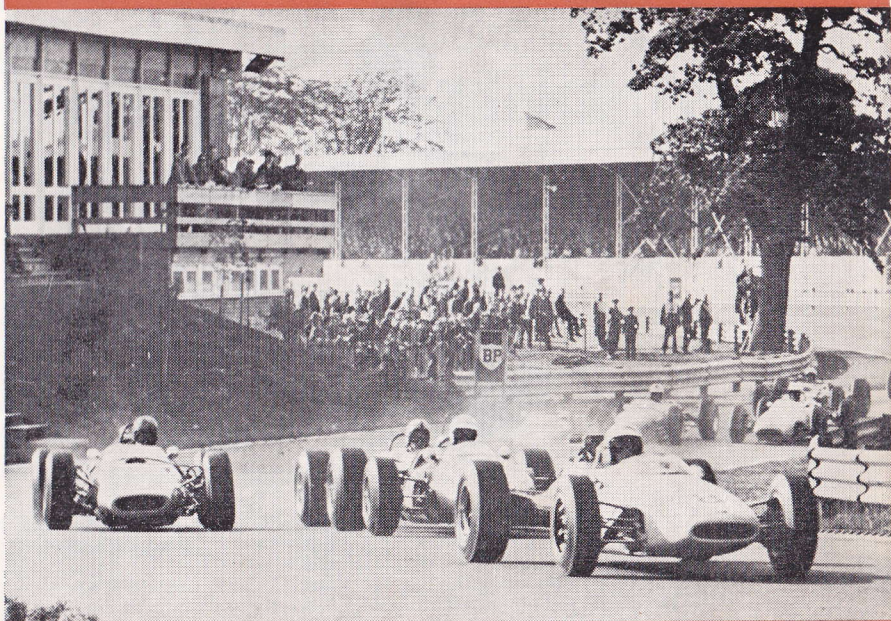


organised by Scottish Motor Racing Club



# INGLISTON MOTOR RACING CIRCUIT

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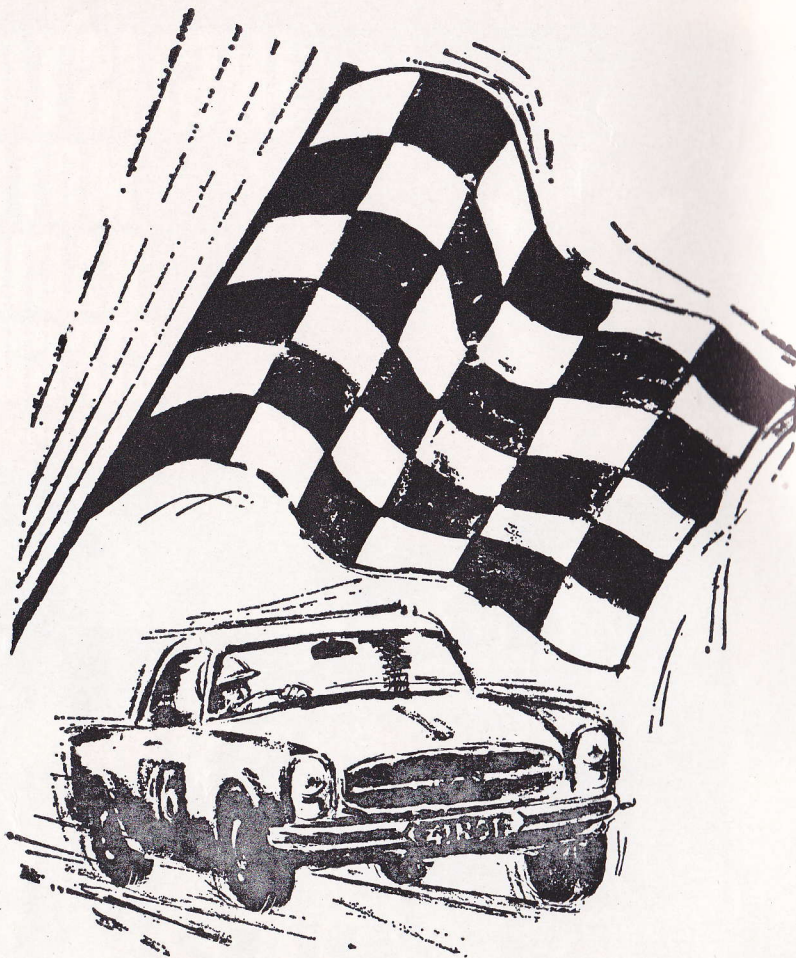
## EDINBURGH STUDENTS' CHARITIES CUP Sunday 7th May

1967

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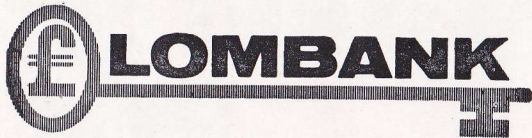




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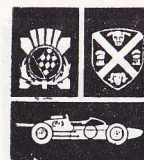
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\* \* \*

## The Edinburgh Students' Charities Appeal RACE MEETING

*Sunday, 7th May, 1967*

organised by

The Scottish Motor Racing Club Ltd.

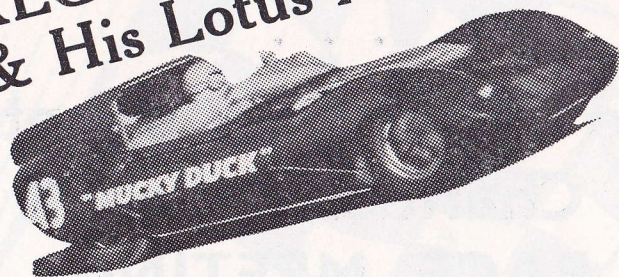
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### PROGRAMME

9.45 am	Practice
12.45 pm	Luncheon Interval
2.30	Event 1 Saloons up to 1200cc, Race 1
2.50	2 Clubman's Cars
3.10	3 EDINBURGH STUDENTS' CHARITIES CUP, Part 1
3.40	4 Saloons over 1200cc
4.00	5 Sports and Special G.T. Cars
4.20	6 Saloons up to 1200cc, Race 2
4.40	7 Marque Cars
5.00	8 EDINBURGH STUDENTS' CHARITIES CUP, Part 2 (Presentation approximately 5.25 pm)
5.40	9 Hartley Whyte Trophy Race (saloons)



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Commentator ... ..	J. W. McINNES
Secretary to Meeting ... ..	I. SCOTT WATSON
Competitor Reception ... ..	E. D. HODGES & E. S. CHAPMAN
Results Processors ... ..	W. H. CRABB & M. MALCOLM
Lap Indicator Marshal ... ..	J. J. MITCHELL
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Stewards (for Club) ... ..	J. R. STEWART, N. T. LITHGOW, R. KAY
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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.

