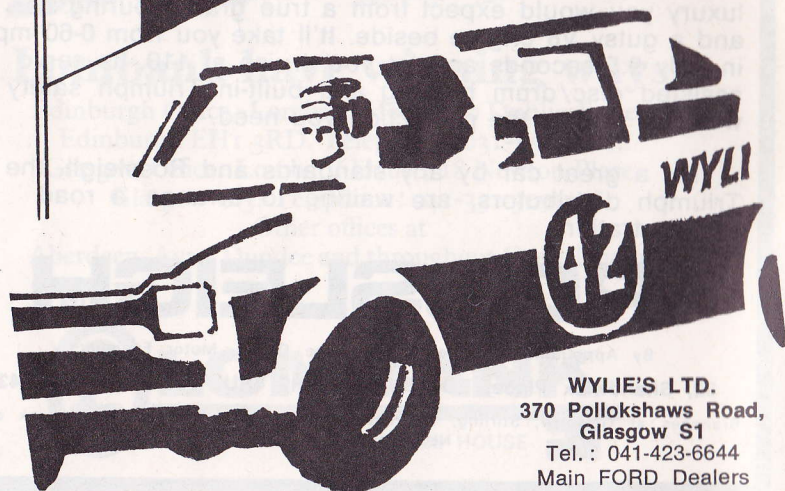
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Stewards (for Club) ... ..	R. KAY and N. T. LITHGOW
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Chief Flag Marshal ... ..	W. W. HUME
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This meeting is held under the International Sporting 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/5933

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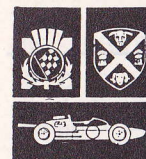
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## The August Race Meeting

**Sunday, 16th August, 1970**

organised by

**The Scottish Motor Racing Club Ltd.**

\* \* \*

### PROGRAMME

- 9.45 a.m. Practice.
- 1.00 p.m. Luncheon Interval.
- 2.15 p.m. Modified Sports Cars (10 laps)
- 2.40 p.m. Formula 4 Racing Cars (12 laps)
- 3.05 p.m. Special Saloons—Heat 1 (up to 1000 cc)—  
12 laps
- 3.30 p.m. The Wylie's Trophy Race for Formula Ford Cars  
(15 laps)
- 4.00 p.m. Special Saloons—Heat 2 (12 laps). The Laugh-  
ing Duck Trophy Race for Special Saloon Cars  
over 1000 c.c.
- 4.25 p.m. Special G.T. Cars, etc. (12 laps)
- 4.50 p.m. The King Hussein Trophy Race for Formula  
Libre Cars (25 laps)
- 5.25 p.m. Presentation of Trophies
- 5.40 p.m. Special Saloon Cars—Final (15 laps).  
The Hartley Whyte Championship Race.

# LIST OF ENTRIES

Car No.	DRIVER/Entrant	cc	Make/Model	from
1	B. NELSON	1598	Crossle 19F	Hillsborough
2	A. C. GOODFELLOW	4700	Fireball 5000	Falkirk
3	I. C. McLAREN	1600	Lola T55	Boxburn
4	E. LABINJOH/J. Fisher	2000	Fisher/Alfa	Edinburgh
5	K. FIELDS/L. Duffy	1598	Crossle 19F	Dublin
6	T. D. REID	1794	Brabham BT30	Belfast
7	J. MILLAR	1991	Brabham BT21B	Bridge of Weir
8	D. BERRY	3500	Brabham BT21	Colwyn Bay
9	R. M. MacKAY/Wm. Dunnett & Co. Ltd.	1600	Brabham BT21B	Thurso
10	J. ABSALOM/H. & G. Robinson Racing	874	Costin Honda	Gosforth
11	J. BLADES/Motor Race Consultants	1598	Lotus Cosworth 69	Sherborne
12	W. J. FORBES	5000	Lola T142	Aberdeen
14	J. A. MURRAY McGRATH	998	Ecosse Imp	Edinburgh
15	D. McLEAN	997	Lola	Lennoxtown
16	E. LABINJOH/J. Fisher	1100	Fisher GT	Edinburgh
17	J. G. MacWILLIAM	1147	Mercury GT	Glasgow
18	I. PITT	998	Niai GT	S. Queensferry
19	E. BLACKADDER	998	Nathan GT	Falkirk
20	J. ROSS	997	Lotus 7	Heddon-on-the-Wall
21	J. BARRATT/Mapco Racing	1300	Merlyn 6B F100	Hazel Grove
22	L. MORRISON/Equipe Centre Scot	1991	Chevron B8	Larbert
23	R. S. SMITH	1761	Project TC	Refrew
24	D. FARNELL	1991	Chevron GT	Harrogate
25	A. G. WATSON	1498	Mallock U2	Burntisland
26	A. FLETCHER	1991	Chevron BMW	Alloa
27	J. MARKEY/Pink Stamps Racing	4700	Lotus 30	Carshalton
28	J. MACKIE	1558	Marcos GT	Lochore
29	G. B. BIRRELL	1991	Chevron B8	Glasgow
31	M. WILDS	875	Vixen VB1	London
32	R. JARVIS	875	R.W.H.	London
33	P. LONGHURST	875	Vixen VB4	Bromley
34	R. PORKER/P. Longhurst	875	Vixen VB3	Bromley
35	P. J. HOUGHTON	875	Vixen VB1	Woodford Green
36	J. P. CAVILL	875	Vixen VB5	Aylesbury
37	J. COOPER	875	Jaco 4F	Bracebridge Heath
38	R. GRIFFITHS	875	Vixen VB1	Romford
39	D. GRIFFITHS	875	Vixen VB4	Romford
40	J. ALEXANDER/Luscol Ltd.	875	Vixen F4	Glasgow
41	D. LAWSON	875	McNally F4	Elstead
42	H. COOPER	875	Vixen F4	Mitcham
43	M. HOWSE	875	Vixen VB4	Aberystwyth
47	N. R. GINN	1600	Lotus 61E	Helensburgh
48	P. G. HULL/John Tait Racing	1600	Lola T200	Orpington
49	E. CLARK	1600	Lotus 51	N. Berwick
50	P. HARRINGTON	1600	Merlyn 11A	Scunthorpe
51	S. C. RUSSELL	1600	Mallock U2	Banbury

Car No.	DRIVER/Entrant	cc	Make/Model	from
52	D. G. MANNERS	1600	Lotus 51	Darlington
53	T. HORROCKS	1600	Alexis Mk. 14	Preston
54	D. G. D. MAGEE/Royal Restaurants	1600	Crossle 16F	Belfast
55	A. MILLER	1600	Lotus FF	Glasgow
56	G. S. CAMERON	1600	Merlyn 11A	Old Kilpatrick
57	J. C. GRAHAM	1600	Crossle 16F	Bearsden
58	P. SMITH	1600	Lotus 51	Dundee
59	D. MACLEOD/Peter Graham (Motors) Ltd.	1600	Dulon LD4C	East Calder
60	G. OLIVER	1600	D.R.W. 8F	London
61	B. HUNTER	1600	Merlyn 11A	Leith
62	E. PRESTON	1600	Hawke DL2A	Skelmorlie
63	J. W. SIMPSON/C.S.M.A. Racing Team	1600	Lotus 51C	Darlington
66	J. ABSALOM/Felton Motor Company	1150	Ginetta G4	Morpeth
67	A. D. S. THOM	1123	Ginetta G4	Edinburgh
68	P. MacNAUGHTON	1098	M.G. Midget	Kirkwall
69	I. HALL	1116	A.H. Sprite	Bristol
70	J. OLD/A. W. Hutchison	1144	M.G. Midget	Kennoway
71	A. W. HUTCHISON	1283	A.H. Sprite	Kennoway
72	R. HUTCHISON/A. W. Hutchison	1275	A.H. Sprite	Kennoway
73	D. S. LANGLEY	1147	A.H. Sprite	Milton of Campsie
74	G. R. WILSON	1098	M.G. Midget	Kirkcaldy
75	D. THIRD	1120	Turner	Edinburgh
76	N. MORRISON/H. & G. Robinson Racing	818	Honda S800	Gosforth
77	M. HOPPERTON	1138	M.G. Midget	Inverary
78	A. J. TOBIAS/H. & G. Robinson Racing	599	Honda N600	Gosforth
79	J. A. HALL	1558	Lotus Elan	Edinburgh
80	C. MacLEAN	1558	Lotus Elan	Alness
81	J. MILNE/W. Shepherd	1293	M.G. Midget	Lunden Links
82	A. FLEMING/W. Shepherd	999	Mini Cooper 'S'	Lundin Links
83	T. N. THOMSON	3781	Jaguar 'E' Type	Wishaw
84	A. SOUTER	1598	Lotus Elan	Dundee
85	J. G. DUNBAR	1293	M.G. Midget	Loanhead
87	F. GUNN/A. Barton	1275	Mini Cooper 'S'	Newcastle
88	A. BARTON	999	Mini Cooper 'S'	Newcastle
89	J. MacGILVRAY	1650	Anglia	Blairstown
90	A. BELL/S. Bell	1275	Mini Cooper 'S'	Carlisle
91	S. A. BELL	999	Mini Cooper 'S'	Carlisle
92	M. MILLER	1600	Anglia TC	Aberdeen
93	J. M. PINKERTON	1293	Mini	Glasgow
94	W. ALLISON	1293	Mini Cooper 'S'	Stevenston
95	D. WOOD	1498	Anglia Cosworth	Aberdeen
96	W. N. A. DRYDEN/S.M.T.	1994	Viva GT	Edinburgh
97	J. DRYDEN	1293	Mini Cooper 'S'	Lundie
98	R. D. McCUTCHEON	1293	Mini Cooper 'S'	Wigtown
99	G. LEITCH	1650	Anglia TC	Edinburgh
100	J. WALKER	1310	Mini Cooper 'S'	Edinburgh
101	I. C. McLAREN	1220	Chamois	Broxburn
102	N. HODGSON	1293	Mini Cooper 'S'	Carlisle
103	A. D. NIVEN	1850	Escort TC	Chirnside
104	G. B. BIRRELL/Wylie's of Glasgow	1600	Escort TC	Glasgow

