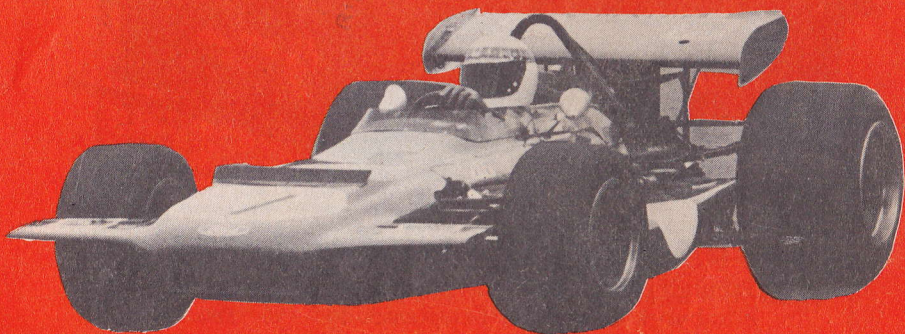




Organised by
Scottish Motor Racing Club

INGLISTON 1970

19th July

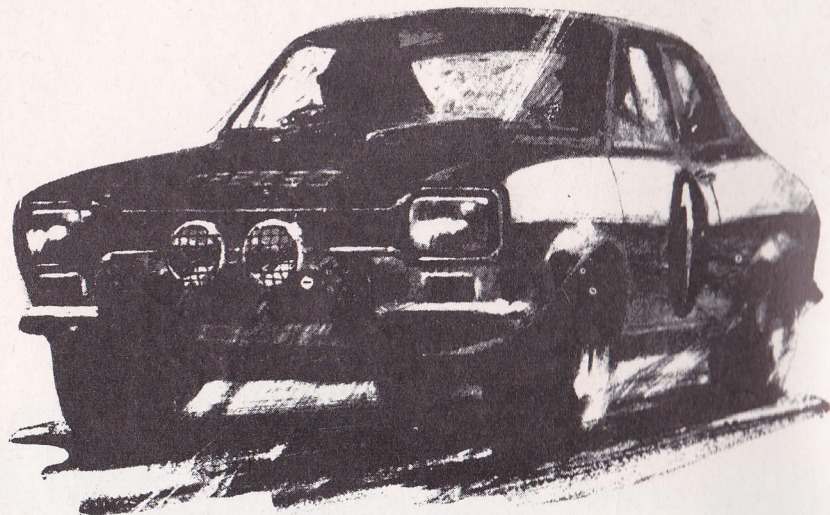


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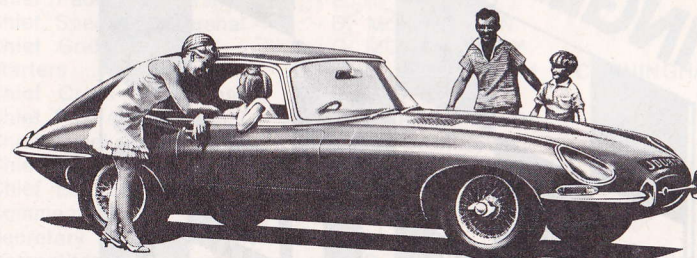
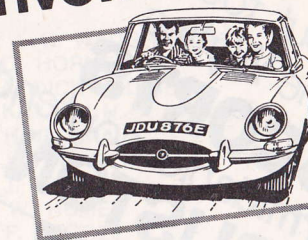


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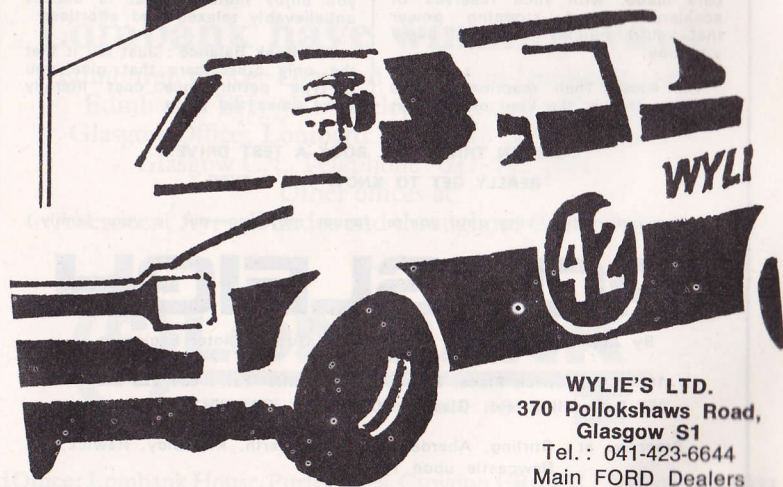
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| Stewards (for Club) | R. KAY and N. T. LITHGOW |
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| Chief Observer | R. J. TRAILL |
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| Commentator | J. McINNIS |
| Secretary to Meeting | A. M. LAMB |
| Competitor Reception | E. D. HODGES and E. S. CHAPMAN |
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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/5932

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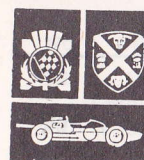
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* * *

The S.M.T. Trophy Race Meeting

Sunday, 19th July, 1970

organised by

The Scottish Motor Racing Club Ltd.

* * *

PROGRAMME

- 9.45 a.m. Practice.
- 12.45 p.m. Concert by Chris Barber and Band.
- 2.00 p.m. Event 1 Modified Sports Cars (12 laps).
- 2.30 p.m. 2 Special Saloon Cars—Heat 1 (up to 1000 cc) (15 laps).
- 3.00 p.m. 3 Formula Ford Cars (15 laps).
- 3.30 p.m. 4 Special Saloon Cars—Heat 2.
The T. S. Cuthbert-Heuer Trophy Race for
Special Saloon Cars over 1000 cc (15
laps).
- 4.00 p.m. 5 The B.P. Chemicals Trophy Race for
Special G.T. Cars (15 laps).
- 4.30-5.30 p.m. Free Flights in Helicopter.
- 4.30 p.m. 6 The S.M.T. Trophy Race for Formula Libre
Cars (30 laps).
- 5.00 p.m. Presentation of Trophies.
- 5.15 p.m. 7 Special Saloon Cars—Final (20 laps).
The Hartley Whyte Championship Race.
- 5.40-6.30 p.m. Concert by Chris Barber and Band.

LIST OF ENTRIES

| Car No. | DRIVER/Entrant | cc | Make/Model | from |
|---------|--|------|---------------------|----------------|
| 1 | J. BLADES/P. Watson | 1598 | Lotus Cosworth "69" | Westbury |
| 2 | B. CULLEN | 1598 | Brabham BT23C | Limerick |
| 3 | T. D. REID/Irish Racing Cars | 1794 | Brabham BT30 | Belfast |
| 4 | I. C. McLAREN | 1600 | Lola T55 | Broxburn |
| 5 | T. PHILIP | 1600 | McLaren M4A | Dundee |
| 6 | E. LABINJOH/J. Fisher | 2000 | Fisher Alfa | Edinburgh |
| 7 | B. NELSON | 1598 | Crossle 19F | Hillsborough |
| 8 | W. FORBES | 5000 | Lola T142 | Aberdeen |
| 9 | A. C. GOODFELLOW | 4700 | Fireball 5000 | Falkirk |
| 10 | R. M. MacKAY/Wm. Dunnet & Co. Ltd. | 1600 | Brabham BT21B | Thurso |
| 11 | K. FIELDS/L. M. Duffy | 1598 | Crossle 19F | Dublin |
| 12 | D. BERRY | 3500 | Brabham BT21 | Colwyn Bay |
| 14 | R. HOWLINGS | 1598 | Brabham BT23C | Manchester |
| 15 | P. CRAVEN | 1598 | Chevron FVA | Liversedge |
| 16 | K. WRIGHT | 998 | Brabham BT28 | London |
| 17 | D. MORGAN | 998 | March 703 | London |
| 18 | G. OLIVER | 1600 | D.R.W. 8F | Neasden |
| 19 | I. STIRLING | 1600 | Lotus 51 | Falkirk |
| 20 | N. R. GINN | 1600 | Lotus 61E | Helensburgh |
| 21 | J. W. SIMPSON/C.S.M.A. Racing Team | 1600 | Lotus 51C | Darlington |
| 22 | P. G. HULL | 1600 | Lola T200 | Sevenoaks |
| 23 | T. HORROCKS | 1600 | Alexis Mk. 14 | Preston |
| 24 | A. MILLAR | 1600 | Lotus FF | Glasgow |
| 25 | D. G. MANNERS | 1600 | Lotus 51 | Darlington |
| 26 | D. G. MAGEE/Royal Restaurants | 1600 | Crossle 16F | Belfast |
| 27 | J. HAMILTON | 1598 | Merlyn Mk. 17 | Sheffield |
| 28 | D. MACLEOD/Peter Graham (Motors) Ltd. | 1600 | Dulon LD4C | East Calder |
| 29 | E. CLARK | 1600 | Lotus 51 | North Berwick |
| 30 | S. C. RUSSELL | 1600 | Mallock U2 FF | Banbury |
| 31 | B. HUNTER | 1600 | Merlyn M. IIA | Edinburgh |
| 32 | A. ROBERTS/Team Selectro-Hawke | 1600 | Hawke DL2A | Buckhurst Hill |
| 33 | H. GILBERT/Team Selectro-Hawke | 1600 | Hawke DL2A | Buckhurst Hill |
| 36 | B. HARRISON/Lusol Ltd. | 875 | Vixen F4 | Glasgow |
| 37 | D. FARNELL | 1991 | Chevron B.M.W. | Harrogate |
| 38 | G. SILVERWOOD/Central Garage (Mirfield) Ltd. | 1991 | Chevron B.M.W. | Mirfield |

| Car No. | DRIVER/Entrant | cc | Make/Model | from |
|---------|--------------------------------------|------|------------------------|-------------------|
| 39 | L. MORRISON/Equipe Centro Scot | 1991 | Chevron B8 | Larbert |
| 40 | R. S. SMITH | 1760 | Project TC | Renfrew |
| 41 | J. BALDWIN | 1594 | Lotus 23B | Gerrards Cross |
| 42 | J. BARRATT/Mapco Racing | 1300 | Merlyn Mk. 6B F100 | Hazel Grove |
| 43 | A. G. WATSON | 1594 | Mallock U2 Mk. 8B | Burntisland |
| 44 | J. MARKEY/Pink Stamps Racing | 4700 | Miles-Gresham Lotus 30 | Carshalton |
| 45 | A. FLETCHER/P. Watson | 1991 | Chevron B.M.W. B8 | Westbury |
| 46 | J. HINE/C. Barber | 1598 | Allegro FVA | London |
| 49 | J. G. MacWILLIAM | 1147 | Mercury GT | Glasgow |
| 50 | T. E. BLACKADDER | 998 | Nathan GT | Falkirk |
| 52 | E. LABINJOH/J. Fisher | 1100 | Fisher GT | Edinburgh |
| 53 | J. MILNE/W. Shepherd | 1293 | M.G. Midget | Lundin Links |
| 54 | A. FLEMING/W. Shepherd | 1000 | Mini Cooper 'S' | Lundin Links |
| 55 | J. O'MALLEY | 1360 | Heatavent Midget | Kilcock |
| 56 | A. SOUTER | 1598 | Lotus Elan | Dundee |
| 57 | J. HANLEY | 1293 | M.G. Midget | Comber |
| 58 | R. ANDREASON | 1598 | Marcos-Ford | Southsea |
| 59 | A. HUTCHISON | 1293 | Austin Healey Sprite | Kennoway |
| 60 | T. N. THOMSON | 3781 | Jaguar E Type | Wishaw |
| 61 | J. G. DUNBAR | 1293 | M.G. Midget | Loanhead |
| 62 | J. A. HALL | 1558 | Lotus Elan | Edinburgh |
| 65 | J. ABSALOM/Felton Motor Co. | 1150 | Ginetta G4 | Morpeth |
| 66 | M. HOPPERTON | 1138 | M.G. Midget | Inverary |
| 67 | D. S. LANGLEY | 1147 | Austin Healey Sprite | Milton of Campsie |
| 68 | G. R. WILSON | 1098 | M.G. Midget | Kirkcaldy |
| 69 | N. MORRISON/H. & G. Robinson Racing | 818 | | |
| 70 | J. ABSALOM/H. & G. Robinson Racing | 874 | Costin Honda | Gosforth |
| 71 | A. J. TOBIAS/H. & G. Robinson Racing | 598 | Honda N600 | Gosforth |
| 72 | I. C. McLAREN | 1220 | Singer Chamois | Broxburn |
| 73 | W. N. A. DRYDEN/S.M.T. | 1975 | Viva GT | Edinburgh |
| 74 | P. STEPHENSON | 1594 | Escort TC | Market Weighton |
| 75 | R. M. CAIG | 1650 | Escort TC | Borgue |
| 76 | J. DRYDEN | 1293 | Mini Cooper 'S' | Lundie |
| 77 | W. ALLISON | 1293 | Mini Cooper 'S' | Stevenson |
| 78 | F. GUNN/A. Barton | 1275 | Mini Cooper 'S' | Newcastle |
| 79 | A. BARRETT | 1293 | Mini Cooper 'S' | Ballieston |
| 80 | L. EMSLIE | 1293 | Mini Cooper 'S' | Aberdeen |
| 82 | A. D. NIVEN | 1850 | Escort TC | Chirside |
| 83 | K. BOWMAKER/Perdal Developments | 1762 | Escort TC | Newcastle |
| 84 | G. B. BIRRELL/Wylie's of Glasgow | 1600 | Escort TC | Glasgow |

| Car No. | DRIVER/Entrant | cc | Make/Model | from |
|---------|---|------|-----------------|---------------|
| 85 | J. BIRRELL/Wylie's of Glasgow | 1900 | Escort TC | Glasgow |
| 86 | R. M. BROWN | 1558 | Anglia TC | Largs |
| 87 | J. VEITCH | 4700 | Veeva | Edinburgh |
| 88 | E. M. SMITH | 1293 | Mini Cooper 'S' | Carlisle |
| 91 | S. BELL | 999 | Mini Cooper 'S' | Carlisle |
| 92 | A. ORMISTON | 999 | Mini Cooper 'S' | Dunfermline |
| 93 | P. MARSH | 997 | Mini Copoer | Carluke |
| 95 | M. J. LEONARD | 999 | Mini | Swansea |
| 96 | D. M. HALL | 998 | Sunbeam Imp | Brannockstown |
| 97 | W. BORROWMAN/Sports Tune/Moir & Baxter Ltd. | 999 | Mini Cooper 'S' | Longniddry |
| 98 | K. ALLEN | 999 | Mini Cooper 'S' | Carluke |
| 99 | R. D. WYLIE | 999 | Mini Cooper 'S' | Annan |
| 100 | J. SIME/A. Barton | 999 | Mini Cooper 'S' | Newcastle |
| 101 | F. FORESTER-SMITH/H. Shannon | 998 | Shannon Imp | Methven |
| 102 | J. HOWDEN | 998 | Singer Chamois | Edinburgh |
| 103 | E. PATERSON | 850 | Colvend Elf | Edinburgh |
| 104 | R. J. SCOTT | 998 | Mini Cooper | East Kilbride |
| 105 | J. FEWELL | 999 | Mini Cooper 'S' | Prestonpans |