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## LIST OF ENTRIES

Car No.	DRIVER/Entrant	cc	Make/Model	from
1	W. J. FORBES	1991	Lotus-BMW	Aberdeen
2	J. L. ROMANES	1865	Lotus-Martin	Edinburgh
3	A. D. T. FLETCHER	1598	Brabham BT18	Culross
4	J. VEITCH	997	Cooper F3	Newbridge
5	J. RUSSELL	4727	Russell-Ford	West Calder
6	T. D. REID/ Irish Racing Cars	4727	Crossle	Belfast
7	G. BIRRELL/ Ecurie Ecosse	998	Ecosse-Imp	Milngavie
8	W. DRYDEN/ Ecurie Ecosse	998	Ecosse-Imp	Edinburgh
9	M. A. PEEL	998	Cooper F3	Garstang
10	J. MILLAR	997	Brabham F3	Bridge-of-Weir
11	R. MacGILLVRA	997	Repco-Brabham	Paisley
12	J. G. MacWILLIAM	1860	Merlyn	Glasgow
14	R. SCOTT	1991	Elva-BMW	Aberdeen
15	P. A. B. STEWART (Res. W. Turnbull)	1340	Cooper	Lundin Links
16	J. ANDERSON	998	Lola	Dennyloanhead
17	G. H. BREAKELL	2000	Brabham BT8	Blackburn
19	W. N. DRYDEN/ J. N. Cuthbert	1594	Lotus Elan	Edinburgh
20	J. R. BALLANTINE	1594	Diva-Ford	Bo'ness
21	T. E. BLACKADDER	1594	Lotus Elan	Falkirk
22	A. W. COWAN/ H. C. Ballantine	1997	Marcos GT	Duns
23	J. NICHOLSON/ Jaynick Access.	1098	Lotus 23B	Newton Mearns
24	S. McCracken/ Jaynick Access.	1600	Jaynick Anglia	Larkhall
25	J. CORFIELD	1148	Diva GT	Peterborough
26	J. FISHER	1100	Fisher GT	Edinburgh
27	R. SIMPSON-SMITH	1098	Project 4	Airdrie
28	J. FITZGERALD	1216	Austin-Healey	Dublin
29	D. MURRAY	1216	Marcos GT	Dundee
30	R. A. MURDOCH	1098	Lotus XI	Ayr
31	J. L. ALEXANDER	1040	Mini-Marcos	Clarkston
32	J. MACKIE	998	Marcos GT	Lochore
33	D. C. LAMB	1098	Lotus XI	Linlithgow
34	J. ABSALOM	1098	Ginetta G4	Morpeth
35	R. FORESTER-SMITH	1150	Lotus XI	Edinburgh
37	I. COCHRANE	1498	Lotus 7	Dalrymple
38	S. DUNSTERVILLE	1340	Lotus 7	Glasgow
39	H. HEEREY/ Midland Garage	1500	Chevron	Hazel Grove
40	P. HARRINGTON	1498	Lotus Cougar 7	Scunthorpe
41	B. JOELL/ G. R. C. Duncan	1498	Chevron	Sheffield
42	G. R. C. DUNCAN	998	Mallock U2	Leeds
43	G. E. WHITTINGHAM	1498	Lotus 7	Shadforth
44	J. H. APPELGARTH	1498	Adder-Ford	New Herrington
45	A. J. HUGH	997	Terrier	Edinburgh
46	Miss J. HUTCHINSON	1498	Terrier	Newcastle
47	P. D. NEWBY	997	Mallock U2	Scarborough

Continued . . . .



Car No.	Driver/Entrant	cc	Make/Model	Home Town
48	G. TAYLOR	998	Mallock U2	Falkirk
49	A. WATSON	997	Mallock U2	Burntisland
50	I. A. B. HARRIS	1390	Mallock U2	Neilston
51	T. G. McNAY	1098	L.W.S.	Thornhill
52	S. A. ROBERTSON	2996	Austin-Healey	Darlington
53	J. E. MILNE/ W. Shepherd	1800	M.G.B.	Glasgow
54	J. E. MILNE/ W. Shepherd	1293	Mini-Cooper S	Glasgow
55	M. HOPPERTON	1147	M.G. Midget	Tarbert-Argyll
56	M. PARKIN	1558	Lotus Elan	Edinburgh
57	W. COFFIELD	1558	Lotus Elan	Cleland
58	J. A. HALL	1275	M.G. Midget	Edinburgh
59	A. W. HUTCHINSON	1293	Austin-Healey	Kennoway
60	I. W. N. KIRKWOOD	998	Austin-Healey	Newcastle
61	A. ROSS	1798	M.G.B. Bermuda	Edinburgh
62	J. GEMMELL	1098	M.G. Midget	Juniper Green
63	C. D. GRUBER	1098	M.G. Midget	Edinburgh
64	R. J. KELLAR	1142	M.G. Midget	Nottingham
65	J. C. FORSYTH	998	Austin-Healey	East Blance
66	R. I. BAIRD	2922	Aston-Martin	Stonehouse
67	E. A. LABINJOH/ J. Fisher	1450	Mini-Cooper S	Edinburgh
68	P. S. de BANKS	1293	Mini-Cooper S	Aylesbury
69	D. N. SMITH	1822	Ford Anglia	Windermere
70	T. B. D. CHRISTIE	1293	Mini-Cooper S	Kirkcaldy
71	R. F. MORRISON	1293	Mini-Cooper S	Helensburgh
72	R. F. MORRISON	4200	Jaguar E-Type	Helensburgh
73	R. SHARDLOW	1570	Alfa-Romeo GTA	Sheffield
74	D. FISHER/ P. Dalkin	1690	Perdal Cortina	Dunoon
75	W. ROBERTSON	1500	Vauxhall Viva	Edinburgh
76	P. G. GAILLARD	1293	Mini-Cooper S	Helensburgh/USA
77	J. DRYDEN	1293	Mini-Cooper S	Dundee
78	J. R. BLANCKLEY (Res. W. Blanckley)	1800	Austin A40	New Penshaw
79	S. D. LEITH	1340	Mini-Cooper S	Lonmay
80	M. R. MULLER	1498	Ford Anglia	Aberdeen
81	S. J. CHRISTINE	1650	Ford Anglia	Dunoon
82	G. H. BIRRELL/ Claud Hamilton	1150	Shannon-Chamois	Milngavie
83	W. L. MORRISON	998	Singer Chamois	Bridge-of-Allan
84	A. CHARNELL/ John Croall & Sons	998	Chamois Sport	Balerno
85	A. I. ROBERTSON	998	Hillman Imp	Kirkcaldy
86	R. D. McCUTCHEON	999	Mini-Cooper S	Wigtown
87	D. FORSYTH	999	Mini-Cooper S	Tranent
88	W. BORROWMAN/ Sports Tune	999	Mini-Cooper S	Edinburgh
89	J. FEWELL	999	Mini-Cooper S	Prestonpans
90	A. J. TOBIAS	999	Mini-Cooper S	Newcastle
91	L. LAYBOURNE	1085	Mini-Cooper S	Lemington
92	A. A. CONLEY/ L. Laybourne	997	Mini-Cooper S	Ovingham
93	L. EMSLIE	1071	Mini-Cooper S	Aberdeen
94	D. M. ROSS	970	Mini-Cooper S	Laurencekirk
95	J. W. PINKERTON	996	Austin A40	Houston

Continued . . . . .

96	G. DOUGLAS	998	Shannon-Imp	Scone
97	R. J. S. HAINING	970	Mini-Cooper	North Berwick
98	G. CARR	999	Mini-Cooper	Silksworth
99	A. A. BARTON	1150	Mini-Marcos	Newcastle
00	G. BELL/A. Barton	998	Mini-Cooper	Bedlington
01	R. LITTLE	997	Ford Anglia	Kirkbride
02	D. WOOD	997	Ford Anglia	Aberdeen
03	K. H. ALLEN	998	Mini-Cooper	Carlruke
04	J. SIME	997	Mini-Cooper	Paisley
05	R. F. CROAN	1150	Vauxhall Viva	Edinburgh
06	R. D. WYLLIE	997	Mini-Cooper	Annan
07	K. ROBERTSON	1098	Mini	Haddington
08	E. PATERSON	1098	Mini	Edinburgh
09	I. R. OWER	1148	Mini-Cooper	Dundee
110	D. C. GAY (Res. D. Murray)	998	Mini-Cooper	East Kilbride
111	H. A. CHALMERS	998	Mini-Cooper	Edinburgh
112	M. NEILL/ R. McGregor	998	Mini-Cooper	Prestwick
113	A. D. T. BONAR	996	Austin A40	Glasgow

