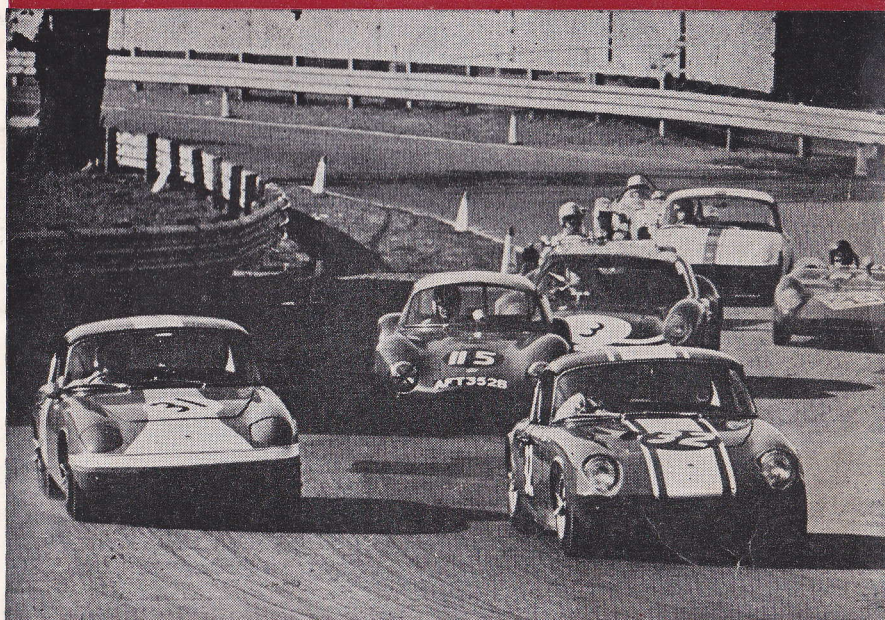


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INGLISTON MOTOR RACING CIRCUIT

ROYAL HIGHLAND SHOWGROUND EDINBURGH



EDINBURGH FESTIVAL MEETING Sunday 4th September

Official
Programme
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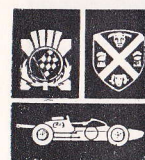
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ROYAL HIGHLAND SHOWGROUND EDINBURGH

The Edinburgh Festival RACE MEETING

Sunday, 4th September, 1966

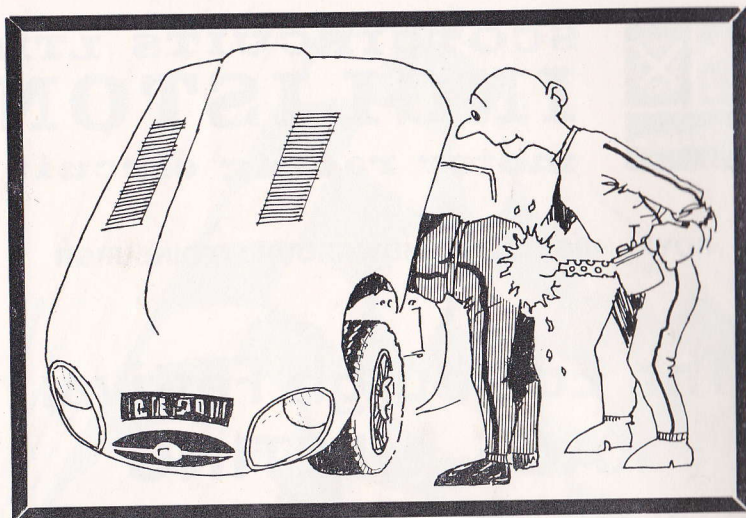
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The Scottish Motor Racing Club Ltd.

* * *

PROGRAMME

- | | |
|---------|--|
| 9.30am | Practice |
| 12.50pm | Luncheon Interval |
| 1.15 | Jazz Concert by the Chris Barber Band with
Ottillie Paterson and Kenneth Washington |
| 2.15 | Event 1 Saloons up to 1200cc, Race 1 |
| 2.35 | 2 Sports & Special G.T. Cars over 1200cc |
| 2.55 | 3 Racing Cars up to 1200cc |
| 3.20 | 4 Saloons over 1200cc |
| 3.40 | 5 Clubman's Cars |
| 4.00 | 6 Marque Cars |
| 4.20 | 7 Saloons up to 1200cc, Race 2 |
| 4.40 | 8 JOCK McBAIN MEMORIAL TROPHY
RACE |
| 5.20 | 9 Sports & Special G.T. Cars up to 1200cc |
| 5.40 | 10 Hartley Whyte Championship Race |
| 6.00 | 2nd Jazz Concert by the Chris Barber Band with
Ottillie Paterson and Kenneth Washington |



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Deputy Clerk of Course	...	S. WEIGHTMAN
Chief Marshal	...	A. H. B. CRAIG
Deputy Chief Marshal	...	Dr. J. G. WAUGH
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	...	A. D. HORNE
Chief Grid Marshal	...	G. MONTGOMERY
Starters	...	J. A. DICK PEDDIE & D. M. FRASER
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Chief Programme Marshal	...	Mrs. T. LEGGET
Chief Medical Officer	...	Dr. A. DONALDSON
Chief Timekeeper	...	Dr. L. JAMIESON
Scrutineers	...	J. GARDEN & D. STEPHEN
Commentator	...	J. W. MCINNES
Secretary to Meeting	...	I. SCOTT WATSON
Competitor Reception	...	J. R. GOOD & 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
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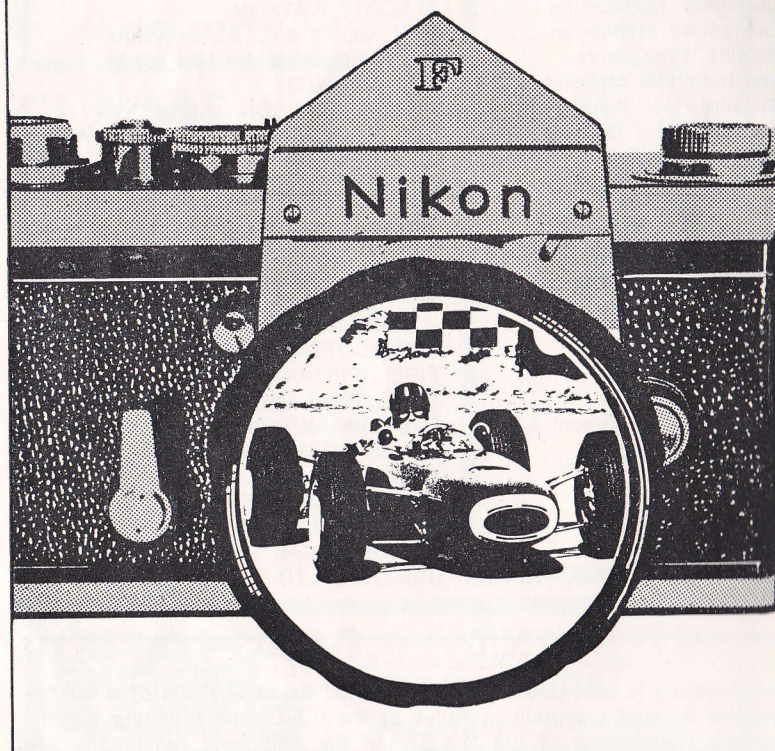
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LIST OF ENTRIES

