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# INGLISTON

5th OCTOBER, 1969



The October Race Meeting



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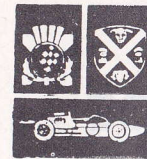
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## THE OCTOBER RACE MEETING

Sunday, 5th October, 1969

organised by

The Scottish Motor Racing Club Ltd.

### PROGRAMME

- 9.45 a.m. Practice
- 2.00 p.m. Aerobatic Display by Zlin 526 Akrobat
- 2.30 p.m. Event 1 Special Saloon Cars—Heat 1  
(up to 1000cc)—10 laps
- 2.55 p.m. 2 The Fraser Trophy Race for Special  
G.T. Cars—20 laps
- 3.30 p.m. 3 The Wylie's Trophy Race for Formula  
Ford Cars—15 laps
- 4.00 p.m. 4 Special Saloon Cars—Heat 2  
The Darvel Lacey Trophy Race for  
Special Saloons over 1000cc—10 laps
- 4.25 p.m. 5 The Jock McBain Memorial Trophy  
Race for Formula Libre Single-Seater  
Racing Cars—40 laps
- 5.10 p.m. Presentation of Trophies  
X K Jaguar Display  
Players Gold Leaf Competition Draw
- 5.25 p.m. 6 Special Saloon Cars—Final  
The Hartley Whyte Championship  
Race—20 laps

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Stewards (for Club) ... ..	J. R. STEWART, R. KAY, N. T. LITHGOW
Chief Marshal ... ..	A. H. B. CRAIG
Deputy Chief Marshal ... ..	P. J. TUGWELL
Chief Observer ... ..	R. J. TRAILL
Chief Flag Marshal ... ..	W. W. HUME
Chief Track Marshal ... ..	G. F. STOREY
Chief Paddock Marshal ... ..	E. R. HERRALD
Chief Spectator Marshal ... ..	D. McLAUCHLAN
Chief Grid Marshal ... ..	G. MONTGOMERY
Starters ... ..	J. A. DICK PEDDIE & D. M. FRASER
Chief Crossing Marshal ... ..	ANGUS DICK
Chief Pits Area Marshal ... ..	K. H. ROBERTSON
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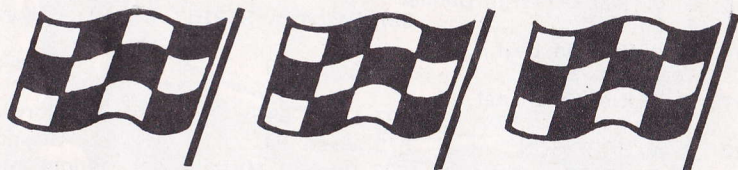
This meeting is held under the International Sporting Code of the F.I.A. and the General Competition Rules of the R.A.C., the Standing Supplementary Regulations of the R.A.C. and the additional regulations and instructions issued by the Club. Permit No. R/S4894



## LIST OF ENTRIES

DRIVER/Entrant	cc	Make/Model	from
1 W. FORBES	4995	Lola T142	Aberdeen
2 A. CHARNELL	1650	Lola T55	Balerno
3 W. F. HIGGINS	3500	Lotus Apollo	Wirral
4 A. C. GOODFELLOW	4700	Fireball 5000	Falkirk
5 J. MILLAR	1991	Brabham BT21	Bridge of Weir
6 D. BERRY	1600	Brabham BT16	Colwyn Bay
7 T. REID/Irish Racing Cars	1598	Brabham BT30	Tandragee
8 B. F. CULLEN	1594	Brabham BT23C	Limerick
9 P. HANSON/Paul Watson Race Org.	997	Chevron B15	N. Cadbury
10 R. SCOTT/Paul Watson Race Org.	997	Chevron B15	N. Cadbury
11 N. FOULDS	997	Brabham BT21B	Yeovil
12 I. STIRLING	997	Cooper T 76	Falkirk
14 W. STONE	998	McLaren M4A	Colynbrook
15 R. M. MacKAY/Wm. Dunnet & Co. Ltd.	997	Brabham BT21B	Thurso
16 R. PIKE/Gold Leaf Team Lotus	997	Lotus 59	Norwich
17 M. NUNN/Gold Leaf Team Lotus	997	Lotus 59	Norwich
22 B. K. HARRISON	875	Vixen F4	Glasgow
23 M. BLACKIE	1600	Pringett Mistrale	Wrightington
24 P. HUMBLE/M. Blackie	1991	Chevron BMW	Wrightington
25 D. R. BIRRELL/ J. T. E. Martin	875	Djerid F4	Lisburn
26 T. WALKINSHAW	1600	Hawke DL 2	Waltham Cross
27 M. HARVEY/ T. Walkinshaw	1600	Hawke DL 1	Waltham Cross
28 V. SCHUPPAN	1600	Mk 14 Alexis	East Horsley
29 B. HUNTER	1600	Merlyn 11A	Leith
30 N. R. GINN	1600	Lotus 61E	Helensburgh
31 E. J. CLARK	1600	Lotus 51	N. Berwick
32 D. B. SQUIRES	1600	Merlyn 11A	Ardlui
33 J. GEMMELL	1600	Lotus 51 A	Juniper Green
34 T. HORROCKS	1600	Alexis Mk 14	Preston
35 G. B. BIRRELL/ Equipe Centro Scot	1600	Crossle 16 F	Larbert
36 D. G. MANNERS	1600	Lotus 51	Darlington
37 J. VEITCH/ T. Walkinshaw	1600	Hawke DL 2	Waltham Cross
38 N. MORRISON	1991	Chevron BMW	Glasgow
39 F. P. KAYE	1998	Chevron BRM	Harrogate
40 J. S. CALVERT	1598	Lotus Europa	Seaham
41 J. MILES/Gold Leaf Team Lotus	1996	Lotus 62	Norwich

DRIVER/Entrant	cc	Make/Model	from
42 B. MUIR/Gold Leaf Team Lotus ... ..	1996	Lotus 62	Norwich
43 J. MILNE/W. Shepherd	1293	M.G. Midget	Lundin Links
44 A. FLEMING/ W. Shepherd ... ..	999	Mini Cooper	Lundin Links
45 D. FARNELL ... ..	1991	Chevron BWM	Harrogate
48 G. TEMPLE ... ..	999	Chevron B1	Morpeth
49 W. N. A. DRYDEN/H. & G. Robinson Racing ... ..	874	Honda S800	Gosforth
50 J. DELL/Uxbridge Tyres	997	Diva 10F	Bovingdon
51 E. BLACKADDER ... ..	998	Nathan GT	Falkirk
52 G. SILVERWOOD/ D. B. Sinfield ... ..	1148	Mercury G.T.	Mirfield
53 E. LABINJOH/J. Fisher	1100	Fisher GT	Edinburgh
57 P. HAWTHORNE ... ..	1300	Mini Cooper	Wombourne
58 E. M. SMITH ... ..	1293	Mini Cooper 'S'	Carlisle
59 R. F. MORRISON ... ..	1275	Mini Cooper	Helensburgh
60 J. DRYDEN ... ..	1293	Mini Cooper 'S'	Lundie
61 A. BARRETT ... ..	1293	Mini Cooper 'S'	Ballieston
62 G. TODD/Pinkie Mains Farm ... ..	1293	Mini Cooper 'S'	Musselburgh
63 W. ALLISON ... ..	1293	Mini Cooper 'S'	Stevenson



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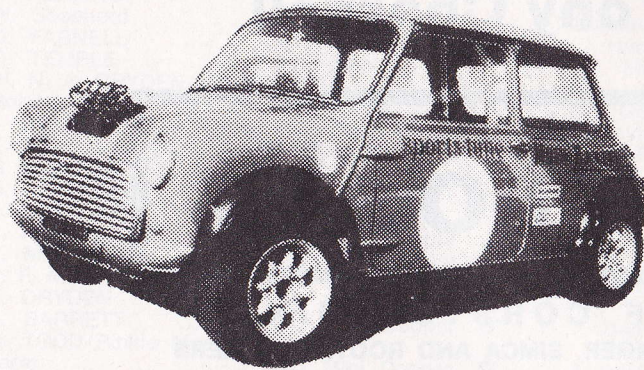
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DRIVER/Entrant	cc	Make/Model	from
64 J. BIRRELL/Wylie's of Glasgow ... ..	1852	Ford Escort T.C.	Glasgow
65 L. EMSLIE ... ..	1293	Mini Cooper 'S'	Aberdeen
66 R. D. McCUTCHEON ... ..	1598	Ford Escort	Wigtown
67 J. VEITCH ... ..	1320	Mini Cooper 'S'	Edinburgh
68 F. GUNN/A. Barton ... ..	1275	Mini Cooper 'S'	Newburn
69 A. BARTON ... ..	999	Mini Cooper 'S'	Newburn
70 W. BORROWMAN/Sports- tune/Moir & Baxter Ltd.	1293	Mini Cooper 'S'	Longniddry
71 W. BORROWMAN/Sports- tune/Moir & Baxter Ltd.	1000	Mini Cooper	Longniddry
72 K. ROBERTSON ... ..	1293	Thistle Mini	Cockenzie
73 K. ROBERTSON ... ..	997	Thistle Mini	Cockenzie
75 T. TWAITES/H. & G. Robinson Racing ... ..	599	Honda N600	Gosforth
76 R. D. WYLLIE ... ..	999	Mini Cooper 'S'	Annan
77 W. L. MORRISON ... ..	998	Singer Chamois	Bridge-of-Allan
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80 K. ALLEN ... ..	998	Mini Cooper	Crossford
81 A. ORMISTON ... ..	997	Mini Cooper 'S'	Dunfermline
82 J. E. HOWDEN ... ..	998	Singer Chamois	Edinburgh
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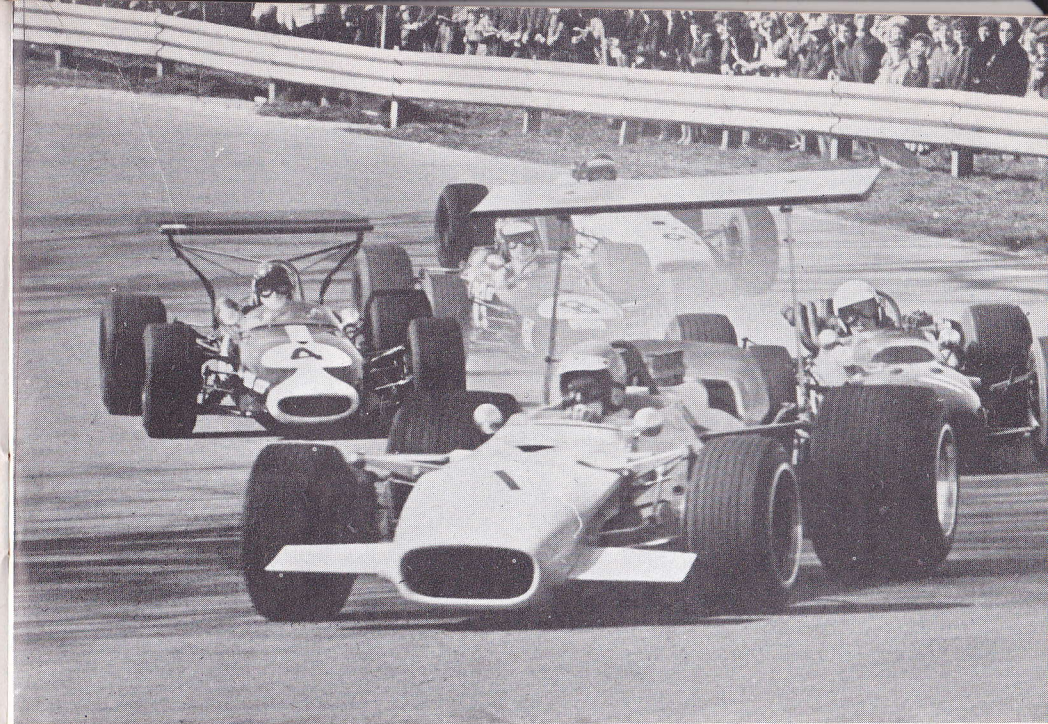
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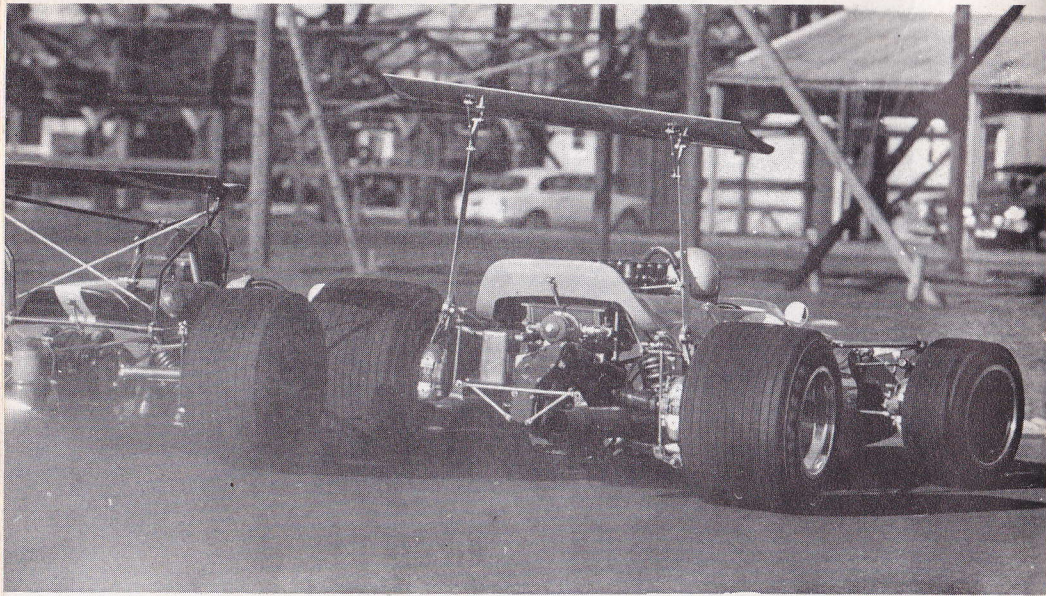


## INGLINGTON '69

1969 cannot be said to have been uneventful as far as the Inglinton circuit is concerned for, despite the grumbles of some of the armchair critics, this season has seen some of the closest racing that we have ever had at the track. There have been the odd processions or two but, let's be perfectly honest, which circuit hasn't had these this year? The season proper got off the ground in April with probably the best race we have even seen at Inglinton, the fantastic two-part dice between Graham Birrell and Willie Forbes in the Edinburgh Students Charities Cup Race.