## INGLISTON LAP RECORDS

### RACING CARS (Outright Lap Record) :

Formula Libre :	
W. J. STEIN (Ecosse-Climax)	38.0" — 3rd Oct.
Up to 1200cc (other than F.2) :	(1965)
A. W. ROLLINSON (Brabham F3)	39.2' — 2nd Oct.
A. D. T. FLETCHER (Brabham F3)	
J. C. C. LAMBERT (Brabham F3)	
	(1966)

### SPORTS CARS

over 1200cc :	
W. FORBES (Elva B.M.W.)	40.4" — 29th Aug.
and G. H. BREAKELL (Brabham)	
Up to 1200cc :	(1965)
J. WATSON (Crosslè)	42.0" — 3rd Oct.
and T. THWAITES (Lotus 23B)	
	(1965)

### CLUBMAN'S CARS

H. HEEREY (Chevron)	42.1" — 4th Sept.
	(1966)

### SPECIAL GRAND TOURING CARS

Over 1200cc :	
W. N. A. DRYDEN (Lotus Elan)	41.0" — 24th July
Up to 1200cc :	(1966)
A. A. BARTON (Mini-Marcos) and	
J. CORFIELD (Diva GT)	43.0" — 24th July
	(1966)

### SALOON CARS

Over 1200cc :	
H. W. RATCLIFFE (Mini-Cooper)	42.6" — 17th April
and R. G. SMITH (Ford Anglia)	
Up to 1200cc :	(1966)
N. BRITTAN and R. F. CALCUTT (Hillman Fraser-Imps)	43.2" — 4th Sept.
and G. H. BIRRELL (Shannon-Chamois)	
	(1966)

### MARQUE CARS

J. E. MILNE (M.G. Midget Coupe)	45.0" — 14th Aug.
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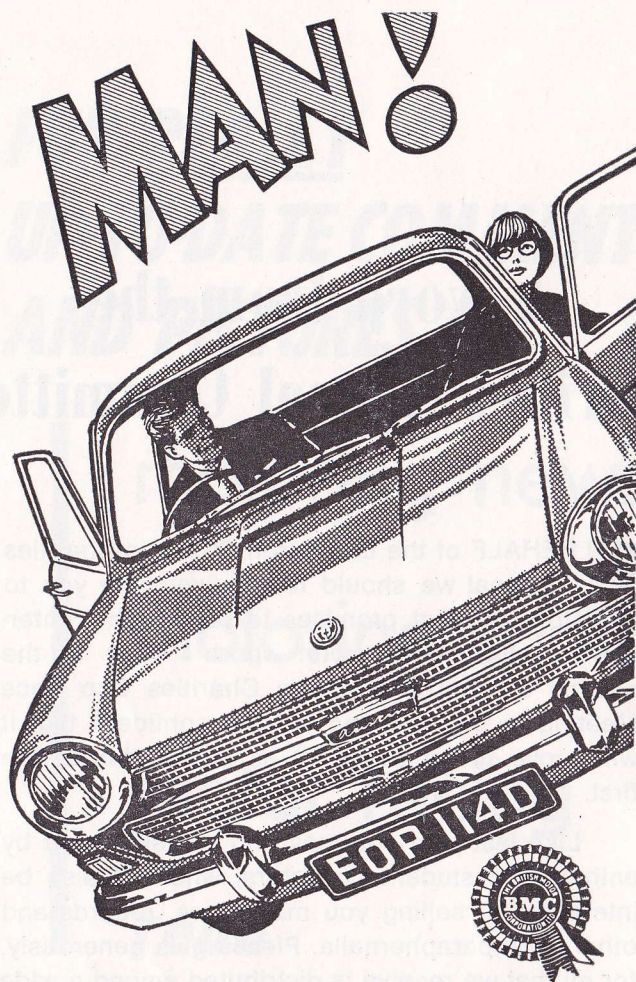
**A word from the  
Charities Appeal Committee**

**O**N BEHALF of the Edinburgh Students Charities Appeal we should like to welcome you to Ingliston for what promises to be a highly entertaining afternoon's motor sport. This is the second Edinburgh Students Charities Cup Race Meeting to be held and we are confident that it will prove to be every bit as successful as the first.

Like last year you may find yourself beset by enthusiastic student collectors, who will also be interested in selling you magazines, records and other such paraphernalia. Please give generously, for all that we receive is distributed among a wide range of beneficiaries. Not for sale, however, is our Charities Queen, vivacious Joan Lambert, who will be presenting the Cup to the winner of the main event of the day. It is also rumoured that there might be something in the main race for the public.

Finally, we should like to acknowledge our debt to Scotcircuits Ltd. and to the Scottish Motor Racing Club who have made these facilities available to us.





see the BMC AUSTIN 1800

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## For your Day's Enjoyment...

The entry for this, the second Ingliston offering for 1967, has every promise of providing a thrilling afternoon's entertainment. In the main race of the day, a two-part race for the Edinburgh Students' Charities Cup, both **Willy Forbes** and **Jock Russell** will be out to atone for their mishaps in practice at the April meeting, when mechanical failures prevented either from reaching the starting grid. Forbes in his Lotus-BMW is undoubtedly one of the main challengers for the "Daily Record" Scottish Racing Car Championship, and will not want to lose any chance of building up a points advantage. This quiet Aberdonian can be quite outstanding round Ingliston's twisting circuit when everything goes his way, as we witnessed during the "Lombank Trophy" in October last year. His main rival to date this year has been **Andrew Fletcher**, winner last year of the "Ron Flockhart Trophy" for the most promising up-and-coming Scottish driver of the year, and—with Forbes—joint runner-up to Alan Rollinson in the "Scotsman Trophy" Championship. Fletcher, who hails from Culross in the Kingdom of Fife, is a tall dedicated driver whose skill is unquestionable and who rivals Rollinson for sheer artistry and neatness in driving. His 1967 mount (a "twin-cam" Brabham) makes him a serious challenger when one considers his showing last year in an F3 Brabham. Challenging him for the winner's laurels will be the two "hairy monsters" of Russell and Belfast-man **Tommy Reid** with the Irish-built Crossle. Both these cars are powered by the ubiquitous American Ford V8 engine of 4.7 litres, developing something like 400 bhp. It's a lot of power to transmit to the road on such a short circuit and both of them have a reputation for using most of the track in their efforts to keep ahead—and sometimes the verges as well!

**John Romanes**, who is Chairman of the promoting club, is also mounted on a Lotus 35, similar to Forbes' car, but powered with a Martin-Ford engine, possibly of slightly more fragile build than the B.M.W. that the Aberdonian relies on. Completing the serious challenge among the larger-engined entries are two sports-racing cars—the Brabham BT8 which won the Tourist Trophy in the hands of Syd Taylor in 1965 and driven by its present owner **Geoff Breakell**, the lad from Lancashire, who finished second in the "Adam Wyllie Memorial Trophy" race in April, being the main challenger. The other car is **Richard Scott's** Elva-B.M.W., which used to belong to Forbes, and which is going much quicker this year as fellow-Aberdonian Scott finds his legs.

However, there should be equally hot competition among the smaller-engined cars and if it is wet these could well steal the honours. Leading the challenge will be the two Ecosse-Imps of **Graham Birrell** and **Bill Dryden** which went very rapidly in April but which both succumbed to chassis failures. Their power-to-weight ratio must be almost as high as the cars of Forbes and Fletcher, for these two were built specially for Ingliston and do not comply with the minimum weight-limit of the F3 formula as do the Coopers of **Jimmy Veitch** and **Mike Peel**, or the Brabham of **John Miller** and **Ronnie McGillivray**. McGillivray's car is Fletcher's last year's mount, but of this quartet we should look to Jimmy Veitch for the best performance if his form at the April meeting is any guide. Veitch runs a garage less than a mile from Ingliston at Newbridge and also tunes the engine and chassis for Fletcher.