Car No.	DRIVER/Entrant	cc	Make/Model	from
1	W. N. DRYDEN/ Ecurie Ecosse	2497	Ecosse-Climax	Edinburgh
2	G. BIRRELL/ Ecurie Ecosse	998	Ecosse-Imp	Milngavie
3	W. FORBES	1991	Lotus-B.M.W.	Aberdeen
4	J. RUSSELL	4727	Lotus-Ford	West Calder
5	D. H. PRESTON	1594	Brabham	Nottingham
6	J. L. ROMANES	1865	Lotus 35	Edinburgh
7	A. D. T. FLETCHER	997	Brabham F3	Culross
8	A. W. ROLLINSON/ F. Lythgoe	1500	Brabham	Pelsall
9	A. W. ROLLINSON/ F. Lythgoe	998	Brabham F3	Pelsall
10	E. A. POWRIE	2500	Brabham F1	Dundee
11	J. G. MacWILLIAM	1650	Merlyn	Glasgow
12	A. C. GOODFELLOW	1650	Cooper-Ford	Falkirk
14	E. A. LABINJOH/ J. Fisher	2500	Fisher-Lancia	Edinburgh
15	J. S. CALVERT/Hillcrest Garage (Hesledon) Ltd.	997	Brabham F3	Seaham
16	J. MILLAR	997	Brabham F3	Bridge-of-Weir
17	D. BOOTON	997	Brabham F3	Shrewsbury
18	D. REES/F. Lythgoe	997	Brabham	Altrincham
19	F. J. WILSON/ Perdal Developments	997	Ginetta F3	Newcastle
20	P. A. B. STEWART	999	Cooper FJ	Lundin Links
21	R. J. MCGILLIVRAY	998	Merlyn FJ	Paisley
22	R. SCOTT	1991	Elva-BMW	Aberdeen
23	P. C. O. ROBERTS	1991	Elva-BMW	Wolverhampton
24	W. N. DRYDEN/ J. N. Cuthbert	1594	Lotus-Elan	Edinburgh
25	E. BLACKADDER	1594	Lotus-Elan	Falkirk
26	A. MACKINTOSH	1598	Wilson GT	Humble
27	J. COWIE (Res. W. Forbes)	1650	Marcos-Ford	Aberdeen
28	H. D. GRIFFITHS	1650	Marcos-Ford	Sheffield
29	D. WALTON	1622	T.V.R.	Newcastle/Tyne
30	J. R. BALLANTYNE	1800	T.V.R.	Bo'ness
31	I. COCHRANE	1498	Lotus 7	Dalrymple
32	H. HEEREY/ Midland Garage	1498	Chevron	Hazel Grove
33	R. McN. COWE/ N. W. Mains	1500	Austin-Healey	Pencaitland
34	I. A. B. HARRIS	1390	Mallock U2	Glasgow
35	R. FORESTER-SMITH	1098	Lotus XI GT	Edinburgh
36	J. NICHOLSON	1098	Lotus 23B	Clarkston
37	E. KENNET/ J. Nicholson	1098	Lotus XI	Glasgow
38	S. McCRACKEN/ J. Nicholson	1600	Jaynick Anglia	Larkhall
39	V. CONNOLLY	1147	Lotus XVII	Felling/Tyne
40	D. M. ROSS	1071	Landar	Aberdeen
41	G. CROSSLEY	1098	Lotus XI GT	Morecambe

Continued

LIST OF ENTRIES — Continued

Car No.	Driver/Entrant	cc	Make/Model	Home Town
42	R. A. MURDOCH	1098	Lotus XI GT	Ayr
43	J. FISHER	1100	Fisher GT	Edinburgh
44	R. SMITH	1098	Project 4	Airdrie
45	J. ABSALOM	997	Ginetta G4	Morpeth
46	T. S. McNAY	1098	L.W.S.	Thornhill
47	A. A. BARTON	1098	Mini-Marcos	Newcastle
48	A. A. BARTON	998	Morris 1000	Newcastle
49	D. J. MUTER/ Andy Barton	1293	Mini-Cooper S	Bedlington
50	D. MURRAY	1098	Marcos GT	Dundee
51	J. C. LAWSON	1498	Lotus 7	Annfield Plain
52	J. A. T. MURRAY	1172	Mason-Ford	Milngavie
53	A. J. HUGH	997	Terrier-Ford	Kirkcaldy
54	P. D. NEWBY	997	Mallock U2	Scarborough
55	G. R. F. DUNCAN	997	Lotus 7	Leeds
56	G. TAYLOR	998	Malock U2	Falkirk
57	S. DUNSTERVILLE	1390	Lotus 7	Glasgow
58	I. NAISMITH	1558	Lotus Elan	Newton Mearns
59	G. TEMPLE	1558	Lotus Elan	Morpeth
60	J. E. MILNE/ W. Shepherd	1139	M.G. Coupe	Glasgow
61	A. W. HUTCHINSON/ W. Shepherd	998	Austin-Healey	Leven
62	S. A. ROBINSON	2996	Austin-Healey	Leven
63	J. C. FORSYTH	998	Austin-Healey	Haddington
64	A. W. HILL	1216	Lotus Elite	Ardrossan
65	D. D. CARMICHAEL	1138	Austin-Healey	Edinburgh
66	I. W. N. KIRKWOOD	997	Austin-Healey	Newcastle
67	M. HOPPERTON	1147	M.G. Midget	Tarbert
68	T. N. THOMSON	1147	Triumph Spitfire	Wishaw
69	J. I. JOHNSON	996	Austin-Healey	Kilbarchan
70	J. GREY	2912	Austin-Healey	Felling/Tyne
71	D. J. M. FISHER/ Perdal Developments	1650	Perdal Cortina	Dunoon
72	A. WRIGHT/ Perdal Developments	1999	Trianglia	Whitley Bay
73	P. DALKIN/ Perdal Developments	1697	Perdal Anglia	Newcastle
74	G. BIRRELL/ Perdal Developments	1860	Perdal Anglia	Milngavie
75	I. B. BIRRELL/ G. Birrell	850	Mini	Milngavie
76	G. BIRRELL	1558	Lotus Elan	Milngavie
77	G. BIRRELL/ Claud Hamilton Motors Ltd.	1180	Perdal Chamois	Milngavie
78	R. F. MORRISON	4200	Jaguar E-Type	Helensburgh
79	R. F. MORRISON	1275	Mini-Cooper S	Helensburgh
80	W. L. MORRISON	1293	Mini-Cooper S	Bridge-of-Allan
81	J. M. WILSON	1498	Ford Anglia GT	Taynuilt
82	S. D. LEITH	1340	Mini-Cooper S	Lonmay
83	R. F. CALCUTT/Alan Fraser Racing Team	998	Hillman Fraser Imp	Kent
84	N. BRITTAN/Alan Fraser Racing Team	998	Hillman Fraser-Imp	London

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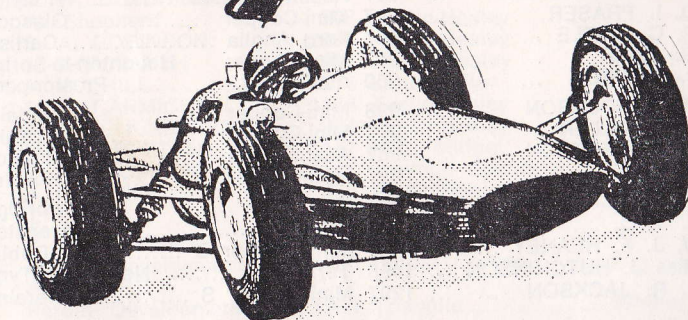
LIST OF ENTRIES — Continued