In the first part of the two-part race it was Forbes all the way, although a handkerchief wouldn't have covered the two of them. Graham, however, was unable to squeeze his Formula 2, ex-Jochen Rindt, Brabham past the monster Lola and the start of the second part of the race saw Willie in the pole position on the grid. Willie powered the bigger car away at the start again but Graham sneaked his way through at the hairpin to take a precarious lead. The position stayed like that until the last lap of the 15-lap race when, after having astonished the crowd with a series of searing laps culminating in a fantastic 49.8 sec., Willie made his move on the hairpin to regain the lead and make sure of the Charities Cup. Graham, having collected his "vulcanised" chassis together again after an entertaining little bit of tyre scrubbing motored home to second place. Altogether a race which will certainly be discussed in bars all over the country during the off-season.

From the very beginning of the season we have seen a steady improvement in the quality of the Production Sports Car races. This class was not too popular when it was first introduced at the circuit, but 1969 has seen a sudden increase in the number of competitors. Perhaps one reason for this sudden upsurge may be the relative cheap-



*Willie Forbes on an inside line at the hairpin—April, 1969.*

ness of this form of racing at a time when money has been anything but plentiful. Indeed, it is to this lack of money in the land that we would ascribe the decline in the number of G.T. cars in Scotland and, perhaps, the gradual disappearance of the more competitive formula libre single-seaters from the circuit. Whether that be the whole story or not, prodsports have certainly become very popular in this part of the world and have produced some first-class racing throughout the year; indeed, when the Red Arrows aerobatic team were asked which race they had most enjoyed at The Lombank Trophy Race Meeting, the majority of them voted in favour of the prodsports event. Highlights of the "marque car" scene at Ingliston must surely include the incredible speeds that are cajoled out of the minute Honda and the improvement of two local lads, Miles Hopperton and Andrew Hutchison. Incidentally, the production sports car class is the only one at Ingliston which does not have its own Championship—anyone care to sponsor one for 1970? The cost need not be high and the returns, in way of publicity, are gratifying. The person to get in touch with if you have a yen to sponsor a Championship is the Secretary to the Meeting (National Bank Chambers, Duns), who will give you all the necessary details.

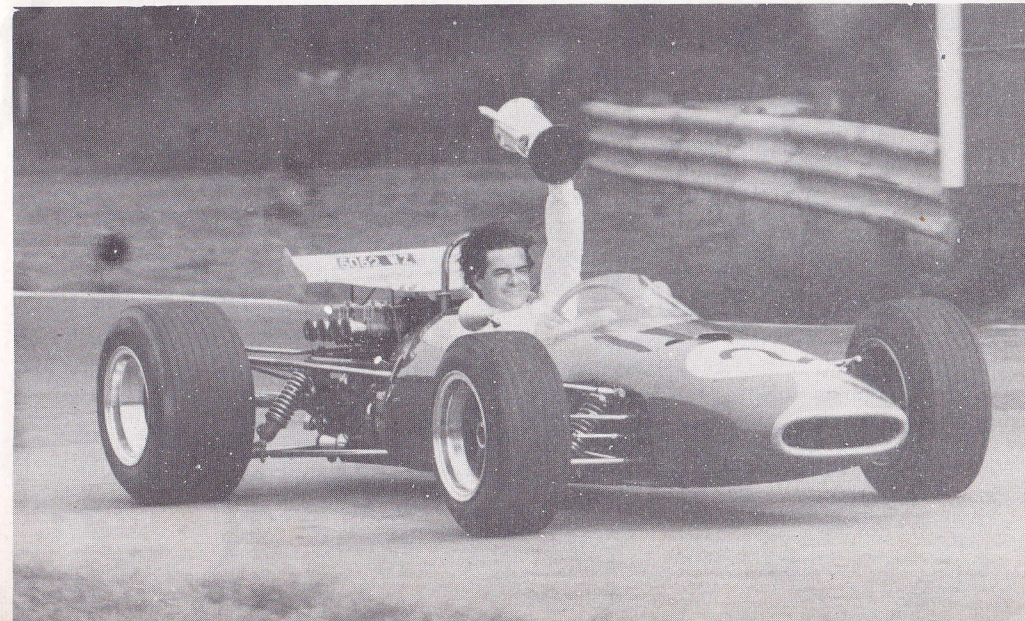
In July Gold Leaf Team Lotus made an appearance at the Scottish circuit and quietly walked off with the honours in the GT event. Since that time Johnny Blades has been cursing away about his lost (a) record but when he returned to Ingliston to try to regain this at the September meeting, a slight (!) dent in practice put him out of the

running. Team Lotus are back again today with the two Lotus 62's that were so successful in July and also with a couple of Formula 3 cars in the hands of Mo Nunn and Roy Pike, but Johnny has, unfortunately, to be elsewhere.

Another group who seem to have rediscovered Ingliston are the Irish, hordes of whom have been flooding over the pond to the circuit for the past few meetings. S.M.R.C. are delighted to see them back again and their return has enlivened the racing no end. Once John Pollock and Brian Cullen have really mastered the circuit (and, say what you like, it's a track you have to know pretty well before you can be really competitive against the locals) they should be pretty hard to keep up with; Brian is, in fact, back today just to prove our point (at least, that's what he hopes!). Tommy Reid is another from the Emerald Isle that hasn't been noted for his tardiness. To them, and all the other "Paddies", Ingliston extends a large vote of thanks for their support this year and hopes that the association will be maintained throughout 1970.

One man who rather confounded the pundits was Peter Kaye, whose first drive on the circuit in September saw him romping home to second place. In fact, the GT fields have been steadily improving throughout the year and last meeting saw quite a few newcomers. 1969 has not been noted for the numbers of GT's on the grid and their return towards the close of the season is very welcome. Another class which got off to a rather lame start but which has improved with each meeting has been the Formula Fords. Without doubt, the

*"... hordes of whom have been flooding over ..."*







*"... the acknowledged master ..."*

man of this class has been Gerry Birrell, but close on his tail has been Tom Walkinshaw. Gerry is racing today in the European Championship at Mondello Park and thus leaves his lead in the Kings Cup Championship somewhat vulnerable, but he has entrusted the driving of the Crossle to brother Graham (with strict instructions not to let that chap Walkinshaw into the lead!).

The name of Graham Birrell instantly brings to mind the big saloons, Graham being the acknowledged master in 1969. With the Hartley Whyte Championship safely tucked away under his belt, one would imagine he would be taking it easy today, but competition is being provided by, inter alia, Peter Hawthorne from the Deep South and Ronnie McCutcheon, the latter having just finished putting together an Escort with which to join the fray. Amongst the wee saloons no one person has really pulled away from the rest and it has very much been a case of the car which is on form on a particular day taking the honours. Race of the year in this capacity must be, however, the superb drive by Andy Barton in August when he pulled up from the rear of the grid to take Bill Borrowman at the hairpin on the last lap. Spectators at that meeting will remember that event as one which had all the elements of first-class motor racing.

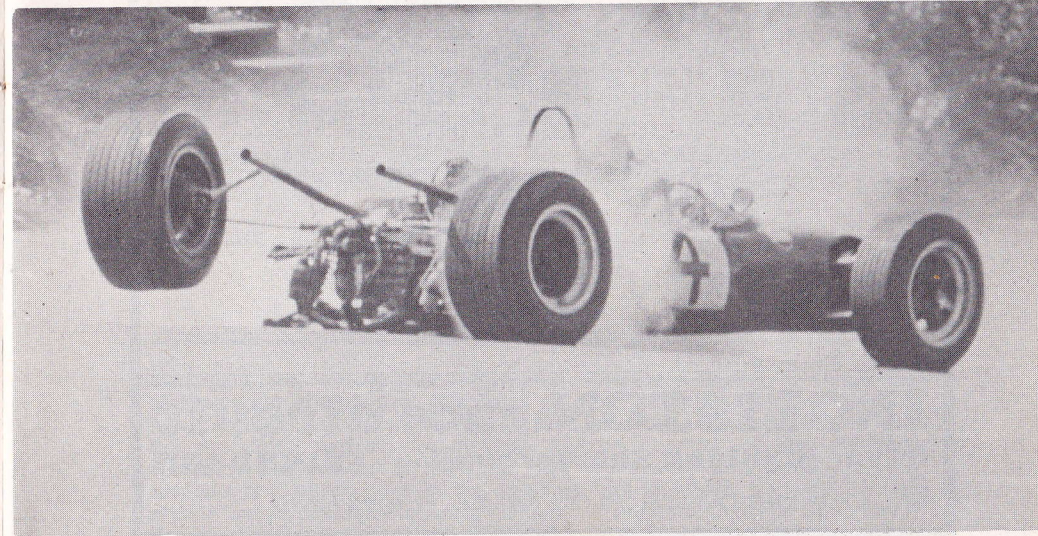
The main race in September was another which had spectators gripping their seats; while the lead did not change places from the drop of the flag, Andrew Fletcher provided the tension by creeping up on Willie Forbes in an attempt to give John Romanes a well-earned win for his Lotus 35. Unfortunately this was not to be and Andrew

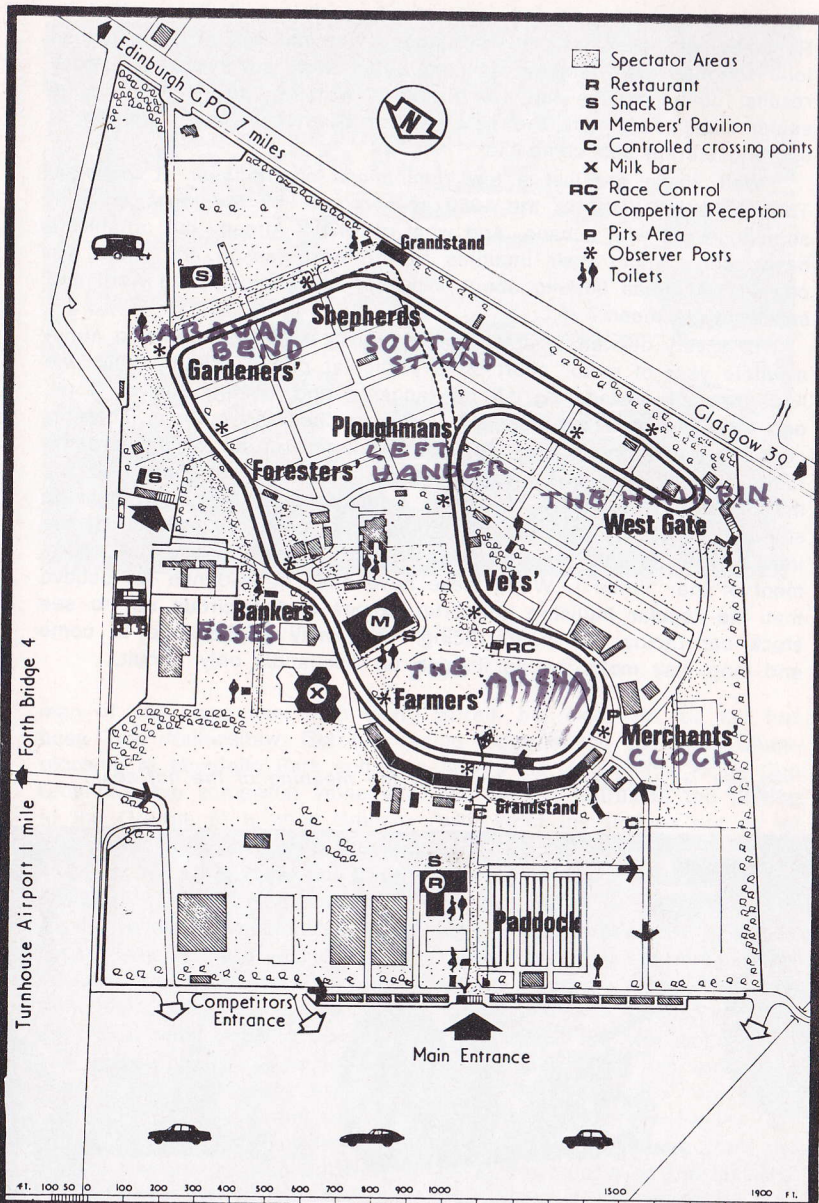
had to content himself with second place. It now looks as if John Romanes will never get that win since, a fortnight ago at Croft, a rose joint fatigued and sheared on the Lotus with somewhat disastrous results. John reckons the car to be a write-off, so another single-seater disappears from the lists. A sad chapter in the history of a sporting entrant and competitor.