**Ronnie Ballantine** was another to surprise Ingliston regulars in April with his performance in the ex-Veitch Diva "twin-cam," running in Event 5 for Sports and Special G.T. Cars, but should find stiffer opposition in **Bill Dryden's** Lotus Elan, making a welcome return to the circuit. **Andrew Cowan**, the Rootes works rally driver, is entered in Harry Ballantine's Marcos 1800, an excellent G.T. car used on the road



daily by its owner, unlike most of the cars in this race. **John Corfield** is making the long trip from Peterborough once again with his Diva 1100 and we wish him better luck than when he aerated his crankcase half-a-lap from the end of the race in April.

**Jack Fisher** is running his home-built Fisher GT — the "Yellow Peril" based on Mini parts. Another interesting home-built car is the Project Four of **Robin Simpson-Smith**. **Ronnie Murdoch** has repaired the damage when he spectacularly burst into flames at Shepherds' last time out, although his Lotus XI is, like the others of the same model entered, getting a little long in the tooth. **Douglas Lamb** is returning home from London to race once again at Ingliston—perhaps because his brother is largely responsible for this side of the Charities Week arrangements for the Students.

For the first time at Ingliston, the Clubman's Class was oversubscribed and we are glad to welcome back **Howard Heerey** who has brought his Chevron from Cheshire in pursuit of the prize-money he collected last year. He is joined in the Chevron brigade by **Brian Joell** from Sheffield and in turn his team-mate **George Duncan** leads the U2 attack on the chequered flag, ably supported by **Peter Newby**, **Ian Harris**, **George Taylor** and **Andrew Watson** respectively from Scarborough, Glasgow, Falkirk and Burntisland. **Peter Harrington's** Lotus-Cougar Seven used to belong to Mike Crabtree and should provide quite a threat, while the field is made up with the two Terriers of **Jill Hutchinson**—the only girl driver—and **Jack Hugh**. **Tom McNay** and **George Whittingham** went well last time out in this class.

Highlight of the Marque car race should be **Ronnie Morrison's** return in the E-Type Jaguar (who will forget his spine-chilling spin in front of the grandstand last year when he revolved something like three times without hitting anything and continued to win?). but it will also be interesting to see how **John Milne** fairs in the M.G.B. **Stuart Robinson** drove his big Austin-Healey well last meeting, as did **Miles Hopper**—his M.G. Midget, leading until he broke a tappet. **Michael Parkin** is joined by **Waddell Coffield** in Lotus Elans, and **Robin Baird** has entered a DB2/4 Aston-Martin.

Despite all this exciting line-up of "open" cars, it may well fall to the saloons to provide most of the thrills this afternoon. The bitter struggle between the "Chimps" and the "Minis" will doubtless continue in Event 6 for cars up to 1200cc, and this time **Logan Morrison**, mounted in his Fraser-Imp (now converted to a Chamois, as in **Tony Charnell's**) and should give **Gerry Birrell** with the Coventry-Climax-powered Shannon-Chamois a good run for his money. This isn't likely to please **Bill Borrowman** and **Dave Forsyth** in their Mini-Coopers and their performance in April was surprisingly good. The potentially-slower cars in this class have a race of their own (Event 1) and competition should be equally keen among **Graham Carr**, **Geordie Bell** and **Ronnie Croan**, the former two in Minis and the latter in a Viva. **Rob Little's** Anglia was among the prize-winners last year in this race and **Dennis Wood's** similar car should be equally fast.

Among the larger-engined saloons the contest should lie between the regulars, **Tom Christie** and **Ronnie Morrison** (the reigning saloon-car champion) and **Phil de Banks** (all the way from Aylesbury), all Cooper-mounted, and the 2-litre Anglia of Westmorland's **Dave Smith** which set the fastest lap in April and lay just behind that incredible four-car tussle for the lead. Newcomer **Richard Sharlow** has brought the ex-Brian Redman Alfa-Romeo Giulia Sprint GTA from Sheffield, which should be a most interesting change from the Minis and Anglias in this class. Making up the field are a host of other Minis, a Vauxhall Viva "twin-cam" driven by **Walter Robertson** (vet another Kart driver making his way into motor racing) and the Peral Cortina and Anglia of **Duncan Fisher** and **Stuart Christine** respectively.

All in all, there should be a good afternoon's racing with some-

thing to satisfy everyone's appetite for the sport and we look forward to welcoming you back to Ingliston for the first 1967 National meeting on 23rd July, sponsored by S.M.T. Sales and Service Ltd., which will also see the debut in Scotland of the Volkswagen-based Formula Vee.

★ ★ ★

We are glad to have this opportunity to allow our patrons to support the very deserving charities which are assisted this year by the Edinburgh Students' Charities Appeal. This year our meeting does not coincide with the actual Charities Week, but the collections made here will nevertheless be added to the Appeal Fund. We do ask you to give generously.

★ ★ ★

The "Edinburgh Students' Charities Cup" will be presented to the winner of the main race (on aggregate over the two 25-lap heats), immediately after the second heat by the 1967 Edinburgh Students' Charities Queen, **Joan Lambert** from North Berwick. She will then present the "Edinburgh Students' Tankard" to the driver of the best of the single-seater racing cars with an engine under 100cc. After administering the traditional winner's kiss the two drivers will complete a lap of honour escorted by the Queen in one of the beautiful new Jensen Interceptors driven by **Tom Sleigh**, erstwhile racing driver and a director of Rossleigh Ltd.

★ ★ ★

This year the Formula Libre championship is being sponsored by the "Daily Record" newspaper, who have shown tremendous enthusiasm and with whom we look forward to a happy association. The prize money which they are putting up is very considerable—first prize is £250, 2nd £150, 3rd £100 and 4th £50—and they are also helping in several other ways to make exciting motor racing possible at Ingliston this year. Watch their pages for their weekly motor racing column on Fridays.

★ ★ ★

As a result of the popularity of the arrangements for members of the Scottish Motor Racing Club last year, High Tea will be served from 5.0 p.m. in the McRobert Pavilion—bacon or sausage, egg and chips, haddock and chips, salads, etc. No need to book and the cost is 7/6 per head. There will also be a snackbar for members upstairs and the Bar will be open as usual during normal hours at 12.30 to 2.30 and 6.30 to 9.30. Unfortunately we just cannot vary these hours due to the strange Scottish licensing laws!

Lunches are served (10/-) and there is a Members' Snack Bar upstairs.

Members are reminded that access is on production of their current Membership Card which will admit the holder, his or her children, and one other adult.