Car No.	DRIVER/Entrant	cc	Make/Model of Car	from
85	A. I. ROBERTSON	998	Hillman Imp	Kirkcaldy
86	A. CHARNELL/ Hamilton Bros.	998	Hillman Imp	Prestwick
87	Mrs. C. CHARNELL/ Hamilton Bros.	875	Hillman Imp	Prestwick
88	R. D. McCUTCHEON	999	Mini-Cooper S	Wigtown
89	I. McGOWAN/ R. D. McCutcheon	999	Mini-Jem	Wigtown
90	W. BORROWMAN/ Sports-Tune	999	Mini-Cooper S	Edinburgh
91	D. FORSYTH	999	Mini-Cooper S	Tranent
92	P. V. WRIGHT	999	Mini-Cooper S	Newtonards
93	A. J. TOBIAS	999	Mini-Cooper S	Newcastle
94	A. J. R. CORMACK	998	Hillman Imp	Edinburgh
95	D. WOOD	999	Ford Anglia	Aberdeen
96	J. A. J. CURRIE	1071	Mini-Cooper S	Dumfries
97	R. M. HENDERSON	997	Minnow Mini	Wallington
98	N. WATERHOUSE	970	Mini	Ealing
99	N. EGINTON	997	Cooper-Mini	Brighton
00	R. J. S. HAINING	999	Mini-Cooper	North Berwick
01	J. W. PINKERTON	997	Austin A40	Houston
02	D. I. FRASER	997	Mini-Cooper	Glasgow
03	R. C. LITTLE	997	Ford Anglia	Carlisle
04	G. CARR	997	Mini-Cooper	Houghton-le-Spring
05	J. FEWELL	950	Austin Mini	Prestonpans
06	P. HENDERSON	998	Mini-Cooper	Carstairs
07	K. H. ALLEN	997	Mini-Cooper	Carlisle
08	K. ROBERTSON	962	Austin Mini	Haddington
09	J. SIME	997	Mini-Cooper	Paisley
110	J. VEITCH	1594	Diva GT	Newbridge
111	T. HILL	1198	Lotus 7	Stevenston
112	W. J. F. HEANEY	1400	Mini Cooper S	Dublin
114	Miss J. HUTCHINSON	1498	Terrier	Newcastle/Tyne
115	D. R. JACKSON	1297	Mini Cooper S	Coleraine

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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ON ALL MOTORING EVENTS



THE SCOTSMAN

Stay in the lead with J. C. Bowman's
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in "The Scotsman"

For your Day's Enjoyment ...

Today's main race will be the longest ever staged at Ingliston—and in fact one of the longest in the past ten years in Scotland. It is the second race for the "Jock McBain Memorial Trophy" — held at present by **Alan Rollinson** after a well deserved win at last year's Edinburgh Festival Meeting. Rollinson will be particularly keen to win again this year the trophy presented by Jim Clark in memory of his Border Reivers sponsor early in his career.

Due to the Formula 3 Championships being held at Brands Hatch on the same day as Ingliston's final meeting on 2nd October this year, it seems unlikely that Rollinson will be able to attend our final Ingliston fixture and he will know that victory in both the single-seater races today would put him in a very strong position to win the "Scotsman" Formula Libre Championship and the £250 cheque that goes with the magnificent trophy. At the moment **Andrew Fletcher** by dint of brilliant driving and consistent performance has a lead of 6 points over Ecurie Ecosse's **Bill Stein**, still recovering from his Brands Hatch accident in the Princes Margaret Hospital in Edinburgh. As only the best four scores in the season count, Fletcher—who has scored in fact in 5—can only improve his score today by 2, even if he wins, but Rollinson—who has only scored in 2—would be able to count all the points he scores. However, Bill Stein has been heard to say that he intends to race again at the Lombank Trophy meeting on 2nd October and a win then by him would put him ahead of Rollinson and out of reach of Fletcher by two points. **Willy Forbes** has been daunted by bad luck at Ingliston all season, and had the misfortune to crash badly at the Milk Race Meeting. However, should his luck turn, wins in the two remaining Formula Libre races should still win him the championship. Thus Scotland's most coveted driver's racing award is still wide open; as prize money is paid down to fifth place **John Calvert**, **John Millar**, **Jock Russell** and **David Preston** will all be aiming to improve on their positions.

In the smaller-engined class, we will all be looking to see how much extra power the Ecosse-Imp has found since the Milk Race Meeting. This is a truly delightful little car and there will be many who might wonder whether David Murray of Ecurie Ecosse would consider making a few replicas for sale. Obviously the Hillman Imp engine lacks the power of the Cosworth F3 engine (how crisp **they sound!** Just listen to Fletcher's and Rollinson's) but, after all, the Hillman unit is based on an original design by Coventry-Climax and should be capable of even more development—not that 100 b.h.p. from 1-litre is anything to be ashamed about! This class is almost a Brabham benefit, with no less than six F3 cars entered. **Dave Rees** is making his first visit to Ingliston and is no stranger to success. **Dave Booton** is bringing a brand-new Repco-Brabham for his first visit; with Fletcher, Calvert and Millar this looks like a formidable Brabham array. **Fred Wilson** will be hoping to have the monocoque F3 Ginetta going for this meeting—third time lucky perhaps.

Bill Dryden will be out to catch up lost points in the Sheila Whyte G.T. Championship; now that John Corfield has a "maximum" he will be hoping to at least equal and tie for first place. But this is not the only car he will be driving, for David Murray has entrusted the Ecosse-Climax to him once again in Bill Stein's absence and we wish him more luck than at the Milk Race Meeting, **Peter Roberts** and **Richard Scott** will both be fielding Elva-B.M.W.s in the big sports car class and should have little difficulty in finishing ahead of the opposition. **Jimmy Veitch** may not find a win so easy with Dryden present, though, in his Diva. Surprise performance at the last meeting was that of **Ian Coch-**

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AUTOSPORT

EVERY FRIDAY

rane's Lotus 7, and he will be renewing his battle with **Howard Heerey's** Chevron in both this class and the Clubman's Race. In Corfield's absence, **Andy Barton's** Mini-Marcos will be favourite to win, though **Jack Hugh** will be letting his Terrier get his teeth into it if he can get near enough! He, in turn, will find **Peter Newby** and **George Taylor** in their Mallock U2s after his blood.

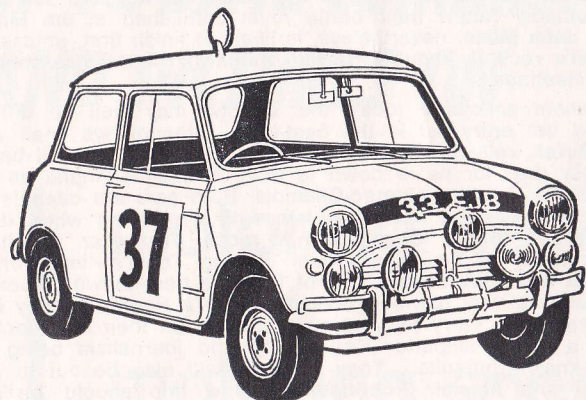
The more mundane Marque Cars should provide good racing and if past performances are anything to go on, **Ronnie Morrison** should be impressive in the 4.2-litre E-Type and **Gerry Birrell** and **Ian Naismith** will undoubtedly renew their battle royal unfinished at the Milk Race Meeting. **John Milne**, nevertheless, is likely to finish first, unless **Donald Carmichael's** recently-acquired Sprite brings him more luck than in the past two meetings.