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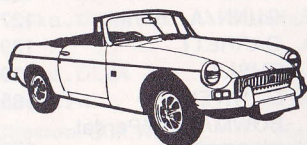
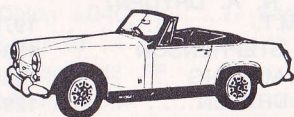


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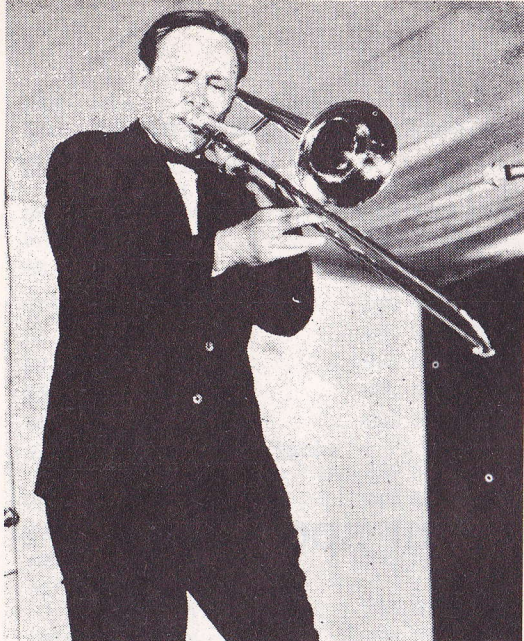
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A word from our sponsors

My Company has been sponsoring Race Meetings at Ingliston for five years now. Each year we have seen bigger and better achievements by the organisers and competitors alike. Today I am very sure will be no exception. Our thanks to everyone who helped to make this event possible.

I sincerely hope you will enjoy this meeting and that we shall see you here again next year.

G. B. DRYDEN
Managing Director
SMT



The Barber Saga

Today we welcome back to Ingliston, for their fifth visit since racing started at the circuit, Chris Barber's Jazz Band. Without doubt many who enjoy motor racing also enjoy jazz; and in the case of Chris Barber this process is reversed, for he is a keen motor racing enthusiast and no mean driver himself. He was long faithful to the marque "Lotus," and it was at the end of 1958 that I first met Chris, driving his pea-green "twin trombone" Elite in that famous Boxing Day Brands Hatch meeting when Jim Clark drove the Border Reivers Elite to such good effect in that thrilling race with Colin Chapman. The Elite was eventually replaced by an Elan, and this car captured the imagination of all Ingliston regulars during 1965 in the hands of Mike Beckwith. In 1967 John Hine joined Chris's team and drove both the Elan and a new Lotus 47. More recently the team has invested in an Allegro and it is this car that John is scheduled to drive today.

But what of Barber the Musician? Chris has carved a real niche for himself in the Jazz history of Britain. Without question his band has been the most successful of the English "Traditional" Jazz Bands. It was in 1948 that he formed his first amateur band, at the age of 18, but three years later his chosen career as an actuary had been dropped in favour of Jazz and he had his own London Club—the Lincoln Gardens Jazz Club. During 1953 he joined Ken Collyer, parting company the following year. This, too, was the year in which he met his future wife, that wonderful vocalist Otilie Patterson. This was the turning point in the Barber fortunes, and the band's output of L.P. records over the next ten years bears tribute to this.

One of the most successful of these records was entitled "Barber's Best" and included two numbers which in their time were real "hits"—"Bobby Shaftoe" and "The Martinique." Perhaps my favourite of his recordings though is "Creole Love Call" and I've seen his enthusiastic audiences almost bring the roof down in an ovation after playing this moving piece of music.

I.S.W.

INGLISTON NOTES

For those who feel in need of some refreshment during the day, D. S. Crawford Ltd., provide a comprehensive service. For Club Members a first-class three-course luncheon may be enjoyed in the MacRobert Pavilion for 11/6. Other members of the public can obtain lunch and high tea in the Herdsman's Restaurant (situated to the north of the main Grandstand), where a specimen menu may consist of: Soup or fruit juice 1/3, Braised Steak 6/6, 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 and fresh cream 1/9, Fruit Salad with fresh cream 2/6.

Hot drinks, pies and bridies and roll sandwiches are available at the Snack Bars situated in the Herdsman's Restaurant on the ground floor of the MacRobert Pavilion, in the East Gate Yard and in the area between Caravan and Southstand Corners. For "pinta people" the Scottish Milk Marketing Board sell 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.

After the close of racing, Club Members may obtain dinner in the MacRobert Pavilion. The Club also has a licensed Bar open from 12.30 to 2.30 and 6.30 to 9.30. This is often a good opportunity for the drivers to meet together socially after the racing to air their views, and members are always welcome.

★ ★ ★

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.

★ ★ ★

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.

★ ★ ★

Please remember that:—

Dogs are not permitted in the Showground during race meetings.

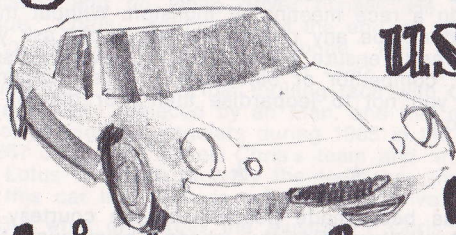
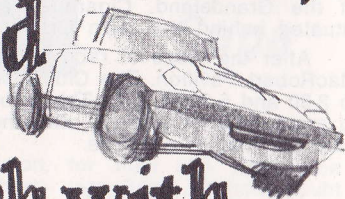
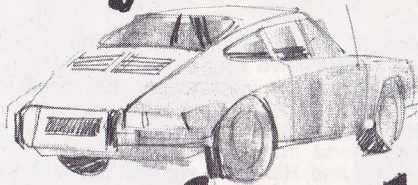
Racing "goodies" are on sale from Graham Birrell immediately behind the Grandstand.

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.

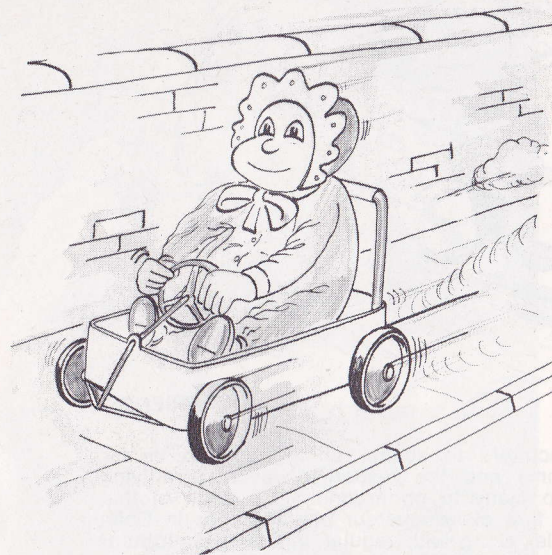
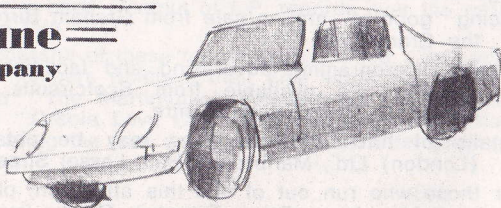
For those who run out of film this afternoon, photographic goods are available from Reg. Forester Smith immediately behind the grandstand.

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**THE INGLISTON "CLUB"
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1. HIS WIFE

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 are available at that stand. TICKETS FOR THE SOUTH GRANDSTAND HAVE BEEN REDUCED TO 6/-, so, if you do fancy that part of the circuit, why not cash in on this bargain?

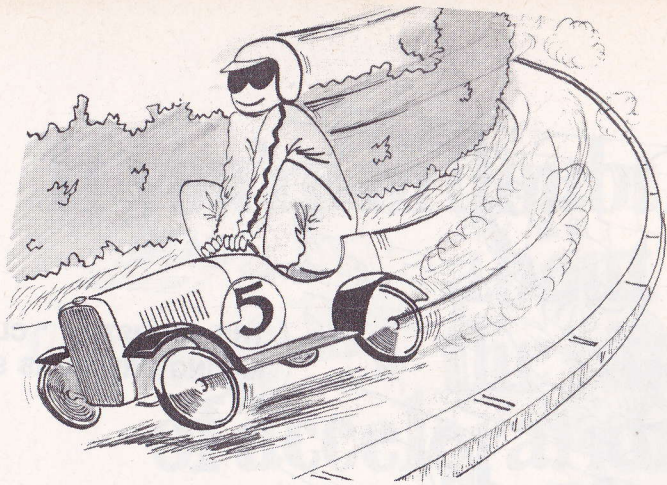
★ ★ ★

Dates to note in your diaries for the 1970 Season at Ingliston are:
16th AUGUST THE AUGUST RACE MEETING
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 8th August and 26th September have been provisionally fixed as Members' Practice Days (at which club members can "have a go" on the circuit for a mere 10/-).

★ ★ ★

Today spectators will find their ears assaulted not only by the roar of high-powered machinery but also by the somewhat more harmonic (we hope!) tones of Chris Barber's Jazz Band. During the lunch break, and after the close of this afternoon's sport, Chris and the band will be thumping them out for all they're worth in the time-honoured traditional fashion. Which is one good reason why you should gulp your lunch and put off your supper.



2. HIS FRIENDS

Last year we asked spectators to submit photographs to us for use in the Ingliston Programme and the response was so gratifying that we found we had far too many to go around. One result of that request was that we found a first class amateur photographer in Colin Lourie, who will be responsible, along with regular Ingliston contributor Eric Bryce, for the pics this year. In 1970, therefore, there should be no shortage of photographic material for the programme. This year, however, we launched an appeal for written material on the subject of motor sport—articles, short stories, letters to the Editor, points of view, etc. All of these are invited and all are more than welcome (by the public as well as by the Editor!) One discovery this year, as a direct result of our appeal, has been the "Giles of Motor Sport" T. N. Thomson, and a further selection of his cartoons are run this month. We do urgently require fresh and stimulating views and articles, however, 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. Who knows, perhaps you will become the 1970 Ingliston Writer of the Year!



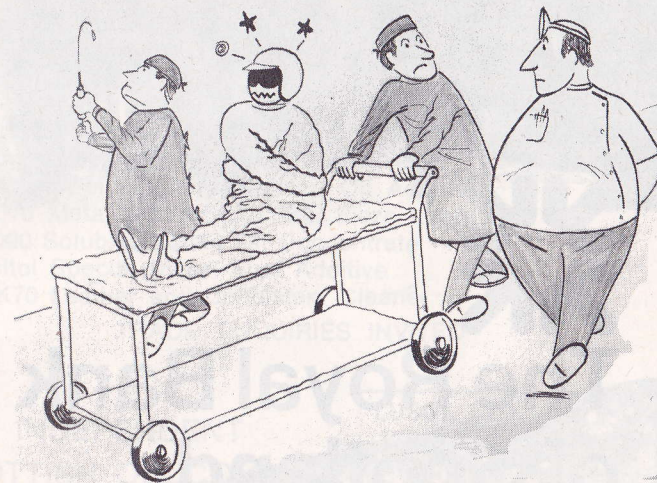
At the last race meeting at Ingliston we asked the public to submit ideas for a new car sticker to advertise Ingliston meetings. The response was magnificent and we should like to publically express our gratitude to all those who sent in suggested stickers. While the numbers involved make it impractical for us to specifically mention your names, we have written to each of you individually and are giving your suggestions serious consideration.



HAVE YOU WON A FREE TRIP IN A HELICOPTER TODAY? Six lucky programmes have, hidden inside them, vouchers entitling the holders thereof to a free jaunt in a helicopter this afternoon between 4.30 and 5.30. If you are unlucky enough not to have a voucher inside this programme, well, we're sorry that everyone cannot be a winner but we feel sure you will agree that you have 3/- plus of value in this publication. If you are one of the lucky six voucher holders, however, keep your ears glued to the commentator's announcements. During the course of the afternoon he will advise you on just what you have to do to translate that slip of paper into an unforgettable flight above Ingliston.



Popular competitor Johnny Blades seems to have taken our "Dolly of the Day" plea last meeting to heart, sending in this photograph of himself and his charming German wife, Gerda. While the specification of John's Type "69" Lotus may be no secret, there's a strict security blanket on Gerda's formulae!

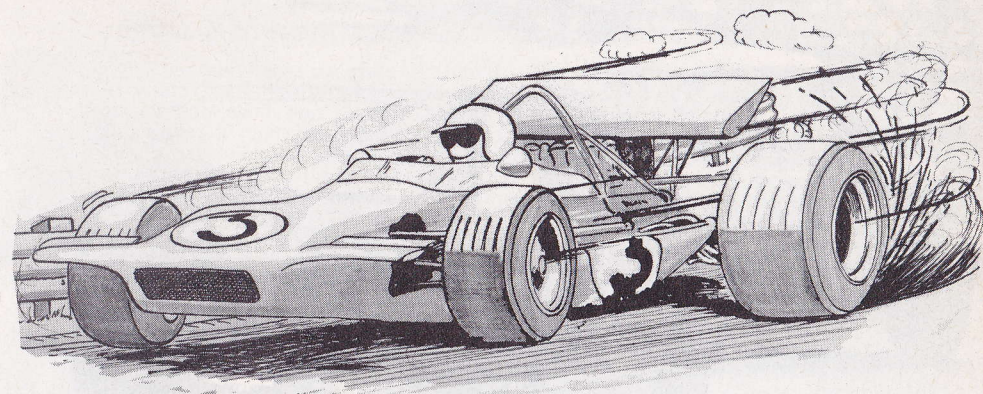


3. HIS DOCTOR

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cheque



The Royal Bank
of Scotland



4. HIMSELF

Once again we have to acknowledge our debt to TNT for his magnificent cartoons. Spectators may, however, be interested to note that the current Ingliston car sticker was also drawn by TNT from an idea by the humble Editor. Obviously a talented chap both off and on the track (TNT having established a new class lap record at the last meeting).