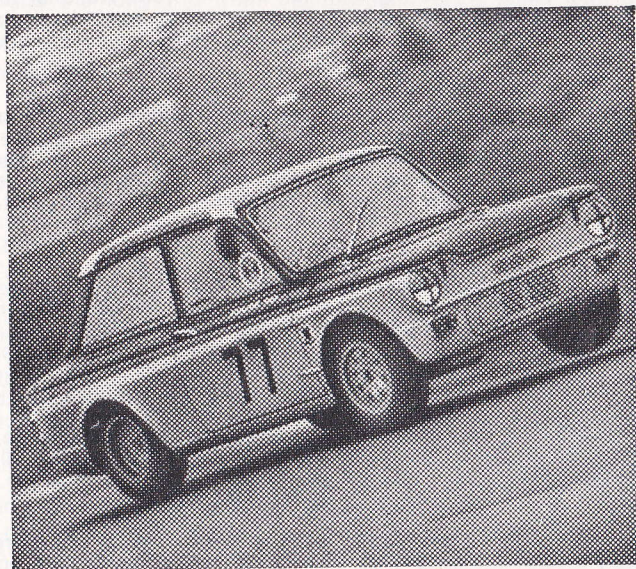
★ ★ ★

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

★ ★ ★

Race-going and cameras go together. This year, **Reg Forester-Smith's** Camera Centres hold the concession at Ingliston on photo-





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Alan Fraser Racing Team

**POSITION:** 1st AND 2nd  
**PLACE AND DATE:** BRANDS HATCH 12th MARCH 1967  
**EVENT:** INTERNATIONAL SALOON CAR RACE  
**CLASS:** UP TO 1000cc  
**CARS:** 998cc MODIFIED HILLMAN IMPs  
**DRIVERS:** BERNARD UNETT, TONY LANFRANCHI

The proof of a car is in the driving—the harder the driving the more positive the proof. Over Europe's toughest rally grounds the Imp has proved itself—time and again—a rugged and reliable winner. Now the Imp leads in its class on Britain's tortuous and twisty racing circuits where dependability, speed and superb road-holding really count. It's a car that's made for winning—and it's proved it once again!

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graphic equipment and they will be glad to see you at their mobile shop behind the stand to discuss or sell cameras or films. Graham Birrell has a mobile accessory shop alongside at which all sorts of "Bolt-on goodies" can be purchased.

★ ★ ★

You may well feel in need of some refreshment during the day. There are four snack bars in addition to the Herdsman's Restaurant open to the public; one adjoins the Herdsman's, one on the ground floor of the McRobert Pavilion, one at the East Gate and one near Gardeners' Corner. Three course lunches are available from 7/6d. in the Herdsman's. We regret that our caterers have had to slightly increase their charges this year due to the Selective Employment Tax. Catering at Ingliston is in the hands of that well-known Edinburgh firm, D. S. Crawford Ltd. In addition, the Scottish Milk Marketing Board, who are once again to sponsor our meeting in August have Milk Bars near Shepherds' Grandstand and in their splendid Pavilion alongside the track at Farmers' Bend.

★ ★ ★

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

★ ★ ★

Seats for the Highland Grandstand will be on sale at the kiosk behind the stand at the head of the main avenue, and those for Shepherds Stand in the East Gate Courtyard Kiosk. Prices are 10/- except for the East Wing of the Highland at 5/-, and the kiosks open at 10.30 a.m. Shepherd's Stand provides a particularly good vantage point.

★ ★ ★

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

★ ★ ★

There is a growing demand for trackside advertising at Ingliston,



especially now that the circuit has been approved by the S.M.M.T. Particulars may be obtained from Aerosigns (London) Ltd., Marlborough Hall, Lassell Street, London S.E. 10. Details of Programme advertising may be obtained from Scotcircuits Ltd., National Bank Chambers, Duns, Berwickshire.



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

**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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## A word about the INGLISTON CHAMPIONSHIPS

This year we are running no less than four Ingliston championships and in addition each meeting will be a qualifying round for the Scottish National Speed Championship, won last year by John Milne.

The "Daily Record" Scottish Racing Car Championship is the main award of the year and will be hotly contested among the single-seater racing cars. This year sponsored by "The Daily Record," there is no doubt that it is already reaping the benefit of good publicity by one of Scotland's biggest-circulation daily newspapers. At the end of the season the winner will receive the magnificent "Daily Record" trophy plus a fat cheque for £250, with runners-up receiving further awards of £150, £100, £50, £30 and £20. All single-seat races count for the awards but where the main race is, as today's, a two-part event, the scoring on aggregate will be 1st—9 pts.; 2nd—6 pts.; 3rd—4 pts.; 4th—3pts.; 5th—2 pts. and in addition each finisher in each part will receive one point. In cases where there is only one race—or where the race is for cars of limited capacity—the scoring will be 6 — 4 — 3 — 2 and a point for each finisher. Champion for the past two seasons, winning in 1965 the "Lombank Trophy" and in 1966 "The Scotsman Trophy," has been Alan Rollinson, the popular Midlands driver. Competition between Willy Forbes and Andrew Fletcher looks set to be hot this year and especially in Rollinson's absence at this first meeting.

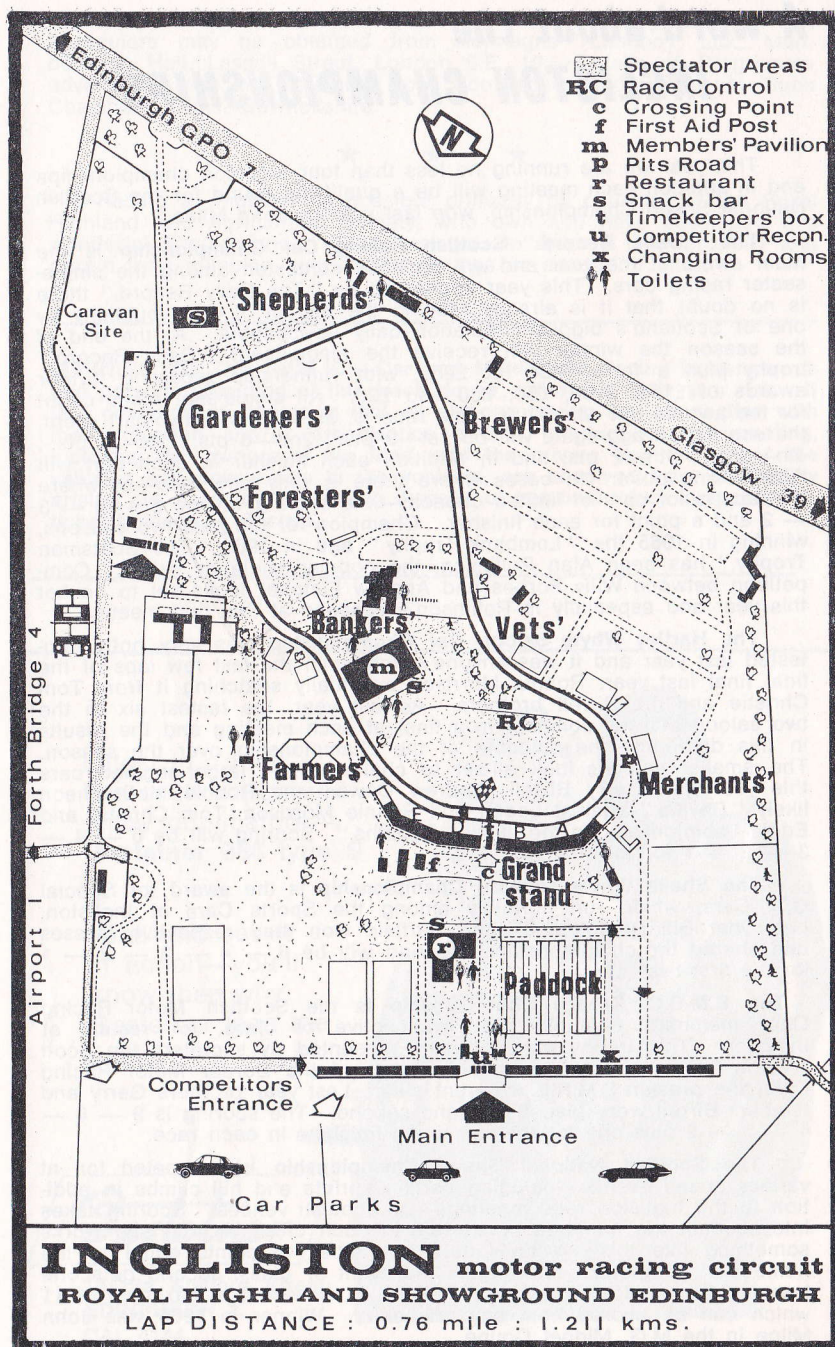
The Hartley Whyte Saloon Car Championship was very hotly contested last year and it was anyone's right until the last few laps of the final final last year, Ronnie Morrison eventually snatching it from Tom Christie and the Birrell brothers. As last year, the fastest six in the two saloon classes compete in a final at each meeting and the results in this determine the outcome of the championship over the season. The smaller saloons look all-set to challenge the larger-engined cars this year with Gerry Birrell, Andrew Cowan and Ronnie McCutcheon likely "Davids" against Logan and Ronnie Morrison, Tom Christie and Eddie Labinjoh among the likely "Goliaths." Scoring will be 6 — 4 — 3 — 2 — 1 for the first five.