For sheer spectacle today the saloons may well be difficult to better, and the entry list is the best-ever—although we shall all miss **Graham Birrell**, rallying on the Continent. **Gerry Birrell** will be having a very busy day, for he is down to drive **Graham's** Anglia as well as his own **Claud Hamilton-entered-Chamois**. Both cars are capable of winning their heats and it will leave him with a problem when it comes to the **Hartley Whyte Championship** race! However, he has real opposition today in the **Alan Fraser Racing Team's** Imps, driven by **Ray Culcutt** and **Nick Brittan**, two of Britain's best-known saloon pilots. **Alan Fraser** is a very patriotic Scotsman with a Rootes agency in Kent, and the team cars carry **St. Andrew's** crosses on their blue roofs. **Nick Brittan** is a man-of-all-parts—Kart racing and journalism being two of his better-known pursuits. **Tony Charnell** will also be out to make a race of it and **Alastair Robertson's** yellow Imp should be able to keep the Minis at bay. **Bill Borrowman**, **Peter Wright** the Irishman, **Dave Forsyth** and **Alan Tobias** will be upholding B.M.C. honours with their 999cc Cooper S cars, and a lone Anglia in this race will be that **Perdal** developed car of **Dennis Wood**. The "slower" saloons aren't likely to be all that much slower and there should be a real needle-match in Event 1 between **Bob Henderson**, **Nick Waterhouse**, **Bob Haining**, **Graham Carr**, and **Iain Fraser** in their Mini-Coopers, **John Pinkerton** in his Austin A40 and **Bob Little** in his Anglia. Although the entry list for the larger-engined saloons is smaller than usual, **Gerry Birrell** will have to fight off a determined attack by **Fred Heaney**, from the **Emerald Isle**, **Ronnie Morrison** and **Logan Morrison** in S-Type Mini-Coopers and **Malcolm Wilson**—an ex-Metropolitan Police Team rally driver—in his Cortina-engined Anglia.

★ ★ ★

Motor Racing isn't the only ingredient in today's recipe for your enjoyment, for we are honoured once again with the presence of the **Chris Barber Jazz Band**. **Chris Barber** is undoubtedly one of Britain's best-ever Jazz musicians—and he is a motor racing driver of no mean ability to boot. In 'Trad' jazz, Barber is in a class of his own almost; last year we heard him at his very best at **Ingliston** in the concert which followed the second **Guards Trophy** race meeting. His wife's (**Ottillie Paterson**) vocal renderings are always a popular part of the Barber concerts and she had the audience enraptured at their last **Ingliston** appearance. This year the band has been joined by **American Gospel Singer Kenneth Washington** (what more appropriate at this Sunday race meeting?). Although they will give a concert during the lunch-break, students of jazz and lovers of music should wait until the evening, after the last racing-car has left the circuit, to hear them at their best. Jazz musicians are creatures of the night and unless we are mistaken will feel more at home as the shadows begin to lengthen over the Grandstand. This is something that you shouldn't miss!

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As a result of the popularity of the arrangements for members of the Scottish Motor Racing Club at the last meeting, 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 6/6 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 (9/9d.) 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. Edinburgh Camera Shop hold the concession at Ingliston on photographic equipment and they will be glad to see you at their mobile shop behind the stand to discuss or sell cameras or films. Graham Birrell has a mobile accessory shop alongside at which all sorts of "Bolt-on goodies" can be purchased. In addition, they have produced a special Ingliston Lap Chart Book at 5/- each, which will enable you to keep a check on the progress of each race.

★ ★ ★

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 6/6d. in the Herdsman's.

★ ★ ★

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



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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.

★ ★ ★

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 meetings are televised. 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.

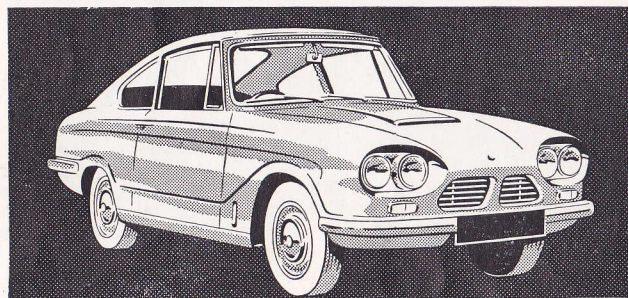
★ ★ ★

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.

THE "B.M.R.C. TROPHY" CHAMPIONSHIP 1966

Driver/Car	Apr. 17	May 8	July 24	Aug. 14	TOTAL	Events
G. B. Birrell (Ecosse & Anglia) ...	—	20	17	18	55	(6)
G. H. Birrell (Chamois & Elan) ...	3	10	12	25	50	(6)
J. Corfield (Diva) ...	10	10	10	10	40	(4)
J. E. Milne (M.G. Midget) ...	10	10	7	10	37	(4)
W. Borrowman (Mini) ...	14	4	13	5	36	(6)
W. J. Stein (Ecosse & Marcos) ...	20	13	—	—	33	(4)
T. B. D. Christie (Mini) ...	15	12	4	—	31	(5)
A. Fletcher (Brabham) ...	10	7	—	14	31	(5)
R. F. Morrison (Mini & Jaguar) ...	7	7	—	16	30	(6)
A. A. Barton (Marcos & Morris) ...	12	5	2	8	27	(6)
W. Dryden (Lotus Elan) ...	10	5	10	—	25	(3)
R. D. McCutcheon (Mini) ...	—	14	4	3	21	(4)
A. W. Rollinson (Brabham) ...	—	—	—	20	20	(2)

All finishers—1 point. In addition (best 6 races only)—1st, 9; 2nd, 6; 3rd, 4; 4th, 3; 5th, 2; 6th, 1.



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Triumph Spitfire engine: Herald chassis:
Special aerodynamic glass fibre body: 4 head-
lamps: Lashings of room. Built by Bond in
association with Standard Triumph.

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GLASGOW, STIRLING, ABERDEEN, DUNDEE, PERTH,
KIRKCALDY, HAWICK and NEWCASTLE-UPON-TYNE

A word about our next Meeting

Ingliston will next reverberate to the sound of racing cars on Sunday, 2nd October, when all the leading Ingliston drivers and many from England will collect for the final meeting of the year, the Lombank Trophy Race Meeting. This will be the second National Race Meeting at Ingliston and the regulars will be out in force to clinch their positions in the various Ingliston championships. The "Lombank Trophy" will go to the winner on aggregate of the 50-lap two-part Formula Libre race, the final round in the "Scotsman" Championship for 1966. The final round of the "Hartley Whyte" Saloon Car Championship should produce some real excitement to remember during the winter months.

Grandstand, Admission and Car Park tickets may be booked in advance by completing the form on page 38 or alternatively Edinburgh and Glasgow visitors may obtain them, respectively, from Archie Craig, 8 Montague Terrace (Inverleith Row), Edinburgh, or Graham Birrell Racing, 392 St. Vincent Street, Glasgow.

Most competitors will be members of The Scottish Motor Racing Club. If you, too, would like to become a member of this select organisation and enjoy the use of the Members' Pavilion and free admission to the Paddock at Ingliston, you'll find an application form for membership on page 40.