Well, these are just a few ruminations on the year at Ingliston. Today sees the last of the 1969 season and, by the looks of it, it should go out with a bang. And what of 1970? Already the organisers have been turning their thoughts to the next season and there are one or two ideas floating about. Why not come along next April and see what we mean?

It is very difficult in a few pages to say what one wants to about a whole year of motor sport on a particular circuit—all the time one finds oneself meandering off on tangents and, at the end of it all, one discovers that one has only just scratched the surface. There is certainly no room here to go into details about all of the exciting races that we have seen over the past few months; suffice it to say that 1969 has definitely not been a disgrace to the high Ingliston standard. You may also notice that we have made no mention of the inevitable spills (although we have tried to convey to you the excitement of the "thrills"). While these have been in evidence we believe that the regular Ingliston supporter comes to the circuit not to see stock car racing but motor racing. Long may he continue to come and long may motor racing flourish on Scotland's only circuit.

*"Spills". Andy Goodfellow finds out the meaning of the hot seat!*





# INGLISTON race circuit

Royal Highland Showground ... EDINBURGH

LAP DISTANCE 1.03 MILES 1.651 KMS

IMC/80  
FEB. 1968

## INGLISTON LAP RECORDS

Circuit : 1.03 miles

### FORMULA LIBRE CARS

Over 1000cc :

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

Under 1000cc :

J. MILES (Lotus Holbay 41X) ..... 52.4 secs. 70.76 m.p.h.

### FORMULA FORD CARS

D. WALKER (Lotus 61)  
and G. H. BIRRELL (Crosle 16F) ..... 56.8 secs. 65.28 m.p.h.

### SPECIAL GT CARS

Over 1150cc :

J. MILES (Lotus 62) ..... 53.0 secs. 69.96 m.p.h.

Under 1150cc :

E. LABINJOH (Fisher GT) ..... 57.2 secs. 64.83 m.p.h.

### PRODUCTION SPORTS CARS

Under 1150cc :

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

Over 1150cc :

A. W. HUTCHINSON  
(Austin Healey Sprite) ..... 60.4 secs. 61.39 m.p.h.

### SALOON CARS

Over 1000cc :

G. B. BIRRELL (Twin Cam Escort) ..... 57.0 secs. 65.05 m.p.h.

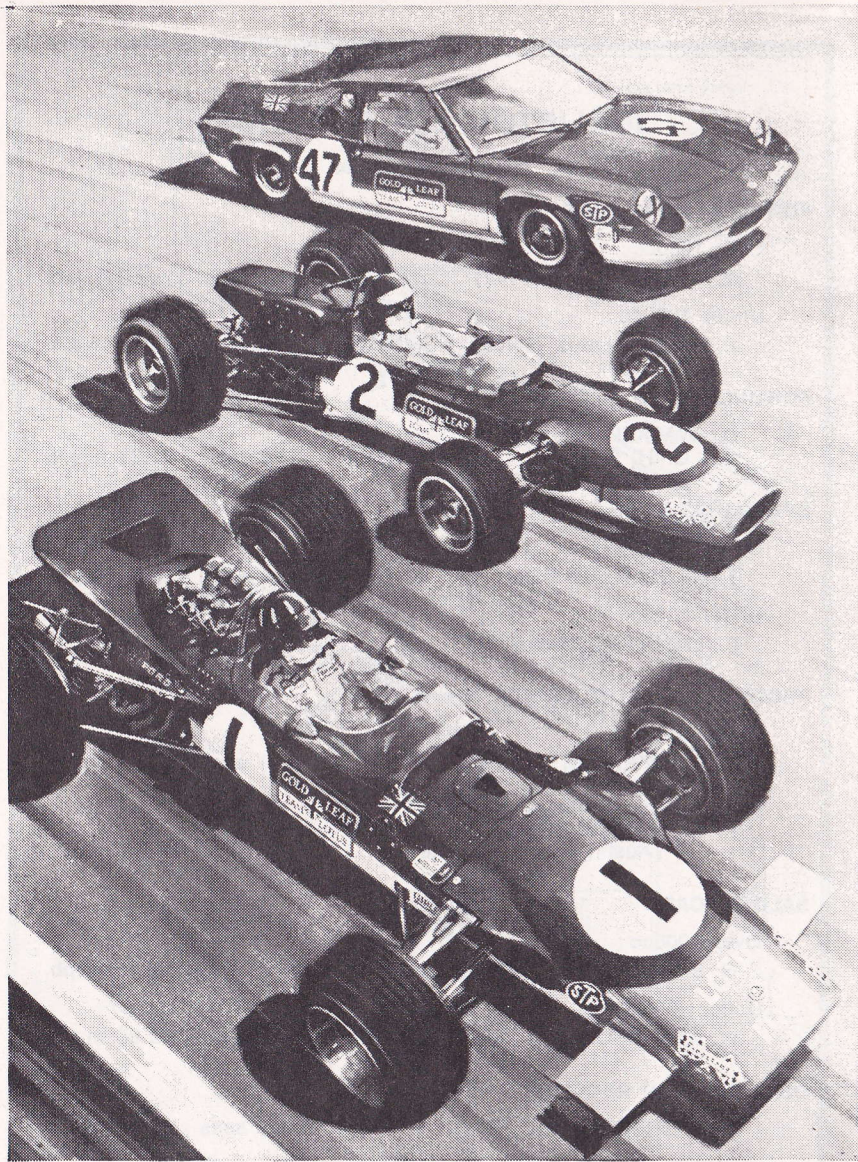
Under 1000cc :

W. A. BORROWMAN (Mini-Cooper S) ... 58.9 secs. 62.95 m.p.h.

### OUTRIGHT LAP RECORD

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

**WARNING TO THE PUBLIC.**—Car and Motorcycle Racing is dangerous and persons attending at this track do so entirely at their own risk. It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land, and the drivers and owners of the vehicles and passengers in the vehicles, are absolved from all liability arising out of accidents causing damage or personal injury to spectators, ticket holders or officials.



## GOLD LEAF TEAM LOTUS

Winners of the F1 World Manufacturers' Championship, 1968!

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PG 253

# PLAYERS GOLD LEAF COMPETITION

**WIN 500 CIGARETTES, A TANKARD, OR A COMPACT!**

How? The answer is simple, and entry is free. Merely:

VISIT the Players Gold Leaf Kiosk situated beside the Herdsman's Restaurant.

ESTIMATE the total ages of the Gold Leaf Personality Girls in the kiosk to the nearest year.

WIN a first prize of 500 cigarettes with prizes of a tankard and a lady's compact to the runners-up.

Enter the competition by putting your answer here:

years

and your name and address here:

.....

.....

.....

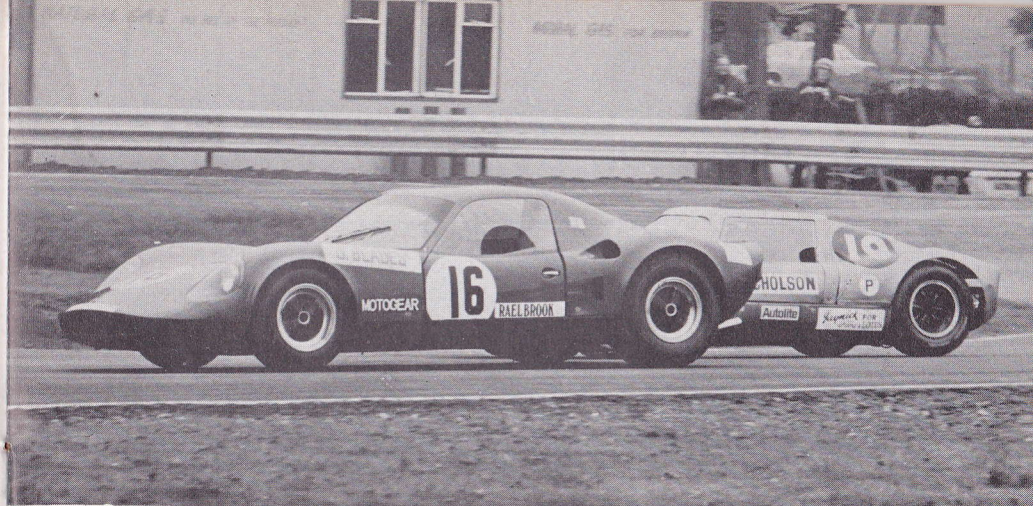
Now tear this page out, fold it, and put it in the box provided near the programme kiosk at the rear of the Grandstand. The first correct form drawn out of the box (the draw being held in front of the main Grandstand after the main race of the day, The Jock McBain Memorial Trophy Race) will receive 500 cigarettes; the second correct form drawn, a tankard; and the third correct form drawn will win a lady's compact. The decision of the Secretary to the Meeting shall be final on all matters arising out of this competition. No correspondence will be entered into. This competition is not open to Players employees, Scotcircuits officials, S.M.R.C. officials, etc., or the families of these persons

## "X K"

At the time of the draw for the Players Gold Leaf Competition about a dozen examples of X K's will be exhibited around the track. The X K Jaguar made its first appearance in 1940, when the original plan of Jaguar Cars was to construct only 200 alloy-bodied X K 120's for the public to try out the new 3.4 twin overhead camshaft engine. Drivers' acclaim and demand was so great that eventually a further 10,800 steel-bodied X K 120's, 140's and 150's were made until 1961, when the E type made its debut. A Scottish branch of the X K Register has been formed in Glasgow for X K owners and monthly meetings are held. Any further information can be had from X K owners here today or by contacting BOB KERR, Luss, Loch Lomond.



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of Scottish  
motor  
racing



## John Nicholson Trophy Championship

The John Nicholson Trophy is being presented, in memory of the late John Nicholson, to the driver of the best-placed special G.T. car running in the G.T. races at Ingliston in each of the two National British meetings. John, a regular and popular competitor at Ingliston, was respected throughout the British racing scene not only for his art on the track but also as a person. With his Jaynick G.T., John took the Sheila Whyte Tankard in 1968 from George Silverwood by a clear margin of six points but did not live to collect the Trophy at the Scottish Motor Racing Club's Annual Dinner-Dance. To keep his memory alive, friends have instituted The John Nicholson Trophy, the last round of which is being fought today.

### THE JOHN NICHOLSON TROPHY FOR SPECIAL G.T. CARS

	July	Oct.	Total
J. MILES/Lotus 62 .....	9		9
A. FLETCHER/Ford G.T.40 .....	6		6
E. LABINJOH/Fisher G.T. ....	4		4
J. MILNE/M.G. Midget .....	3		3



# The Ingliston Competition

So gratifying was the response to the first Ingliston Competition which was held in the September Programme that we felt we just had to give you another chance to exhibit your knowledge. A good crop of entries was harvested in the first competition, the first three correctly answered forms opened being from R. F. Lawson, Mrs. I. M. Wildman and Mr. Peter Porrett. These three Ingliston intellectuals have all received their free Grandstand Tickets and should be enjoying the view at today's Meeting. The answers which won them their prizes were:—

QUESTION	Answer
1. Who won the Hartley Whyte Saloon car championship in 1968 ?	W. L. MORRISON
2. What was the length of the old Ingliston circuit ?	0.76 miles
3. Who was the outright winner of the Production Sports Car Race at the August Race Meeting this year ?	MILES HOPPERTON
4. What does the yellow flag with red stripes signify ?	Oil
5. What is the maximum number of cars allowed to compete on the Ingliston circuit in any race ?	15

What was apparent from the first competition was that the questions were far too easy! Just about all of you got at least four of them correct (with the exception of one local "wag"). We have accordingly toughened the quiz up this month just to see how many of you really DO know your Ingliston facts and figures. If you think you do, then pull out the questionnaire and send the completed form (in an envelope marked "Ingliston Competition" in the top left-hand corner) to the Secretary of the Meeting, Scottish Motor Racing Club Ltd., National Bank Chambers, Duns, Berwickshire. The first three correctly answered forms examined will receive a voucher each which, when presented to the Scotcircuits Office at the beginning of 1970, will entitle each winner to two free Grandstand Tickets and a car park pass for the first Motor Race Meeting to be held at Ingliston in 1970.

Entries in the Ingliston Competition must be posted in time to reach National Bank Chambers not later than first post on Wednesday, 8th October, 1969, when entries will close.