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EDITORIAL COMMENT

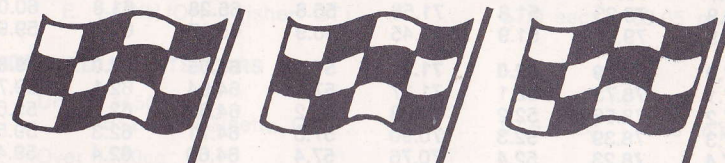
“Motor Racing is Dangerous”

The inherent danger in motor racing is a subject which all connected with the sport instinctively avoid, either through superstition or as a matter of form. It is, however, present in the back of every competitor's, marshal's and organiser's mind as an ever-present evil and it must be the duty of each of these individuals to ensure that they all play their part in minimising the risk. The organiser's part is obvious—to maintain the track and all safety measures incorporated therein, to ensure that adequate first-aid and fire services are available and to ensure that an adequate check is kept on the standards of vehicles competing are the immediate requisites which spring to mind.

The competitor, too, owes a duty both to himself and to his fellow competitors. He must make every endeavour to ensure that his vehicle is brought to the circuit in a raceworthy condition and he must conduct himself on the circuit in a manner calculated to bring no added risk to others in his proximity. On a more personal front, the competitor must surely owe it to himself and, when appropriate, to his family to take every reasonable precaution to safeguard his own person from injury, however remote, the possibility of that injury may appear to him. It is perhaps salutary to note that medical opinion is that the driver in the incident depicted above (who mercifully escaped with only minor injury to his face and hands) would most likely have avoided injury altogether had he been wearing any form of gloves or face mask. While appreciating that many competitors feel that the cost of protective clothing, etc., is high, the expense must be more than set off by the cost of injury.

EDITORIAL COMMENT—continued

The marshal also owes a duty to the competitors in many ways. Accurate flagging, prompt attention to oil and other dangers on the circuit and swift and sure action to clear the track when blocked are all matters which can raise the standards of safety at a race meeting. One great point in favour of the marshals, competitors and organisers alike, however, is that, however much they may push the thought of danger to the back of their minds, they are all aware that that danger exists. The same is perhaps not true of many spectators. Too many of the public feel that motor racing is safely contained behind the trackside barriers and that no harm can come to them—regrettably this is not always true. Motor racing is dangerous (as the trackside notices point out) and it is dangerous not only to those directly involved in the sport but also to bystanders. Too often an incident on the track brings the sickening sight of spectators running to the scene of the accident, eager to push their way to the nearest point. At the May meeting at Ingliston several members of the public were even seen standing a mere yard or two from the site of the Birrell incident complacently puffing on their cigarettes. Do, please, remember that a crashed racing car is a potential petrol bomb—if you find yourself near to an accident please extinguish all cigarettes, etc., and move clear. You owe it to yourself and to those near you. And remember that only fools deliberately expose themselves to danger needlessly.



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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) 49.0secs 75.67mph
 W. FORBES (Lola T142) 49.8 secs. 74.46 m.p.h.

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

FORMULA FORD CARS

G. OLIVER (D.R.W. 8F)
 and P. G. HULL (Merlyn Mk. 17) 56.4 secs. 65.74 m.p.h.

SPECIAL GT CARS

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

Under 1150cc :
 E. LABINJOH (Fisher GT) 57.0 secs. 65.05 m.p.h.

MODIFIED SPORTS CARS

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

Over 1150cc :
 T. N. THOMSON (Jaguar E Type) 60.0 secs. 61.80 m.p.h.

SALOON CARS

Over 1000cc :
 G. B. BIRRELL (Twin Cam Escort) 57.0 secs. 65.05 m.p.h.

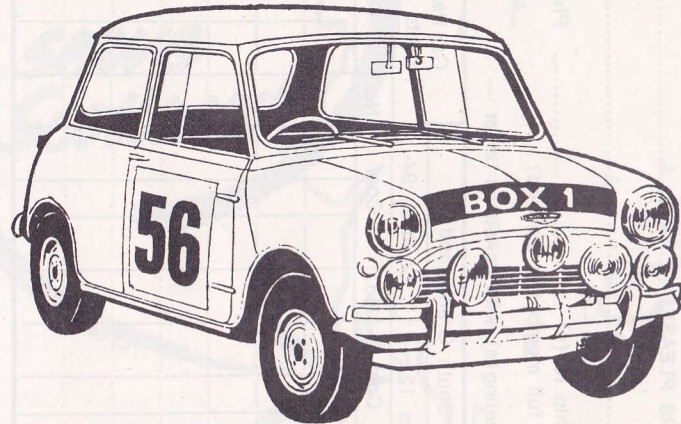
Under 1000cc :
 S. A. BELL (Mini) 58.2 secs. 63.71 m.p.h.

OUTRIGHT LAP RECORD

W. FORBES (Lola T142) 49.8 secs. 74.46 m.p.h.
B. NELSON (CROSSLE 19F) 49.0secs 75.67mph.

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.

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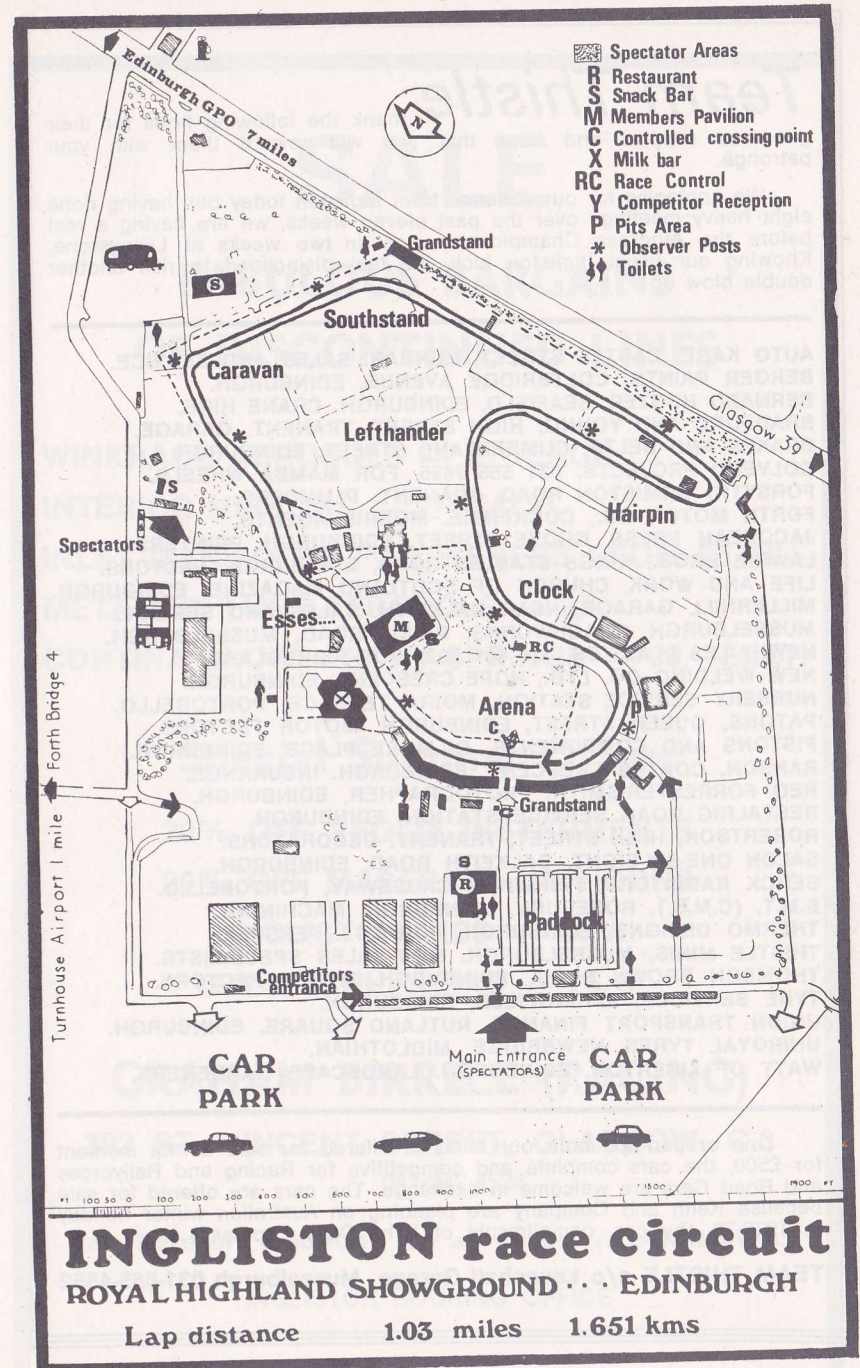
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We apologise for our absence from Ingliston today but, having done eight heavy meetings over the past eleven weeks, we are having a rest before the Autcross Championship final in two weeks at Livingstone. Knowing our usual Ingliston luck, we feel disinclined to risk another double blow up!

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One or perhaps both our Minis is offered for sale at the moment for £500, the cars complete and 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').

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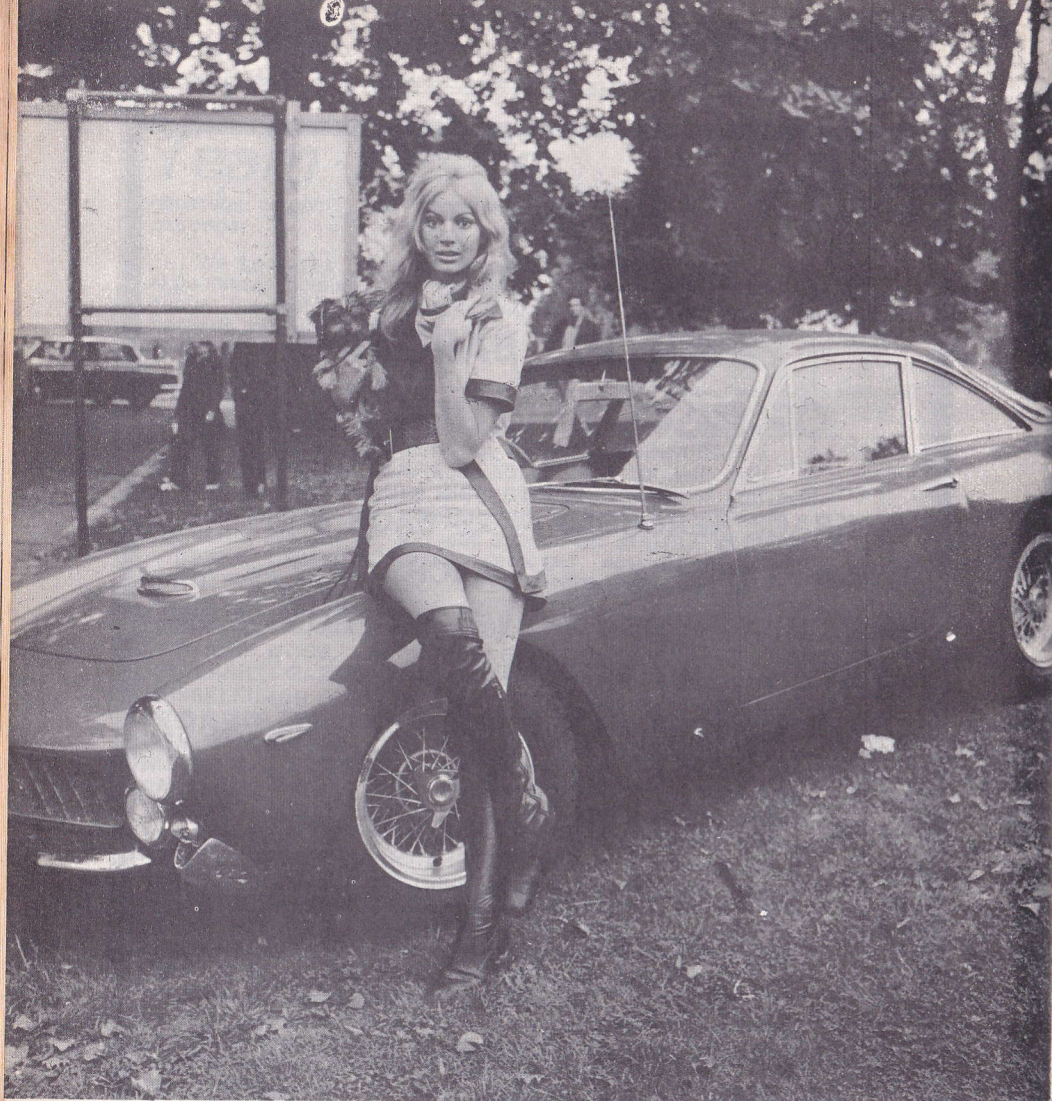
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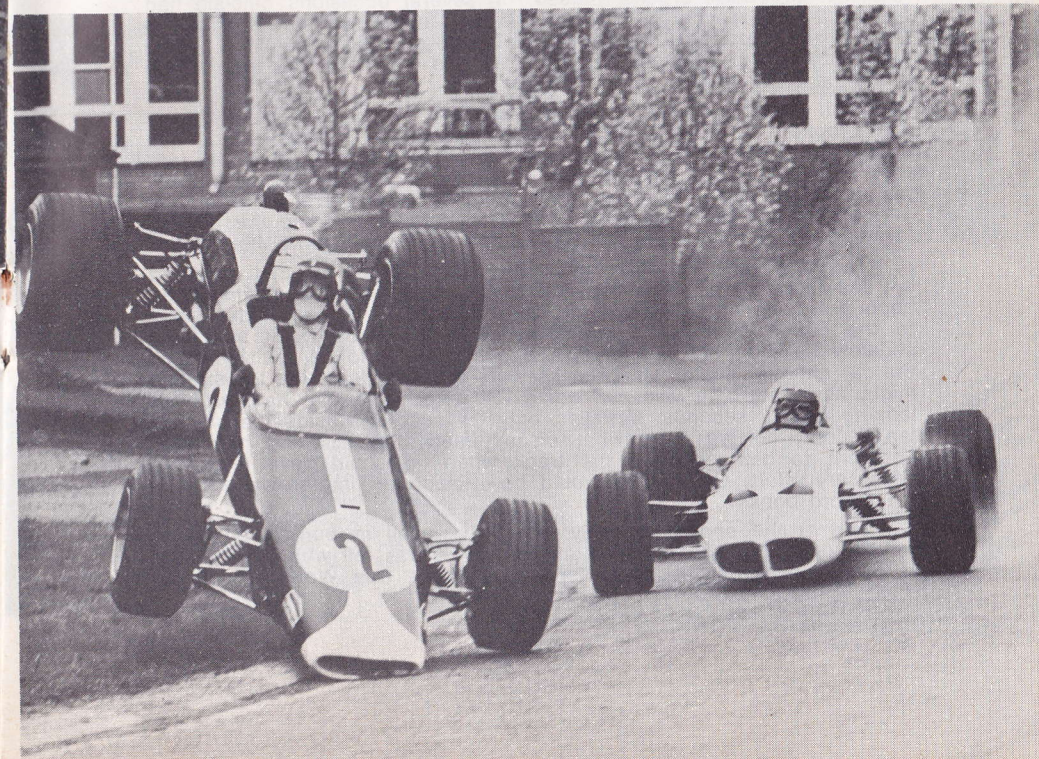
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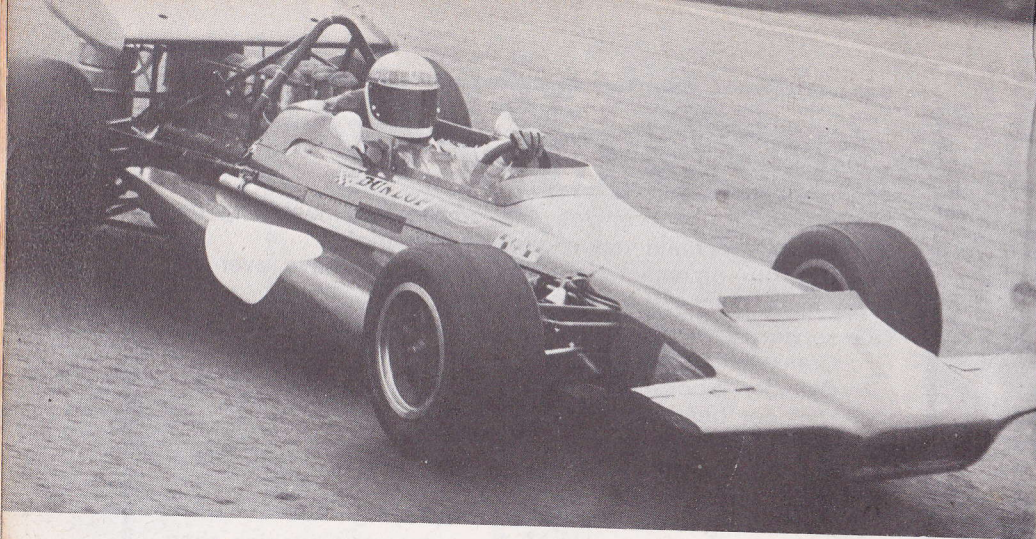
Tel. : 031-443-4091.