INGLSTON LAP RECORDS

VINTAGE CARS:

A. K. McCOSH (Bentley) 50.6" — 19th Sept.
(1965)

SALOONS: under 1200cc:

R. D. McCUTCHEON (Mini-Cooper) 43.6" — 19th Sept.
(1965)

over 1200cc:

H. W. RATCLIFFE (Mini-Cooper) 42.6" — 17th April

GRAND TOURING CARS: under 1200cc:

J. CORFIELD (Diva G.T.) 43.0" — 24th July

over 1200cc:

W. N. A. DRYDEN (Lotus Elan) 41.0" — 24th July

SPORTS CARS: under 1200cc:

J. WATSON (Crosslè) 42.0" — 3rd Oct.
(1965)

over 1200cc:

W. FORBES (Elva B.M.W.) 40.4" — 29th Aug.
(1965)

RACING CARS (Outright Lap Record):

Formula Libre:

W. J. STEIN (Ecosse-Climax) 38.0" — 3rd Oct.
(1965)

Up to 1200cc (other than F.2):

A. D. T. FLETCHER (Brabham F3) 39.5" — 14 Aug.

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10 BRANDON TERRACE

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The State of the Parties... (Ingliston)

The following is a note of the leading positions in the various 1966 Class Racing Championships, after the first four meetings. You can prepare your own table with the aid of the commentator and the scoring system printed below each table.

"THE SCOTSMAN TROPHY" FORMULA LIBRE CHAMPIONSHIP

Driver/Car	Apr. 17	May 8	July 24	Aug. 14	TOTAL	No. of Events
A. D. T. Fletcher (Brabham F3) ...	7	8	—	8,5	28	(4)
W. J. Stein (Ecosse-Climax) ...	11	11	—	—	22	(2)
J. S. Calvert (Brabham F3) ...	5	—	5	5,4	19	(4)
P. Gethin (Lotus F2/Brabham F3) ...	—	—	11,7	—	18	(2)
A. W. Rollinson (Brabhams F2/F3) ...	—	—	—	11,7	18	(2)
J. Millar (Brabham F3) ...	4	5	4	3	16	(4)
W. Forbes (Lotus-B.M.W.) ...	8	1	6	—	15	(3)
J. Russell (Russell-Ford) ...	1	6	2	6	15	(4)
A. C. Goodfellow (Cooper-Ford) ...	2	4	5	3	14	(4)
J. Cardwell (Lotus F2) ...	—	—	8	—	8	(1)
D. H. Preston (Brabham) ...	6	1	—	—	7	(2)

Notes: Scores—All finishers in each race—1 point.

In addition: 1st, 6; 2nd, 4; 3rd, 3; 4th, 2; 5th, 1.

Only the best four scores count towards the Championship.

In two-part races the scores are: 1st, 9; 2nd, 6; 3rd, 4; 4th, 3; 5th, 2; 6th, 1.

THE "SHEILA WHYTE TANKARD" SPECIAL G.T. CHAMPIONSHIP

Driver/Car	Apr. 17	May 8	July 24	Aug. 14	TOTAL
J. Corfield (Diva GT) ...	8	8	8	8	32
W. N. A. Dryden (Lotus Elan) ...	8	5	8	—	21
E. Blackadder (Lotus Elan) ...	4	4	1	6	15
A. A. Barton (Mini Marcos) ...	6	1	1	6	14
S. McCracken (Lotus Elan) ...	5	6	—	—	11
R. G. Smith (Mini Marcos) ...	4	4	—	—	8
J. Veitch (Diva G.T.) ...	—	—	—	8	8
J. Lepp (Lotus Elan) ...	6	—	—	—	6
J. E. Milne (M.G. Midget) ...	—	—	6	—	6
J. H. Blades (Ginetta) ...	—	—	6	—	6

Scores: All starters in category in race 1 point; all finishers 1 point.

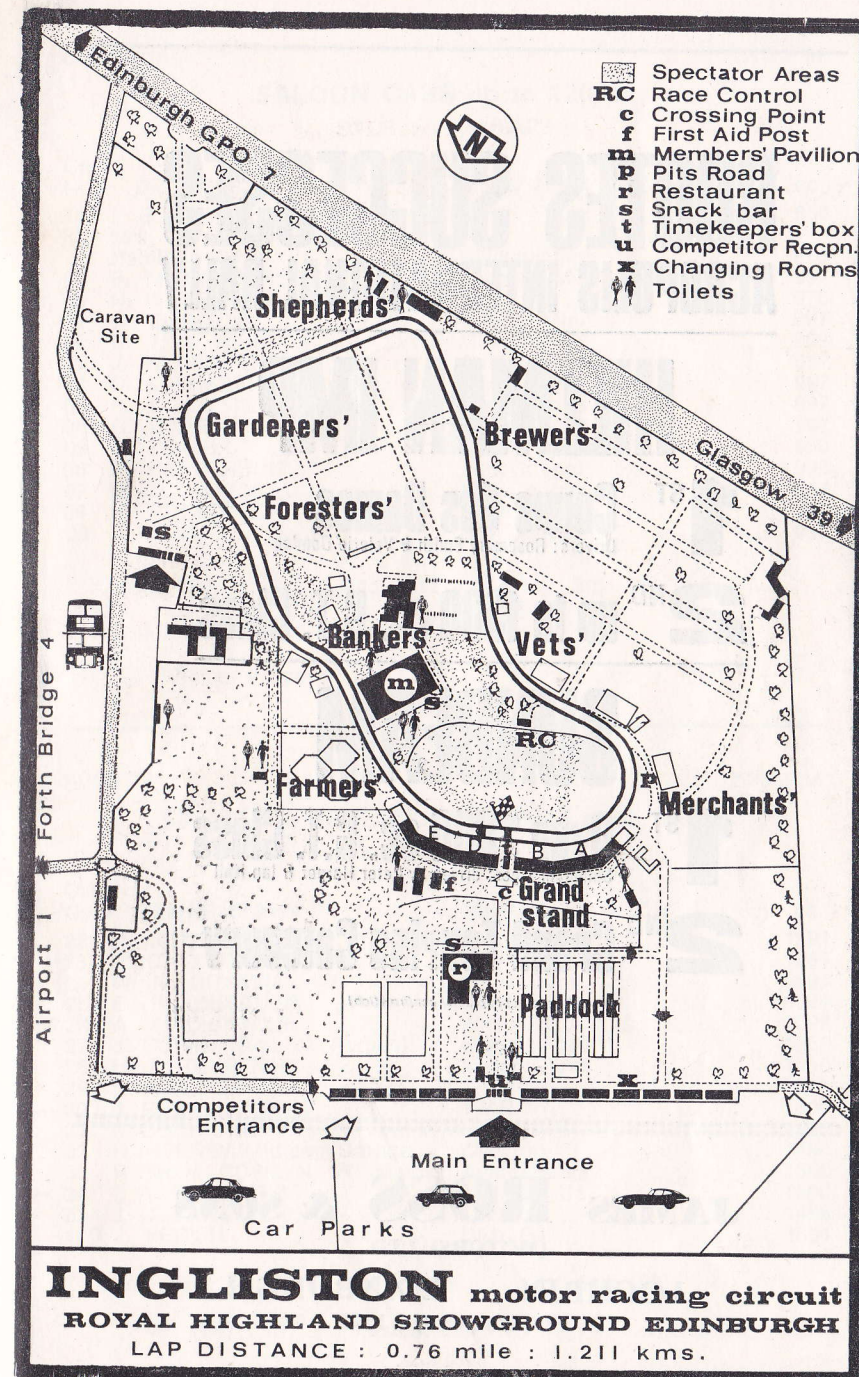
In addition: Highest placed Special G.T. Car — 6 points; 2nd—4; 3rd—3; 4th—2; 5th—1 (in each Special G.T. class in Sports Car races).