The Sheila Whyte Tankard Championship is the award for Special G.T. Cars, which run normally among the Sports Cars at Ingliston. Last year Bill Dryden and John Corfield won their respective classes and shared the championship. Scoring will be 6 — 4 — 3 — 2 — 1 for the first five.

The B.M.R.C. Trophy Championship is the Scottish Motor Racing Club members' championship, irrespective of class, for results at Ingliston. This trophy was originally presented by secretary Ian Scott Watson for competition among members of the Border Motor Racing Club, the present S.M.R.C.'s parent club. Last year brothers Gerry and Graham Birrell were placed first and second. The scoring is 9 — 6 — 4 — 3 — 2 plus one for the remaining finishers in each race.

The Scottish National Speed Championship is competed for at various speed events—including certain sprints and hill climbs in addition to the Ingliston race meetings—at Scottish venues. Scoring takes into account the numbers of starters in each class or race and works something like this:—Winner gets a number of points equal to the number of competitors starting in the event or class, second gets one less and so on down to 1 point. There is, however, a maximum of 11 which can be scored from any one entry. Winner in 1966 was John Milne in the M.G. Midget Coupe.





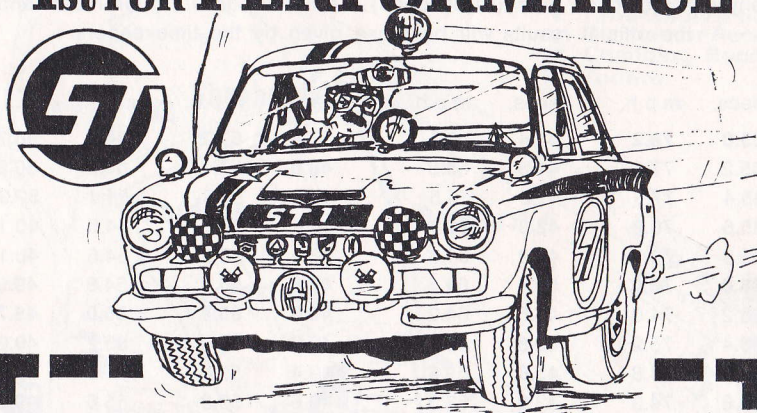
## INGLISON LAP CONVERSION TABLE

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

secs.	m.p.h.	secs.	m.p.h.	secs.	m.p.h.	secs.	m.p.h.
35.0	78.2	41.4	66.1	47.8	57.2	54.0	50.7
35.2	77.7	41.6	65.8	48.0	57.0	54.2	50.5
35.4	77.3	41.8	65.5	48.2	56.8	54.4	50.3
35.6	76.9	42.0	65.1	48.4	56.5	54.6	40.1
35.8	76.4	42.2	64.8	48.6	56.3	54.6	40.1
36.0	76.0	42.4	64.5	48.8	56.1	54.8	49.9
36.2	74.6	42.6	64.2	49.0	55.8	55.0	49.7
36.4	75.2	42.8	63.9	49.2	55.6	55.2	49.6
36.6	74.8	43.0	63.6	49.4	55.4	55.4	49.4
36.8	74.3	43.2	63.3	49.6	55.2	55.6	49.2
37.0	73.9	43.4	63.0	49.8	54.9	55.8	49.0
37.2	73.5	43.6	62.8	50.0	54.7	56.0	48.9
37.4	73.2	43.8	62.5	50.2	54.5	56.2	48.7
37.6	72.8	44.0	62.2	50.4	54.3	56.4	48.5
37.8	72.4	44.2	61.9	50.6	54.1	56.6	48.4
38.0	72.0	44.4	61.6	50.8	53.9	56.8	48.2
38.2	71.6	44.6	61.3	51.0	53.6	57.0	48.0
38.4	71.25	44.8	61.1	51.2	53.4	57.2	47.8
38.6	70.9	45.0	60.8	51.4	53.2	57.4	47.7
38.8	70.5	45.2	60.6	51.6	53.0	57.6	47.5
39.0	70.2	45.4	60.3	51.8	52.8	57.8	47.3
39.2	69.8	45.6	60.0	52.0	52.6	58.0	47.1
39.4	69.4	45.8	59.7	52.2	52.4	58.2	47.0
39.6	69.1	46.0	59.5	52.4	52.2	58.4	46.8
39.8	68.7	46.2	59.2	52.6	52.0	58.6	46.7
40.0	68.4	46.4	59.0	52.8	51.8	58.8	46.5
40.2	68.1	46.6	58.7	53.0	51.6	59.0	46.4
40.4	67.7	46.8	58.5	53.2	51.4	59.2	46.2
40.6	67.4	47.0	58.2	53.4	51.2	59.4	46.1
40.8	67.1	47.2	58.0	53.6	51.0	59.6	45.9
41.0	66.7	47.4	57.7	53.8	50.9	59.8	45.8
41.2	66.4	47.6	57.5			60.0	45.6



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EVENT 1

2.30 P.M.

### SALOON CARS up to 1200cc

RACE 1 — 10 LAPS

Car No.	Driver/Entrant	Make/Model of Car	cc
92	L. LAYBOURNE	Mini-Cooper	997
98	G. CARR	Mini-Cooper	999
00	G. BELL/A. Barton	Mini-Cooper	998
01	R. LITTLE	Ford Anglia	997
02	D. WOOD	Ford Anglia	997
03	K. H. ALLEN	Mini-Cooper	998
04	J. SIME	Mini-Cooper	997
05	R. F. CROAN	Vauxhall Viva	1150
06	R. D. WYLLIE	Mini-Cooper	997
07	K. ROBERTSON	Mini	1098
08	E. PATERSON	Mini	1028
09	I. R. OWE	Mini-Cooper	1148
110	D. C. GAY (Res. D. Murray)	Mini-Cooper	998
111	H. A. CHALMERS	Mini-Cooper	998
112	M. NEILL/R. McGregor	Mini-Cooper	998

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

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

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

EVENT 2

2.50 P.M.

### CLUBMAN'S CARS

10 LAPS

Car No.	Driver/Entrant	Make/Model of Car	cc
37	I. COCHRANE	Lotus 7	1498
38	S. DUNSTERVILLE	Lotus 7	1340
39	H. HEEREY/Midland Garage	Chevron	1500
40	P. HARRINGTON	Lotus Cougar 7	1498
41	B. JOELL/G. R. C. Duncan	Chevron	1498
42	G. R. C. DUNCAN	Mallock U2	998
43	G. E. WHITTINGHAM	Lotus 7	1498
44	J. H. APPELGARTH	Adder-Ford	1498
45	A. J. HUGH	Terrier	997
46	Miss J. HUTCHINSON	Terrier	1498
47	P. D. NEWBY	Mallock U2	997
48	G. TAYLOR	Mallock U2	998
49	A. WATSON	Mallock U2	997
50	I. A. B. HARRIS	Mallock U2	1390
51	T. G. McNAY	L.W.S.	1098