What some people will do for a peek at a diddy dolly!



NOTE TO COMPETITORS

All prize money quoted in the Official Programme is subject to alteration as required by the number of starters in each event. The prize money quoted is based on the estimated number of starters in each class/race. Actual prize money will be computed in terms of pages 17 and 18 of the Ingliston Book of Regulations.



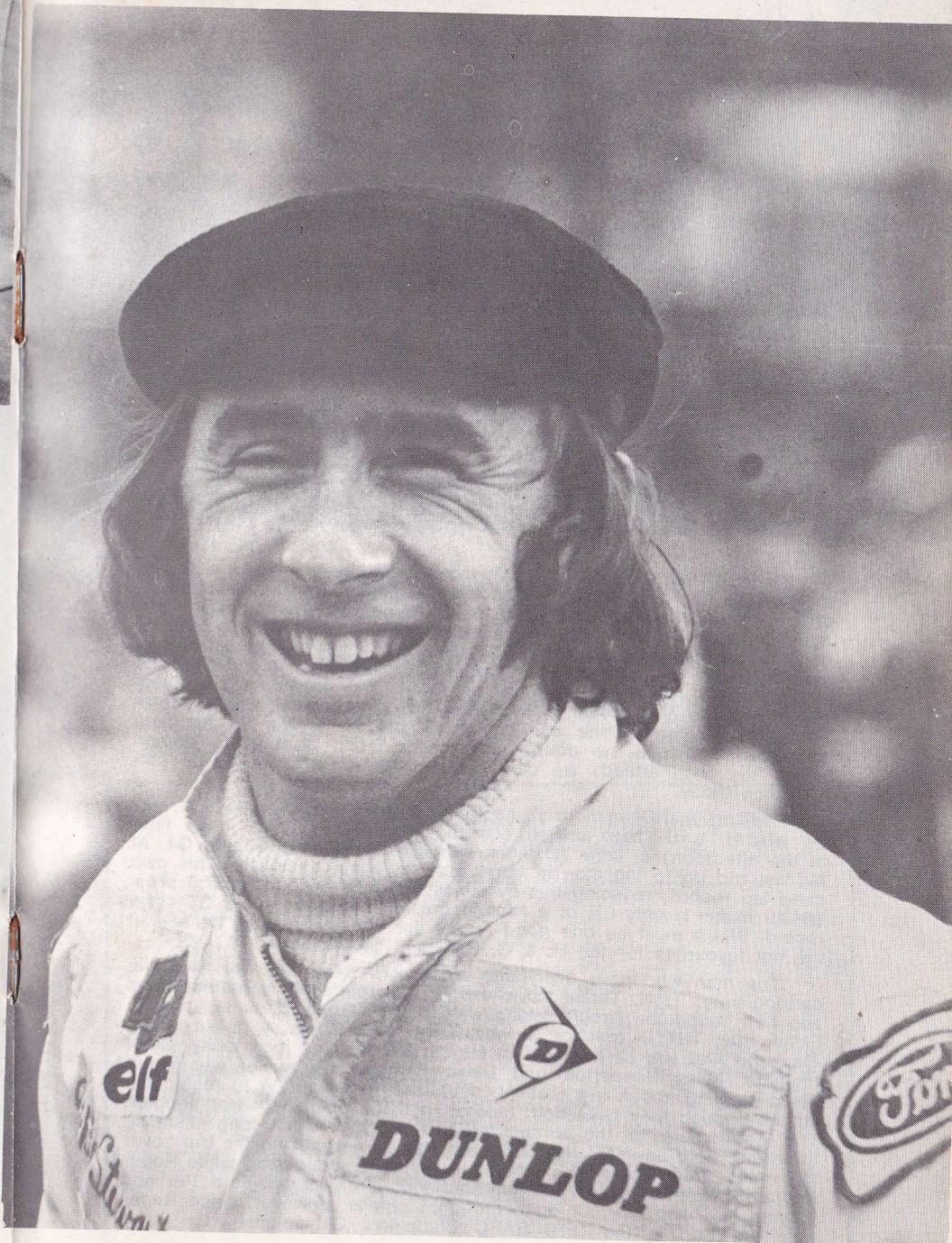
JACKIE

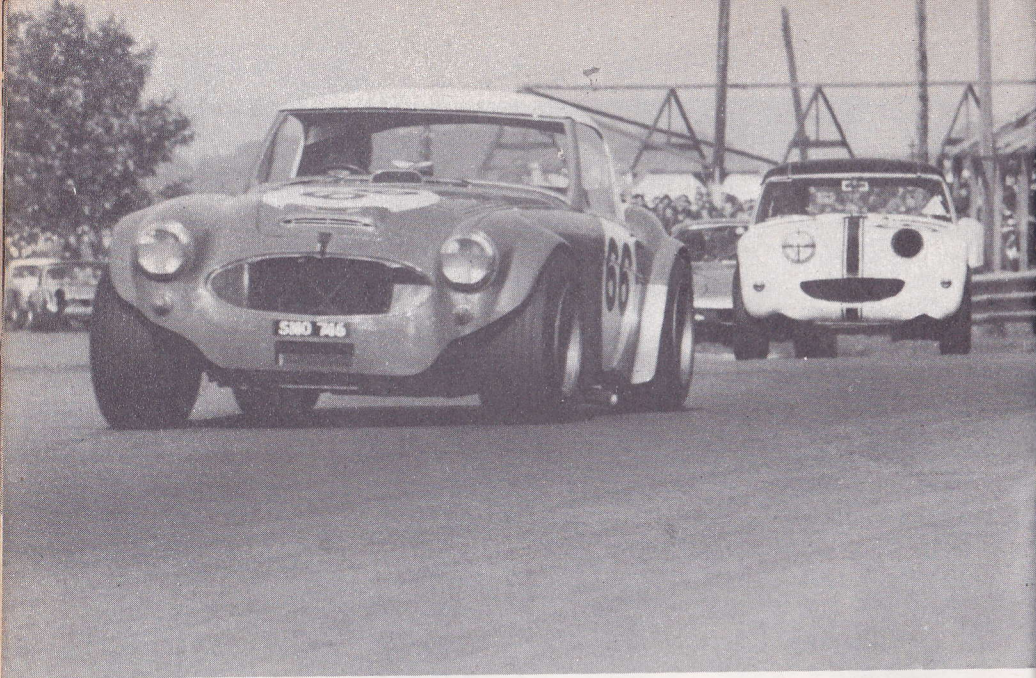
At the last Ingliston meeting World Champion Jackie Stewart took time off to pay a visit to the circuit of his homeland: And a popular visit it proved to be! A crowd in excess of 13,500 people crowded round the Ingliston circuit to catch a glimpse of the man who has kept alive the native honour first stimulated by the late Jim Clark and, one would like to think, to pay their tribute to his skill and richly deserved success. Jackie did not let them down. One of the few really natural personalities in the public eye, he mingled cheerfully with the crowds, handing out quips and autographs with as little reserve as a Carnegie handing out barrel organs. Indeed, on several occasions officials had to rush to his rescue. It was not because Jackie appeared to be flagging—on the contrary, one felt he would go on writing until his fingers wore down. But enough was enough and someone had to decide when the crush had to stop.

And stopping it was a difficult enough task. At one stage it very much looked as if the World Champion would have to retire from the circuit still wearing his racing overalls, so enthusiastic were the fans that they would not let him out of their sight to change. Eventually the deed was done, although not without some embarrassment on the part of the two burly marshals who were detailed to keep the bulging lavatory door closed while the Champion quickly changed behind them!

To those few, and there must only have been a handful, who did not see Jackie or his ravishing wife, Helen, around the circuit that afternoon his demonstration drive was the highlight of the day. Jake came to the circuit intending to drive sedately round the track and drive sedately he did: at no time did he ever appear to be really pushing the car although those who witnessed its passage down the top straight might have felt otherwise. On being told afterwards that he had been lapping at 50.2 seconds, however, only 0.4 second outside the outright lap record, he was somewhat disappointed that this had not been apparent to him while on the track when he could have made the necessary effort. Certainly it would have made an impressive entry in the record books!

And at the end of the day, when the smell of burnt rubber had settled, everyone who attended at the circuit was left with the memory of a brilliant and thoughtful display, and of a true World Champion. Haste ye back, Jackie.





As predicted, the H. & G. Robinson Trophy Championship is providing one of the most keenly contested championships at the Ingliston circuit. Hoping to keep the Trophy in the family, H. & G. Robinson are again entering the lists with the incredible Honda S800. After a fantastically successful season in 1968, this car did not have things all its own way last year (although it would have been a leading contender for the Championship had that been run in 1969) and proved to be disappointing at the May meeting this year. That was, however, Nigel Morrison's first outing in the car and now that he knows its handling characteristics (and, no doubt, now that a touch of H. & G. demon tweak has been added) we can look out for a more successful performance today.

Leading the Championship table at present, however (which may be why H. & G. have invited him to drive their Costin Honda later in the afternoon) is John Absalom with his very speedy Ginetta G4. At his last trip up to Ingliston in May John yet again demolished his own class lap record, reducing this by almost a whole second to 57.5 secs. (64.49 m.p.m.), only 0.5 of a second outside the comparable GT class record. Which must be one good reason for considering him as one of the hot favourites for the H. & G. Robinson Trophy.

The man who gave everybody a shock in May, however, was the cartoon king, T. N. Thomson, whose E Type suddenly sprouted wings and flew round the circuit, taking with it John Gott's class lap record. Faster than TNT in practice however, was Alex Souter with his racing Elan and Alex will be hoping that his car will last the race today. Other regulars, Miles Hopperton and David Langley, neither of whom are noted hanging about, are present, doubtless endeavouring to regain the initiative which they have both held at Ingliston at one time or another. The newcomers to the circuit for this event are all long distance travellers. Both Jay O'Malley and John Hanley are making the trip 'over the water' from one or the other end of the Emerald Isle, while Roger Andreason from Southsea is trying his hand with a Marcos-Ford. Perhaps "trying his hand" is not quite the right phrase, however, since Roger was runner-up in the 1969 BARC Clubmen's Championship!