Best four scores to count.

INGLISTON LAP TIME CONVERSION TABLE

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

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



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2ND Grand Touring Category

(Results subject to official confirmation)

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EVENT 1

2.15 P.M.

SALOON CARS up to 1200cc

RACE 1 — 10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
75	I. B. BIRRELL/G. Birrell	Mini	850
87	Mrs. C. CHARNELL/ Hamilton Bros.	Hillman Imp	875
97	R. M. HENDERSON	Minnow Mini	997
98	N. WATERHOUSE	Mini	970
99	N. EGINTON	Cooper-Mini	997
00	R. J. S. HAINING	Mini-Cooper	999
01	J. W. PINKERTON	Austin A.40	997
02	D. I. FRASER	Mini-Cooper	997
03	R. C. LITTLE	Ford Anglia	997
04	G. CARR	Mini-Cooper	997
05	J. FEWELL	Austin Mini	950
06	P. HENDERSON	Mini-Cooper	998
07	K. H. ALLEN	Mini-Cooper	997
08	K. ROBERTSON	Austin Mini	962
09	J. SIME	Mini-Cooper	997

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

4th (£4) ... Fastest Lap: ... Secs.

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

EVENT 2

2.35 P.M.

SPORTS & SPECIAL G.T. CARS over 1200cc

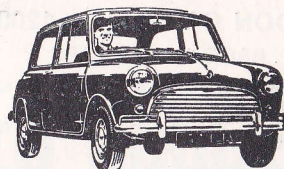
10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
22	R. SCOTT	Elva-BMW	1991
23	P. C. O. ROBERTS	Elva-BMW	1991
24	W. N. DRYDEN/J. N. Cuthbert	Lotus Elan	1594
25	E. BLACKADDER	Lotus Elan	1594
26	A. MACKINTOSH	Wilson GT	1598
27	J. COWIE (Res. W. Forbes)	Marcos-Ford	1650
28	H. D. GRIFFITHS	Marcos-Ford	1650
29	D. WALTON	T.V.R.	1622
30	J. R. BALLANTYNE	T.V.R.	1800
31	I. COCHRANE	Lotus 7	1498
32	H. HEEREY/Midland Garage	Chevron	1498
33	R. Mc.N. COWE/N. W. Mains	Austin-Healey	1500
34	I. A. B. HARRIS	Mallock U2	1390
51	J. C. LAWSON	Lotus 7	1498
110	J. VEITCH	Diva GT	1594

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

4th (£4) ... Fastest Lap: ... secs.

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



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EVENT 3

2.55 P.M.

RACING CARS up to 1200cc

15 LAPS

Car No.	Driver/Entrant	Make/Model of Car	cc
2	G. BIRRELL/Ecurie Ecosse ...	Ecosse-Imp ...	998
7	A. D. T. FLETCHER ...	Brabham F3 ...	997
9	A. W. ROLLINSON/F. Lythgoe	Brabham F3 ...	998
15	J. CALVERT/Hillcrest Garage (Hesledon) Ltd. ...	Brabham F3 ...	997
16	J. MILLAR ...	Brabham F3 ...	997
17	D. BOOTON ...	Brabham F3 ...	997
18	D. REES/F. Lythgoe ...	Brabham F3 ...	997
19	F. J. WILSON/ Perdal Developments ...	Ginetta F3 ...	997
20	P. A. B. STEWART ...	Cooper F.J. ...	997
21	R. J. MCGILLIVRAY ...	Merlyn F.J. ...	998

1st (£30) 2nd (£20) 3rd (10)

4th (£5) Fastest Lap : — secs.

Winner's Speed : m. s. : mph

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EVENT 4

3.20 P.M.

SALOONS over 1200cc

10 LAPS

Car No.	Driver/Entrant	Make/Model of Car	cc
38	S. McCracken/J. Nicholson	Jaynick Anglia	1600
49	D. J. MUTER/Andy Barton	Mini-Cooper S	1293
71	D. J. M. FISHER/ Perdal Developments	Perdal Cortina	1650
72	A. WRIGHT/ Perdal Developments	Trianglia	1999
73	P. DALKIN/ Perdal Developments	Perdal Anglia	1697
74	G. BIRRELL/ Perdal Developments	Perdal Anglia	1860
79	R. F. MORRISON	Mini-Cooper S	1275
80	W. L. MORRISON	Mini-Cooper S	1293
81	J. M. WILSON	Ford Anglia GT	1498
82	S. D. LEITH	Mini-Cooper S	1340
112	W. J. F. HEANEY	Mini Cooper S	1400
115	D. R. JACKSON	Mini Cooper S	1297

1st (£20) ... 4.9 ... 2nd (£12) ... 7.9 ... 3rd (£8) ... 8.0 ...

4th (£4) ... 3.8 ... Fastest Lap: ... — ... Secs.

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

EVENT 5

3.40 P.M.

CLUBMAN'S CARS

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
31	I. COCHRANE	Lotus 7	1498
32	H. HEEREY/Midland Garage	Chevron	1498
34	I. A. B. HARRIS	Mallock U2	1390
51	J. C. LAWSON	Lotus 7	1498
52	J. A. T. MURRAY	Mason-Ford	1172
53	A. J. HUGH	Terrier-Ford	997
54	P. D. NEWBY	Mallock U2	997
55	G. R. F. DUNCAN	Lotus 7	997
56	G. TAYLOR	Mallock U2	998
57	S. DUNSTERVILLE	Lotus 7	1390
111	T. HILL	Lotus 7	1198
114	Miss J. HUTCHINSON	Terrier	1498

1st (£20) ... 3.2 ... 2nd (£12) ... 3.1 ... 3rd (£8) ... 1.1 ...

4th (£4) ... 5.4 ... Fastest Lap: ... — ... Secs.

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

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PAI. 2881

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EVENT 6

4.0 P.M.

MARQUE CARS

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
58	I. NAISMITH	Lotus Elan	1558
59	G. TEMPLE	Lotus Elan	1558
60	J. E. MILNE/W. Shepherd ...	M.G. Coupe	1139
61	A. W. HUTCHINSON/ W. Shepherd	Austin-Healey	998
62	S. A. ROBINSON	Austin-Healey	998
63	J. C. FORSYTH	Austin-Healey	998
64	A. W. HILL	Lotus Elite	1216
65	D. D. CARMICHAEL	Austin-Healey	1138
66	I. W. N. KIRKWOOD	Austin-Healey	997
67	M. HOPPPERTON	M.G. Midget	1147
68	T. N. THOMSON	Triumph Spitfire	1147
69	J. I. JOHNSON	Austin-Healey	2996
70	J. GREY	Austin-Healey	2912
76	G. BIRRELL	Lotus Elan	1558
78	R. F. MORRISON	Jaguar E-Type	4200

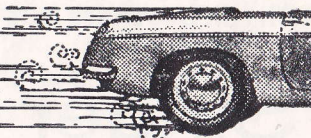
1st (£20) 60 2nd (£12) 46 3rd (£8) 58

4th (£4) Fastest Lap : — Secs.