Car No.	DRIVER/Entrant	cc	Make/Model	from
105	J. BIRRELL/Wylie's of Glasgow	1970	Escort TC	Glasgow
106	R. M. BROWN	1720	Anglia TC	Largs
107	R. M. CAIG	1650	Escort T.C.	Borgue
108	M. B. WOOD	1275	Mini Cooper 'S'	Houghton-le-Spring
109	J. VEITCH	4700	Veeva	Edinburgh
110	G. TODD/Pinkie Mains Farm	1340	Mini Cooper 'S'	Musselburgh
111	W. G. DYKES	998	Mini Cooper	Edinburgh
112	A. SELLAR	999	Mini Cooper 'S'	Burntisland
113	J. YOUNG	999	Mini Cooper 'S'	Burntisland
114	C. REEVES	998	Mini Cooper	Larkhall
115	J. E. HOWDEN	998	Chamois	Edinburgh
116	W. BORROWMAN/Sports Tune/Moir & Baxter Ltd.	999	Mini Cooper 'S'	Longniddry
117	J. GRANT	970	Mini Cooper 'S'	Haddington
118	N. D. SMITH	999	Mini Cooper 'S'	Aberdeen
119	J. VEITCH/J. Fewell	999	Mini Cooper 'S'	Prestonpans
120	F. FORESTER-SMITH/M. Shannon	998	Shannon Imp	Methven
121	R. A. ROSS	999	Mini Cooper 'S'	Dundee
122	R. D. WYLIE	999	Mini Cooper 'S'	Annan
123	R. J. LECKIE	999	Mini Cooper 'S'	Aberdeen
124	J. A. J. CURRIE	999	Currie Clubman	Dumfries
125	J. FYDA	1000	Imp	Dundee
126	E. PATERSON	850	Colvend Elf	Edinburgh
127	C. LIVINGSTONE	1000	Renault	Inverary
128	L. EMSLIE	1293	Mini	Aberdeen

## INGLISTON NOTES

You may be surprised to know that something like 500 voluntary officials are required to run a race meeting at Ingliston. Without their assistance there just would not be any racing and we would ask you to co-operate with them so as to ensure the enjoyment of every person, whether they be spectator, competitor or official. Your safety depends on them and we do ask you not to jeopardise their's or others' by disregarding their instruction.

★ ★ ★

Please remember that:—  
Dogs are not permitted in the Showground during race meetings.  
Racing "goodies" are on sale from Graham Birrell immediately behind the Grandstand.

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

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

For those who run out of film this afternoon, photographic goods are available from Reg. Forester Smith immediately behind the grandstand.

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 or scattering litter.



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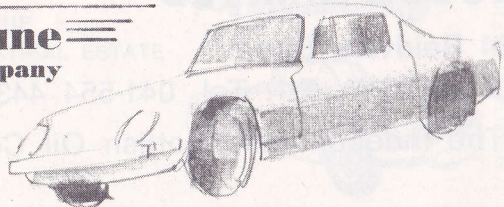
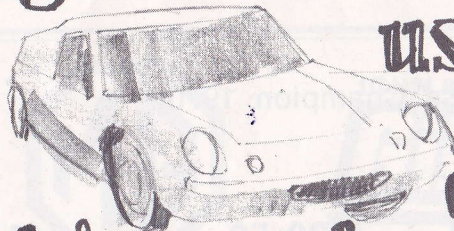
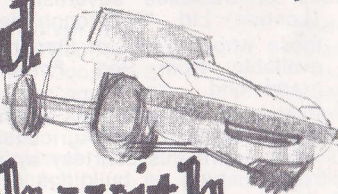
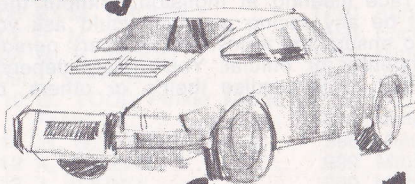
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Tickets for the main Grandstand, price 10/- each, are available from a kiosk immediately behind the Crossing Point to the Central Enclosure in the centre of the main Grandstand: why not treat yourself to a spot of luxury and buy a seat (or two)? For those who prefer the South Grandstand, tickets, price 6/-, are available at that stand.

★ ★ ★

Dates to note in your diaries for the 1970 Season at Ingliston are:  
13th SEPTEMBER THE SEPTEMBER RACE MEETING.  
11th OCTOBER THE LOMBANK TROPHY RACE MEETING (National British).

Scottish Motor Racing Club members will also want to note that 26th September is the last Members' Practice Day this year (at which club members can "have a go" on the circuit for a mere 10/-).

★ ★ ★

Feeling peckish? 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 Caravan and Southstand corners. If you feel like a quick "pinta" why not get your milk drinks in the Milk Bar at the east end of the Grandstand. Cigarettes are on sale from the Players Kiosk situated behind the main Grandstand.

For those whose idea of a meal extends beyond a "pie and a pint" D. S. Crawford Ltd. provide Club Members with three-course luncheons in the MacRobert Pavilion for 11/6. Other members of the public can lunch in the Herdsman's Restaurant (north of the main Grandstand) where they may enjoy, *inter alia*, the following dishes: Soup or Fruit Juice 1/3, Braised Steak 6/6, Veal and Ham Pie with Chips 5/6, Fresh Gammon or Ham with Salad 6/6, Haddock and Chips (high teas only) 5/6, Apple Tart with Fresh Cream 1/9, Fruit Salad with Fresh Cream 2/6. Dinner is also served to Club Members in the MacRobert Pavilion after the close of racing and the Club Bar remains open there from 12.30 to 2.30 and 6.30 to 9.30.

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11 a.m. — 7.30 p.m. Daily (except Sundays)

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The Ingliston Programme urgently requires fresh and stimulating views and articles, and an open invitation is extended to all spectators who have just a touch of printer's ink in their blood. All articles, correspondence, and other submissions should be sent to The Editor, The Ingliston Programme, National Bank Chambers, Duns, with a stamped, addressed reply envelope. Just think, now's the time to get your own back on that g..... of an Editor. One spectator aired her views on the circuit below. Why don't you do the same?

★ ★ ★

### ARE WE A BLOODTHIRSTY LOT ?

What do we, the spectators, look for when we attend a Race Meeting? Is it the thrills, and spills, sheer sportsmanship, or do we hope for something a bit more dramatic?

Or could it be that we are in a state of apathy, and just could not care less either way?

Was it really necessary at the July Ingliston meeting to have Chris Barber—brilliant playing regardless—to help draw the crowds, or could he have been there to drown the steady crunching noise of hundreds of bags of crisps being eaten?

In the first race of that Meeting a car flew up in the air, landing with a thud—upside down of course! As I sat madly biting my nails, and reiterating, "Get him out, get him out," the rest of the grandstand audience remained unmoved. Behind me a family picnic was in process, one member of the party having gone off at the start of the race, and returned with a box filled with enough goodies to last a week. Relief at seeing the crashed driver emerge unscathed, coupled with the food discussion at my back, reminded me that I too was hungry. Alas, my foresight had not stretched to food, only to anticipation of good racing.

Beside me two mechanics calmly timed each lap with the metallic rasp of their stop watch. On the other side a young couple ate crisps, held hands, and shared a large bottle of pop. Was it like that, I wonder, in 1895 when car racing first tentatively appeared? The average speed of the winning car then was 15 m.p.h. As the race was a 732 mile one this was perhaps a little dull compared to present day standards.

Dull, but safer by far. The greatest of drivers have been lost to us on the circuit. Scottish racing itself shuddered with the blow when the tragic news came through of the death of our own Jim Clark.

Is car racing more dangerous than other sports? Yes, essentially it must be a danger at all times, no amount of precautions could make it entirely safe. But even to walk across the road is a test of skill in these treacherous days.

For women of course the greatest thrill at the July Meeting was to see Jenny Birrell race so well, and the last race the most exciting of all.

And the children? Well, I overheard my four year old son describe the meeting to his friends. "It was great," he said, "there was a terrific crash. Two cars hit each other, and the yellow one went way up in the air, and came down upside down. It was super."

Ah yes, definitely bloodthirsty.

KATHLEEN ROSS-HALE.



## 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

## INGLISTON LAP RECORDS

Circuit: 1.03 miles

### FORMULA LIBRE CARS

Over 1000cc:  
B. NELSON (Crossle 19F) ..... 49.0 secs. 75.67 m.p.h.

Under 1000cc:  
R. SCOTT (Chevron B15) ..... 50.7 secs. 73.14 m.p.h.

### FORMULA FORD CARS

A. ROBERTS (Hawke DL2A) ..... 52.2 secs. 65.98 m.p.h.

### SPECIAL GT CARS

Over 1150cc:  
J. MILES (Lotus 62) ..... 52.2 secs. 71.03 m.p.h.

Under 1150cc:  
J. G. McWILLIAM (Mercury GT) ..... 56.2 secs. 65.98 m.p.h.

### MODIFIED SPORTS CARS

Under 1150cc:  
J. ABSALOM (Ginetta G4) ..... 57.5 secs. 64.49 m.p.h.

Over 1150cc:  
A. SOUTER (Lotus Elan) ..... 58.3 secs. 63.60 m.p.h.

### SALOON CARS

Over 1000cc:  
G. B. BIRRELL (Escort TC)  
and A. D. NIVEN (Escort TC) ..... 57.0 secs. 65.05 m.p.h.

Under 1000cc:  
S. A. BELL (Mini)  
and J. HOWDEN (Chamois) ..... 58.2 secs. 63.71 m.p.h.

### OUTRIGHT LAP RECORD

B. NELSON (Crossle 19F) ..... 49.0 secs. 75.67 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.**

# Team Thistle

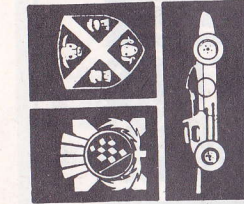
thank the following firms for their generous support and hope that you will reward them with your patronage.

We apologise for our absence from Ingliston today but we are all on holiday at the moment, enjoying a change of rain.

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One or perhaps both our Minis is offered for sale at the moment for £400, the cars competitive for Racing and Rallycross and Road Cars are welcome in exchange. The cars are offered for sale because Keith and Company are planning an Australian winter holiday in 1972-73 (by car, compliments of 'The Daily Express').

**TEAM THISTLE c/o Levenhall Garage, Musselburgh 031-665-4552**



## Ingliston 1970 Advance Booking Form

Name (BLOCK LETTERS PLEASE) .....

Address .....

S.M.R.C. Full Membership No(s) ..... Phone .....