So, out with your pens, start scratching those heads, and see whether you can answer the following questions:—

1. What does F I A stand for ? .....
2. What did Jenny Nadin change her name to ? .....
3. Who was the last Secretary to the Meeting at Ingliston ? .....
4. Why could the record credited to George Silverwood in the September Programme (gained in his drive in the August Meeting) not stand ? .....
5. What does the green flag mean ? .....
6. What car did Bernie Hunter drive at the start of the 1969 Season ? .....
7. How many flying Red Arrows were there in September ? .....
8. Who won the single-seater event in the Novices' Meeting held in March, 1969 ? .....
9. Who is the driver of car 64 in the photo. above ? .....

Well, how did YOU make out? If you think you have them all right, pop the questionnaire in an envelope, having first entered your name and address in the box provided below. If, however, you are a senior official at Ingliston, a competitor at the circuit, a member of either the Committee or Race Committee of the Scottish Motor Racing Club Ltd., a member of Scotcircuits Ltd., one of the staff of either of these bodies or of Messrs How & Blackhall, etc., then do not waste the money on a stamp since you are not eligible for prizes in the competition.

Entries will be judged by the Secretary to the Meeting, whose decision on all matters will be final. We regret that no correspondence will be entered into with regard to this competition.

Name .....

Address .....

.....

.....

# 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/-, Veal and Ham Pie with chips 5/3. Fresh Gammon or Ham with salad 6/6, Haddock and Chips (high teas only) 5/3; Apple Tart and fresh cream 1/6, Fruit Salad with fresh cream 2/6.

Hot drinks, pies and bridies and roll sandwiches are available at the Snack Bars situated in the Herdsman's Restaurant on the ground floor of the MacRobert Pavilion, in the East Gate Yard and in the area between Gardeners' and Shepherds' Corners. For "pinta people" the Scottish Milk Marketing Board sell milk drinks in their Milk Bar at the east end of the Grandstand. Cigarettes are on sale from the Players Kiosk situated behind the main Grandstand.

After the close of racing, Club Members may obtain 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.

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You may be surprised to know that something like 400 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 instructions.

★ ★ ★

Quite a lot of activity happens throughout the day and some of this may seem strange to the newcomer. All motor sport in Britain is strictly controlled by the Motor Sport Division of the R.A.C. and the controls are aimed at making the sport just as safe as is possible. Responsible for making sure that the meeting runs to schedule and runs according to the regulations is the Clerk of the Course, whom you will see driving round the circuit between races in a car carrying a white flag, checking that everything is in order for the next event. His "nerve-centre" is the Race Control Building in the Central Enclosure (the rather splendid glass box below the clock-mast), where he keeps in touch by telephone throughout the day with all the points around the circuit. The track is divided into sectors, each under the control of an Observer, and each equipped with a telephone. The Observer has with him a number of different marshals; some of these are responsible for keeping the track clear for racing and for undertaking rescue operations in the event of an accident, others for signalling to drivers by means of recognised flags to warn them of dangers or let them know that a car behind wishes to overtake.

★ ★ ★

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.

★ ★ ★

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 Shepherd's Grandstand, tickets are available at that stand. TICKETS FOR SHEPHERD'S GRANDSTAND HAVE BEEN REDUCED TO 6/-, so, if you do fancy that part of the circuit, why not cash in on this bargain?

## INGLTON LAP CONVERSION TABLE

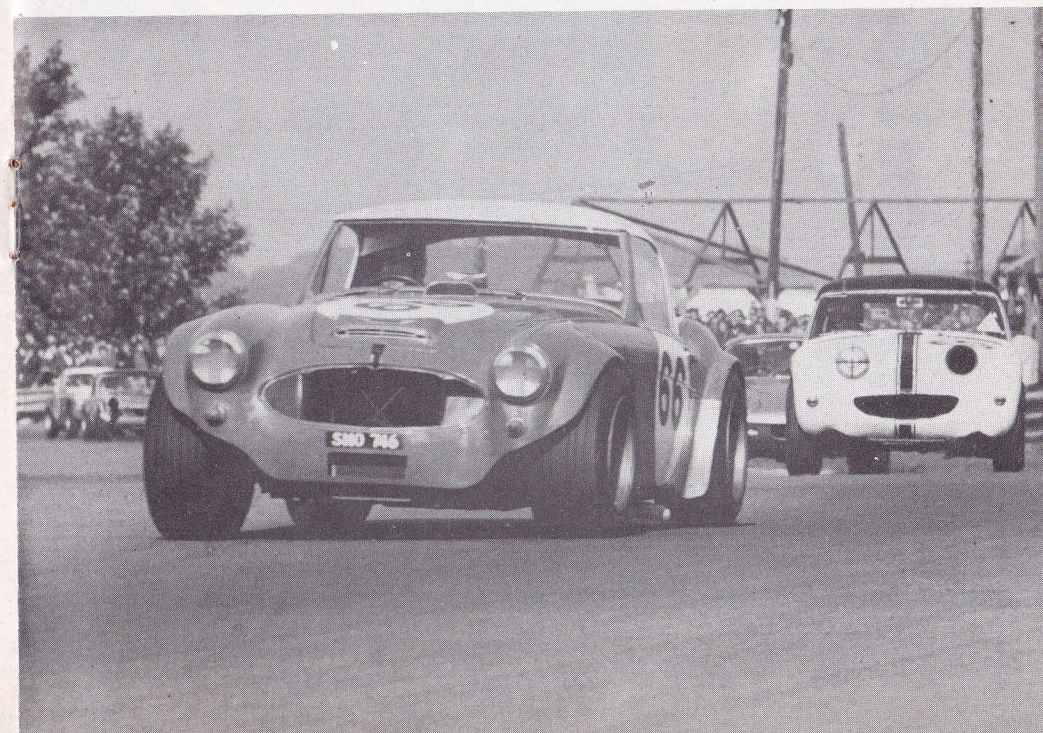
1 LAP = 1.03 Miles

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



*"Out, out, damned spurt . . ."*

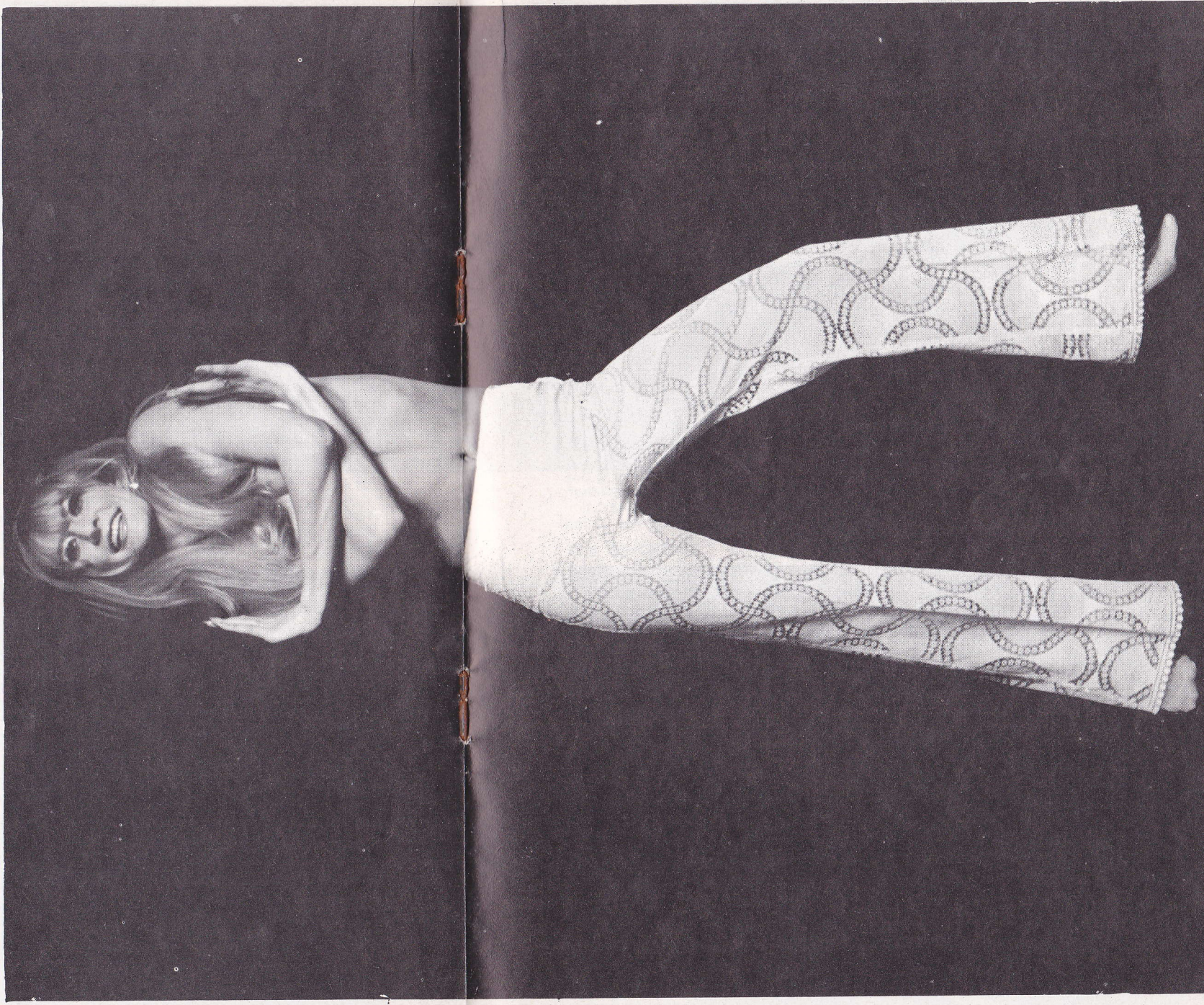
*"Gutt Gott."*



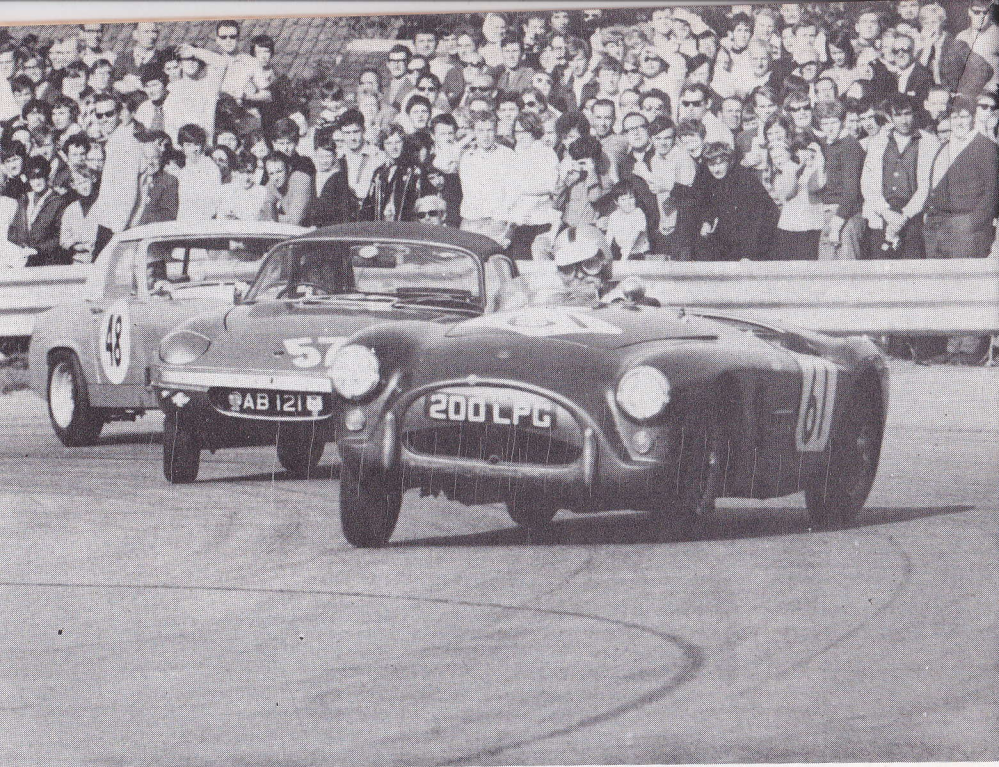
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*You puts your left wheel in . . .  
 . . . and you shakes it all about.*



## LOOP UP

### DEMONSTRATION OF INTERNATIONAL AEROBATICS

This demonstration will be given by James Black of the British International Aerobatics Group in a Zlin 526 Akrobat aircraft. It will consist of a sequence of aerobatic manoeuvres (loops, rolls, spins, etc.) both in normal flight and inverted of the kind that must be performed for international aerobatic contests.

This type of flying involves using the aeroplane to the limits of its performance and stresses as high as +6 and -3 'G' are imposed on pilot and machine during the course of the demonstration.

The important features to watch for in this display are the accuracy and precision of the performances of individual manoeuvres and the rhythm and flow of the sequence as a whole.

If, by misfortune, the cloudbase restricts the performance, the aerobatics will be simpler but nonetheless exciting to watch.

### The Aeroplane

The Zlin 526 Akrobat, built in Czechoslovakia, is a specialist machine for aerobatic competitions. It is owned and operated by members of the British International Aerobatics Group whose aim is to provide training facilities for pilots practising for and taking part in such events as the World Aerobatic Championships. This aeroplane was flown in the 5th World Aerobatic Championships in Magdeburg, East Germany, in 1968, and three weeks ago, in the French International Competition.