Winner's Speed : m. s. : mph



THAT WAS



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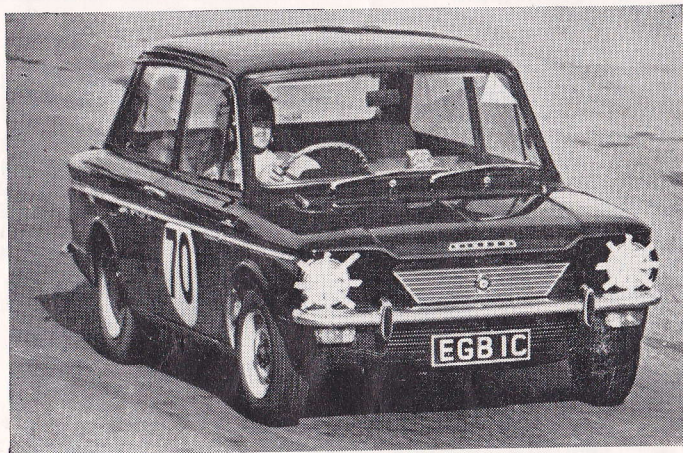
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EVENT 7

4.20 P.M.

SALOONS up to 1200cc

RACE 2 — 10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
48	A. A. BARTON	Morris 1000	998
77	G. BIRRELL/Claud Hamilton Motors Ltd.	Perdal Chamois	1180
83	R. F. CALCUTT/Alan Fraser Racing Team	Hillman Fraser-Imp	998
84	N. BRITTAN/Alan Fraser Racing Team	Hillman Fraser-Imp	998
85	A. I. ROBERTSON	Hillman Imp	998
86	A. CHARNELL/Hamilton Bros.	Hillman Imp	998
88	R. D. McCUTCHEON	Mini-Cooper S	999
90	W. BORROWMAN/Sports-Tune	Mini-Cooper S	999
91	D. FORSYTH	Mini-Cooper S	999
92	P. V. WRIGHT	Mini-Cooper S	999
93	A. J. TOBIAS	Mini-Cooper S	999
94	A. J. R. CORMACK	Hillman Imp	998
95	D. WOOD	Ford Anglia	999
96	J. A. J. CURRIE	Mini-Cooper S	1071

1st (£20) ... 8.3 ... 2nd (£12) ... 8.4 ... 3rd (£8) ... 8.8 ...

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

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

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For many years now the enthusiastic motorist and the foremost racing teams have demanded the best in carburation. This has been achieved by using Weber Carbs. — the best in the world. We are the sole official distributors in Scotland and we carry a comprehensive stock of carb. units and parts. There is a Weber especially designed for every make of car.



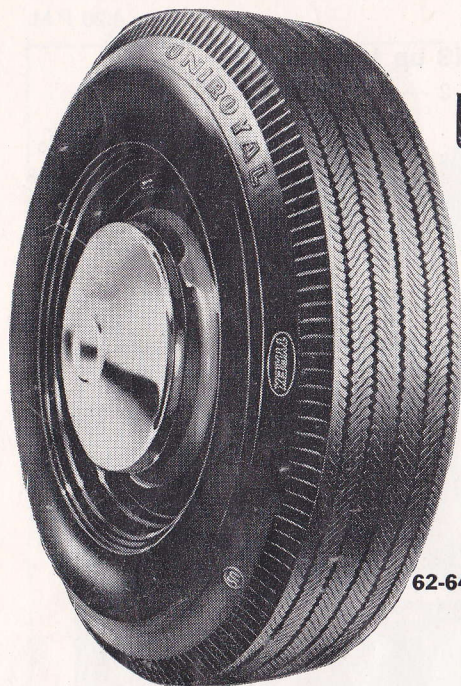
MERCHISTON MOTORS

MERCHISTON MEWS, EDINBURGH, 10

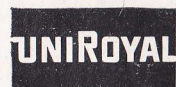
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HOSE REELS, FIRE ALARMS, DETECTORS,
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OUR EQUIPMENT SAFEGUARDS THIS MEETING

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



EVENT 8

4.40 P.M.

JOCK MCBAIN MEMORIAL TROPHY

40 LAPS

Car No.	Driver/Entrant	Make/Model of Car	cc
1	W. N. DRYDEN/Ecurie Ecosse	Ecosse-Climax	2497
2	G. BIRRELL/Ecurie Ecosse	Ecosse-Imp	998
3	W. FORBES	Lotus-B.M.W.	1991
4	J. RUSSELL	Russell-Ford	4727
5	D. H. PRESTON	Brabham	1594
6	J. L. ROMANES	Lotus 35	1865
7	A. D. T. FLETCHER	Brabham F3	997
8	A. W. ROLLINSON/F. Lythgoe	Brabham	1500
10	E. A. POWRIE	Brabham F1	2500
11	J. G. McWILLIAM	Merlyn	1650
12	A. C. GOODFELLOW	Cooper-Ford	1650
14	E. A. LABINJOH/J. Fisher	Fisher-Lancia	2500
15	J. CALVERT/Hillcrest Garage (Hesledon) Ltd.	Brabham F3	997
16	J. MILLAR	Brabham F3	997
17	D. BOOTON	Brabham F3	997
18	D. REES/F. Lythgoe	Brabham F3	997

Reserves :

22	R. SCOTT	Elva-BMW	1991
23	P. C. O. ROBERTS	Elva-BMW	1991

1st (£80) 8 2nd (£50) 1 3rd (£30) 4

4th (£20) Fastest Lap : — secs.

Winner's Speed : m. s. : mph

Don't Forget -

CHRIS BARBER'S JAZZ BAND will be playing immediately after the last race on the dais in front of the Timekeepers' Box.

PERFORMANCE WITH RELIABILITY

we can improve the
performance of your B.M.C. car

contact: ANDY BARTON

ANDY BARTON (RACING)
THE GARAGE
NEWBURN
NEWCASTLE UPON TYNE, 5.

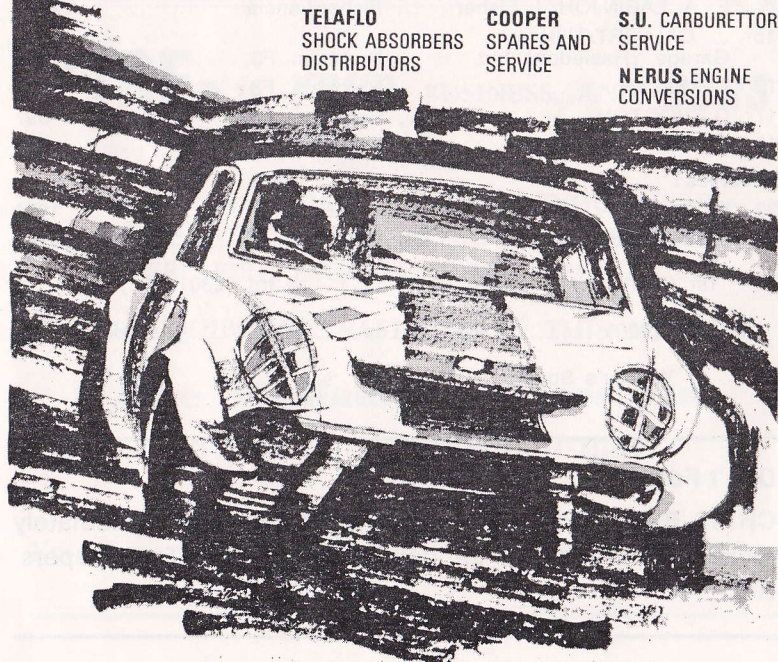
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NERUS ENGINE
CONVERSIONS