Please supply me in advance of the appropriate meeting(s) with tickets as under :—

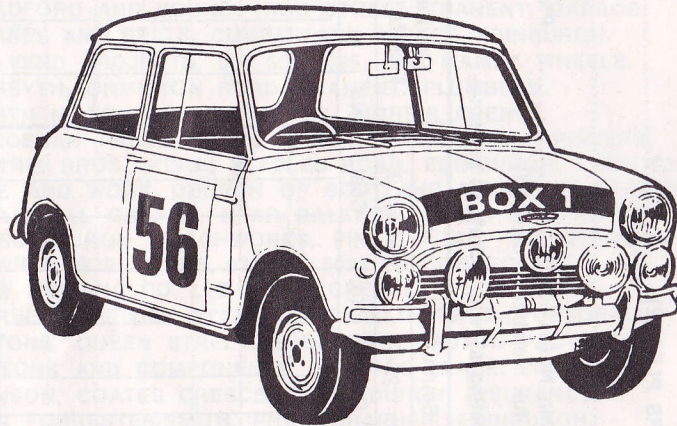
Date	Arena Grandstand				South Grandstand				Car Park		SMRC Discount		TOTAL
	Adults 16/-		Children 13/-		Adults 12/-		Children 9/-		Tickets 6/-	Value	Discount	Value	
	No.	Cost	No.	Cost	No.	Cost	No.	Cost	No.				
13 Sept.													
11 Oct.													

Preference for Block in Arena Grandstand

CHEQUE/POSTAL ORDER/CASH Total £

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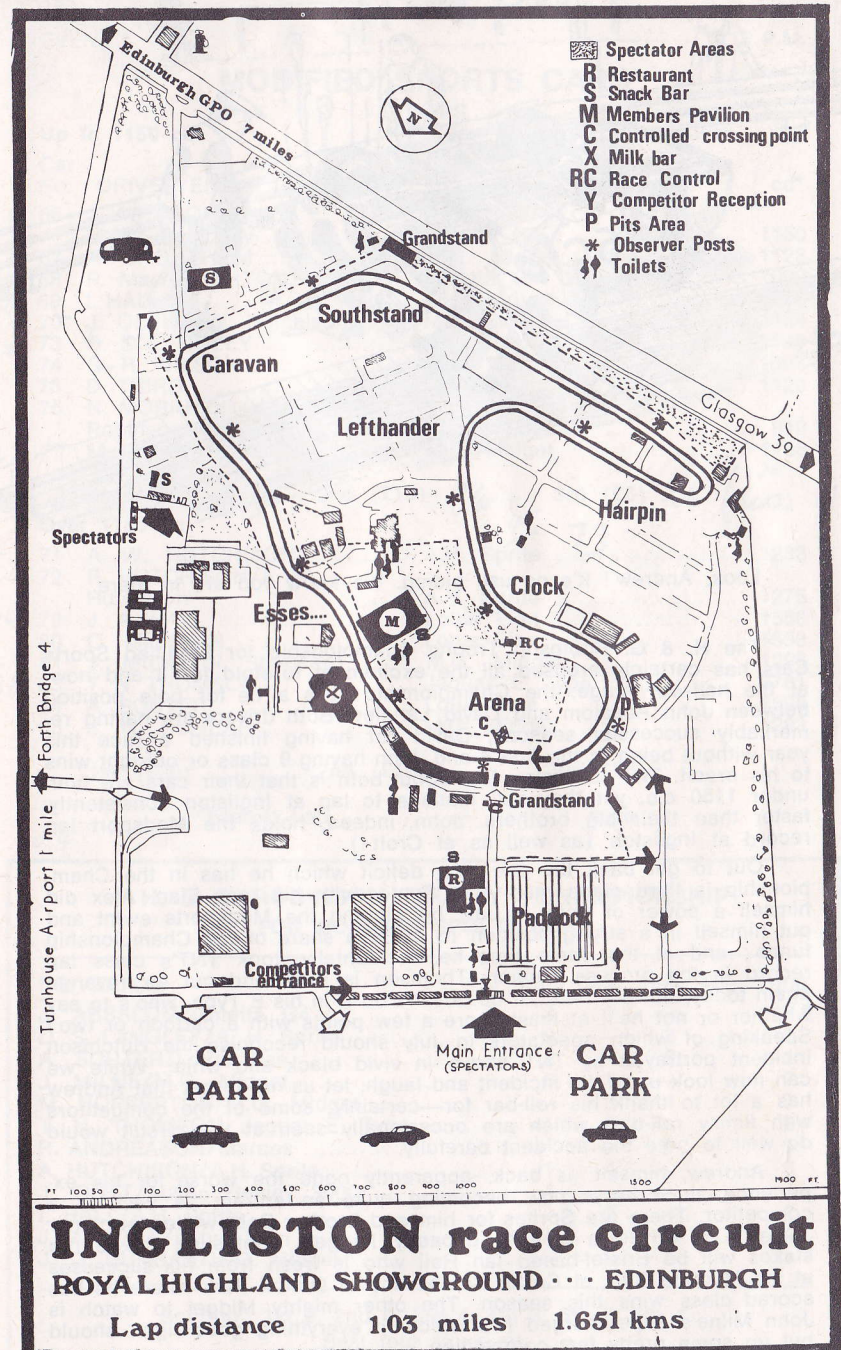
ASK FOR A TRIAL RUN

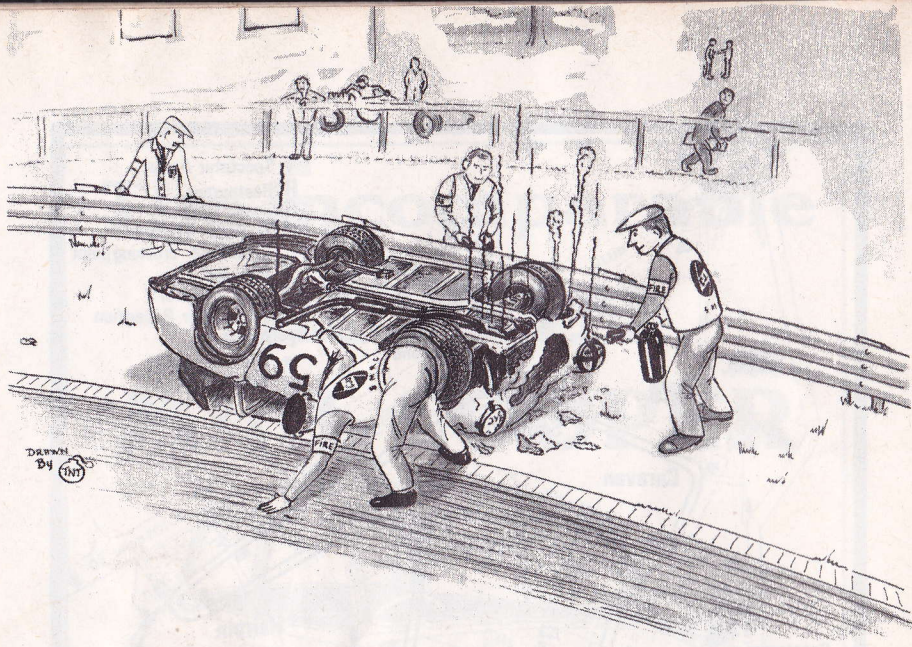
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Look, Andrew! It's no use hiding. We know you are in there.

The H. & G. Robinson Trophy Championship for Modified Sports Cars has certainly aroused all the excitement foretold for it and now, at the half-way stage, the Championship sees a tie for pole position between John Absalom and David Langley. Both drivers are having remarkably successful seasons, David not having finished a race this year without being in the first 4 and John having 9 class or outright wins to his credit. The surprising fact about both is that their cars are both under 1150 c.c. yet they still manage to lap at Ingliston consistently faster than their big brothers. John, indeed, holds the Modsport lap record at Ingliston (as well as at Croft!).

Out to get back the one-point deficit which he has in the Championship is third place man Alex Souter with his race Elan. Alex did himself a power of good in July by winning the Modsports event and put himself in a strong position to claim a share of the Championship funds; and at the same time he, incidentally, took TNT's class lap record in the process. Tommy Thomson is back and out for revenge again today, however, and, if he doesn't do it in his E Type, who's to say whether or not he'll at least score a few points with a cartoon or two! Speaking of which, spectators in July should recognise the Hutchison incident portrayed by TNT above in vivid black and white. While we can now look upon the incident and laugh, let us not forget that Andrew has a lot to thank his roll-bar for—certainly, some of the competitors with flimsy roll-bars which are occasionally seen at the circuit would do well to note the accident carefully.

Andrew, himself, is back, apparently none the worse for his experience since he is now becoming quite an entrant as well as a competitor. There are Sprites for him and brother Bob, while newcomer James Old drives a smaller capacity Midget. Contesting the Sprite stakes will be Bristol-based Ian Hall who is fresh from his successes at the Mugello G.P., at Castle Combe and at Oulton Park where he has scored class wins this season. The other mighty Midget to watch is John Milne's supercharged MG which, if everything goes right, should put up some pretty fast competition.

**MODIFIED SPORTS CARS**

10 LAPS

Up to 1150 cc

Car No.	DRIVER/Entrant	Make/Model of Car	cc
698	66 J. ABSALOM/Felton	Ginetta G4	1150
79.2	67 A. D. S. THOM	M.G. Midget	1123
	68 P. MacNAUGHTON	Ginetta G4	1098
838	69 I. HALL	A.H. Sprite	1116
78.2	70 J. OLD/A. W. Hutchison	M.G. Midget	1144
700	73 D. S. LANGLEY	A.H. Sprite	1147
	74 G. R. WILSON	M.G. Midget	1098
	75 D. THIRD	Turner	1120
	76 N. MORRISON/H. & G.	Robinson Racing	818
728	77 M. HOPPERTON	M.G. Midget	1138

OVERALL — 1st (£30) **83** 2nd (£15) **84** 3rd (£5) **66** (1st 4<sup>th</sup> 73)

Over 1150 cc

766	71 A. W. HUTCHISON	A.H. Sprite	1283
726	72 R. HUTCHISON/A. W. Hutchison	A.H. Sprite	1275
	79 J. A. HALL	Lotus Elan	1558
	80 C. MacLEAN	Lotus Elan	1558
74	81 J. MILNE/W. Shepherd	M.G. Midget	1293
688	83 T. N. THOMSON	Jaquar 'E' Type	3781
	84 A. SOUTER	Lotus Elan	1598
	85 J. G. DUNBAR	M.G. Midget	1293

1st (£30) ..... 2nd (£15) ..... 3rd (£5) .....

Fastest Lap ..... — ..... secs.

11 to 4.