The Zlin 526 is powered by a six-cylinder Walter Minor 6 III engine which produces 160 bhp. The propeller is a two-bladed autonomous unit, which automatically adjusts the angle of the blades depending upon the speed of the aeroplane. This means that the power of the engine is used most efficiently whatever the speed or altitude of the aeroplane. The engine operates equally well the right way up or inverted; this is essential for top-class aerobatics. The retractable main under-carriage is electrically operated.

### The Pilot

James Black works for Shell-Mex and B.P. Ltd., and only flies at weekends. He was a member of the British Aerobatic Team for the last two World Championships and British Judge at the Leon Biancotto Trophy in France in 1967. He spends all his spare time on competition aerobatics, either flying or helping in the administration of the training programme. He is a member of the Competitions Committee of the Royal Aero Club and lives in Harpenden, Hertfordshire. In the most recent international contest at Dax, in France, he was placed fourth and finished in a higher position than any other Western European pilot.



EVENT 1

2.30 P.M.

## SPECIAL SALOON CARS

HEAT 1 — 10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
44	A. FLEMING/W. Shepherd	Mini Cooper 'S'	999
69	A. BARTON	Mini Cooper 'S'	999
	W. BORROWMAN/Sportstune		
	Moir & Baxter Ltd.	Mini Cooper 'S'	1000
73	K. ROBERTSON	Thistle Mini	997
75	T. TWAITES/H. & G.		
	Robinson Racing	Honda N600	599
76	R. D. WYLIE	Mini Cooper 'S'	999
77	W. L. MORRISON	Singer Chamois	998
78	S. A. BELL/		
	Bell's Motor Repairs	Mini Cooper 'S'	999
79	M. B. WOOD	Mini Cooper	998
80	K. ALLEN	Mini Cooper	998
81	A. ORMISTON	Mini Cooper 'S'	997
82	J. E. HOWDEN	Singer Chamois	998
83	R. J. S. HAINING	Hillman Imp	998
84	J. SIME	Mini Cooper 'S'	999
85	E. PATTERSON	Colvend Mini	850

1st (£20) 6.9... 2nd (£12) 8.2... 3rd (£8) 8.4...

4th (£6) 4.4 5th (£4) ..... Fastest Lap 6.9 — 5.9 secs. 62.83

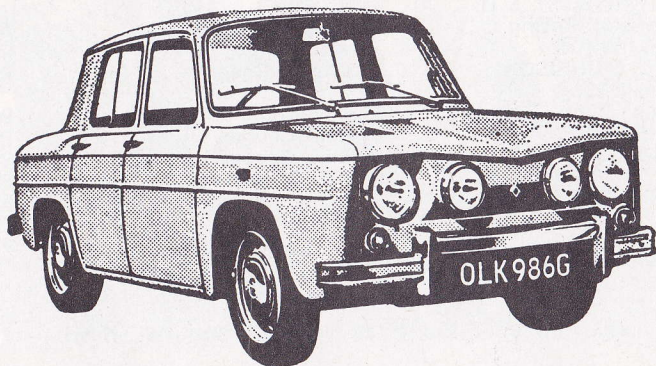


The small saloon car class at Ingliston has provided some of the most exciting saloon racing this season. Today should be no exception for all the regulars have returned to the circuit, including Logan Morrison, who is only just back from holiday. Logan, who was last year's "Mr. Saloon", had hoped not to have to dash back to the circuit and had arranged to let Andrew Cowan drive his Chamois. At the last minute, however, Andrew was whisked off to Australia and Logan, who just cannot bear to think of his car standing idle, decided there was nothing for it but to struggle back into harness.

Against him, Logan has a challenge from the "Imps" of Bob Haining and Jim Howden, both regular competitors at the circuit. Also having another crack is the mini-Honda, this time with Trevor Twaites at the wheel. H. & G. Robinson report a tremendous break-through with the development of this car, and if all the required parts come to hand in time, they are hoping to produce 90 B.H.P. from the diminutive saloon this afternoon (which is equivalent, we are told, to 100 B.H.P. from a 1-litre Cooper). On paper, the Hondas have always looked outclassed but, as we have seen from the S800, in practice they tend to make the "paper pundits" look more than a little silly. Perhaps today will be the Honda's day.

Today should also see a resumption of the Barton-Borrowman battle, the earlier rounds of which have had the crowds really excited. Last time out both cars ended up out of the honours, but today should see them really trying on their last Scottish outing. Al Fleming will also be trying to set the heather on fire with the ex-John Gott Mini.

# IT'S MUSTARD...



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## *THE FRASER TROPHY RACE*

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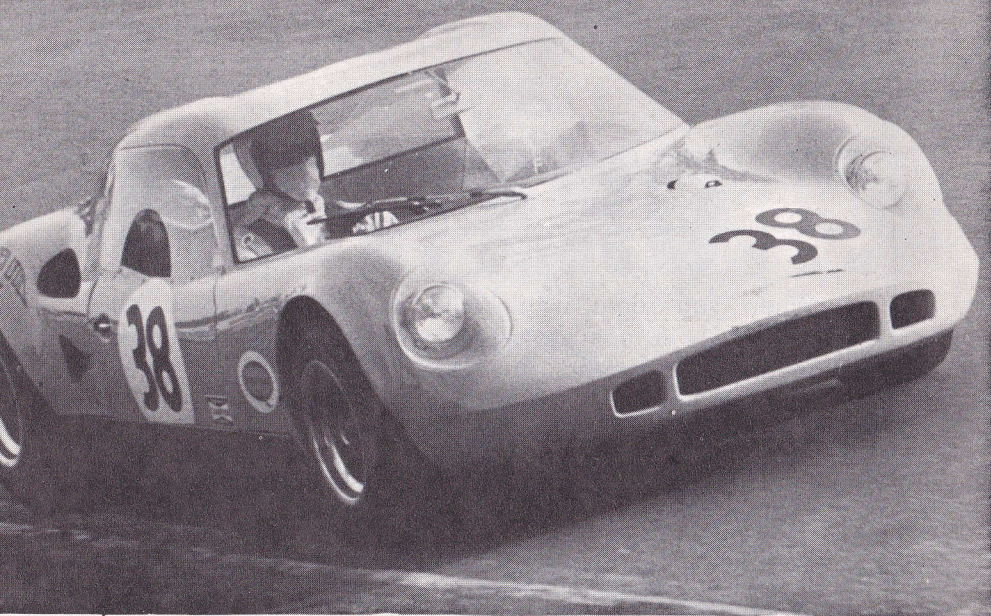
Remember, too, that at Wylie & Lochhead, you have the advantage of seeing a most comprehensive selection of new and used cars in three conveniently-situated showrooms in Glasgow—Berkeley Street, Sauchiehall Street and Byres Road.

Skilled mechanics, under expert supervision, will take a personal interest in your car. All forms of coach repairs and modifications are carried out in Wylie & Lochhead's own premises, and estimates will be given promptly, without obligation.

If you wish, Wylie & Lochhead will arrange insurance for your car at the time of purchase.

Wylie & Lochhead have all types of the accessories you need—they are available at the shop within the Berkeley Street showroom.

When you're thinking of cars, think of Wylie & Lochhead . . . the organisation that is backed by many years of satisfied customers.



After a very poor start to the season at Ingliston with G.T. fields, this last meeting sees as good an entry as we're ever likely to come across. Heading the list are, of course, the two Team Lotus cars of John Miles, the present lap record holder and obvious favourite for today's race, and team-mate Brian Muir, who didn't find things quite so straightforward at his last visit to Ingliston in July. Team Lotus are not going to have a straight run home, however, for Nigel Morrison will be itching to take the one point back from George Silverwood that he needs to clinch the Sheila Whyte Tankard Championship. With two wins to his credit and a much more powerful car, Nigel must now be the tipped man for the trophy but, as we have often seen, anything can happen in motor racing.

George Silverwood, on the other hand, has richly deserved his high placing in the Championship; second to the late John Nicholson last year in the Sheila Whyte, George has been a consistent supporter of the circuit and always an extremely hard man to beat. His tussles with Eddie Labinjoh during the latter part of the 1969 season have provided some of the brighter moments of a rather quieter G.T. season.

Man to watch, however, may well be Peter Kaye, whose Chevron B.R.M. burnt up the track in September. At his first visit to the circuit Peter put in some pretty fast times and, now that he knows his way around a bit better, he becomes a potential Lotus eater. And talking of Lotus, the Europa that John Calvert is driving in is, in fact, the old John Miles car (and is, to anyone with £1,950 to spare, for sale): let's hope that John C finds it performing more reliably today than it did last time out.

With so many Chevrons about, spectators may be interested to see the very first built—a B1 Clubman which is being driven by Geoff Temple. Another newcomer to the circuit this season is the present leader of the British Women Racing Drivers Trophy, Jenny Dell, who provides the glamour in the G.T. event. Any guesses as to Jimmy McInnes' comments if she ends up on the back row of the "stalls" at the start!

## THE FRASER TROPHY RACE FOR SPECIAL G.T. CARS

20 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
UP TO 1150cc			
48	G. TEMPLE	Chevron B1	999
<del>49</del>	W. N. A. DRYDEN/ H. & G. Robinson Racing	Honda S800	874
50	J. DELL/Uxbridge Tyres	Diva 10F	997
51	E. BLACKADDER	Nathan GT	998
<del>52</del>	G. SILVERWOOD/ D. B. Sinfield	Mercury G.T.	1148
53	E. LABINJOH/J. Fisher	Fisher GT	1100

1st (£25) 5.3 2nd (£15) ..... 3rd (£10) .....

*EQUAL RECORD*

Fastest Lap ..... — ..... secs.

## OVER 1150cc

24	P. HUMBLE/M. Blackie	Chevron BMW	1991
<u>3</u> 38	N. MORRISON	Chevron BMW	1991
39	F. P. KAYE	Chevron BRM	1998
40	J. S. CALVERT	Lotus Europa	1598
<u>1</u> 41	J. MILES/Gold Leaf Team Lotus	Lotus 62	1996
<u>2</u> 42	<del>B. MUIR</del> /Gold Leaf Team Lotus <i>BIKE</i>	Lotus 62	1996
43	J. MILNE/W. Shepherd	M.G. Midget	1293
45	D. FARNELL	Chevron BMW	1991

*U40 RECORD* 1st (£25) 4.1 2nd (£15) 4.2 3rd (£10) 4.5

*52.2 mph - 71.03 mph*

4th (£5) 4.0 Fastest Lap 4.1 — 5.2.2 secs. 71.03 mph

### "SHEILA WHYTE TANKARD" CHAMPIONSHIP

DRIVER—Car	Apr.	May	July	Aug.	Sept.	Oct.	Four	Best
G. SILVERWOOD/Mercury G.T.	6	9	—	—	4	—	19	
N. MORRISON/Chevron G.T.	9	—	—	—	9	—	18	
J. MILNE/M.G. Midget	4	6	3	4	—	—	17	
E. LABINJOH/Fisher G.T.	—	—	4	9	3	—	16	
J. MILES/Lotus 62	—	—	9	—	—	—	16	<u>9</u>
A. SOUTER/Lotus Elan	—	—	—	6	1	—	7	
F. P. KAYE/Chevron B.R.M.	—	—	—	—	6	—	6	
A. FLETCHER/Ford G.T.40	—	—	6	—	—	—	6	
J. MACKIE/Marcos	—	4	—	—	—	—	4	
A. POOLE/M.G. Midget	—	—	—	3	—	—	3	
E. BLACKADDER/Nathan G.T.	—	—	—	—	2	—	2	

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

Look out today  
for Wylie's sponsored

# escort

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Contender at  
Ingliston



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Main FORD Dealers

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



## WYLIES OF GLASGOW

---

One of Scotland's oldest and largest Ford Car and Truck Main Dealerships, Wylie's, last year started to take an interest in motor sport.

Ingliston at that time was sadly lacking a competitive Ford Saloon racing car and it was in this direction that Ian and Dan Carlaw, Wylie's Directors, decided to go.

Most of the persuasion came from Graham Birrell, who had been approached by Ford Motor Company to drive an Escort in Scotland.

An Escort G.T. was bought at "the right price" from Ford and converted to a racing twin cam.