EVENT 9

5.20 P.M.

SPORTS & SPECIAL G.T. CARS up to 1200cc

Car No.	DRIVER/Entrant	Make/Model of Car	cc
35	R. FORESTER-SMITH	Lotus XI GT	1098
36	J NICHOLSON	Lotus 23B	1098
37	E. KENNET/J. Nicholson	Lotus XI	1098
39	V. CONNOLLY	Lotus XVII	1147
40	D. M. ROSS	Landar	1071
41	G. CROSSLEY	Lotus XI GT	1098
42	R. A. MURDOCH	Lotus XI GT	1098
43	J. FISHER	Fisher GT	1100
44	R. SMITH	Project 4	1098
45	J. ABSALOM	Ginetta G4	997
46	T. S. McNAY	L.W.S.	1098
47	A. A. BARTON	Mini-Marcos	1098
50	D. MURRAY	Marcos GT	1098
53	A. J. HUGH	Terrier-Ford	997
54	P. D. NEWBY	Mallock U2	997

Reserve

89	I. McGOWAN/ R. D. McCutcheon	Mini-Jem	999
----	---------------------------------	----------	-----

1st (£20) 2nd (£12) 3rd (£8)

4th (£4) Fastest Lap : — Secs.

Winner's Speed : m. s. : mph

HOW & BLACKHALL

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77 MARYGATE, BERWICK-UPON-TWEED

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EVENT 10

5.40 P.M.

"HARTLEY WHYTE" CHAMPIONSHIP RACE

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

15 LAPS

[illegible]

1st (£20) 2nd (£12) 3rd (£8)

4th (£4) Fastest Lap : — Secs.

Winner's Speed : m. s. : mph

THE "HARTLEY WHYTE TROPHY" SALOON CAR CHAMPIONSHIP

Driver/Car	Apr. 17	May 8	July 24	Aug. 14	TOTAL
T. B. D. Christie (Mini Cooper)	8	6	2	—	16
G. B. Birrell (Perdal Anglia)	—	8	6	1	15
G. H. Birrell (Perdal Chamois)	—	1	5	8	14
R. F. Morrison (Mini Cooper S)	5	4	—	4	13
W. L. Morrison (Mini Cooper S)	3	5	—	—	8
W. J. F. Heaney (Mini Cooper S)	—	—	8	—	8
W. Borrowman (Mini Cooper S)	4	1	3	—	8
H. W. Ratcliffe (Mini Cooper)	6	—	—	—	6
D. J. Muter (Mini Cooper S)	—	—	—	6	6
A. Charnell (Hillman Imp)	—	—	—	5	5
A. I. Robertson (Hillman Imp)	—	—	—	3	3

All starters 1 point ; all finishers 1 point.

In addition: 1st, 6 pts.; 2nd, 4 pts.; 3rd, 3 pts.; 4th, 2 pts.; 5th, 1 pt.

(In Hartley Whyte Championship Races only.)

Best four scores to count.



INTERNATIONAL SCOTTISH RALLY

IMP 1st 2nd 3rd 4th UP TO 1300 cc. GT. CARS

Rosemary Smith & Valerie Domleo

1st Coupe des Dames and 3rd Overall

For Rosemary Smith & Imp it was the eighth Coupe des Dames in major International Rallies in twelve months

(Results subject to official confirmation)

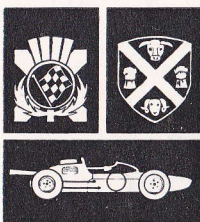
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INGLISTON 1966

FORTHCOMING EVENT

2nd OCTOBER—Lombank National Race Meeting



Ingliston Motor Racing Circuit

Ticket Reservation Request : 1966

Please reserve for me the seats and passes indicated below:

S.M.R.C. Membership No. (if any)	24th July	14th Aug.	4th Sep.	2nd Oct.	Cash enclosed
Car Park Tickets at 5/-	×	×	×		
"Highland" Grandstand Seat tickets at 15/-, including admission to Show- ground (adults)	×	×	×		
"Highland" Grandstand tickets including admission to Showground Children 12/6.	×	×	×		
"Shepherds" Grandstand tickets at 15/- including admission to Show- ground (adults)	×	×	×		
"Shepherds" Grandstand tickets including admission to Showground Children 12/6d.	×	×	×		

"Highland" Grandstand
Preference for Block

☐

Name

Address

..... Phone

BLOCK LETTERS PLEASE

Remit Cash/Cheque/Postal Order to :
Scotcircuits Ltd., National Bank Chambers, Duns, Berwicks.



WHY YOU SHOULD JOIN THE ***Scottish Motor Racing Club Limited***

INCORPORATING THE
BORDER 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. Members of the Club formed Scotcircuits Ltd.—the promoting company at Ingliston—in 1964 and the two bodies work closely together.

Members are entitled to purchase reduced-price season tickets for Ingliston and have the use of the magnificent MacRobert Pavilion at Ingliston. Complete with restaurant seating 400, balconies overlooking the circuit, members' licensed bar and excellent toilet facilities (too often missing at race circuits) the MacRobert Pavilion is also the venue each year of the Club's Annual Dinner and Dance in November. Members competing at Ingliston are further entitled to a discount on entry fees. 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 Practice Days for Members at Ingliston regularly when members can try out their own cars. Social activities are not forgotten and from time to time the Club holds film shows, dances, talks and "natter nights."

With an ever-increasing four-figure membership under its President, Jim Clark—World Champion in 1965—Scottish Motor Racing Club offers something for every follower of motor racing in Scotland.

Membership Application Form overleaf



Scottish Motor Racing Club

incorporating Border Motor Racing Club

Application for 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.

Date 1966 (Signed)

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

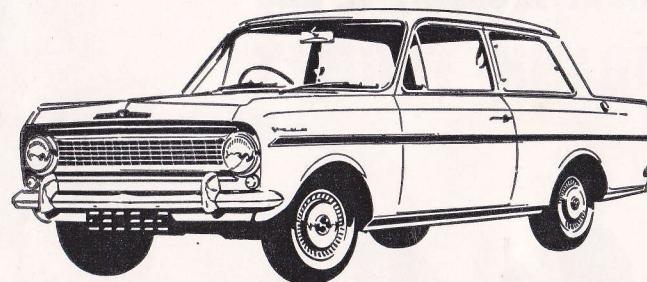
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Standard VIVA prices start at £537 inc. P.T.

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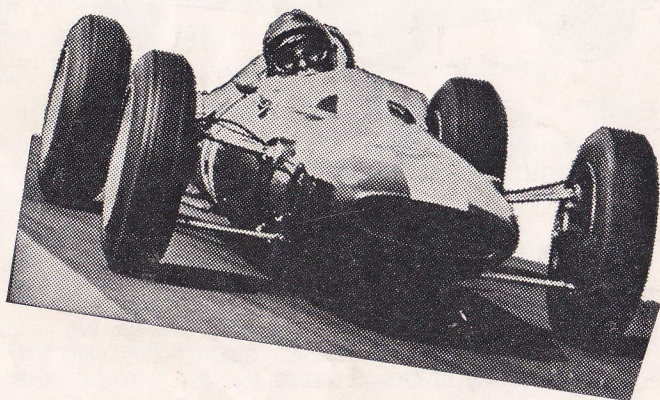
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HASTE YE BACK AGAIN !

Our next Meeting is the

LOMBANK TROPHY

RACE MEETING



Sunday, 2nd October : 2.15

Advance Booking Form Inside

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