MODIFIED SPORTS CARS

12 LAPS

| Car No. | DRIVER/Entrant | Make/Model of Car | cc |
|---------|-------------------------------------|----------------------|------|
| 53 | J. MILNE/W. Shepherd | M.G. Midget | 1293 |
| 55 | J. O'MALLEY | Heatavent Midget | 1360 |
| 56 | A. SOUTER | Lotus Elan | 1598 |
| 57 | J. HANLEY | M.G. Midget | 1293 |
| 58 | R. ANDREASON | Marcos-Ford | 1598 |
| 59 | A. HUTCHISON | Austin Healey Sprite | 1293 |
| 60 | T. N. THOMSON | Jaguar E Type | 3781 |
| 61 | J. G. DUNBAR | M.G. Midget | 1293 |
| 62 | J. A. HALL | Lotus Elan | 1558 |
| 65 | J. ABSALOM/Felton Motor Co. | Ginetta G4 | 1150 |
| 66 | M. HOPPERTON | M.G. Midget | 1138 |
| 67 | D. S. LANGLEY | Austin Healey Sprite | 1147 |
| 68 | G. R. WILSON | M.G. Midget | 1098 |
| 69 | N. MORRISON/H. & G. Robinson Racing | Honda S800 | 818 |

1st (£50) ⁵⁶ 2nd (£25) ⁵⁸ 3rd (£15) ⁶⁶
 4th (£10) ⁶⁷ 5th (£5) Fastest Lap secs.

Prize money subject to alteration in terms of A.S.R.'s.

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

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

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



It's very much a regulars entry in today's small saloon event with Mini power the order of the day. Sedic Bell, the lap record holder for this class, must start as a hot favourite for the event in the absence of Andy Barton, who takes his annual holiday at this time. Nipping at his exhaust pipe, however, will be the fuel-injected Cooper 'S' of Bill Borrowman. A bit quieter than usual at the start of the season, Bill has now come back into his own with a bang, putting up very creditable performances in May and running away with the Osrarn-GCE Championship event at Croft in June.

While the "heed man" Andy is absent, however, the team Barton is ably represented by Jimmy Sime in the Barton-built Mini. Other regulars to look for in the top five are Jim Howden and Al Fleming, Jim endeavouring to break the Mini menace with his Chamois. Jim's fastest lap at the last meeting was faster than that of Sedic Bell (although slower than Bill Borrowman's) and it could really be a case of "who's going best today" to decide the final result. In short, we're making no predictions whatsoever!

Trying to force his way to the front will also be another regular, Ken Allen from Crossford. Presently leading the 1000 cc class in the Burmah Castrol Scottish Hill Climb Championship, Ken will be going all out to repeat his performances on the flat. Another potential champ, and a newcomer to the circuit, is David Ha'il from Eire with his Sunbeam Imp. The class lap record holder at Mondello Park, with six wins and 11 places to his credit in the last eight months, David provides that touch of mystery to the whole proceedings and his car is one to watch closely. Once he has straightened himself out on the twisty Ingliston circuit the seconds might really fly off his lap times. Challenging the Imp stakes, however, is the Shannon Imp driven by "Reg F.S." (as he is known on his entry form). This car is getting potentially faster and faster and, when on top form, could give the leaders quite a surprise in Reg's hands. In short, on today's entry, we're all set for a right "wee" thrash!

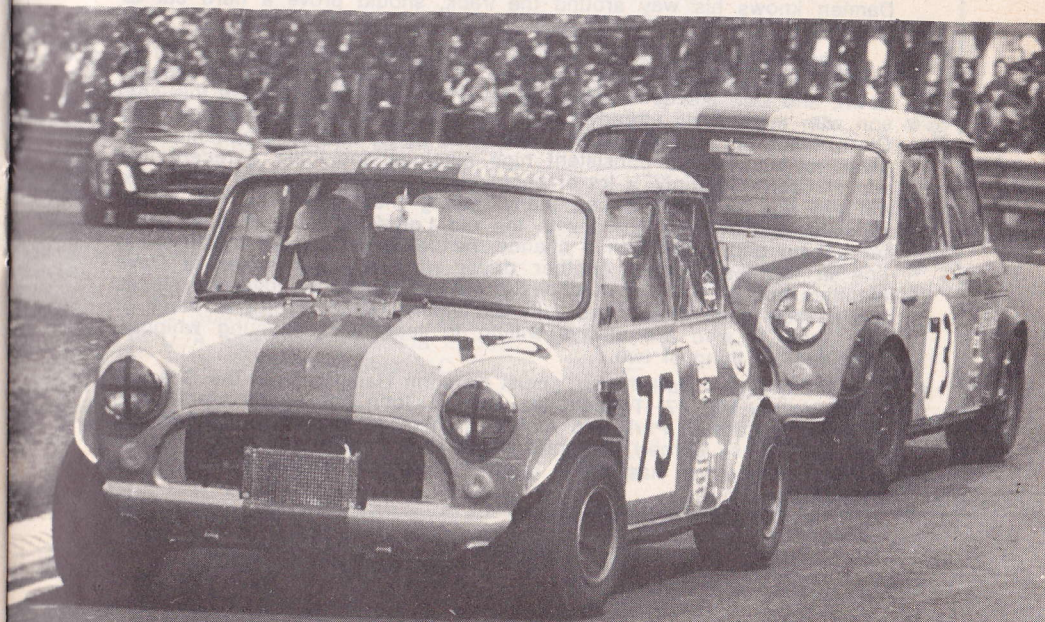
SPECIAL SALOON CARS, up to 1000cc

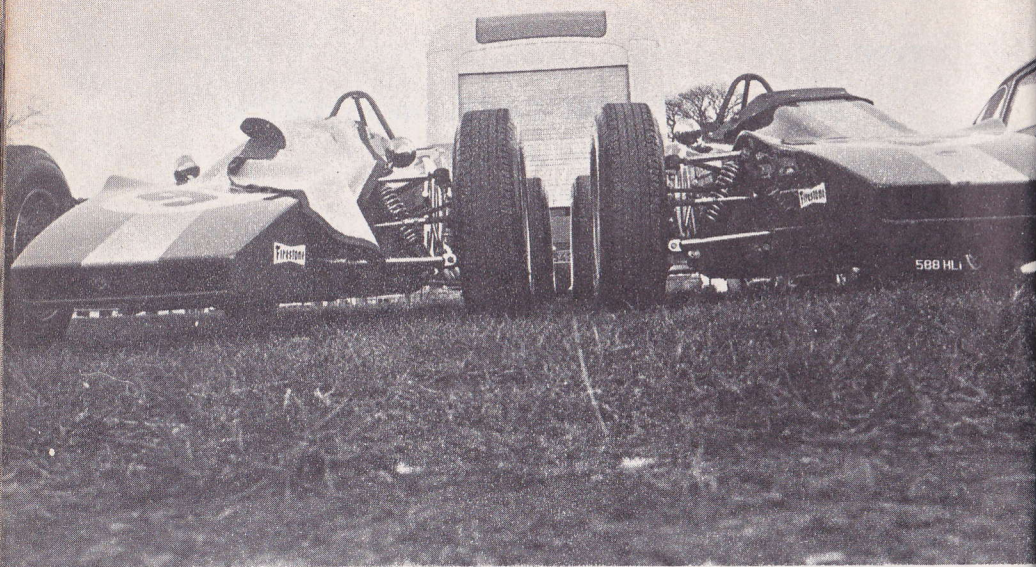
15 LAPS

HEAT 1

| Car No. | DRIVER/Enrant | Make/Model of Car | cc |
|---------|---|-------------------|------|
| 54 | A. FLEMING/W. Shepherd | Mini Cooper 'S' | 1000 |
| 71 | A. J. TOBIAS/H. & G. Robinson Racing | Honda N600 | 598 |
| 2-91 | S. BELL | Mini Cooper 'S' | 999 |
| 92 | A. ORMISTON | Mini Cooper 'S' | 999 |
| 93 | P. MARSH | Mini Cooper | 997 |
| 95 | M. J. LEONARD | Mini | 999 |
| 96 | D. M. HALL | Sunbeam Imp | 998 |
| 1-97 | W. BORROWMAN/Sports Tune/Moir & Baxter Ltd. | Mini Cooper 'S' | 999 |
| 98 | K. ALLEN | Mini Cooper 'S' | 999 |
| 99 | R. D. WYLIE | Mini Cooper 'S' | 999 |
| 100 | J. SIME/A Barton | Mini Cooper 'S' | 998 |
| 101 | R. FORESTER-SMITH/H. Shannon | Shannon Imp | 998 |
| 3-102 | J. HOWDEN | Singer Chamois | 998 |
| 103 | E. PATERSON | Colvend Elf | 850 |
| 104 | R. J. SCOTT | Mini Cooper | 998 |
| 105 | J. FEWELL | Mini Cooper 'S' | 999 |

1st (£20) ... 9.7 2nd (£12) ... 9.1 3rd (£8) ... 10.2
 4th (£6) ... 9.6 5th (£4) Fastest Lap 9.7/10.2 ... 58.6 secs.





1970 has seen a new and exciting influx of faces in the Formula Ford events at Ingliston. This afternoon many of these sometime newcomers are back, eager to determine the third round in the Kings Cup Championship. Pole position man at both of the last two meetings, Geoff Oliver, returns with his D.R.W. 8F anxious to beat the Ingliston bogey which has dogged him. Spectators will recall the tremendous dice Geoff had with Peter Hull in May until Geoff dropped out to leave Peter to take the chequered flag. Geoff did, however, establish a new class record before retiring, only to have Peter equal this later in the day in his John Tait Racing Lola. No so far behind these two in May, however, was the "Shamrock Special," Damien Magee, with the Crossle 16F with which he holds the Mondello Park lap record. This 1970 version of Gerry Birrell's European FF Championship-winning car, now that Damien knows his way around the track, should prove a hard car to beat.

The local lads out to uphold Scotland's honour include Bernie Hunter, Neil Ginn, a much improved driver now that he is steadying down, and Don MacLeod, who has shown tremendous promise this season with three firsts already to his credit. An oft neglected driver, Ted Clark, fields his now outdated Lotus once again and all credit must be given to him for his consistent high placings, including a recent fine win at Croft. Certainly, a lot of people would like to see Ted in a more modern and competitive car, many feeling that, given this, he would be miles out in front. Even with the old Lotus, however, Ted is never far behind and, given half a chance, he could storm over the finishing line in the lead today. Another driver with an older model is Dave Manners and he too has notched up quite a record of firsts and places this season. Both drivers are salty old timers (although not so much of the "olds") who are always willing to teach "thae young whipper-snappers" a thing or two.

Today's FF "dark horse" must be John Hamilton with the Sharrow Snuff Merlyn Mk. 17. To date this season John has to his credit wins at Mallory, Cadwell Park and Aintree (where he holds the lap record) and these have earned him third place in the 1970 Les Leston Championship. Once has has had a good sniff at the circuit there might be no holding him!

FORMULA FORD CARS

15 LAPS

| Car No. | DRIVER/Entrant | Make/Model of Car | cc |
|---------|---------------------------------------|-------------------|------|
| 18 | G. OLIVER | D.R.W. 8F | 1600 |
| 19 | I. STIRLING | Lotus 51 | 1600 |
| 20 | N. R. GINN | Lotus 61E | 1600 |
| 21 | J. W. SIMPSON/C.S.M.A. Racing Team | Lotus 51C | 1600 |
| 22 | P. G. HULL | Lola T200 | 1600 |
| 23 | T. HORROCKS | Alexis Mk. 14 | 1600 |
| 24 | A. MILLAR | Lotus FF | 1600 |
| 25 | D. G. MANNERS | Lotus 51 | 1600 |
| 1- 26 | D. G. MAGEE/Royal Restaurants | Crossle 16F | 1600 |
| 3- 27 | J. HAMILTON | Merlyn Mk. 17 | 1598 |
| 28 | D. MACLEOD/Peter Graham (Motors) Ltd. | Dulon LD4C | 1600 |
| 29 | E. CLARK | Lotus 51 | 1600 |
| 30 | S. C. RUSSELL | Mallock U2 FF | 1600 |
| 31 | B. HUNTER | Merlyn Mk. IIA | 1600 |
| 2- 32 | A. ROBERTS/Team Selectro-Hawke | Hawke DL2A | 1600 |
| 33 | H. GILBERT/Team Selectro-Hawke | Hawke DL2A | 1600 |
| 36 | B. HARRISON/Lusol Ltd. | Vixen F4 | 875 |

1st (£50) 22 2nd (£25) 32 3rd (£15) 20
 4th (£10) 32 5th (£5) Fastest Lap 56.2 secs.
 (90 sec. pen)

"KING'S CUP" FORMULA FORD CHAMPIONSHIP

| DRIVER/Car | April | May | July | Total |
|---------------------------|-------|-----|------|-------|
| D. MACLEOD/Dulon LD4C | 9 | — | — | 9 |
| P. G. HULL/Merlyn Mk. 17 | — | 9 | 9 | 18 |
| G. OLIVER/D.R.W. 8F | 6 | — | — | 6 |
| D. MAGEE/Crossle 16F | — | 6 | — | 6 |
| T. HORROCKS/Alexis Mk. 14 | 4 | — | — | 4 |
| T. CLARK/LOTUS 51 | — | 4 | — | 4 |
| J. GEMMELL/Lotus 51A | 3 | — | — | 3 |
| N. R. GINN/Lotus 61E | — | 3 | 4 | 7 |
| S. C. RUSSELL/Mallock U2 | 2 | — | — | 2 |
| D. MANNERS/Lotus FF | — | 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.

T. S. CUTHBERT

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PROMPT ATTENTION TO ALL ENQUIRIES

THE T. S. CUTHBERT-HEUER TROPHY

T. S. Cuthbert, the well-known Glasgow jewellers, is a family business run in partnership by brothers, Norman and Gordon Crosthwaite. Situated in quiet Princes Square, off Buchanan Street, the firm has, in its 51 years, become acknowledged for its fine precision watches and quality jewellery.

Apart from trophies in hall-marked silver and electroplate, and there are few Associations, Clubs, etc., who do not have one or more of Cuthbert's fine trophies in their display cabinets, they carry an extensive range of silver and electro goods, suitable as gifts along with a large assortment of pewter tankards.

Diamond rings and brooches, gold jewellery with precious and semi-precious stones, cultured pearl necklets, all carefully selected by the Crosthwaites, are skilfully displayed in their spacious showroom.

Timekeeping and efficiency are all part of the 1970's and T. S. Cuthbert care for both.

Their range of watches and timers starts at £4/10/- and ends up around the £600 mark and includes Omega, Eternamatic, Tissot, Favre-Leuba, Rolex, Zenith and last, but by no means least, Heuer, who need no introduction to the Racing and Rallying world.

Having their own watch and clock repairers on the premises likewise helps to maintain good relations with customers, who may have adjustments and minor repairs to their watches carried out immediately.