**"H. & G. ROBINSON TROPHY" CHAMPIONSHIP  
FOR MODIFIED SPORTS CARS**

DRIVER/Car	April	May	July	Aug.	Total
J. ABSALOM/Ginetta G4	3	9	—	—	12
D. S. LANGLEY/A. H. Sprite	9	—	3	—	12
A. SOUTER/Lotus Elan	2	—	9	—	11
J. MILNE/M.G. Midget	6	1	—	—	7
M. HOPPERTON/M.G. Midget	—	3	4	—	7
T. N. THOMSON, Jaguar E. Type	—	6	—	—	6
R. ANDREASON/Marcos	—	—	6	—	6
A. HUTCHISON/A.H. Sprite	1	4	—	—	5
J. GOTT/Austin Healey 3000	4	—	—	—	4
I. HALL/A.H. Sprite	—	2	—	—	2
J. A. HALL/Lotus Elan	—	—	2	—	2
J. G. DUNBAR/M.G. Midget	—	—	1	—	1

Scoring : 1st 9, 2nd 6, 3rd 4, 4th 3, 5th 2, 6th 1.  
Best four to count.

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

This afternoon sees the first Formula 4 race ever to be run on the Ingliston circuit. The marque should not be unfamiliar to race-goers at the Scottish circuit, however, since Brian Harrison and John Alexander have long competed with their diminutive Vixen. Like Formula Ford, the idea of the Formula is to provide single-seater racing at a reasonable price and, indeed, the RAC restrict the cost of new models. Many of the cars are powered by Imp derived engines and today's field sees no exception.

The race today also counts towards the National F4 Championship, a fact which should have the competitors trying their hardest to amass not only pounds but also points. To be frank, the Editor knows very little about F4 racing and it would be presumptuous of him (viz, me) to pretend that he did. No predictions will accordingly be made for this event and the public will thus have to merely sit back and enjoy it without the benefit of your Editor's wisdom. Certainly, both thee and me should learn something this afternoon.

★ ★ ★

## THE RETURN OF THE GOOD OLD DAYS ?

Spectators who are mature enough to recall the romantic days of motor racing, when wheels were so thin that one wonders now how on earth they ever managed to get round the bends, will be eager to come to Ingliston on 11th October. At that Meeting a race is being held for historic single-seater racing cars and a full grid of twelve is expected to compete. Why not take a trip back to before the war and thrill once more to the sight and sound of man mastering machinery. "All arms and elbows" will be the order of the day in what promises to be an unforgettable trip back into motor racing history.

## FORMULA 4 SINGLE-SEATER RACING CARS

12 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
10	J. ABSALOM/H. & G. Robinson Racing	Costin Honda	874
31	M. WILDS	Vixen VB1	875
32	R. JARVIS	R.W.H.	875
33	P. LONGHURST	Vixen VB4	875
34	R. PORKER/P. Longhurst	Vixen VB3	875
35	P. J. HOUGHTON	Vixen VB1	875
36	J. P. CAVILL	Vixen VB5	875
37	J. COOPER	Jaco 4F	875
38	R. GRIFFITHS	Vixen VB1	875
39	D. GRIFFITHS	Vixen VB4	875
40	J. ALEXANDER/Luscol Ltd.	Vixen F4	875
41	D. LAWSON	McNally F4	875
42	H. COOPER	Vixen F4	875
43	M. HOWSE	Vixen VB4	875

703  
693  
686  
772  
756  
734  
772  
836  
444  
854

1st (£40) 31 2nd (£25) 32 3rd (£15) 33 4th (£10) .....

Fastest Lap ..... — ..... secs.



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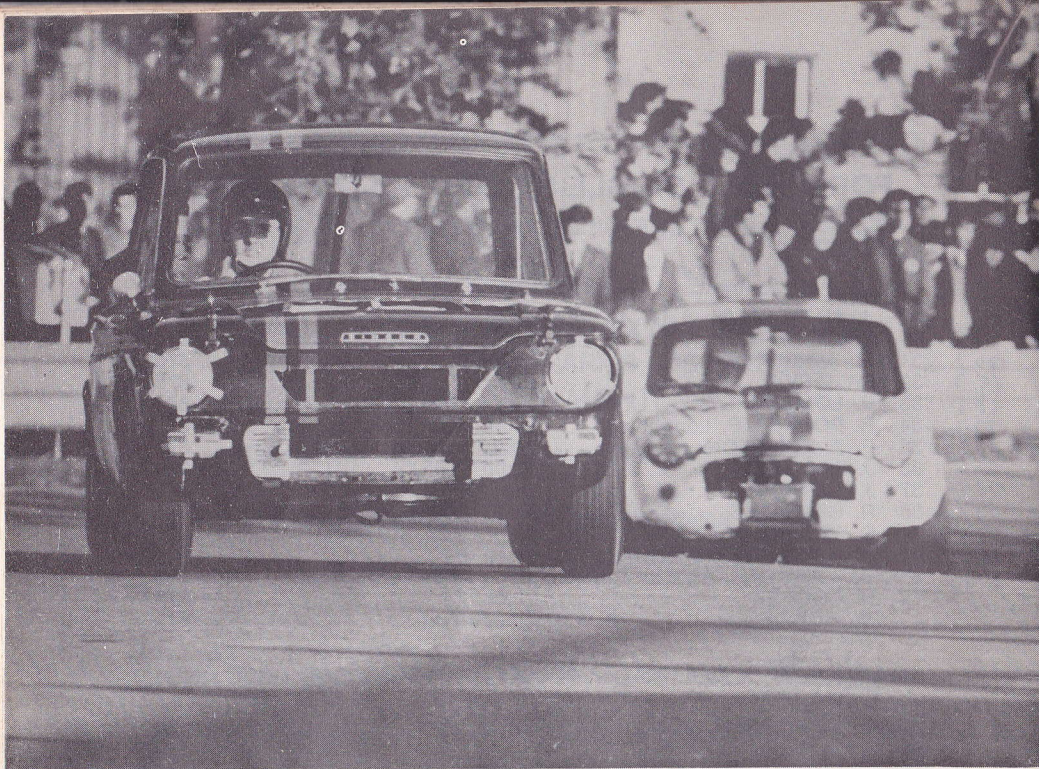
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- Machining of brake drums and bushes.
- Remetalling and line boring main bearings and conn. rods, etc.
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One of the most remarkable things about the small saloon class is the way in which the fortunes of competitors change. One day one is out in front and the others are spluttering around behind and the next it is the splutterers' turn! In short, it often works out that one man's car is on top form while the others are having their problems. For all that we have had some magnificent racing this year and today should be no exception. Certainly, if everyone is going well we should have a race to remember.

Favourite after July will be Jim Howden, who took his Chamois round in record-breaking style at the National British Meeting. Other present one-time record-holders out to have their revenge include Sedic Bell, Bill Borrowman and, fully refreshed from his holiday, Andy Barton. Reg Forester-Smith once again fields the Shannon Imp, a car which seems to get faster and faster all the time. Hugh (Shannon), the original Coventry Climax demon tweaker, will be at home with the Imp engine which is, of course, a boiled down road version of the old Climax. Which is a perfect excuse for Hugh to steam it up again!

Another perfect excuse is open to Clive Reeves too, should he find himself steaming across the grass at any time. Clive is currently second in his class in the Players No. 6 Autocross Championship with his Mini and he should be able to control things if the need arises down amongst the cabbages. Surprise appearance of the day, however, is Jimmy "Veeva" Veitch in Jimmy Fewell's old "Treble 8" which is, in Jimmy One's words, "about to have the bugs sorted out by aforementioned driver." Jimmy One has conned Jimmy Fewell into letting him have the small Mini today while Jimmy Two tries to relax on holiday. (How relaxed would you be if you knew that JV was thumping around in your car?) This should be one of the most interesting sights of the season and one that the Editor will certainly not be missing. Nor are any spectators advised to leave their places since this should be a right cracker.

## SPECIAL SALOON CARS — Heat 1

### Special Saloon Cars up to 1000 cc

12 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
778	82 A. FLEMING/W. Shepherd	Mini Cooper 'S'	999
667	88 A. BARTON	Mini Cooper 'S'	999
	91 S. A. BELL	Mini Cooper 'S'	999
837	111 W. G. DYKES	Mini Cooper	998
768	112 A. SELLAR	Mini Cooper 'S'	999
75.6	113 J. YOUNG	Mini Cooper 'S'	999
748	114 C. REEVES	Mini Cooper	998
68	115 J. E. HOWDEN	Chamois	998
71	116 W. BORROWMAN/Sports Tune/Moir & Baxter Ltd.	Mini Cooper 'S'	999
778	117 J. GRANT	Mini Cooper 'S'	970
72.6	118 N. D. SMITH	Mini Cooper 'S'	999
70.8	119 J. VEITCH/J. Fewell	Mini Cooper 'S'	999
728	120 R. FORESTER-SMITH/ M. Shannon	Shannon Imp	998
	121 R. A. ROSS	Mini Cooper 'S'	999
72.6	122 R. D. WYLIE	Mini Cooper 'S'	999
74.2	123 R. J. LECKIE	Mini Cooper 'S'	999
72.2	124 J. A. J. CURRIE	Currie Clubman	999
76.2	125 J. FYDA	Imp	1000

#### Reserves :

78	A. J. TOBIAS/H. & G. Robinson Racing	Honda N600	599
126	E. PATERSON	Colvend Elf	850
794	127 C. LIVINGSTONE	Renault	1000

1st (£20) ... 88 ... 2nd (£12) ... 125 ... 3rd (£8) ... 124 ... 4th (£6) .....

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



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# escorts

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



## Wylie's of Glasgow

---

For the second year, Wylie's Limited, the Glasgow Main Ford Dealers, are sponsoring the Formula Ford race at Ingliston.

Wylie's have been involved in racing for three years and the blue and white Escorts are now well known at Ingliston.

Last year Graham Birrell won the Hartley Whyte trophy with the Escort now driven by Douglas Niven and it appears that nothing can stop the same car from doing it again.