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

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

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





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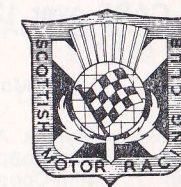
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EVENT 3

3.10 P.M.

## EDINBURGH STUDENTS' CHARITIES CUP RACE

PART 1 — 25 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
1	W. J. FORBES	Lotus-BMW	1991
2	J. L. ROMANES	Lotus-Martin	1865
3	A. D. T. FLETCHER	Brabham BT18	1598
4	J. VEITCH	Cooper F3	997
5	J. RUSSELL	Russell-Ford	4727
6	T. D. REID/ Irish Racing Cars	Crossle	4727
7	G. BIRRELL/ Ecurie Ecosse	Ecosse-Imp	998
8	W. DRYDEN/Ecurie Ecosse	Ecosse-Imp	998
9	M. A. PEEL	Cooper F3	998
10	J. MILLAR	Brabham F3	997
11	R. MacGILLIVRAY	Repco-Brabham	997
12	J. G. MacWILLIAM	Merlyn	1860
14	R. SCOTT	Elva-BMW	1991
17	G. H. BREAKELL	Brabham BT8	2000

### Reserves :

15	P. A. B. STEWART (Res. W. Turnbull)	Cooper	1340
16	J. ANDERSON	Lola	998

1st (£50) ..... 3 ..... 2nd (£30) ..... 1 ..... 3rd (£20) ..... 10 .....

4th (£10) ..... Fastest Lap : ..... — ..... secs.

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

### Up to 1000cc

1st (£20) ..... 2nd (£10) ..... 3rd (£5) .....



# **SALOON CARS over 1200cc** 10 LAPS

Car No.	Driver/Entrant	Make/Model of Car	cc
24	S. McCracken/ Jaynick Accessories	Jaynick Anglia	1600
54	J. E. MILNE/W. Shepherd	Mini-Cooper S	1293
67	E. A. LABINJOH/J. Fisher	Mini-Cooper S	1450
68	P. S. de BANKS	Mini-Cooper S	1293
69	D. N. SMITH	Ford Anglia	1822
70	T. B. D. CHRISTIE	Mini-Cooper S	1293
71	R. F. MORRISON	Mini-Cooper S	1293
73	R. SHARDLOW	Alfa-Romeo GTA	1570
74	D. FISHER/P. Dalkin	Perdal Cortina	1690
75	W. ROBERTSON	Vauxhall Viva	1500
76	P. G. GAILLARD	Mini-Cooper S	1293
77	J. DRYDEN	Mini-Cooper S	1293
78	J. R. BLANCKLEY (Res. W. Blanckley)	Austin A40	1800
79	S. D. LEITH	Mini-Cooper S	1340
80	M. R. MULLER	Ford Anglia	1498
81	S. J. CHRISTINE	Ford Anglia	1650

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

4th (£4) ..... Fastest Lap : ..... secs.

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

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19	W. N. DRYDEN/J. N. Cuthbert	Lotus Elan	1594
20	J. R. BALLANTINE	Diva-Ford	1594
21	T. E. BLACKADDER	Lotus Elan	1594
22	A. W. COWAN/H. C. Ballantine	Marcos GT	1997
23	J. NICHOLSON/ Jaynick Accessories	Lotus 23B	1098
25	J. CORFIELD	Diva GT	1148
26	J. FISHER	Fisher GT	1100
27	R. SIMPSON-SMITH	Project 4	1098
28	J. FITZGERALD	Austin-Healey	1216
29	D. MURRAY	Marcos GT	1098
30	R. A. MURDOCH	Lotus XI	1098
31	J. L. ALEXANDER	Mini-Marcos	1040
33	D. C. LAMB	Lotus XI	1098
35	R. FORESTER-SMITH	Lotus XI	1150
99	A. A. BARTON	Mini-Marcos	1150

# **Reserves :**

32	J. MACKIE	Marcos GT	998
34	J. ABSALOM	Ginetta G4	1098

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

4th (£4) ..... Fastest Lap : ..... secs.

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

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EVENT 6

4.20 P.M.

## SALOON CARS up to 1200cc

RACE 2 — 10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
82	G. H. BIRRELL/ Claud Hamilton Motors Ltd.	Shannon-Chamois	1150
83	W. L. MORRISON	Singer Chamois	998
84	A. CHARNELL/ John Croall & Sons Ltd.	Chamois Sport	998
85	A. I. ROBERTSON	Hillman Imp	998
86	R. D. McCUTCHEON	Mini-Cooper S	999
87	D. FORSYTH	Mini-Cooper S	999
88	W. BORROWMAN/ Sports Tune	Mini-Cooper S	999
89	J. FEWELL	Mini-Cooper S	999
90	A. J. TOBIAS	Mini-Cooper S	999
91	R. HARDY/L. Laybourne	Mini-Cooper S	1085
93	L. EMSLIE	Mini-Cooper S	1071
94	D. M. ROSS	Mini-Cooper S	970
95	J. W. PINKERTON	Austin A40	996
96	G. DOUGLAS	Shannon-Imp	998
97	R. J. S. HAINING	Mini-Cooper	970

### Reserves:

113	A. D. T. BONAR	Austin A40	996
-----	----------------	------------	-----

1st (£20) 89 2nd (£12) 88 3rd (£8) 97

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

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

EVENT 7

4.40 P.M.

## MARQUE CARS

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
52	S. A. ROBINSON	Austin-Healey	2996
53	J. E. MILNE/W. Shepherd	M.G.B.	1800
55	M. HOPPERTON	M.G. Midget	1147
56	M. PARKIN	Lotus Elan	1558
57	W. COFFIELD	Lotus Elan	1558
58	J. A. HALL	M.G. Midget	1275
59	A. W. HUTCHINSON	Austin-Healey	1293
60	I. W. N. KIRKWOOD	Austin-Healey	998
61	A. ROSS	M.G.B. Bermuda	1798
62	J. GEMMELL	M.G. Midget	1098
63	C. D. GRUBER	M.G. Midget	1098
64	R. J. KELLAR	M.G. Midget	1142
65	J. C. FORSYTH	Austin-Healey	998
66	R. I. BAIRD	Aston-Martin	2922
72	R. F. MORRISON	Jaguar E-Type	4200

1st (£20) 53 2nd (£12) 55 3rd (£8) 62

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

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



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## EDINBURGH STUDENTS' CHARITIES CUP RACE

Car No.	DRIVER/Entrant	Make/Model of Car	cc
1	W. J. FORBES	Lotus-BMW	1991
2	J. L. ROMANES	Lotus-Martin	1865
3	A. D. T. FLETCHER	Brabham BT18	1598
4	J. VEITCH	Cooper F3	997
5	J. RUSSELL	Russell-Ford	4727
6	T. D. REID/ Irish Racing Cars	Crossle	4727
7	G. BIRRELL/ Ecurie Ecosse	Ecosse-Imp	998
8	W. DRYDEN/Ecurie Ecosse	Ecosse-Imp	998
9	M. A. PEEL	Cooper F3	998
10	J. MILLAR	Brabham F3	997
11	R. MacGILLIVRAY	Repco-Brabham	997
12	J. G. MacWILLIAM	Merlyn	1860
14	R. SCOTT	Elva-BMW	1991
17	G. H. BREAKELL	Brabham BT8	2000

### Reserve :

15	P. A. B. STEWART Res. W. Turnbull)	Cooper	1340
16	J. ANDERSON	Lola	998

1st (£50) ..... 2nd (£30) ..... 3rd (£20) .....

4th (£10) ..... Fastest Lap : ..... — ..... secs.

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

### Up to 1000cc

1st (£20) ..... 2nd (£10) ..... 3rd (£5) .....