Because of the close relationship between the Crosthwaite brothers of Cuthberts and the Carlaw brothers of Wylies it was inevitable that Heuer Timers should be used on Wylies cars and the natural progression that T. S. Cuthbert and Heuers, together sponsor one of this afternoon's races.



Today's over 1000 cc saloon car field looks like promising one of those memorable battles that will go down in the Ingliston record books for future racegoers to marvel over. Especially keen to score a success in this meeting will be the SMT Viva GT of Bill Dryden, who brings nigh on two litres of fuel-injected power to the fray. Doing battle against him in a much-anticipated car will be Jimmy Vetch, who has at last sorted out his Veeva problems and now brings the five-litre brute to the circuit. Jimmy has put a considerable amount of work into this car, which now bears no resemblance to the vehicle he purchased from Alan Brodie, and it would be a fitting reward if the 1969 B.M.R.C. Trophy winner could pilot the 4.7 litre V.8 powered monster home in the lead.

Against the power of Vauxhall comes the might of Ford, no fewer than six Escorts having been entered for this event. Leading the list is Dougy Niven from Chirnside, currently heading the Hartley Whyte Championship, who hopes to have his differential problems sorted out in time to invite the Birrell family to support British agriculture in their Wylie's-entered Escorts. The diff is not Dougal's only problem, however, for in his last outing at Croft his seat came adrift in the middle of his race, treating spectators to the spectacle of a very mobile Niven leaping about inside the car. Providing he is firmly rooted today, however, we should see an epic dice between the Birrell faction, Dougal, and the very fast Mini of Jim Dryden.

Newcomers to the circuit include Paul Stephenson and Bob Caig, both in Escort Twin Cams. Bob might be remembered by spectators in the past with the well-kent Borgue Anglia. Raiding across the Border to avenge his defeat at the hands of Bonzo Niven in June at Croft comes Keith Bowmaker in the Perdal-entered Escort TC. Perdal are riding the crest of the wave at present, having sponsored the winning Escort in the Jim Cark Memorial Rally, and today they will be all set to make it a Scottish double. While the Perdal Escort is a very fast contender we have our doubts as to its effectiveness at Ingliston, the car being set up for racing on the much faster and more open circuits in the South, but, if anyone can put it up amongst the leaders, Keith Bowmaker's the man and spectators should accordingly keep an eye on this entry.

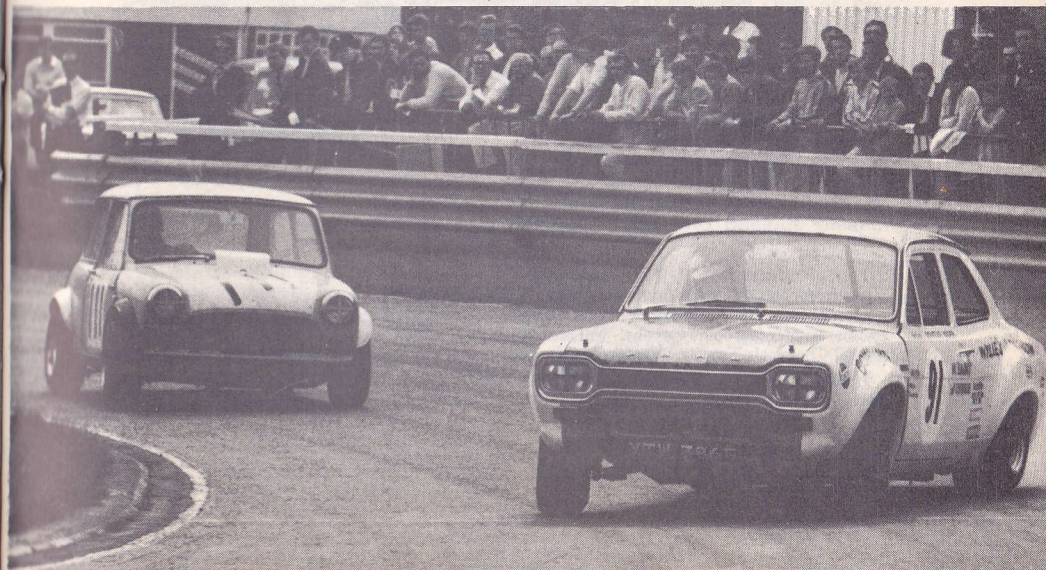
THE T. S. CUTHBERT-HEUER TROPHY RACE FOR SPECIAL SALOON CARS OVER 1000 cc

15 LAPS

HEAT 2

| Car No. | DRIVER/Entrant | Make/Model of Car | cc |
|---------|----------------------------------|-------------------|------|
| 72 | I. C. McLAREN | Singer Chamois | 1220 |
| 73 | W. N. A. DRYDEN/S.M.T. | Viva GT | 1975 |
| 74 | P. STEPHENSON | Escort TC | 1594 |
| 75 | R. M. CAIG | Escort TC | 1650 |
| 76 | J. DRYDEN | Mini Cooper 'S' | 1293 |
| 77 | W. ALLISON | Mini Cooper 'S' | 1293 |
| 78 | F. GUNN/A. Barton | Mini Cooper 'S' | 1275 |
| 79 | A. BARRETT | Mini Cooper 'S' | 1293 |
| 80 | G. TODD/Pinkie Mains Farm | Mini Cooper 'S' | 1400 |
| 81 | L. EMSLIE | Mini Cooper 'S' | 1293 |
| 82 | A. D. NIVEN | Escort TC | 1850 |
| 83 | K. BOWMAKER/Perdal Developments | Escort TC | 1762 |
| 84 | G. B. BIRRELL/Wylie's of Glasgow | Escort TC | 1900 |
| 85 | J. BIRRELL/Wylie's of Glasgow | Escort TC | 1900 |
| 86 | R. M. BROWN | Anglia TC | 1558 |
| 87 | J. VEITCH | Veeva | 4700 |
| 88 | E. M. SMITH | Mini Cooper 'S' | 1293 |

1st (£20) .. 8.2 2nd (£12) .. 7.3 3rd (£8) .. 8.8
4th (£6) .. 8.5 5th (£4) .. 7.6 Fastest Lap secs.



BP Chemicals extend their heartiest

congratulations to the



This afternoon's GT Race (varoom! varoom!) is sponsored by BP Chemicals (varoom! varoom!) and the winner (varoom! varoom!) will receive the BP Chemicals Trophy. (Varoooooom!)

BP chemicals and plastics

BP Chemicals (U.K.) Limited Grangemouth

B.P. Chemicals (U.K.) Limited

Oil has been refined at Grangemouth since 1924 when a fairly modestly sized refinery was built by Scottish Oils Ltd., a subsidiary of the Anglo-Persian Oil Company Ltd. It did not greatly expand between that time and World War II when it was closed down. Things started changing dramatically, however, after the war. By this time the Anglo-Persian Oil Company Ltd. had become the British Petroleum Company Limited and, for various reasons, the Company decided to expand greatly the capacity of their refineries in the United Kingdom, including, of course, that at Grangemouth.

The new factory started up in April, 1951, and from the very beginning until the present day expansion has never ceased and even today further expansions are still under construction or being planned. By the end of 1966 the Company owned 19 major plants at Grangemouth, producing a total of 765,000 tons a year of a growing range of chemicals and had established at Baglan Bay, Glamorganshire, a second factory in reasonably close proximity to the British Petroleum Company's refinery at Llandarcy, also producing considerable quantities of chemicals.

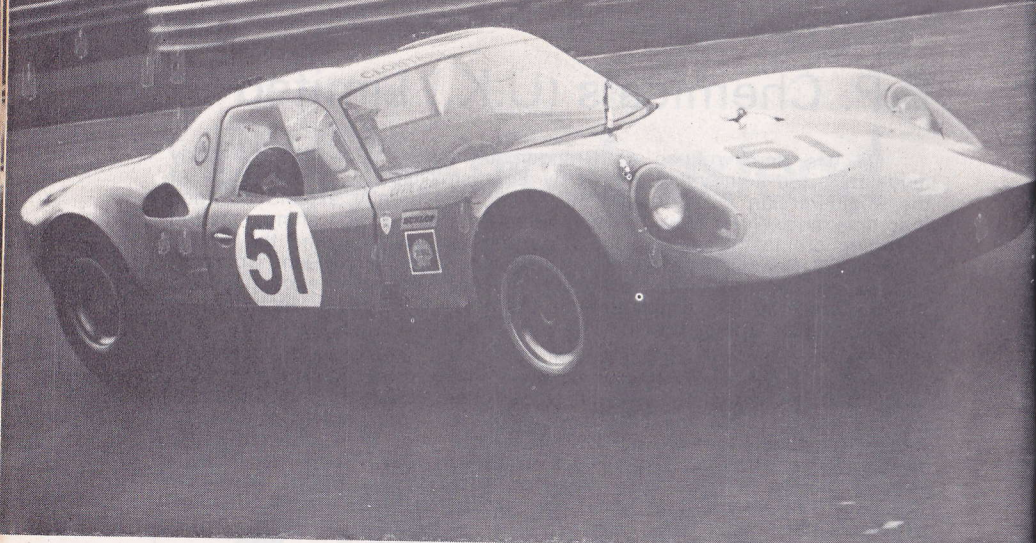
At the beginning of 1967, the British Petroleum Company and the Distillers Company reached an agreement whereby BP acquired most of Distillers' chemicals and plastics interests. Consequently at the end of March of that year BP Chemicals (U.K.) Limited was formed to own and operate this new industrial empire, including, of course, the factory at Grangemouth.

Expansion has gone on uninterruptedly at Grangemouth and the demands of the chemicals factory there have, in fact, outgrown the capacity of the Grangemouth oil refinery to supply it from its own production. Partly for this reason and partly to meet the ever-growing demand for refined petroleum products—petrol, diesel fuel, fuel oil, etc.—the oil refinery itself is in the midst of a major £65 million expansion which will raise its throughput of crude oil to some 9 million tons a year. The refinery will be technologically one of the most advanced in Europe. On the other hand, the chemicals factory at Grangemouth is currently producing some 920,000 tons of chemicals a year and is now one of the largest petroleum chemicals complexes in Europe, covering 200 acres of land with a further 180 available for further expansion.

In terms of size, capital investment, value of products and advanced technology the Grangemouth factory is one of the major industrial developments in Scotland, employing some 3,000 people. One of the newer plants is, in fact, controlled by a computer and this may well prove to be the shape of things to come.

The products of the factory are not well known to the general public, none of them being sold direct but only either to other parts of BP Chemicals or to outside companies for further processing. Many of the ultimate products, however, are in common use. For example, one of Grangemouth's customers is the Lothian Chemical Co. Ltd., owned by Scotcircuits' chairman John Romanes, who buy methanol and make from it a chemical called formaldehyde which in turn is further manufactured to produce at the end of the line Bakelite plastic material.

At Grangemouth is the only British plant for the manufacture of 'Rigidex' high density polyethylene. Polyethylene is probably the best known of all modern plastics and 'Rigidex' is widely used not only for household goods (bowls, jugs, brush handles, etc.), but also for many industrial purposes. Other familiar things that can be made from chemicals produced at Grangemouth are synthetic rubbers, synthetic detergents, man-made fibres and other plastics materials such as polystyrene.



With four Chevron BMWs fighting for the lead, today should see a first-class GT dice. Current leader in the Sheila Whyte Championship, with its £100 first prize, is Logan Morrison in the Equipe Centro Scot Chevron B8 which just pipped Eddie Regan to the post at the May meeting. The man who took the chequered flag from Logan in April, however, is back once again with obvious intentions of repeating the performance. Dave Farnell is the name and he will be trying his utmost to improve his position in the Championship table. One man with more than a fair idea of what it feels like to feature in Championship tables is George Silverwood, the runner-up in the 1969 Sheila Whyte Championship. George brings the ex-John Lepp Chevron to the circuit to compete against both his old Mercury GT (now in the hands of Grahame MacWilliam) and the 1969 Championship-winning Chevron GT driven today by Andrew Fletcher. George, with co-driver John Lepp, has already shown his mastery in this car by being the first British car and driver home in the BOAC 1000 kilometre race at Brands Hatch this year. Andrew Fletcher, on the other hand, is not short of experience and those who remember him outgunning Willie Forbes away from the start line last year in John Romanes' Lotus will be keeping a close eye on him when the flag drops. Challenging the mighty Chevrons today we see the return of a face once well known at Ingliston, Robin Smith, with his Project Twin Cam. Another challenger is John Hine in Chris Barber's Group 6 Allegro. With 1598 cc of FVA power behind him, John (or Chris, himself, if John is unable to make it up from Brands Hatch in time) should be in a position to give the Chevrons a fright.

In the smaller capacity class Eddie Labinjoh once again fields the immaculate Fisher GT which, with its Cooper 'S' powerhouse, must surely be the most consistently successful GT in Scotland. In opposition is the Fisher's arch-rival, the Mercruy GT of, first, George Silverwood and, now, Grahame MacWilliam. Considerably smaller in engine capacity, although no less determined, is the Nathan GT belonging to Falkirk-based Ernie Blackadder.

Also competing in this event are a gaggle of very interesting sports racing and clubman's cars. John Markey will be trying his chances with the monstrous ex-Willment Lotus 30, while Jim Baldwin puts forward a twin cam Lotus 23B. John Barratt brings back the Mapco Racing Merlyn F100, hoping to have more success this meeting, while local driver Sandy Wilson gives his Mallock U2 another airing. In sort, it could be anybody's race, so sit back, dig out your sandwiches, and enjoy it.