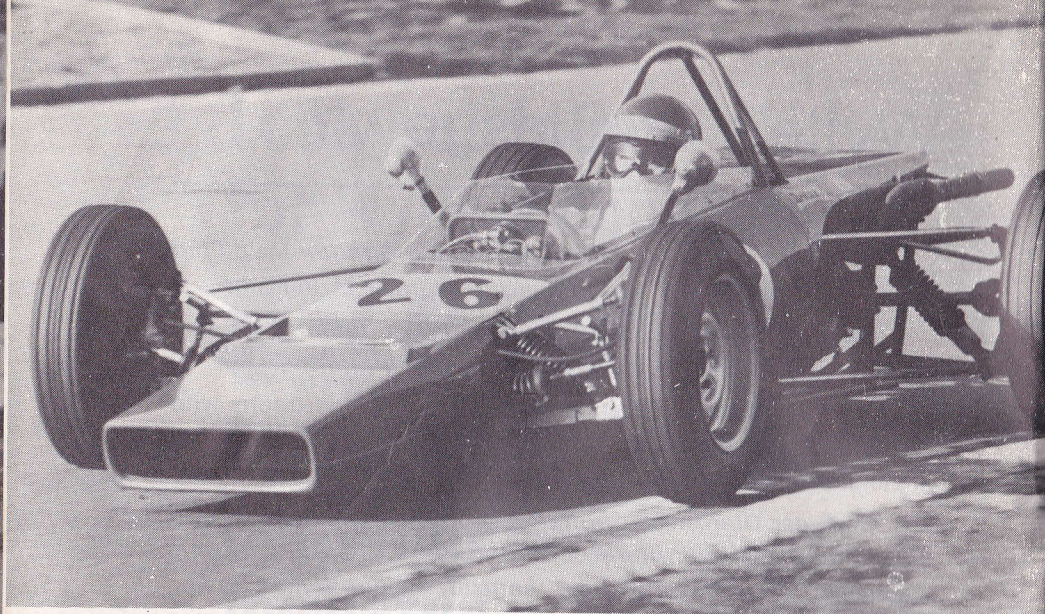
This year Graham is driving a Group 2 Escort in the British Saloon car championship but the car has proved somewhat unreliable. These troubles have certainly taught Wylie's racing division staff that building racing cars is not all a bed of roses and their knowledge of racing cars and engines has increased enormously as a result of the extra development required to build and maintain a car that has to compete in performance with the "Works" entered cars in the South of England.

All, however, is not bad and the other new car, a 2 litre Group 6 Escort is now performing very well with Jenny Birrell showing that she can compete with the men and beat them.

The Scottish Rally produced another success for Jenny when the Wylie's Group One 3 litre Capri won its class and took the ladies prize. This was the first time a Capri has been entered in an international Rally and its performance and reliability impressed everyone. The car finished without one single mechanical failure.

Wylie's have now been appointed "Ford Rallye Sport Dealers" which carries with it the franchise for the incredible Escort R.S. 1600, subsequent Ford specialist vehicles, and all Ford competition cars.

To handle this Wylie's have moved the racing division to new enlarged premises at the corner of Barrland Street and Albert Drive, adjacent to Wylie's and this should enable Jeff Wilson and his staff to give an even better service to the enthusiast.



Just about all the Ingliston Championships are so wide open that any one of five or six drivers could win. On paper the King's Cup looks like a hot favourite for Peter Hull but the bare Championship figures do not tell of the ferocity with which this series has been fought. The difference between the leading contenders is so slight that the Championship could well be thrown wide open today. Peter Hull could, of course, consolidate his position with a win today and this is obviously his intention. His win in July was, however, a technical one only (although none the less creditable for that) since the man to cross the line first was penalised for persistently clipping the verges—other competitors take note! Tony Roberts did establish a new lap record in his Hawke though and Peter will be all set to regain this today.

The opposition is likely to come from the unlucky (at Ingliston) Geoff Oliver with his D.R.W. and from Damien Magee, who feels it well worthwhile to journey over the water for this afternoon's race. Both have shown themselves to be exceptionally fast on the twisty circuit and, if everything goes their way, anything could happen at the top of the Championship table. The local lads out to uphold the North's honour include Don Macleod, Bernie Hunter, Neil Ginn, Ted Clark and Dave Manners. Dave, a Darlington farmer, often seems to give the impression of being a "just behind the leaders" man—not a policy to be ashamed of if it results in a race history of 3 wins, 4 second places, 4 thirds, etc. Need we go on!

A new driver to the circuit, although not a new car, is Colin Cameron who has bought the ex-Brian Squires Merlyn 11A. With a split-new Chris Steele engine in this Colin has his first race this afternoon and everyone will no doubt hope that he will be able, in time, to pilot it as fast as its former owner. The dark horse of the day, however, is Peter Harrington who was a successful competitor in the Clubman's class in 1967. Since then, however, lack of funds (a common complaint!) and a College education have necessitated 2 years of enforced idleness and it is only now that he has returned to the tracks. With his Merlyn he has achieved several places already this season, together with the lap record at Rufforth, he is still waiting for that elusive first. In his own words, "I always spin off when in the lead!" Clearly a man to watch!

## THE WYLIES TROPHY RACE for Formula Ford Cars

15 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
67	47 N. R. GINN	Lotus 61E	1600
65	48 P. G. HULL/John Tait Racing	Lola T200	1600
65.4	49 E. CLARK	Lotus 51	1600
	50 P. HARRINGTON	Merlyn 11A	1600
70.6	51 S. C. RUSSELL	Mallock U2	1600
69.2	52 D. G. MANNERS	Lotus 51	1600
65.8	53 T. HORROCKS	Alexis Mk. 14	1600
65.2	54 D. G. D. MAGEE/Royal Restaurants	Crossle 16F	1600
	55 A. MILLER	Lotus FF	1600
68.4	56 C. S. CAMERON	Merlyn 11A	1600
66.2	57 J. C. GRAHAM	Crossle 16F	1600
77.6	58 P. SMITH	Lotus 51	1600
66.4	59 D. MACLEOD/Peter Graham (Motors) Ltd.	Dulon LD4C	1600
65.8	60 G. OLIVER	D.R.W. 8F	1600
	61 B. HUNTER	Merlyn 11A	1600
69.8	62 E. PRESTON	Hawke DL2A	1600
68.4	63 J. W. SIMPSON/C.S.M.A. Racing Team	Lotus 51C	1600

75.4 62

1st (£40) 54 2nd (£25) 49 3rd (£15) 48 4th (£10) 60

Fastest Lap ..... — ..... secs.

### "KING'S CUP" FORMULA FORD CHAMPIONSHIP

DRIVER/Car	April	May	July	Aug.	Total
P. G. HULL/Lola T200	—	9	9	4	78.22
D. MACLEOD/Dulon LD4C	9	—	—	—	9
D. MANNERS/Lotus FF	—	2	6	—	8
T. CLARK/Lotus 51	—	4	3	6	7.13
N. R. GINN/Lotus 61E	—	3	4	—	7
G. OLIVER/D.R.W. 8F	6	—	—	—	6
D. MAGEE/Crossle 16F	—	6	—	9	6.15
T. HORROCKS/Alexis Mk. 14	4	—	—	—	4
J. GEMMELL/Lotus 51A	3	—	—	—	3
S. C. RUSSELL/Mallock U2	2	—	1	—	3
A. ROBERTS/Hawke DL2A	—	—	2	—	2
D. A. SUNTER/Barracuda	1	—	—	—	1
J. W. SIMPSON/Lotus 51C	—	1	—	—	1

Scoring : 1st 9, 2nd 6, 3rd 4, 4th 3, 5th 2, 6th 1.  
Best four to count.



The sponsors of 'THE LAUGHING DUCK TROPHY' extend to you the hospitality of the 'CAPITOL PLACES IN SCOTLAND'S CAPITAL'—where, either before or after a meeting with friends and enthusiasts of the 'circuit', a meal or a drink may be enjoyed in one of our four establishments.

**"THE LAUGHING DUCK"**

24 Howe Street, Edinburgh. 225/6711.

"... is in every way the 'visible personification of absolute perfection'"—to quote Oscar Wilde, a man who knew about elegance—offers sophistication and elegance in the Lounge-Bar, the Duck-Bar and the tastefully decorated ORCHARD SUITE DINING ROOM, with Table d'Hote and A la Carte Menus of the finest cuisine. Lunches daily from 12.30-2.30 p.m. Dinner 6.30-9.30 p.m.

**"DER BIERKELLER"**  
(downstairs)

24 Howe Street, Edinburgh. 225/6711.

"... is alive with international and continental mood. An evening is well spent here in the atmosphere of friendliness in Scotland's first Bierkeller. This is a must for visitors and residents alike enjoying genuine German Beers/Lagers and Rhine wines along with real German frankfurters, made on request. Open: Evenings 5-10 p.m. WILLKOMMEN—PROST.

**"THE JOLLY CARTERS INN"**

39 Thistle Street, Edinburgh. 225/6191.

Edinburgh's first London-style pub, boasts the true Metropolitan atmosphere of a traditional London pub—with a little imagination you can almost hear Bow Bells mingling with the appetizing aroma of sausages-on-sticks, Veal and Ham Pie, Pickles, Salads and a variety of meals and Bar snacks in the typical Cockney tradition.

**"THE PURPLE ONION"**

2 Jamaica Street, Edinburgh. 225/4119.

Here is a successful merger of two contrasting themes—the 'Art Nouveau' of the busy downstairs bar and the tranquil comfort of the R.L.S. atmosphere of the elegant upstairs Library Bar. In both Bars one can savour our 'Authentic Scottish Fare Menu'—including Scotch salmon (when in season) or our unique freshly-made Treble-decker sandwiches. This is the 'IN' place in the Capital city. You're 'IN' if your'e 'IN' at the 'IN' place in town. Open daily from 11-2.30 p.m. and 5-10.00 p.m.

We extend to visitors and habitués of 'the track' alike—'That Cup o' Kindness' for 'Freedom and Whisky gang the Gither' (Burns).

**THE LAUGHING DUCK TROPHY RACE**

INGLISTON

16th AUGUST, 1970

OVER 1000 c.c. SALOON CAR RACE

12 LAPS

**"THE LAUGHING DUCK"**

"Always do this, O Laughing Duck,  
Always do this for me,  
Always prefer my nearness  
To feathered companie."

(18th Century poem.)

**"DER BIERKELLER"**

"Ein Prosit, ein prosit,  
Der Gemutlichkeit,  
Ein Prosit, ein prosit,  
Der Gemutlichkeit."

(Trad. German Toast.)

**THE LAUGHING DUCK TROPHY**



OUR TROPHY, LIKE OUR CUISINE, IS EDINBURGH AT ITS BEST

**"THE JOLLY CARTER'S INN"**

'And they bought an owl  
and a jolly cart  
A pound of rice  
And a Cranberry Tart."

(19th Century, with apologies.)

**"THE PURPLE ONION"**

"Let onion atoms  
Lurk within the bowl  
And, scarce-suspected,  
Animate the whole."

('Recipe for Salad'—1857)

RACE TIME: 4.00 p.m.