Edinburgh Students' Charities Cup : .....  
(Winner on aggregate of result in Events 3 and 8)

Edinburgh Students' Tankard : .....  
(Best car up to 1000cc, on aggregate)

### PRESENTATION OF THE ABOVE TROPHIES

BY MISS JOAN LAMBERT

EDINBURGH STUDENTS' CHARITIES QUEEN

AND LAP OF HONOUR BY WINNERS



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Rally & Sports Enthusiast!**

STAGE I, II & III HEADS — Q.I. RALLY LAMPS  
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CARB. CONVERSIONS — WOOD & LEATHER RIM WHEELS  
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WHEEL SPACERS — HEADRESTS  
MASERATI AIR HORNS — RALLY JACKETS  
RALLY TYPE SEAT COVERS — SIDEWINDERS  
INSTRUMENTS — GEAR EXT. & KNOBS  
OIL COOLERS

229 NORTH WOODSIDE RD.. GLASGOW. N.W. DOU 7203  
21 CLARKSTON ROAD, GLASGOW, S.4. MER 2386  
52 GEORGE STREET, PAISLEY. PAI 2881

EVENT 9

5.40 P.M.

**HARTLEY WHYTE TROPHY CHAMPIONSHIP RACE**

15 LAPS

For the fastest six saloon cars in each of the  
classes (up to 1200cc and over 1200cc)

Car No.	DRIVER/Entrant	Make/Model	Qualifying Time CC
88	G. H. BIRRELL	SHANNON CHAMPOIS	11.50
77	J. DRYDEN	MINI-COOPER 'S'	12.93
88	W. BROADMAN	MINI-COOPER 'S'	9.99
86	R.D. McCUTCHEON	MINI-COOPER 'S'	9.99
87	A.J.S. HAINING	MINI-COOPER	9.70
89	J. FEWELL	MINI-COOPER 'S'	9.99
88	J.A. BLANCHLEY	AUSTIN A40	18.00
83	A.I. ROBERTSON	HILLMAN IMP	9.98
54	J.E. MILNE	MINI-COOPER 'S'	12.93
76	T.B.D. CHRISTIE	MINI-COOPER 'S'	12.93
87	M.R. MULLER	FORD ANGLIA	14.98
86	G. CARR	MINI-COOPER	9.99

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

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

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

**STOP PRESS**

**Red Arrows coming to Ingliston!**

The famous R.A.F. Aerobatics team will be giving one of their breath-taking displays of Aerobatics over Ingliston at the next meeting.  
Don't miss this exciting extra.

**THE S.M.T. RED ARROWS RACE MEETING  
SUNDAY, 23rd JULY, 1967.**

Booking Form on Page 33.



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## Ingliston 1967 Advance Booking Form

Name (BLOCK LETTERS PLEASE) .....

Address .....

S.M.R.C. Full Membership No(s) ..... Phone .....  
(if discount of 5/- per full member is claimed)

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

	Highland Grandstand		Shepherds Grandstand		Car Park Tickets 5/-		SMRC Discount Value	TOTAL
	Adults 15/- No.	Children 12/6 Cost	Adults 15/- No.	Children 12/6 Cost	No.	Cost		
23 Jul.								
13 Aug								
3 Sep.								
1 Oct.								
Preference for Block in Highland Grandstand								CHEQUE/POSTAL ORDER/CASH Total £

Return with remittance to SCOTCIRCUITS LTD NATIONAL BANK CHAMBERS DUNS BERWICKS.



**bd**

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A design service for Brochures, notepaper, billheadings, personal stationery, Insignia, Motifs, and Brand Images, advertisement layout, etc.

Interior design and decor.

The design of motor racing circuits and sports centres and advice on the establishment and operation of such ventures.

## The Border Design Centre Ltd.

Directors : IAN SCOTT WATSON and GORDON ELLIS

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WHITE HOUSE STUDIO, LOWICK, Northumberland

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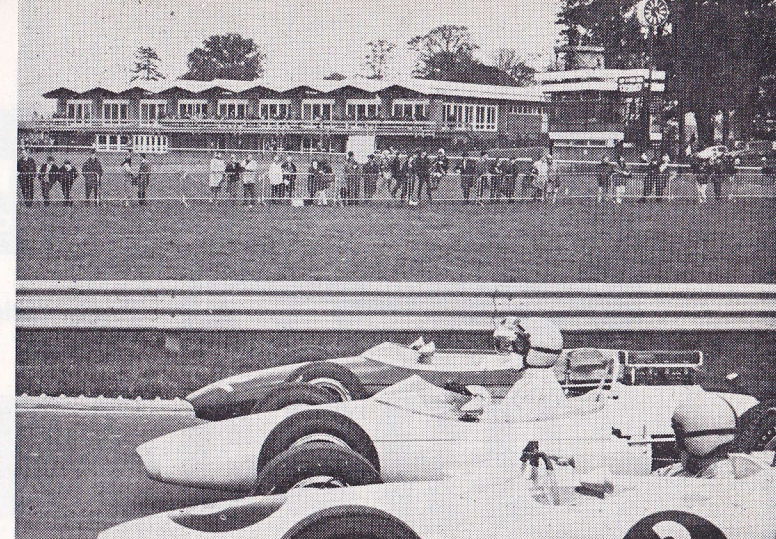
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77 MARYGATE, BERWICK-UPON-TWEED  
Telephone 7553

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*The MacRobert Pavilion overlooking the circuit.*



### **Why you should join the SCOTTISH MOTOR RACING CLUB**

This is Scotland's own Motor Racing Club, run by an enthusiastic committee whose efforts have been keeping alive an interest in the sport since 1937. With a membership of over 1700 it is now acknowledged as one of Britain's foremost clubs. Members of the club — including its founder-member and President, Jim Clark, formed Scot-circuits Ltd. — the promoting company at Ingliston — in 1964 and the two bodies work closely together.

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

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

Most of the meetings at Ingliston are exclusively open to members' entries and the promoters' generous expenses contributions and prize money are offered. In addition to full membership, relatives of full members resident in the same household may also enrol as "Family" Members and enjoy all the privileges of membership bar the distribution of literature and the ability to enter for competitive events.

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

**Membership Application Form overleaf.**





# Scottish Motor Racing Club

incorporating Border Motor Racing Club

Application for  
1967 Membership

BLOCK CAPITALS

Full Name .....

Address .....

Phone ..... Occupation .....

Do you intend to race (or enter) ? YES / NO

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 ..... 1967 (Signed) .....

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

CHEQUE/P.O./BANKER'S ORDER £ .....

Return with remittance  
to

**National Bank Chambers, Duns  
Berwickshire**

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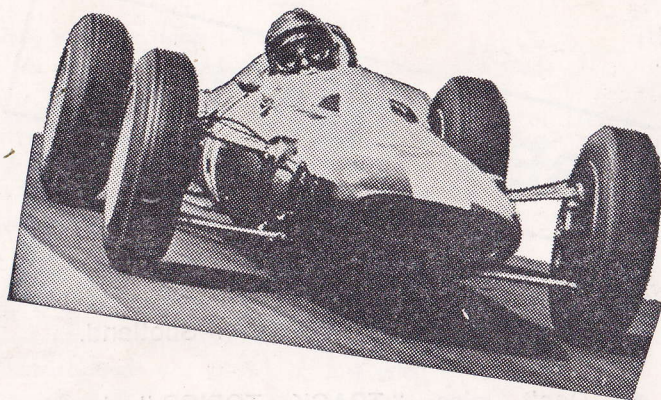
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**HASTE YE BACK AGAIN !**

*Our next Meeting is the*

**S.M.T. TROPHY**

**RACE MEETING**



**Sunday, July 23rd : 2.30 p.m.**

*Advance Booking Form Inside*

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