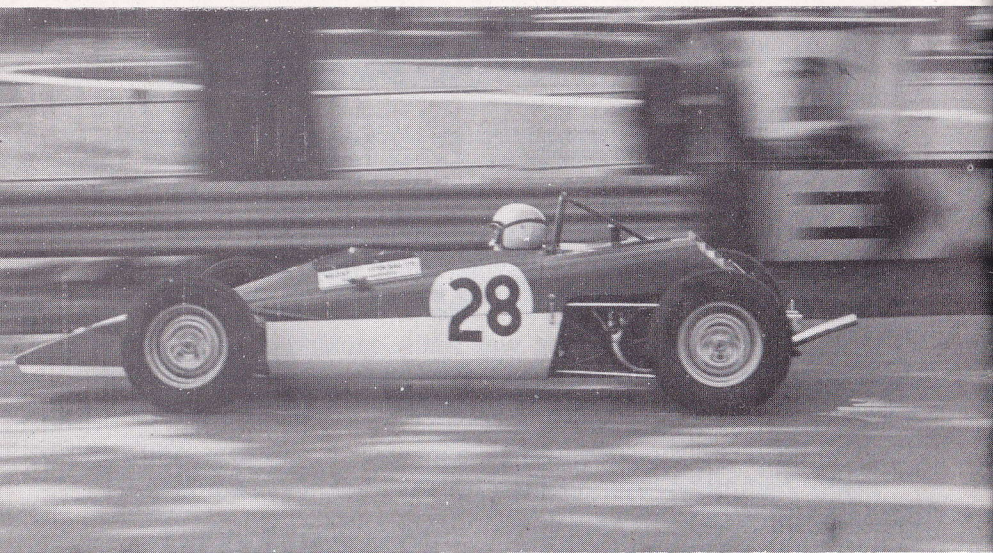
In the 1968 season the car was reasonably successful and Wylie's decided to open their own race tuning department under Jeff Wilson.

The Escort was totally rebuilt for 1969, a new engine, suspension, rebuilt body, etc., and it is now one of the most successful saloon cars racing in Britain with a list of wins even longer than Graham Birrell's hair.

Wylie's have now sufficient equipment and staff for testing and diagnosis to handle almost any type of specialised tuning and development. This has been proved by the consistent reliability of the Escort during this season's racing.

Further expansion is planned for this year and facilities are being constantly improved, which include a new flow line service system and a very sophisticated electronic dynamometer.

Today, Wylie's interest in motor sport includes not only their Escort, being driven this afternoon by Graham Birrell's wife, Jenny (née Nadin), but also the Formula Ford event which is being sponsored by Wylie's. Let us hope that the firm's association with Ingliston and the sport will continue to flourish and expand.



As spectators will have gathered by now, today is Championship day at Ingliston. Foremost amongst these must surely be the potentially explosive position in the Kings Cup Formula Ford Championship. Presently leading is, of course, the man who has dominated the Fords at Ingliston this year—Gerry Birrell. With three wins to his credit, Gerry has been concentrating recently on the European F.F. Championship, leaving number two man, Tom Walkinshaw, to start gobbling up the gap. At the last meeting the Birrell faction (in the person of brother Graham) found its feet going all cold and numb and, rather than risk the chance of heating them up again rather unpleasantly, Graham brought the car back into the pits, where he entertained everyone with an impromptu jig. With soggy foot Birrell out of the way, Tom Walkinshaw streaked home to put himself six points behind Gerry in the Championship.

Equipe Centro Scot have apparently been having their fuel spilling troubles recently and this could again jeopardise the Birrell chances today. Graham will be determined to take the chequered flag to make quite sure that brother Gerry will take home the lolly but, what with the Crossle having had its troubles and Tom being on the warpath, things could be very exciting indeed. Tom needs a win today to give him the Championship and he is not one to pass the chance by without a struggle.

Stirring things up, however, just to make sure that the above two don't have it all their own ways, will be Martin Blackie in the Mistrale, Bernie Hunter and Brian Squires in the Merlyns, and Ted Clarke and Dave Manners in the Lotuses. Dark horses include Australian State Karting Champion Vern Schuppan, with the ex-Peter Wagstaff Alexis Mk.14, and the other Alexis man, Terry Horrocks from Preston. Perhaps the most interesting development of the day to Ingliston regulars is the sight of ex-saloon man Neil Ginn, in a split-new Lotus Holbay 61E. Neil started the season off this year in an 850 Formula Mini 7 but has now graduated to the single-seaters. Set up and prepared by Jim Russell's Racing Drivers School down there in Norfolk, this Lotus should be pretty hard to catch this afternoon. It'll certainly be interesting to see how Neil handles the car on its first outing on the Scottish circuit.

## THE WYLIE'S TROPHY RACE

FOR FORMULA FORD CARS

15 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
10-22	B. K. HARRISON	Vixen F4	875
23	M. BLACKIE	Pringett Mistrale	1600
13-25	D. BIRRELL/J. T. E. Martin	Djerid F4	875
1-26	T. WALKINSHAW	Hawke DL 2	1600
27	M. HARVEY/T. Walkinshaw	Hawke DL 1	1600
5-28	V. SCHUPPAN	Mk 14 Alexis	1600
4-29	B. HUNTER	Merlyn 11A	1600
12-30	N. R. GINN	Lotus 61E	1600
3-31	E. J. CLARK	Lotus 51	1600
7-32	D. B. SQUIRES	Merlyn 11A	1600
8-33	J. GEMMELL	Lotus 51 A	1600
11-34	T. HORROCKS	Alexis Mk 14	1600
2-35	G. B. BIRRELL/ Equipe Centro Scot	Crossle 16 F	1600
9-36	D. G. MANNERS	Lotus 51	1600
6-37	J. VEITCH/T. Walkinshaw	Hawke DL 2	1600

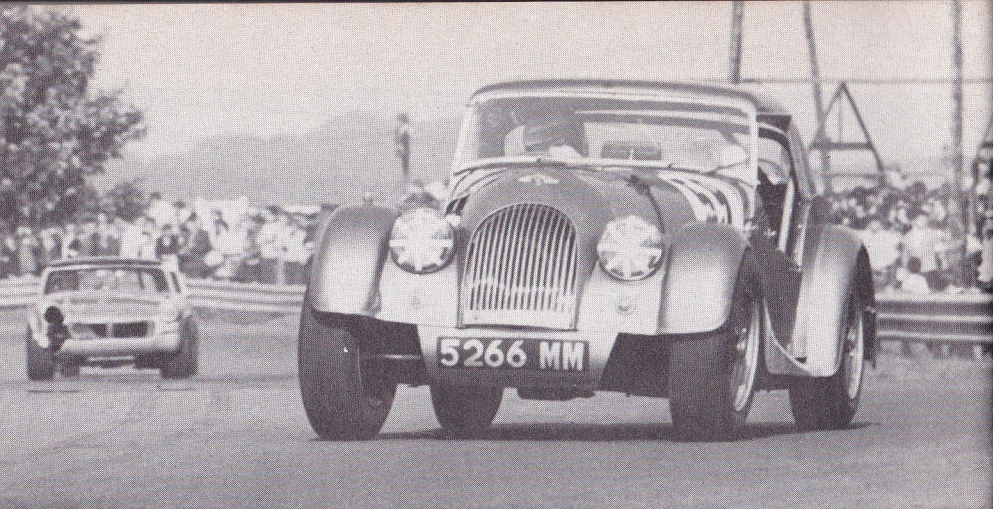
1st (£25) ... 26 ... 2nd (£15) ... 31 ... 3rd (£10) ... 29 ...

4th (£5) ... 28 ... Fastest Lap 26/29 — 5.7 ... secs. 05.05

### KINGS CUP FORMULA FORD CHAMPIONSHIP

DRIVER/Car	Apr.	May	July	Aug.	Sept.	Oct.	Four	Best
G. H. BIRRELL/Crossle	—	9	9	9	—	—	—	27
T. WALKINSHAW/Hawke	—	—	6	6	9	9	4	21.30
B. HUNTER/Merlyn	4	6	—	4	4	—	—	18.22
D. MANNERS/Lotus	6	4	4	—	3	—	—	17
D. B. SQUIRES/Merlyn	—	—	3	3	6	—	—	12
D. WALKER/Lotus	9	—	—	—	—	—	—	9
M. HARNNESS/Lotus	3	—	—	—	—	—	—	3
R. PITHERS/Lotus	—	—	2	—	1	—	—	3
T. D. PHILIP/Brabham	—	3	—	—	—	—	—	3
G. B. BIRRELL/Crossle	2	—	—	—	—	—	—	2
J. GEMMELL/Lotus	1	—	1	—	—	—	—	2
T. ROBERTS/Hawke	—	—	—	2	—	—	—	2
M. BLACKIE/Pringett Mistrale	—	—	—	—	2	—	—	2
P. McGARRITY/Merlyn	—	—	—	1	—	—	—	1

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



*With the X K 120's on display, we thought this was one classic sight that needed recording.*

## *Sponsoring a race at Ingliston*

Many business concerns have recently become increasingly aware of the advantages which can be obtained through the medium of an advertising policy linked to motor sport. Motor sport has become the second biggest spectator sport in the British Isles and several organisations have not been slow to recognise the potentiality inherent therein. The obvious example is Gold Leaf, whose backing of Team Lotus is internationally renowned. But motor sport as an advertising medium need not be confined to the commercial giants: here, at Ingliston, such diversified concerns as S.M.T., Auto Auctions Ltd., Scotbeef Ltd., Eadie Cairns, McInnes Textiles Ltd., and the House of Fraser have all discovered that sponsoring a race can make sense for them too.

What is involved in sponsoring a race? Obviously the race chosen, whether it be one of the saloon car races, the formula Ford race, the G.T. race or the production sports car event, will be known as "The . . . . . Trophy Race", thus ensuring that the concern's association with the sport is communicated to the spectators at Ingliston. And, with a crowd attendance of between 7,000-15,000 people, that's a lot of advertising. A free page of advertising is also given in the official programme with further background information about the sponsor being given in a page of editorial. The sponsored race will also be shown in the programme and referred to by the commentator, and it is often the case that the sponsor's name finds its way into the National and Motoring Press when the race meetings are covered. Just to drum the message home, a free banner site is also supplied at the circuit. And, if the meeting is televised, who knows what the impact might be?

The creature comforts of the individual sponsors are not forgotten either. Scotcircuits Ltd. supply a suitably engraved tankard for presentation to the winner of the chosen event and all that the sponsor himself has to do is think up some nice things to say about himself in the programme and then, after lunch with Scotcircuit officials in the McRobert Pavilion, recline in comfort on the six free grandstand seats made available.

If you are interested in sponsoring a race at Ingliston, or even sponsoring the Race Meeting itself, why not drop a note to SCOT-CIRCUITS LTD., National Bank Chambers, Duns, Berwickshire? Motor racing is big business—why not make it yours?

## DARVEL LACE TROPHY RACE

Sponsored by McINNES TEXTILES LTD., of Darvel, Ayrshire

---

Lace, which had come to be regarded as synonymous with old-fashioned, has regained its aura of chic and, thanks to the use now being made of entirely new fibres, new markets are opening up throughout the world.

The resurgence of lace in the fashion and furnishings trade owes its impetus to the enterprise of the Darvel firm, McInnes Textiles Ltd., which, up until six years ago, devoted itself to the manufacture of lace curtains for which the Ayrshire town—birthplace of Sir Alexander Fleming, the discoverer of penicillin—is famed.

McInnes Textiles Ltd., under their Managing Director, Mr. James McInnes, manufacture upwards of 12,000 square yards of lace per day, which is used for the manufacture of blouses, dresses, trouser suits and coats. The company also produce modern bedspreads, shawls, pram and cot covers, and, at the moment confined to the American market, a beautiful range of two-colour curtain fabrics.

Jim McInnes is well known in motor sport circles, having raced at Charterhall and other Scottish circuits in the late fifties and early sixties, and having been Scottish Rally Champion a few years back.

Today, he is your race commentator, having flown in yesterday from a sales trip to the U.S.A.



The big saloons today should provide one of the most exciting races that we have seen in this class in 1969. Although Wylie's have entered their devastating Escort, the driver's seat is being taken by one J. Birrell. This is none other than your actual Jenny Nadin, but we thought it just wouldn't be right not to have a Birrell in the Escort's wheel. And so did Jenny, obviously! Providing the competition this afternoon will be a gaggle of really fast 1300 Minis. From the Deep South comes Peter Hawthorne, who is supremely confident that he can teach Ford a thing or two. Peter was giving Graham a pretty to renew acquaintances with the Escort. Saloon car champion Alec Poole was also booked to come over from Ireland and stir things up today but, unfortunately, his 1300 Mini was set on fire a week ago while still on its trailer and not even, as he put in, "in the occupied zone." A great shame this, since Alec is one man who could really stir things with the Escort: let us hope he will be able to make it "over the puddle" in 1970.

From the local front come many of the well-kent names in this class. Leading is, of course, Jimmy Veitch, who, although incapable now of catching Graham in the Hartley Whyte Championship, has nevertheless been creeping closer and closer to the Escort's bumper as the season progressed. Indeed, a fortnight ago, Jimmy was the second fastest car overall at the Doune Hillclimb. Jimmy should really have some fun this afternoon teaching some of the 'new boys' how to find their way round the track. And just by way of variety, Jimmy may well have the chance of joining the single-seaters—Tom Walkinshaw has hopes of having a Hawke available for him in the Formula Ford race. Another "local", Ronnie McCutcheon, has braved the gales to come along from Wigtown, bringing with him a new Escort—could this be a 1970 challenge for the Wylie's car? Regular Eric Smith has also been getting faster and faster as the year has gone by and perhaps today will be his day.

Who knows?—with the Hartley Whyte Championship buttoned securely up in Graham Birrell's pocket, it could just be poetic justice that today could see the finest big saloon race at Ingliston for ages. We certainly think so on the form of the entrants.