Way out in front in the Hartley Whyte Championship, with maximum points to his discredit, is Borderer Dougal Niven. While still beatable in that Championship, Dougy is unlikely to get better than odds-on at Ladbrokes. Out to do her best to upset those odds will be Jenny Birrell who had things slightly more her way in the July saloon final. The winner of that final was, of course, D. Niven after a "heart-in-the-mouth" drive to pull back on a fifteen-second penalty for push starting. Dougy is, in fact, the only person ever to win a race at Ingliston after a push start (the Editor refuses to answer any correspondence contradicting that last statement) and this fact, together with his equaling of Graham Birrell's lap record in the process, must surely establish him as one of a long line of top-class Scottish saloon car drivers. Jenny, however, was not too concerned with Dougy's record-breaking antics at the last meeting, being more involved in a tremendous dice for second place. After a relatively poor start she pulled up into third place and eventually prevailed upon Bill Dryden's Viva before the chequered flag. A fine second for Jenny and an indication that things might be going better for Wylie's (especially after Jenny's recent win at Croft). With a better start this afternoon we could see some fireworks as Dougy "Escorts" Jenny around the track. (Oh, dear, it makes you want to weep, doesn't it.)

Hubby Graham was also unfortunate in July. After a scorching practice lap of 55.8 "it went all woolly on me" in the heat and that heralded an end to his hopes of an outright win of this year's Hartley Whyte Championship. If things are sorted out today, however, we could have one of those legendary Ingliston saloon "ding-dongs" as the three Escorts fight it out from the monster Veeva at last ready to take to the fray. We can only hope that Jimmy Veitch won't try to fling the Veeva around in the same way that he hurls Jimmy Fewell's Mini about earlier.

Bill Dryden re-appears with the SMT Viva and this too, if on form, could upset the leaders quite a bit. Giving everyone a run for their money will be your actual aerofoil man, Ronnie McCutcheon, who has bought the ex-Peter Hawthorn Cooper 'S'. Peter ran away with the saloon events with this car in October last year and Ronnie will be hoping to repeat the dose today. Minis to watch for, however, include the 'S's of Frank Gunn, Allan Bell and Jim Dryden, all of whom have been known to give many a leader a fair old fright.

## Special Saloon Cars — Heat 2 THE LAUGHING DUCK TROPHY RACE for Special Saloons over 1000 cc

12 LAPS

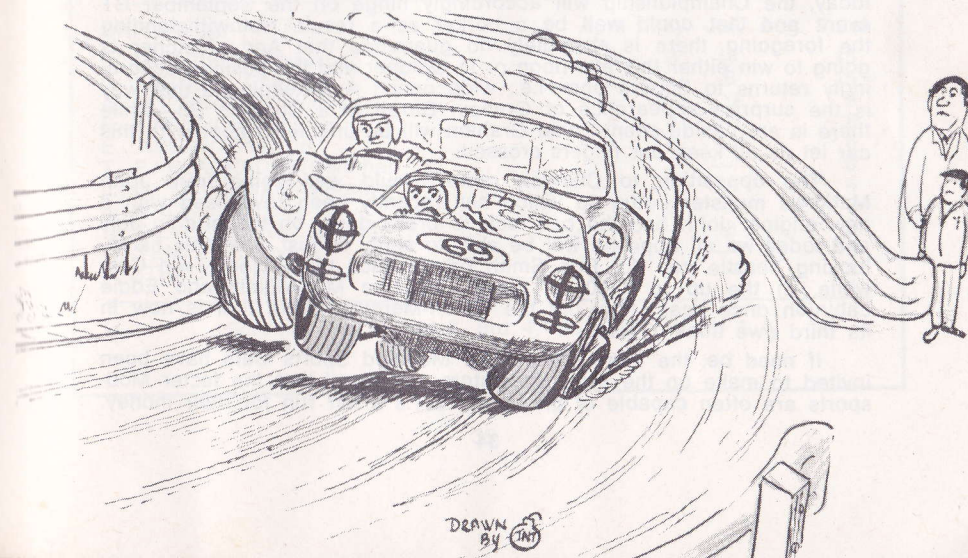
Car No.	DRIVER/Entrant	Make/Model of Car	cc
87	F. GUNN/A. Barton	Mini Cooper 'S'	1275
89	J. MacGILVRAY	Anglia	1650
90	A. BELL/S. Bell	Mini Cooper 'S'	1275
92	M. MILLER	Anglia TC	1600
93	J. M. PINKERTON	Mini	1293
95	D. WOOD	Anglia Cosworth	1498
96	W. N. A. DRYDEN/S.M.T.	Viva GT.	1994
97	J. DRYDEN	Mini Cooper 'S'	1293
98	R. D. McCUTCHEON	Mini Cooper 'S'	1293
101	I. C. McLAREN	Chamois	1220
102	N. HODGSON	Mini Cooper 'S'	1293
103	A. D. NIVEN	Escort TC	1850
104	G. B. BIRRELL/Wylie's of Glasgow	Escort TC	1600
105	J. BIRRELL/Wylie's of Glasgow	Escort TC	1970
106	R. M. BROWN	Anglia TC	1720
107	R. M. CAIG	Escort TC	1650
108	M. B. WOOD	Mini Cooper 'S'	1275
109	J. VEITCH	Veeva	4700

**Reserves :**

94	W. ALLISON	Mini Cooper 'S'	1293
99	G. LEITCH	Anglia TC	1650
100	J. WALKER	Mini Cooper 'S'	1310
110	G. TODD/Pinkie Mains Farm	Mini Cooper 'S'	1340
128	L. EMSLIE	Mini	1293

1st (£20) <sup>104</sup> ..... 2nd (£12) <sup>107</sup> ..... 3rd (£8) <sup>105</sup> 4th (6) <sup>96</sup> .....

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





Once again we have a tie for the lead in one of the Ingliston Championships. Logan Morrison and Dave Farnell both lead the Sheila Whyte table with 15 points each while Andrew Fletcher breathes up their exhaust pipes with 9 points from one meeting only. Today both Logan and Dave are back with their Chevrons for a repeat of the battle they had in April. On that occasion David came out the winner but today may see a reversal of that position. Certainly, one thing we can be sure of is a first-class dice as they battle for the lead in the Championship.

David, however, was not so fortunate when he met Andy Fletcher's Chevron in July, only being able to achieve a second place against this very fast car. Andrew brings the Chevron back today and has his eyes set on that £100 first prize in the Sheila Whyte. Even if he wins today, however, the Editor will still be keeping his eyes on the Chevrons of Farnell and Morrison since it could be that the Championship is determined by these two. At present, Andrew's next visit to the circuit is not scheduled until October and, even if he wins today and then, his total would only amount to 27 points. With a second for Dave or Logan today, the Championship will accordingly hinge on the September GT event and that could well be a corker as a result. Notwithstanding the foregoing, there is absolutely no guarantee that Andy Fletcher is going to win either this afternoon or in October and the position accordingly returns to Square one—i.e., wide open! And keeping it that way is the surprise appearance of Graham Birrell in a Chevron B8—while there is an outside chance that Graham will be unable to appear in this car let us all keep our fingers crossed.

The opposition to Chevron power could well come from John Markey's monster Lotus 30 which has recently been revitalised with a new engine. John had the bad luck to break down on the grid in July and today we all hope he will be able to show us just what this hairie-looking beastie can do. Bob Smith brings back his Project Twin Cam while, in the up to 1150 cc class, Grahame MacWilliam and Eddie Labinjoh once again fight out the Fisher-Mercury battle that is now in its third (we think!) year.

If need be, the more competitive Modified Sports Cars have been invited to make up the grid. Spectators will recall that the faster Mod-sports are often capable of giving the G.T.s a fair run for their money.

## SPECIAL G.T. CARS. Sports Racing Cars and Clubman's Cars, etc.

12 LAPS

### UP TO 1150 cc

Car No.	DRIVER/Entrant	Make/Model of Car	cc
16	E. LABINJOH/J. Fisher	Fisher GT	1000
17	J. G. MacWILLIAM	Mercury GT	1147
18	I. PITT	Niai GT	995
19	E. BLACKADDER	Nathan GT	998
20	J. ROSS	Lotus 7	997

1st (£30) ..... 2nd (£15) ..... 3rd (£5) .....

### OVER 1150 cc

21	J. BARRATT/Mapco Racing	Merlyn 6B F100	1300
22	L. MORRISON/Equipe Centro Scot	Chevron B8	1991
23	R. S. SMITH	Project TC	1761
24	D. FARNELL	Chevron GT	1991
25	A. G. WATSON	Mallock U2	1498
26	A. FLETCHER	Chevron BMW	1991
27	J. MARKEY/Pink Stamps Racing	Lotus 30	4700
28	J. MACKIE	Marcos GT	1558
29	G. B. BIRRELL	Chevron B8	1991

1st (£30) 29 ..... 2nd (£15) 26 ..... 3rd (£5) 24 .....

Fastest Lap ..... — ..... secs.

### "SHEILA WHYTE TANKARD" CHAMPIONSHIP FOR SPECIAL G.T. CARS

DRIVER/Car	April	May	July	Aug.	Total
L. MORRISON/Chevron	6	9	—	—	15
D. FARNELL/Chevron	9	—	6	—	15
A. FLETCHER/Chevron	—	—	9	—	9
E. LABINJOH/Fisher	4	4	—	—	8
E. REGAN/Chevron	—	6	—	—	6
T. E. BLACKADDER/Nathan	3	3	—	—	6
J. G. McWILLIAM/Mercury	—	—	4	—	4
J. MACKIE/Marcos	1	2	—	—	3
G. SILVERWOOD/Chevron	—	—	3	—	3
G. TEMPLE/Chevron	2	—	—	—	2
J. STRACHAN/Lotus	—	1	—	—	1

Scoring: 1st 9, 2nd 6, 3rd 4, 4th 3, 5th 2, 6th 1.  
Best four to count.