THE B.P. CHEMICALS TROPHY RACE FOR SPECIAL G.T. CARS

15 LAPS

| Car No. | DRIVER/Entrant | Make/Model of Car | cc |
|---------------------|--|------------------------|------|
| Over 1150 cc | | | |
| 37 | D. FARNELL | Chevron BMW | 1991 |
| 38 | G. SILVERWOOD/Central Garage (Mirfield) Ltd. | Chevron BMW | 1991 |
| 39 | L. MORRISON/Equipe Centro Scot | Chevron B8 | 1991 |
| 40 | R. S. SMITH | Project TC | 1760 |
| 41 | J. BALDWIN | Lotus 23B | 1594 |
| 42 | J. BARRATT/Mapco Racing | Merlyn Mk. 6B F100 | 1300 |
| 43 | A. G. WATSON | Mallock U2 Mk. 8B | 1594 |
| 44 | J. MARKEY/Pink Stamps Racing | Miles-Gresham Lotus 30 | 4700 |
| 45 | A. FLETCHER/P. Watson | Chevron BMW B8 | 1991 |
| 46 | J. HINE/C. Barber | Allegro FVA | 1598 |

1st (£30) 45... 2nd (£20) 37... 3rd (£10) 38... 4th (£5)

Up to 1150 cc

| | | | |
|----|-----------------------|------------|------|
| 49 | J. G. MacWILLIAM | Mercury GT | 1147 |
| 50 | T. E. BLACKADDER | Nathan GT | 998 |
| 52 | E. LABINJOH/J. Fisher | Fisher GT | 1100 |

56 A. SOUTER
66 1st (£15) 56... 2nd (£5) 56... Fastest Lap secs.

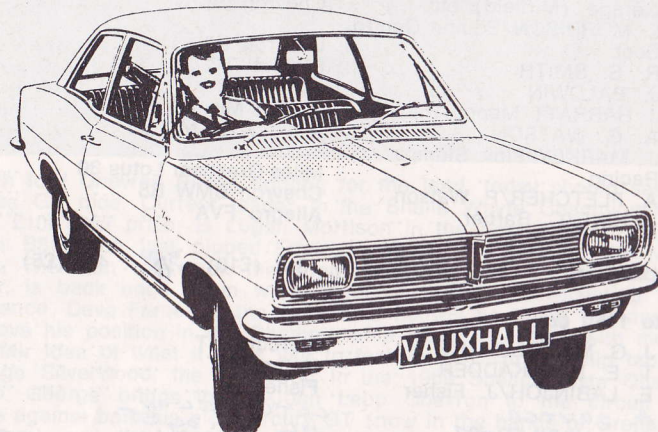
Prize money subject to alteration in terms of A.S.R.'s.

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

| DRIVER/Car | April | May | July | Total |
|-------------------------|-------|-----|------|-------|
| L. MORRISON/Chevron | 6 | 9 | | 15 |
| D. FARNELL/Chevron | 9 | — | 6 | 15 |
| E. LABINJOH/Fisher | 4 | 4 | | 8 |
| E. REGAN/Chevron | — | 6 | | 6 |
| T. E. BLACKADDER/Nathan | 3 | 3 | | 6 |
| J. MACKIE/Marcos | 1 | 2 | | 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.

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ABOUT OUR SPONSORS

SMT have successfully sponsored race meetings here at Ingliston for five years now. This year they are entering their own specially prepared Viva GT driven by Bill Dryden.

Today, SMT is Scotland's biggest Motor Trading Organisation with more than 20 branches in Scotland and North West England which provides the kind of service the modern motorist has a right to expect.

As the Main Dealers for Vauxhall, SMT have a range of new cars to suit everyone. Whether you choose from the vast Viva range, the roomy Victors, the fast sporty VX 4/90, the powerful Ventora, the stylish Cresta or luxury Viscount. SMT are the people to come to—the people who know Vauxhall.

The same goes for the Bedford range. SMT are "Bedford Transport Specialists" for the sales and servicing of new vehicles from the light van range, 12-seaters and caravan conversions to trucks, tippers and "artics"

If you are buying a second-hand car, it pays to see the selection of "Quality Tested" used cars at SMT first. SMT believe in offering Quality, Value and Reliability. You'll get a generous trade-in allowance for your present car too.

Self-drive and contract hire is another field in which SMT specialises. Scotland's largest hiring business they call it—and that's a reputation not easy to achieve. Next time you need a car, van, motor caravan or 12-seater for a long or short period, call in at SMT and get all the details. That goes for businessmen on the contract hire side from one to three years also—it makes sense to hire from SMT.



CALLANDS TROPHY FORMULA LIBRE CHAMPIONSHIP

| DRIVER/Car | April | May | July | Total |
|-------------------------------------|-------|-----|------|-------|
| K. FIELDS/Crossle | — | 10 | 4 | 10 14 |
| W. FORBES/Lola | 10 | — | — | 10 |
| T. WALKINSHAW/Lotus | — | 7 | — | 7 |
| G. B. BIRRELL/Brabham | 7 | — | — | 7 |
| R. M. MACKAY/Brabham | 5 | — | — | 5 |
| I. C. McLAREN/Lola | — | 5 | — | 5 |
| E. LABINJOH/Fisher-Alfa | 4 | — | — | 4 |
| J. MILLAR/Brabham | 3 | — | — | 3 |
| J. A. MURRAY McGRATH/Ecosse Imp ... | 2 | — | — | 2 |

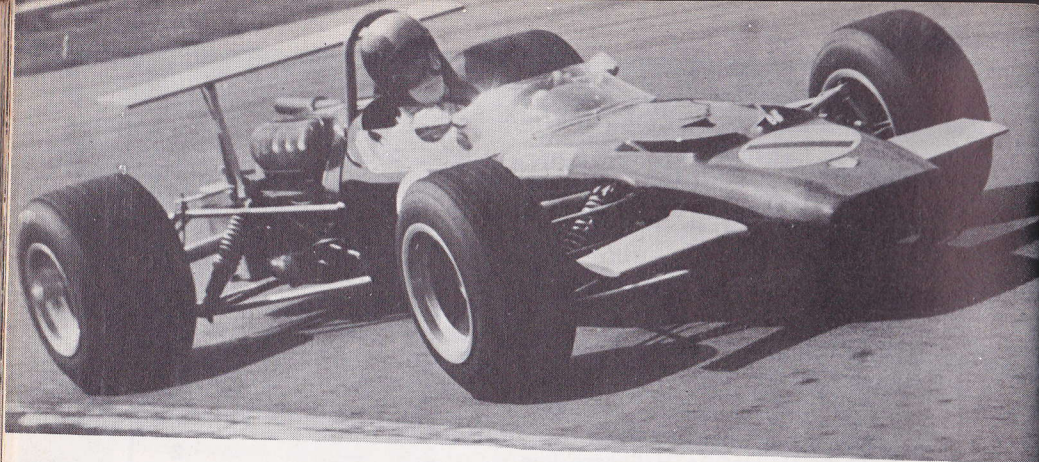
Scoring: 1 for finishing, plus—1st 9, 2nd 6, 3rd 4, 4th 3, 5th 2, 6th 1. Best four to count.

On paper today's Formula Libre entry should see one of the most exciting single-seater races ever held at the Ingliston circuit. Certainly it is the most expensive. No fewer than 7 Formula 2 cars are coming this afternoon to "dispute the automobilistic proofs" (as one of our Argentinean friends recently said) with perhaps the biggest Irish entry ever. The winner of the Adam Wylie Memorial Trophy in May, Ken Fieldes, returns with his Crossle 19F to put a few points between himself and joint leader in the Callands Trophy Championship, Willie Forbes. With a bit of experience on the Ingliston circuit to his credit, Ken will be in with a better than fair chance of achieving just that. All set to upset him, however, will be fellow Irishman Brian Nelson, with an FVA-powered Crossle 19F. A leading driver in Ireland, where he won both the Bishopscourt and Kirkiston FL Championships and was runner-up at Mondello Park last year, Brian comes over the water for a good thrash and a sample of that famous Scottish h-h-hospitality.

The popular Tommy Reid also paddles his way over to Ingliston, bringing with him the Brabham BT30 with which he won the Formula Libre events at Ingliston in August and October of last year. A cheerful, fun-loving type, like all the Irish competitors, Tommy beat the eventual Callands Champion, Willie Forbes, into third place in October, and a win today could put him up amongst the leaders. Should he have fitted his FVC powerhouse for this afternoon's event a win could well be on the cards. Another well-kent face at Ingliston (although recently in GTs) is Johnny Blades, who today fields the Lotus-Cosworth F2 which he has updated to 1970 "69" specification. The chassis is accordingly identical in all respects with the Lotus 69 currently raced by Jochen Rindt and should find its way round the Ingliston circuit at a fair old lick.

The remaining three F2 cars come from different parts of the UK (or otherwise, Brian). Brian Cullen, with his Brabham BT23C, is well known at Ingliston now, while Bob Howlings from Manchester makes his first visit in a similar car. Paul Craven, who was motoring very fast with his F3 in April, hopes to bring his F2 Chevron up from Yorkshire but, as devotees are undoubtedly aware, Paul has offered this car for sale and a speedy purchase could mean his withdrawal. Certainly, if Paul can make it today, he could be one of the men to watch.

Definitely the competitor with every Ingliston trick of the trade at his command is Willie Forbes, who will doubtless be out this year to



make it a Callands hat-trick. With 5 litres of Chevrolet power at his fingertips Willie will be set to defend his honour against the pack of F2's breathing up his exhaust and there is no one better placed to defend it than himself. This afternoon should determine whether he or Ken Fieldes moves into the lead in this year's Championship and both drivers will doubtless be bearing this in mind. The man who gave Willie a really good run for his money in 1969, however, makes his first 1970 appearance at Ingliston today with the same car that he drove last season. This year Dave Berry has stepped up the power just a fraction in his Brabham BT21, fitting it with 3½ litres of Oldsmobile engine. Always a popular figure in 1969, David can be counted on to drive his usual steady race and, since Dave's definition of steady is somewhat different from everyone else's, don't be surprised if he's up there mixing it at the finish.

Eddie Labinjoh makes a return to the circuit with the Fisher Alfa with which he took fourth place in April, while Ronnie MacKay, the third place man on that occasion after giving the Ecurie Ecosse Brabham a bit of a fright, comes down from the Northmost tip of Haggisland with his BT21B. Iain McLaren fields the ex-Tony Charnell Lola, while Tab Philip will be out in the ex-Chequered Flag McLaren M4A. Perhaps the longest awaited car of the circuit hopes to make its appearance today also in the form of the Costin Honda with Modsports driver John Absalom at the helm. This car has had a history of continued bad luck, the latest saga of which is the delay of vital parts in the British Customs. H. & G. Robinson Racing are now earnestly hoping that they can secure the release of these parts, which were sent over direct from Japan, in time for today's race, but spectators should not be too disappointed if it does not appear. The reason is obvious!

Perhaps the most exciting thing about today's race, excepting the terrific entry list, is its possible effect on the Callands Formula Libre Championship. After two rounds this is wide open and any one of today's competitors could put themselves in a strong position with a win. Possibly the favourite is the wily old man of Ingliston himself, Willie Forbes, who would take a clear lead with a first this afternoon. Ken Fieldes, on the other hand, could do exactly the same and these two will be nose to tail in an effort to gain supremacy. A win by anyone else, however, would open the Championship right up and, with a £250 first prize and a total of £600 in prize money, all the drivers will be trying their hardest. While not wishing to make any predictions, we would tentatively suggest that the leading group today could consist of Willie Forbes, Ken Fieldes, Johnny Blades, Brian Nelson and Tommy Reid. Both Ronnie MacKay and Dave Berry have a good chance of being up there with them, while Bob Howlings is a bit of an unknown quantity. Similarly, Brian Cullen has a pretty fast car and the Fisher Alfa is still at the "improving" stage. And then . . . well, you've guessed it, it's anyone's race. We're making no predictions whatsoever.

THE S.M.T. TROPHY RACE

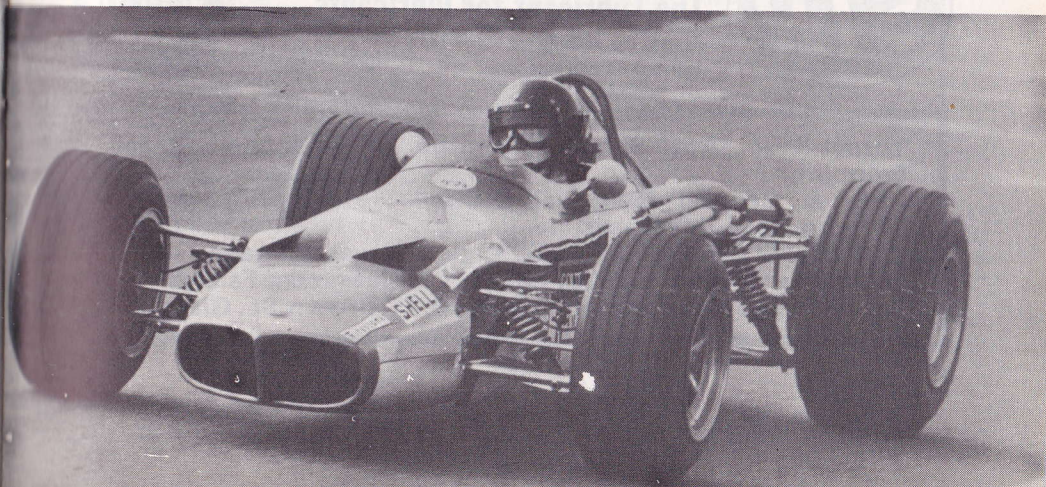
FOR FORMULA LIBRE SINGLE-SEATER RACING CARS

30 LAPS

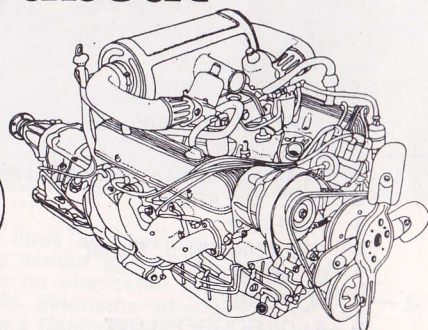
| Car No. | DRIVER/Entrant | Make/Model of Car | cc |
|---------|------------------------------------|---------------------|------|
| 1 | J. BLADES/P. Watson | Lotus Cosworth "69" | 1598 |
| 2 | B. CULLEN | Brabham BT23C | 1598 |
| 1-3 | T. D. REID/Irish Racing Cars | Brabham BT30 | 1794 |
| 4 | I. C. McLAREN | Lola T55 | 1600 |
| 5 | T. PHILIP | McLaren M4A | 1600 |
| 6 | E. LABINJOH/J. Fisher | Fisher Alfa | 2000 |
| 7 | B. NELSON | Crossle 19F | 1598 |
| 2-8 | W. FORBES | Lola T142 | 5000 |
| 9 | A. C. GOODFELLOW | Fireball 5000 | 4700 |
| 10 | R. M. MacKAY/Wm. Dunnet & Co. Ltd. | Brabham BT21B | 1600 |
| 11 | K. FIELDS/L. M. Duffy | Crossle 19F | 1598 |
| 12 | D. BERRY | Brabham BT21 | 3500 |
| 14 | R. HOWLINGS | Brabham BT23C | 1598 |
| 15 | P. CRAVEN | Chevron FVA | 1598 |
| 16 | K. WRIGHT | Brabham BT28 | 998 |
| 17 | D. MORGAN | March 703 | 998 |
| 70 | J. ABSALOM/H. & G. Robinson Racing | Costin Honda | 874 |

26 *MC GEE* *F.F.*
 1st (£100) *7* 2nd (£60) *3* 3rd (£40) *2*
NEW LAP RECORD 49 sec. 75.6 mph
 4th (£20) *11* 5th (£10) Fastest Lap secs.