EVENT 4

4.0 P.M.

SPECIAL SALOON CARS

THE DARVEL LACE TROPHY RACE

FOR SPECIAL SALOONS OVER 1000 C.C.

HEAT 2 — 10 LAPS

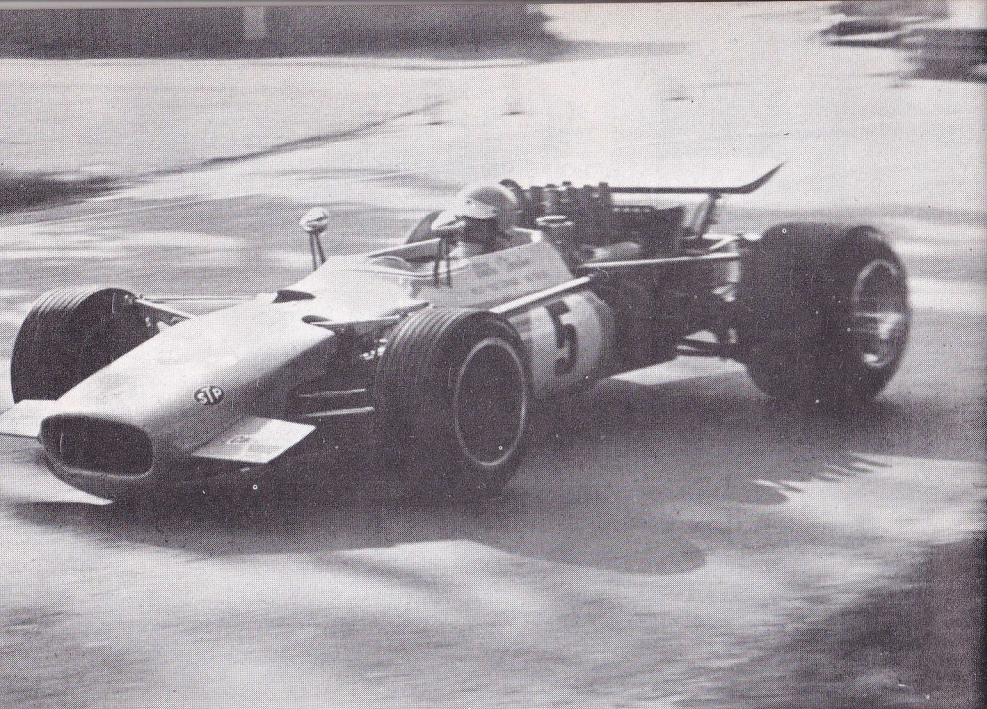
Car No.	DRIVER/Entrant	Make/Model of Car	cc
2	57 P. HAWTHORNE	Mini Cooper	1300
5	58 E. M. SMITH	Mini Cooper 'S'	1293
	59 R. F. MORRISON	Mini Cooper	1275
	60 J. DRYDEN	Mini Cooper 'S'	1293
8	61 A. BARRETT	Mini Cooper 'S'	1293
	62 G. TODD/Pinkie Mains Farm	Mini Cooper 'S'	1293
11	63 W. ALLISON	Mini Cooper 'S'	1293
4	64 J. BIRRELL/Wylie's of Glasgow	Ford Escort T.C.	1852
7	65 L. EMSLIE	Mini Cooper 'S'	1293
10	66 R. D. McCUTCHEON	Ford Escort T.C.	1598
1	67 J. VEITCH	Mini Cooper 'S'	1320
6	68 F. GUNN/A. Barton	Mini Cooper 'S'	1275
3	70 W. BORROWMAN/Sportstune Moir & Baxter Ltd.	Mini Cooper 'S'	1293
9	72 K. ROBERTSON	Thistle Mini	1293
	78 S.A. BELL	MINI COOPER	999

1st (£20) ... 5.7... 2nd (£12) ... 6.7... 3rd (£8) ... 6.4...

4th (£6) ..7.8..... 5th (£4) ..6.5..... Fastest Lap 6.7... — 45.4secs. 63.4 mph







Today's Formula Libre race sees a situation where the Callands Championship is wide open. Possibly the favourite for the honours now must be Willie Forbes, who needs only to finish in the first five to beat Dave Berry's leading total of 24 points. No one knows when mechanical troubles will plague, though, and the Aberdonian has left things just a wee bit tight this season. Dave Berry also has the chance to improve on his score and the odd point or two onto the leading total could give Willie a run for his money—especially with Gold Leaf Team Lotus on hand to keep him on his toes.

Another man who is hanging on just behind the leaders, although with a much less powerful car, is Ronnie Mackay from Thurso with his Brabham BT21B. Ronnie has 19 points and could just conceivably scrape his way into the lead; this is, however, most unlikely having regard to this afternoon's competition and the fact that Ronnie's Brabham is not handling the way it should (the pilot having recently bent the chassis somewhat). Also with 19 points in the Championship is Mr. Ingliston himself, GB (seriously, Graham, no offence meant). Ecurie Ecosse have not entered the battle at this meeting, however, and Graham faces the possibility of dropping behind Ronnie MacKay.

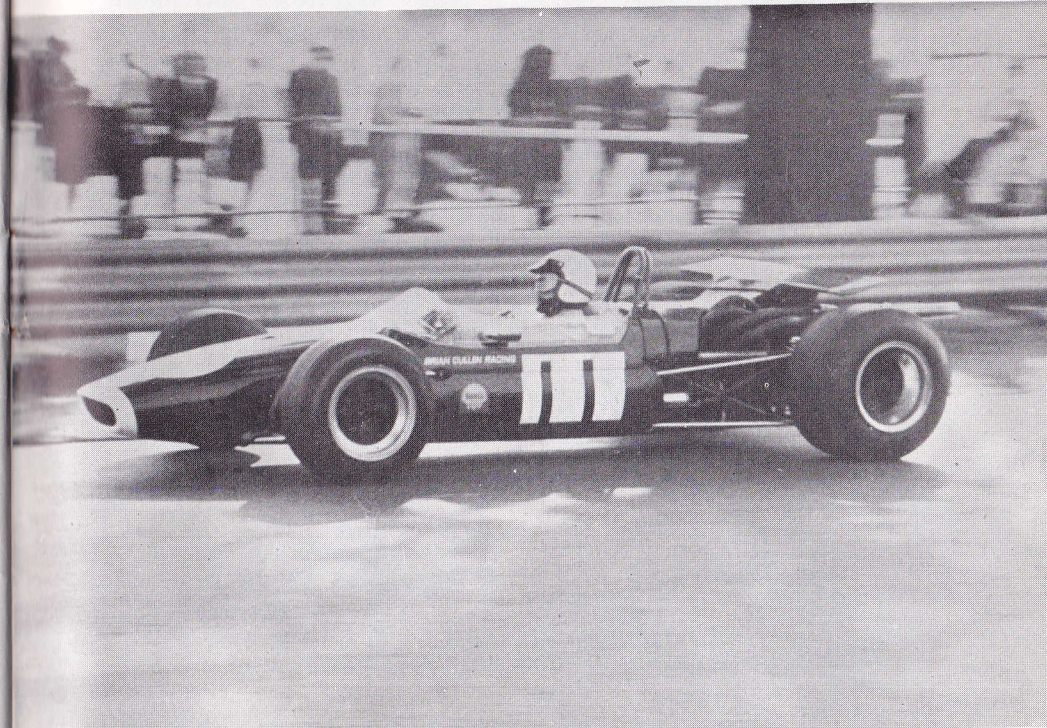
THE man to feel sorry for, however, is John Romanes, whose Lotus 35 came to grief at Croft some weeks ago. Apparently a rose joint fatigued, with somewhat disastrous results (Andy Fletcher being lucky to escape injury). The Lotus was pretty well a write-off—a crying shame now that it had really begun to move recently.

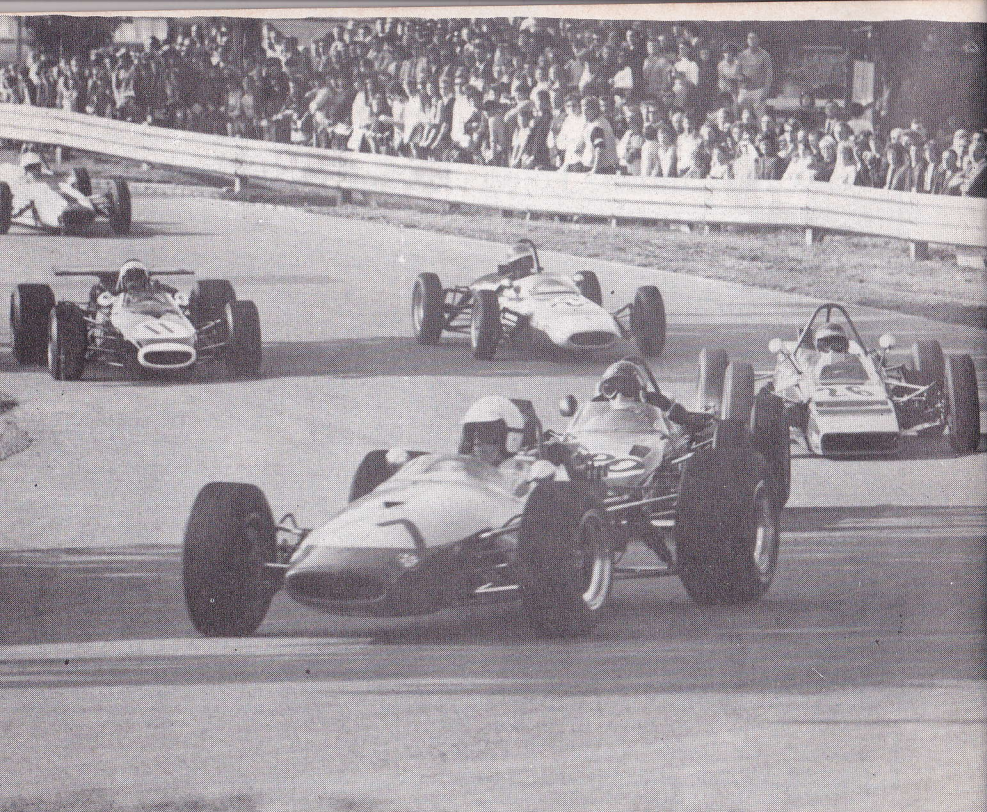
The interest today must surely come from the almost inevitable battle between the two works Loti and the giant Lola. While the Formula 5000 car has all the horses, the Team Lotus machines will be immaculately turned out and really fierce competition on the twisty circuit. Willie must have an advantage in knowing his way around Ingliston, but this could be short-lived as Roy Pike and Mo Nunn get the feel of the track. Both Roy and Mo have won far too many races to let a strange track worry them for too long—in fact, the writer's fancy for the chequered flag would be one of the Team Lotus cars,

### CALLANDS TROPHY FORMULA LIBRE CHAMPIONSHIP

DRIVER/Car	Apr.	May	July	Aug.	Sept.	Oct.	Four	Best
D. BERRY/Brabham	1	8	8	7	—	—	—	24
W. FORBES/Lola	11	—	—	—	10	5	—	21-26
G. B. BIRRELL/Brabham	8	—	11	—	—	—	—	19
R. MACKAY/Brabham	5	11	—	—	3	—	—	19
A. FLETCHER/Lotus	—	—	6	—	7	—	—	13
A. CHARNELL/Lola	4	5	3	—	—	—	—	12
T. REID/Brabham	—	—	—	10	—	—	—	10-20
R. SCOTT/Brabham	6	—	—	—	4	—	—	10-17
J. MILLAR/Brabham	—	6	—	—	2	—	—	8
B. CULLEN/Brabham	—	—	—	—	5	—	—	5
J. POLLOCK/Lotus	—	—	—	5	—	—	—	5
W. MITCHELL/Brabham	—	—	5	—	—	—	—	5
A. C. GOODFELLOW/Fireball	1	4	—	—	—	—	—	5
I. STIRLING/Lola	—	1	—	4	—	—	—	5
M. CAMPBELL/Titan	—	—	4	—	—	—	—	4
W. N. A. DRYDEN/Lotus	3	—	—	—	—	—	—	3
Mrs. A. MICKEL/Brabham	—	3	—	—	—	—	—	3
N. FOULDS/BRABHAM	—	—	1	—	—	—	—	1

1 for finishing in each race plus 1st—9; 2nd—6; 3rd—4; 4th—3; 5th—2; 6th—1 : best four to count.





but perhaps I am underestimating Willie Forbes' track skill. The battle should certainly be entertaining!

Dicing with the Formula 3 Lotuses we can also expect to see the two Paul Waston entered cars of Dick Scott and Peter Hanson. Dick brought his Chevron up to the last meeting, bringing it home to fourth place behind the larger capacity cars of Willie Forbes, Andrew Fletcher and Brian Cullen. Peter is, however, a newcomer to Ingliston, as are Bill Higgins and Bill Stone. A very grand sounding sort of a vehicle, the Lotus Apollo is powered by 3½ litres of Oldsmobile engine. Bill Higgins himself is a Canadian and can credit to his tally sheet sports car wins at Mosport, Watkins Glen, etc. The other new face, Bill Stone, belongs to a professional racing driver who carried home the honours from the Libre race at Silverstone on Easter Monday. His Formula 3 McLaren is the first to be seen at Ingliston and we are very keen to see how it matches up to the other "threes".