### CALLANDS TROPHY FORMULA LIBRE CHAMPIONSHIP

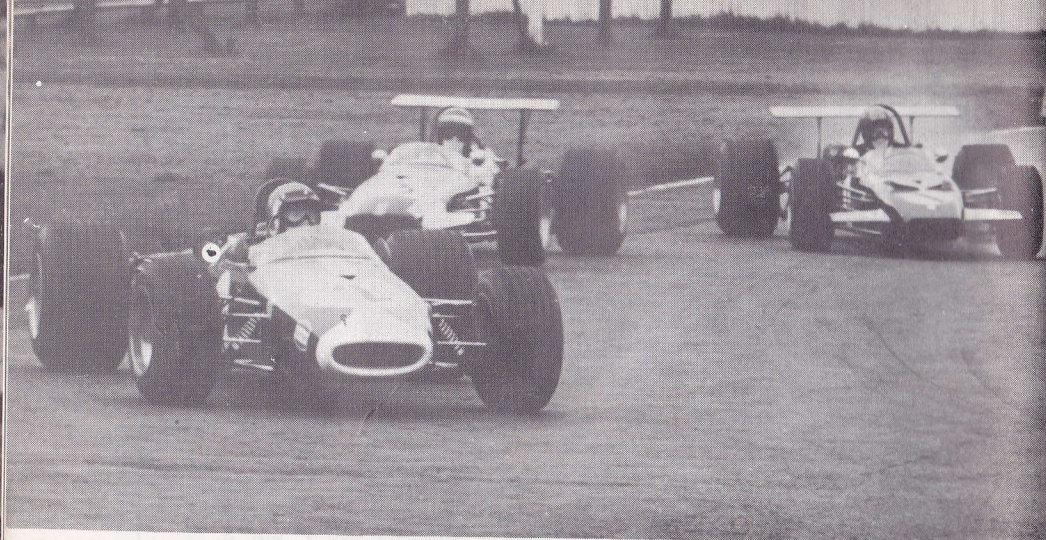
DRIVER/Car	April	May	July	Aug.	Total
K. FIELDS/Crossle	—	10	4	5	14 19
W. FORBES/Lola	10	—	—	—	10
B. NELSON/Crossle	—	—	10	7	10 17
R. M. MACKAY/Brabham	5	—	3	—	8
T. WALKINSHAW/Lotus	—	7	—	—	7
G. B. BIRRELL/Brabham	7	—	—	—	7
T. D. REID/Brabham	—	—	7	10	7 17
I. C. McLAREN/Lola	—	5	—	—	5
B. CULLEN/Brabham	—	—	5	—	5
E. LABINJOH/Fisher-Alfa	4	—	—	—	4
J. MILLAR/Brabham	3	—	—	—	3
D. BERRY/Brabham	—	—	2	—	2
J. A. MURRAY McGRATH/Ecosse Imp	2	—	—	—	2
K. WRIGHT/Brabham	—	—	1	—	1

Scoring: 1 for finishing, plus—1st 9, 2nd 6, 3rd 4, 4th 3, 5th 2, 6th 1. Best four to count.

Perhaps the closest Championship of them all is the big daddy, the Callands Trophy, with £600 of prize money at stake. The National British Race Meeting in July saw a determined Irish assault on this table, with the result that Irishmen are lying first and second. Ken Fieldes leads with 14 points, having scored a win in May. In July he was not so fortunate, his FVA powered Crossle being just a bit short on power. Since that date, however, Ken has sent his engine off for a touch of Brian Hart demon tweak and the Formula 2 Crossle should be a car to reckon with this afternoon.

The man who won in July is back today also and he is hell-bent on carrying the magnificent solid silver quach (together with the £250 first prize) back over the water. Brian Nelson is the name and Formula 2 Crossle is the car. Brian's win in July provided one of the truly memorable Libre battles and also established a new outright lap record of a searing 49.0 seconds. Perhaps that's the reason he's coming back over—he still has to collect his airline pack of Whyte and Mackay whisky for that feat and this will be handed over to him today.

Equal with Brian in the Callands table is Aberdonian Willie Forbes, who is perhaps unlucky not to be up in the pole position. Willie gunned his Chevy powered F500 Lola away from the line into the lead in July and, after constant battles with Brian Cullen in his F2 Brabham, managed to establish a second or two of lead. Luck was not with him, however, for on 25th lap or thereby of the 30-lap race his rear suspension collapsed on the top straight and forced him off the track. The screaming Formula Two cars of Cullen, Reid and Nelson tore past and that was that for a disconsolate Willie who was left to plod his weary way back to the pits. The Formula Two battle had, however, been continuously fought out throughout the race and the knowledge that it was now for the lead added extra drama. The lap record suffered mercilessly and no fewer than four drivers reduced the 49.8 record that had stood in Willie Forbes' favour since April, 1969. One after the other they tore the record to pieces—Forbes 49.5, Cullen 49.3, Reid 49.1, Nelson 49.0. Only inches separated the three cars of Cullen, Reid and Nelson as they tore past the Grandstand on each lap but the order remained unchanged until Brian Cullen concentrated just a fraction too much on his



rear view mirror at the Hairpin, went wide, and that was that. Tommy Reid shot past him on the inside and Brian Nelson was so close to his tail that the cursing Cullen did not feel safe to pull back in. Tommy Reid then made the same mistake of taking the Hairpin wide, to let Brian Nelson slip through to the lead. That's how it ended when the flag came out, Nelson, Reid and Cullen in that order, covered by a handkerchief. One of the best races ever seen at Ingliston and, we hope, merely a forerunner of what we have yet to see.

Both Brian Nelson and Tommy Reid are back today and they are so keen to score a further 10 points towards the Championship that things should be really tense up there at the front. Ken Fieldes, too, is determined not to lose his lead in the table and matters are made all the more urgent by the knowledge that an International F2 Event at Phoenix Park in Ireland clashing with the next Ingliston meeting will mean that none of the Irish competitors are likely to get another chance to gain any more points until October. Which makes the Callands Trophy one of the tensest to be fought in all time. Hoping to make it tenser still, Johnny Blades is confident that his immaculate F2 Lotus will be going twice as fast as in July. Johnny, in fact, may well be the man everyone will have to watch today.

After a disappointing outing in July Dave Berry, a one-time Ingliston regular, hopes to have his 3½ litre Oldsmobile powered Brabham on top form this afternoon. Dave was the runner-up in the 1969 Callands Trophy Championship and it will rankle with him that he was unable to put on a better display at the last meeting. Today he will be out to vindicate himself and, in that mood, we could see a very fast Berry indeed. Another regular at Ingliston is Ronnie Mackay who gave everyone quite a shock this season with his Brabham. This car is suddenly going a lot faster and Ronnie is just the man to squeeze out every bit of speed that's in it. And, since he is currently lying fourth in the Callands table, he will doubtless be doing a fair bit of squeezing today!

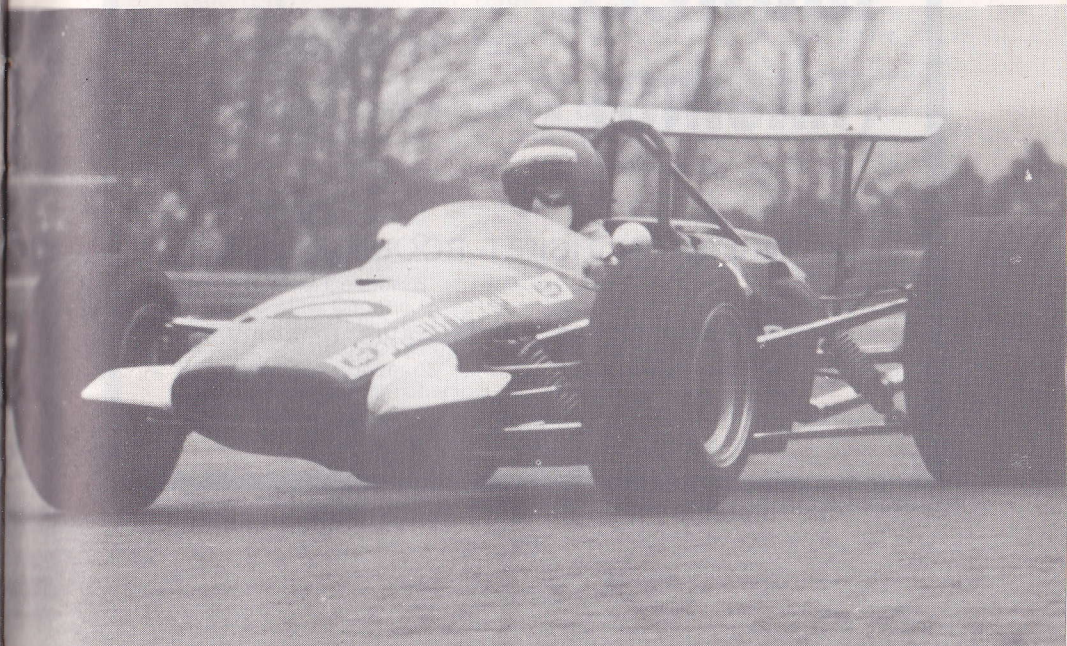
In short, today is the classic case of quality not quantity. While the field may be small the standard should be first class and another Ingliston "dice to remember" is forecast. Should numbers fall to low, provision has been made in the usual way to invite the more competitive F4 and FF cars to participate—indeed, one of the highlights of the July Libre event (excepting the battle for the lead) was the tremendous dice between the Formula Ford cars in that event. Certainly, they give excellent value for money!

## THE KING HUSSEIN TROPHY RACE for Formula Libre Single-Seater Racing Cars

60 OLIVER  
53 HORROCKS  
25 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
2-1	B. NELSON	Crossle 19F	1598
2-2	A. C. GOODFELLOW	Fireball 5000	4700
8-3	I. C. McLAREN	Lola T55	1600
6-4	E. LABINJOH/J. Fisher	Fisher/Alfa	2000
4-5	K. FIELDS/L. Duffy	Crossle 19F	1598
1-6	T. D. REID	Brabham BT30	1794
7	J. MILLAR	Brabham BT21B	1991
8	D. BERRY	Brabham BT21	3500
5-9	R. M. MacKAY/Wm. Dunnett & Co. Ltd.	Brabham BT21B	1600
10	J. ABSALOM/H. & G. Robinson Racing	Costin Honda	874
3-11	J. BLADES/Motor Race Consultants	Lotus Cosworth 69	1598
7-12	W. J. FORBES	Lola T142	5000
14	J. A. MURRAY McGRATH	Ecosse Imp	998
15	D. McLEAN	Lola	997
48	P HULL		
54	D MAGEE		
49	E CLARK		

1st (£100) 6 ..... 2nd (£60) 1 ..... 3rd (£40) 5 ..... 4th (£20) 11  
 NELSON 5th (£10) ..... Fastest Lap .....  
 545 Bonus of £15 for first up to 1000 c.c., Formula Ford or F4 to finish.