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Turner & Co. (Auto Services) Ltd., 59/71, Brown St. Glasgow.

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

20 LAPS

| Car No. | DRIVER/Entrant | Make/Model of Car | cc | Quat. Time |
|---------|------------------|-------------------|------|------------|
| 82 | A. D. NIVEN | ESCORT TC | 1850 | |
| 73 | W. N. A. DRYDEN | VIVA GT | 1975 | |
| 88 | E. M. SMITH | MINI COOPER | 1293 | |
| 97 | W. BORROWMAN | MINI COOPER 'S' | 999 | |
| 91 | S. BELL | MINI COOPER 'S' | 999 | |
| 102 | J. HOWDEN | SINGER CHAMOIS | 998 | |
| 85 | J. BIRRELL (MRS) | ESCORT TC | 1900 | |
| 76 | J. DRYDEN | MINI COOPER 'S' | 1293 | |
| 63 | N. HODGSON | MINI COOPER | | |
| 78 | F. QUINN | MINI COOPER 'S' | 1275 | |
| 96 | D. M. HALL | SUNBEAM IMP | 998 | |
| 98 | K. ALLEN | MINI COOPER 'S' | 999 | |
| 95 | M. J. LEONARD | MINI | 999 | |
| 92 | A. ORMISTON | MINI COOPER 'S' | 999 | |
| 86 | R. M. BROWN | ANGLIA T.C. | 1558 | |

1st (£100) ..8.2... 2nd (£50) ...8.5... 3rd (£25) ..10.2...

4th (£15) ..7.3... 5th (£10) 6th (£5)

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

HARTLEY WHYTE SALOON CAR CHAMPIONSHIP

| DRIVER/Car | April | May | July | Total |
|------------------------------|-------|-----|------|-------|
| A. D. NIVEN/Escort TC | 9 | 9 | 9 | 18.27 |
| E. M. SMITH/Mini Cooper 'S' | 3 | 6 | | 9 |
| J. DRYDEN/Mini Cooper 'S' | 6 | — | | 6 |
| S. A. BELL/Mini Cooper 'S' | 4 | 1 | | 5 |
| W. N. A. DRYDEN/Viva GT | — | 4 | 3 | 4.7 |
| A. BARTON/Mini Cooper 'S' | — | 3 | | 3 |
| W. BORROWMAN/Mini Cooper 'S' | — | 2 | | 2 |
| I. C. McLAREN/Singer Chamois | 2 | — | | 2 |
| J. BIRRELL/Escort TC | 1 | — | 6 | 1.7 |

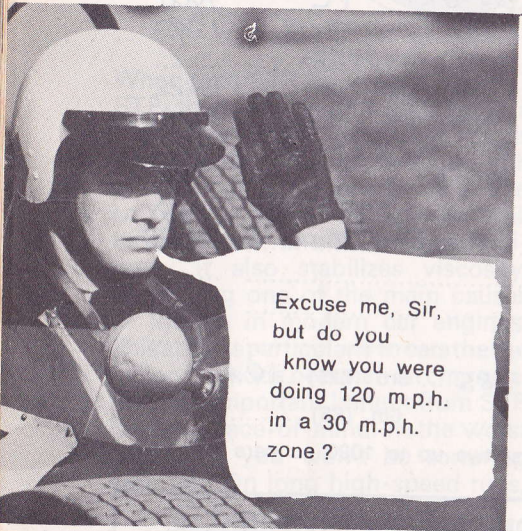
Scoring : 1st 9, 2nd 6, 3rd 4, 4th 3, 5th 2, 6th 1.
Best four to count.



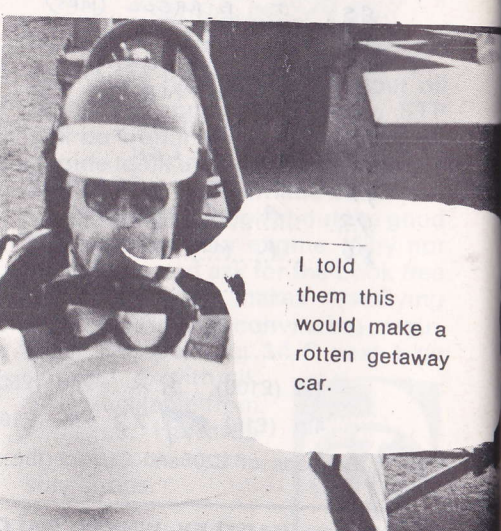
Like my birthday present ?



Very nice if they're real leather.



Excuse me, Sir, but do you know you were doing 120 m.p.h. in a 30 m.p.h. zone ?



I told them this would make a rotten getaway car.



Please, Sir ! May I leave the room ?



Why can't he wait like the rest of us ?

THE INGLISTON COMPETITION

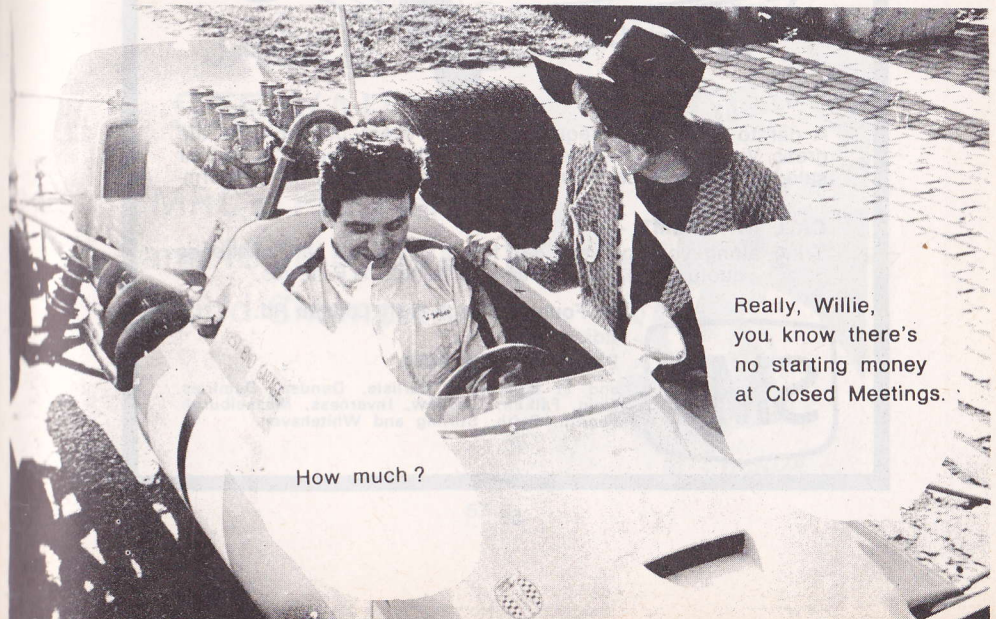
Last meeting's " Balloon " Competition ignited such an enthusiastic response that we just couldn't resist the temptation to run a repeat performance this time out. First, however, a pat on the back for the winning entries. While it was originally intended to present one prize only, the quality of the entries was such that the Editor eventually had to declare a tie with three people sharing the honours. The three light-hearted winners will accordingly be enjoying today's racing from their free seats in the Stand while you can enjoy their witty (and printable) efforts on the facing page. Congratulations are accordingly due to Andrew Wilson of 44 Millburn Avenue, Clydebank; Mrs. T. P. Smith of 60 Lamerton Road, Cumbernauld; and Robert Ross of Jeanfield Road, Perth.

Once again a similar idea forms the basis of this month's competition. Merely suggest what the 1969 Charities Queen and 1969 Calland's Trophy winner Willie Forbes are saying to each other in the photograph below, writing your entry in or by the " balloons " provided (the Editor's suggestion has been added to give you an example!), fill in your name and address below and slip this form in an envelope addressed to The Ingliston Competition, National Bank Chambers, Duns, Berwickshire. Entries close on Monday, 27th July, on which date they will be judged by the Editor of the Ingliston Programme, whose decision will be final. The prize of two free grandstand tickets and a car park pass will go to the entry which, in the Editor's opinion, is the aptest and wittiest. No correspondence will be entered into with regard to this competition.

Name

Address

No offence meant, Willie !



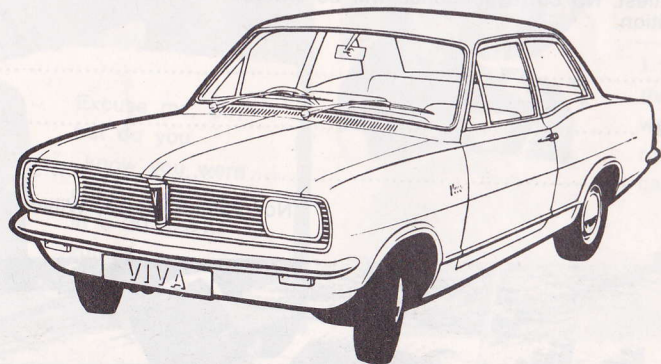
Really, Willie, you know there's no starting money at Closed Meetings.

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For the Attention of Non-Members

To be perfectly honest, the non-members are the most pampered shower that one can come across. Every month, hard-pressed members of the SMRC staff scratch their heads and generally work themselves into an early grave just to think up new things to say to induce you, the non-member, to join the Scottish Motor Racing Club. As everyone knows, the benefits of club membership have not altered—it is merely the way that we have to serve them up to you in the programme that changes month by month. This month we are adopting a fine old British custom and are going on strike and staunchly refusing to fill a page with mere padding; instead, you will just have to make do with a list of some of the benefits:—

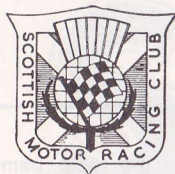
- D'scount on tickets at Ingliston
- Free subscription to "Top Gear," Scotland's motoring monthly
- Cheap (Scots, take note) family membership
- Use of the McRobert Pavilion on race days (including the club bar)
- Communion with fellow spirits
- Annual dinner-dance
- Film shows
- Natter and Noggin Nights

If you don't like these benefits, well, we are not particularly worried if you do not join the club; if you do, however, we shall be delighted to have you in one of the biggest motor clubs in Great Britain. Why not join one of the most enthusiastic bands of motor sport lovers in Scotland?

JACKIE STEWART

**SMRC's President
and 1969 (-70 ?)
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Application Form for 1970 Membership

I, ~~Mr./Mrs./Miss~~
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of
.....
..... (Full postal address, please, in BLOCK CAPITALS, including postcode, if any.)
.....

hereby apply for Membership of THE SCOTTISH MOTOR RACING CLUB LTD. and agree, if elected, to be bound by the Memorandum and Articles of Association thereof for the time being.

...../...../70
Signature, please.

(Please tick appropriate boxes)

I would like to be considered as a potential marshal at
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I would like to pay future subscriptions by Bankers Order.

Please send me an Application Form for Family Membership for my who resides with me.

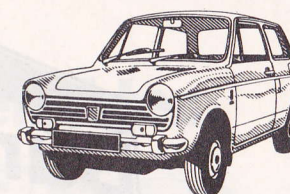
Please send me, if elected, the following Club insignia :

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| <input checked="" type="checkbox"/> Car Badge | @ 25/- | | 1 | 5 |
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| <input checked="" type="checkbox"/> Repeat-Motif Tie | @ 19/6 | | : | 19 |
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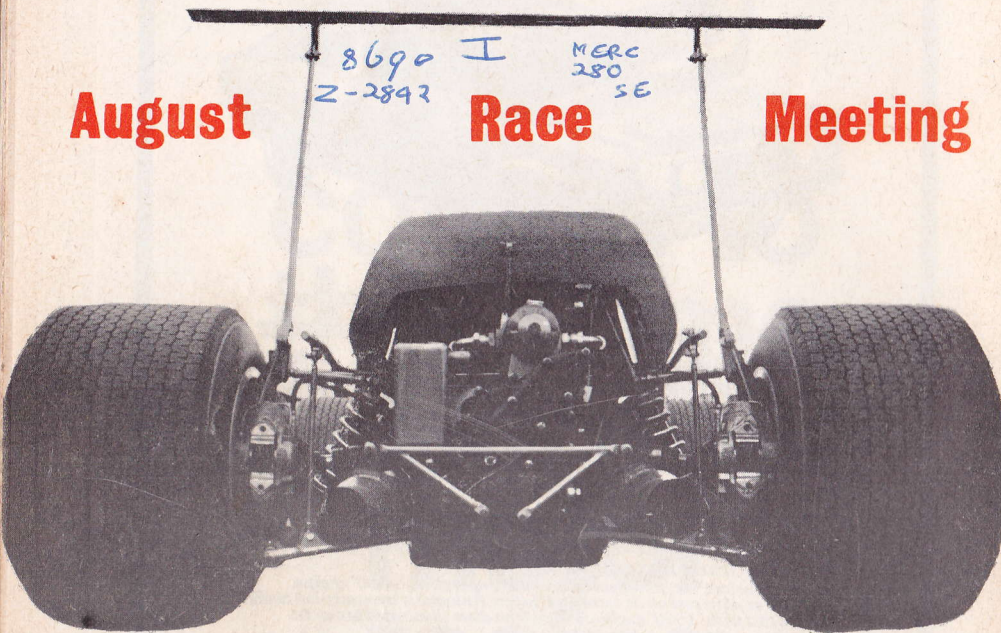
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Advance Booking Form inside

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