Like Dick Scott, Norman Foulds has been here before (although not quite so regularly as Dick) but his car can also claim an association with the circuit, being the ex-Alan Rollinson Brabham BT21B. Another driver who has been here before is Tommy Reid and today should see a long-awaited battle between "the Irish aerofoil" and Willie Forbes. Tommy has brought his split-new Formula 2 BT30 over the pond and should be going all out for a new lap record. Also on the rampage from Ireland again will be Brian Cullen, who's ex-Bill Ivy Formula 2 Brabham was seen at the September meeting. For the first few laps Brian looked as if he was finding his way round the circuit but, as the race drew to a close, Brian was really moving things along very nicely and was steadily pulling time back from the leaders. Given another 15 laps, Brian may well have pulled it off and today, with 40 laps to complete, gives him just that opportunity.

EVENT 5

4.25 P.M.

## THE JOCK McBAIN MEMORIAL TROPHY RACE

FOR FORMULA LIBRE SINGLE SEATER RACING CARS

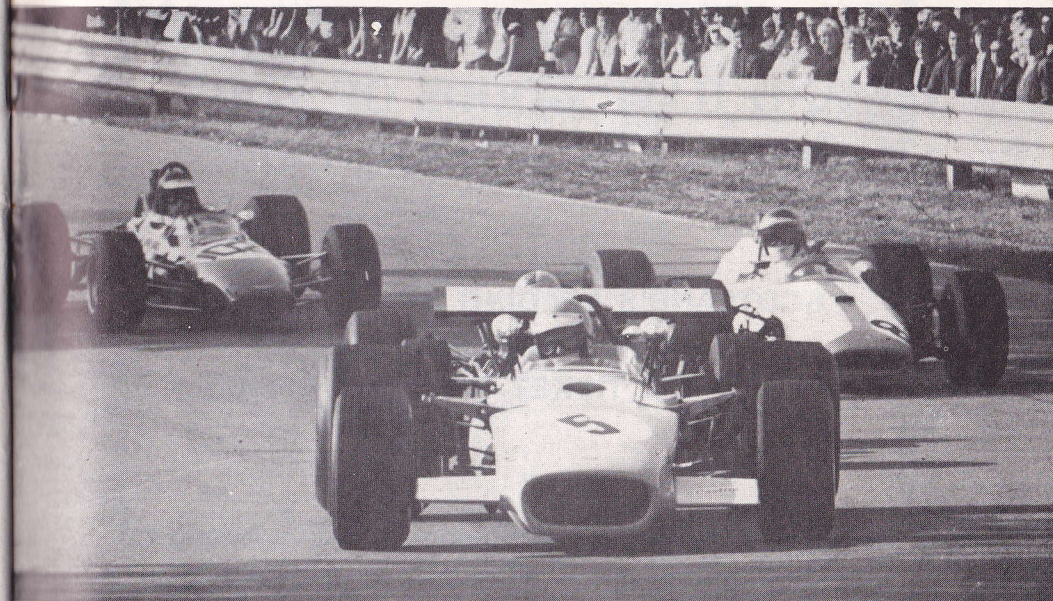
40 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
5-1	W. FORBES	Lola T142	4995
2	A. CHARNELL	Lola T55	1650
3	W. F. HIGGINS	Lotus Apollo	3500
4	A. C. GOODFELLOW	Fireball 5000	4700
5	J. MILLAR	Brabham BT21	1991
6	D. BERRY	Brabham BT16	1600
7	T. REID/Irish Racing Cars	Brabham BT30	1598
8	B. F. CULLEN	Brabham BT23C	1594
9	P. HANSON/Paul Watson Race Org.	Chevron B15	997
2-10	R. SCOTT/Paul Watson Race Org.	Chevron B15	997
11	N. FOULDS	Brabham BT21B CHEVRON	997
12	I. STIRLING	Cooper T 76	997
14	W. STONE	McLaren M4A	998
15	R. M. MacKAY/Wm. Dunnet & Co. Ltd.	Brabham BT21B	997
3-16	R. PIKE/Gold Leaf Team Lotus	Lotus 59	997
17	M. NUNN/Gold Leaf Team Lotus	Lotus 59	997

1st (£150) ..... 7 ..... 2nd (£80) ..... 10 ..... 3rd (£50) ..... 1

4th (£30) ..... 5th (£10) ..... Fastest Lap .. 7 ..... — 50.3 secs. 73-72

Bonus of £20 to first up to 1000cc car finishing.



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HOOD INSIDE COLLAR  
FRONT AND INSIDE  
POCKETS  
9 gns.

EVENT 6

SPECIAL SALOON CARS

5.25 P.M

THE HARTLEY WHYTE CHAMPIONSHIP RACE

FINAL — 20 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
1-57	P. HAWTHORNE	MINI COOPER	1300
2-67	J. VEITCH	MINI COOPER S	1320
3-69	A. BARTON	MINI COOPER S	999
64	J. BIRRELL	FORD ESCORT TC	1352
72	S. A. BELL	MINI COOPER	999
65	L. EMSLIE	MINI COOPER S	1293
82	J. E. HOWDEN	SINGER CHAMOIS	998
68	F. GUNN	MINI COOPER S	1275
84	J. SIME	MINI COOPER S	999
58	E. M. SMITH	MINI COOPER S	1293
44	A. FLEMING	MINI COOPER	999
72	K. ROBERTSON	THISTLE MINI	1293
83	R. J. S. HAINING	HILTMAN IMP	998
1st (£100) .87 2nd (£50) .67 3rd (£25) .S.P. 4th (£15) .62			
5th (£10) ..... 6th (£5) ..... Fastest Lap ..... — ..... secs.			

Bonuses of £20 and £10 for the first two up to 1000cc cars home.  
80 K ALLEN MINI COOPER 998  
77 W L MORRISON SINGER CHAMOIS 998

### " HARTLEY WHYTE TROPHY " CHAMPIONSHIP

DRIVER—Car	Apr.	May	July	Aug.	Sept.	Oct.	Best Four
G. B. BIRRELL/Twin Cam Escort...	9	—	9	9	9	—	36
J. VEITCH/Cooper 'S' .....	6	6	4	6	6	9	24 33 27
W. BORROWMAN/Cooper 'S' .....	—	—	6	4	—	—	10
G. H. BIRRELL/Twin Cam Escort...	—	9	—	—	—	—	9
E. M. SMITH/ Cooper 'S' .....	—	—	2	2	4	4	8-12
A. BARTON/Cooper 'S' .....	4	—	—	3	—	—	7
S. A. BELL/Cooper 'S' .....	—	4	3	—	—	—	7
K. ALLEN/Mini Cooper .....	3	—	—	—	—	—	3
W. L. MORRISON/Singer Chamois .....	—	3	—	—	—	—	3
J. DRYDEN/Cooper 'S' .....	—	—	—	—	3	—	3
A. D. NIVEN/Anglia .....	2	—	—	—	—	—	2
D. MUTER/Cooper 'S' .....	—	2	—	—	—	—	2
G. TODD/Cooper 'S' .....	—	—	—	—	2	—	2
A. FLEMING/Mini Cooper .....	1	—	—	—	—	—	1
R. HAINING/Singer Chamois .....	—	1	—	—	—	—	1
R. D. McCUTCHEON/Cooper 'S' .....	—	—	1	—	—	—	1
R. J. FOX/Cooper 'S' .....	—	—	—	1	—	—	1
J. HOWDEN/Singer Chamois .....	—	—	—	—	1	—	1

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

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## Do not read this page

So you can't take orders, can you? You can't be told what to do, eh? No, sir, you're going to make up your own mind, aren't you? No one's going to persuade you to join the Scottish Motor Racing Club. Nothing in it for you, anyway. Just another bunch of crazy idiots like all these Clubs nowadays who seem to think they're something special. That's not for you—you're an individualist. It certainly doesn't impress you that the S.M.R.C. has more than quadrupled its membership in just four short years—just a bunch of sheep, the lot of them jumping on the bandwagon. Heavens above, you've probably quadrupled your overdraft in half the time, so beat that! Huh, to think that facts and figures could sway you—they can prove anything with statistics nowadays!

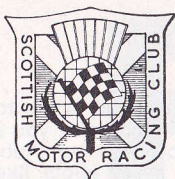
So, S.M.R.C. is one of the biggest motor racing clubs in the U.K. and still growing fast. So what?: so is the fish you caught last week (growing fast, that is) so you won't be hooked by that one. Goodness, gracious, you're not going to coax another two guineas out of your grey-haired bank manager just to line the coffers of that shower at Duns, wherever that might be. Think you're mad: not likely. It doesn't impress you that membership of the S.M.R.C. taken out now entitles you to membership for the whole of the 1970 season as well as the rest of this year and discount of 6/- on tickets for all the race meetings next season. That still leaves 6/- unaccounted for, doesn't it, and you're blown if you'll pay a penny more than you have to, especially now that the overdraft rates are up. It's not as if you wanted free copies of "Top Gear" every month (price to the general public—1/6) with four pages of Club News in it. You certainly don't want to know what's happening in the sport in Scotland or what Graham Birrell has to say about it. Nor do you want to go into the paddock at Ingliston to see Graham or the other drivers—what would you do looking at the cars? Huh, probably find something nasty in there.

What about Mabel and the kids, anyway?; do they think you're mug enough to cough up a further 10/6 to give them family membership and many of the benefits of full membership? Some hope. A wife's place is in the home, you say, stuffing cotton wool in the kids' gobs so the screaming brats don't annoy you when you get back from a hard day's spectating at the circuit. Not for you is the balcony in the members' pavilion giving a good view over the track—you'd much rather stand three-deep by the trackside and get the occasional boring glimpse of an aerofoil whizzing past. It's more like a bit of a gamble, see—every third meeting or so you might get a butchers at a helmet or two.

Cor, stone the crows, look at those suckers trooping over to the MacRobert Pavilion for food and drink—a right flock of sheep, the lot of them. Think we'd catch you leaving your place in the howling gale to go and have a natter and noggin in civilised comfort—we must be mad even to suggest it. You just enjoy your jammy piece and have a good giggle at the thought of those idiots forcing themselves to swallow their tomato soup, chicken, veg., spuds, apple pie and cream, coffee, etc. Lot of fat good it'll do them!

We know you've never wanted to drive your own car round Ingliston so there's no point in telling you about the members' practice days. Nor could you care a hang about film shows, Noggin and Natter Nights and the like to keep in touch during the winter months.

Okay, then, if that's the way you feel, don't complete the application form on the reverse. What do we care? Who'd want a right pain-in-the-neck like you in the S.M.R.C., anyway? Come to think of it, we've probably done ourselves a favour by putting you off with the above spiel. Might as well make sure and drum the message home—DO NOT COMPLETE THE APPLICATION FORM ON THE REVERSE OF THIS PAGE. And that's an order!



# 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)

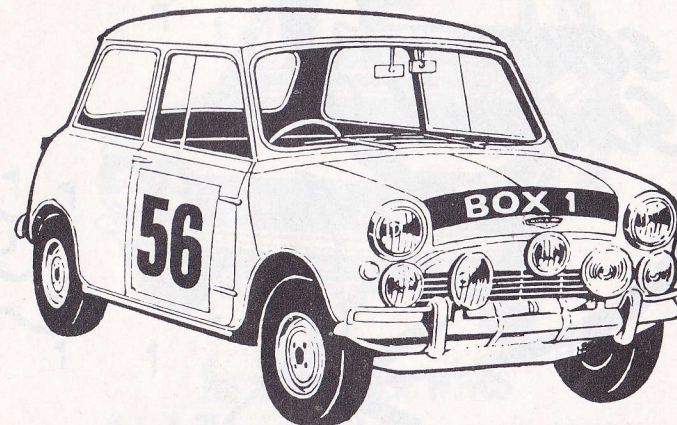
Subscription .....	2 gns.	£2	2	0
Family Membership .....	10/6			
Car Badge .....	25/-			
Lapel Badge (brooch type) .....	4/-			
Repeat-Motif Tie (Terylene) ...	19/6			
Blazer Badge .....	45/-			
Windscreen Sticker Badge .....	2/6			
Overall Badge .....	12/6			

CHEQUE/P.O./BANKER'S ORDER £

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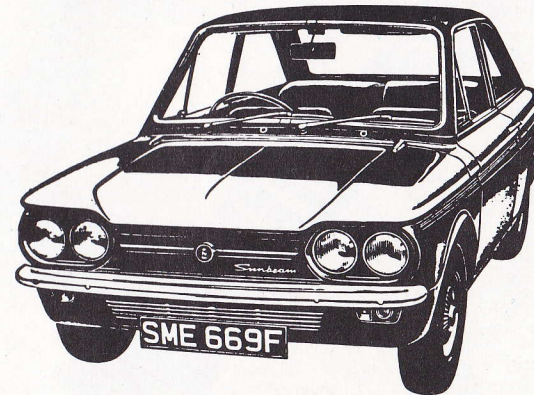
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