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 GLASGOW C3.  
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★ INGLISTON TICKET BOOKING OFFICE

NEED A VAN? DO AS WE DO—AVIS RENT-A-VAN

EVENT 8

5.40 P.M.

**SPECIAL SALOON CARS — FINAL**  
**THE HARTLEY WHYTE CHAMPIONSHIP RACE**  
**FOR THE FASTEST SALOONS IN EACH CLASS**

15 LAPS

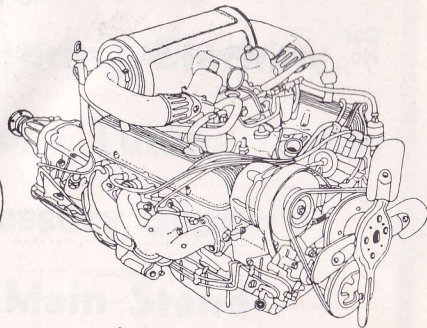
Car No.	DRIVER/Entrant	Make/Model of Car	Qual. Time
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1st (£100) ..... 2nd (£50) ..... 3rd (£25) .....  
 4th (£15) ..... 5th (£10) ..... 6th (£5) .....  
 Bonuses of £20 and £10 for the first two up to 1000 cc cars home.

DRIVER/Car	April	May	July	Aug.	Total
A. D. NIVEN/Escort TC	9	9	9		27
E. M. SMITH/Mini Cooper 'S'	3	6	—		9
W. N. A. DRYDEN/Viva GT	—	4	3		7
J. BIRRELL/Escort T.C.	1	—	6		7
J. DRYDEN/Mini Cooper 'S'	6	—	—		6
S. A. BELL/Mini Cooper 'S'	4	1	1		6
W. BORROWMAN/Mini Cooper 'S'	—	2	2		4
J. HOWDEN/Singer Chamois	—	—	4		4
A. BARTON/Mini Cooper 'S'	—	3	—		3
I. C. McLAREN/Singer Chamois	2	—	—		2

Scoring : 1st 9, 2nd 6, 3rd 4, 4th 3, 5th 2, 6th 1.  
 Best four to count.

# Less than 10% of motorists know enough about their cars to use



What does STP do in your engine? STP treats oil so that it creates a friction-reducing film that coats metal parts. This oil film strength prevents metal touching metal and so ensures perfect lubrication at all temperatures, in all running conditions. It also stabilizes viscosity, preventing one of the main causes of friction in modern car engines. This applies particularly to cars that go for long periods between oil changes. Another important benefit from STP is your peace-of-mind. In the worst snarl-ups, you won't be torturing your car. On long high-speed runs,

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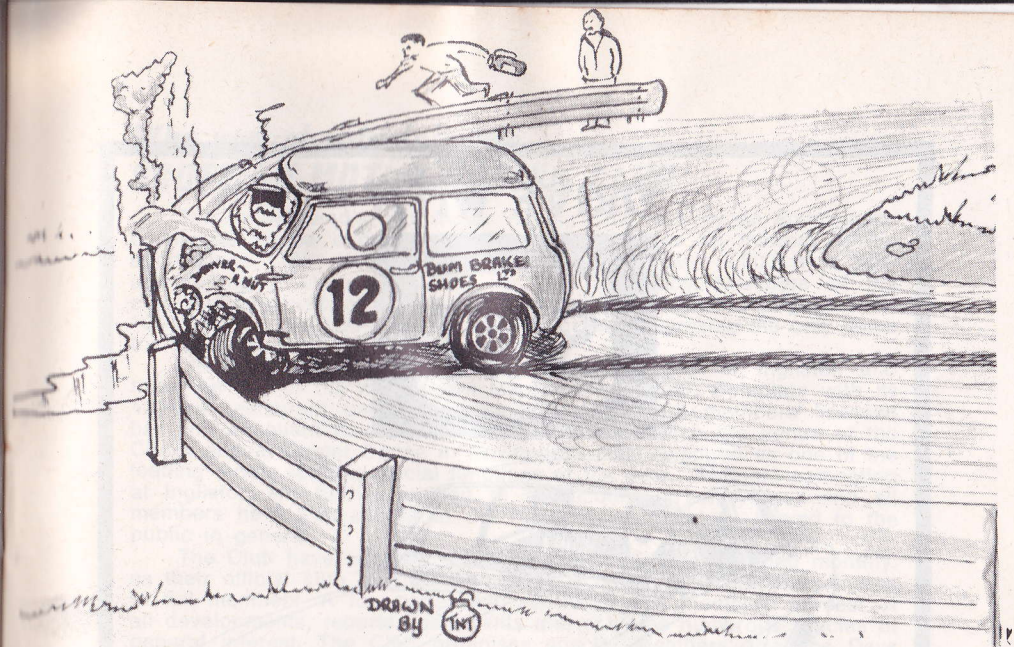
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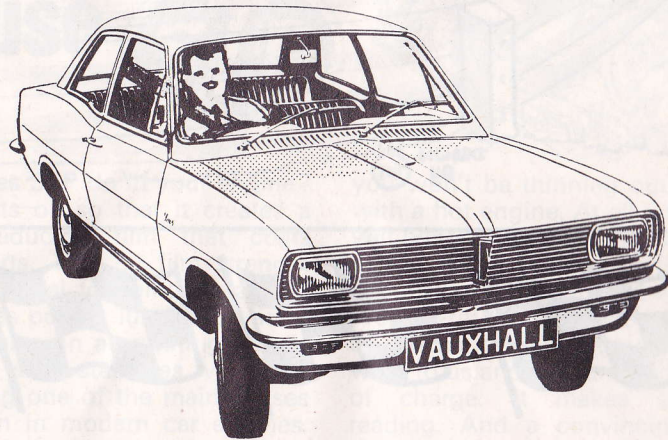
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## Why you should join the SCOTTISH MOTOR RACING CLUB

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. With a membership of well over 2,000 it is now acknowledged as one of Britain's foremost clubs. Members of the club formed Scotcircuits Ltd.—the promoting company at Ingliston—in 1964 and the two bodies work closely together to provide the only home for the sport North of the Border.

Members are entitled to a discount on tickets for Ingliston and have the use of the magnificent MacRobert Pavilion. Complete with its 400-seat restaurant, balconies overlooking the circuit, members' licensed bar and excellent toilet facilities the pavilion is also the venue of the Club's annual Dinner Dance in November—acknowledged as one of the leading motor sporting social functions of the year. Members competing at Ingliston are further entitled to a discount on entry fees and all members have free access to the Paddock at Ingliston—barred to the public in general.

The Club have adopted "Top Gear," Scotland's motoring monthly, as their official club magazine and this is distributed free every month to full members. A four-page Club section keeps members abreast of all developments, reports past events and contains numerous articles of general interest. The Club organises special Members' Practice Days regularly throughout the Summer when members can try out their own cars at Ingliston. Social activities are not forgotten and from time to time during the Winter months the Club holds Film Shows, Noggin and Natter Nights, dances and talks.

Most of the meetings at Ingliston are exclusively open to members' entries and the promoters' generous travelling expenses contributions and prize money are offered. In addition to full membership, relatives of full members resident in the same household may also enrol as "Family" Members and enjoy many of the privileges of membership.

With an ever-increasing membership, the go-ahead Scottish Motor Racing Club offers something for every follower of Motor Sport in Scotland.

*Membership Application Form overleaf*

**THE INGLISTON COMPETITION:** The determination of the July Ingliston Competition was so difficult that, at the end of the day, the Editor found it necessary to declare the result a draw and to find no prizes due to or by any competitor. Which was, to say the least, a pity since the competition was not short of possibilities. Just to make matters worse, also, the Editor is joining those lucky people basking on the Continental shelves and is taking a holiday from thinking up these mind-bending competitions. However, for those who can't enjoy their Ingliston without stretching their imaginations a little we excuse the following in advance:

**ACROSS**

- Go around in the holiday mood? (7)
- Competitor who makes a protest? Political perhaps. (7)
- Trip lightly after the strike to the Herrald's home (7).

**DOWN**

- Thumbs down past the stand (5).
- Past request—a desk for the Secretary to the Meeting? (5)
- Novice claws his way to the front prayerfully (5).

1	2		3		4	
■		■		■		■
5						
■		■		■		■
6						





# SCOTTISH MOTOR RACING CLUB

Application Form for 1969/70 Membership

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.

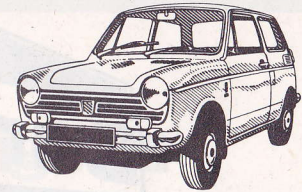
Please send details of Family Membership.

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,  
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BERWICKSHIRE.



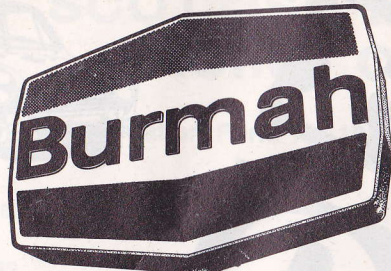
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Avenger Grand Luxe '1500', £903\*.

\*Ex-works prices, inc. p.t. (Seat belts and fittings extra.) '1500' engine available at extra cost on de Luxe and Super. Automatic transmission available at extra cost with '1500' engine. Wheel trim discs illustrated are extra.

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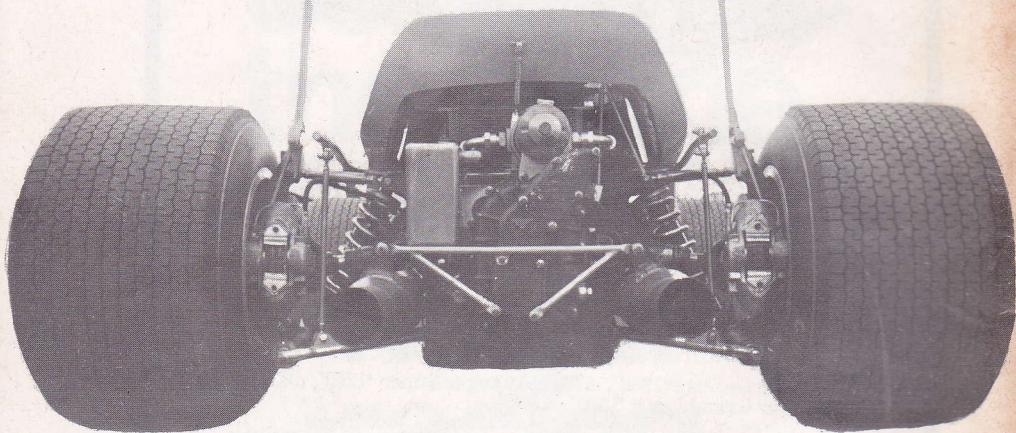
**HASTE YE BACK AGAIN !**

Our next Meeting is the

**Sept.**

**Race**

**Meeting**



**SUNDAY, 13th SEPTEMBER, 2.0 p.m.**

Advance Booking Form inside

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