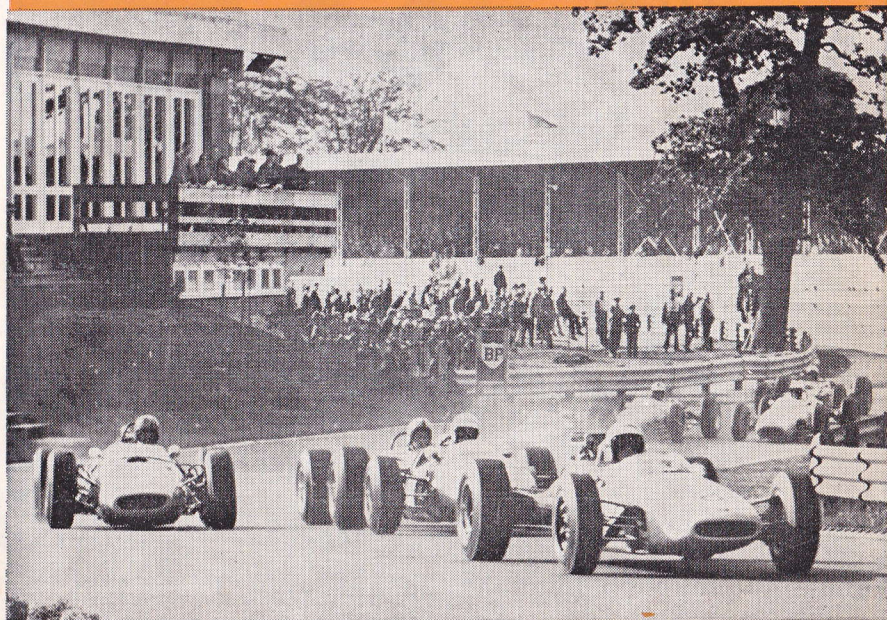


organised by Scottish Motor Racing Club



INGLISTON MOTOR RACING CIRCUIT

ROYAL HIGHLAND SHOWGROUND EDINBURGH



'Lombank Trophy' Meeting Sunday, 1st Oct.

1967

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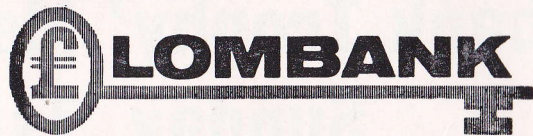
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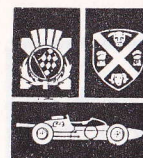


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The Lombank Trophy RACE MEETING

Sunday, 1st October, 1967

organised by

The Scottish Motor Racing Club Ltd.

• • •

PROGRAMME

9.45 am	Practice
12.45 pm	Luncheon Interval
2.00	Aerobatic Display by RED ARROWS
2.30	Event 1 Formula Vee Racing Cars
2.55	2 Saloons over 1200cc
3.15	3 LOMBANK TROPHY RACE, Part 1
3.40	4 Saloons up to 1200cc
4.00	5 DAILY RECORD CUP RACE
4.20	Demonstration Run by J. W. McInnes in Zagato-Aston-Martin kindly loaned by Hartley Whyte, Esq.
4.30	6 Special G.T. Cars
4.50	7 LOMBANK TROPHY RACE
5.30	8 Hartley Whyte Championship Race

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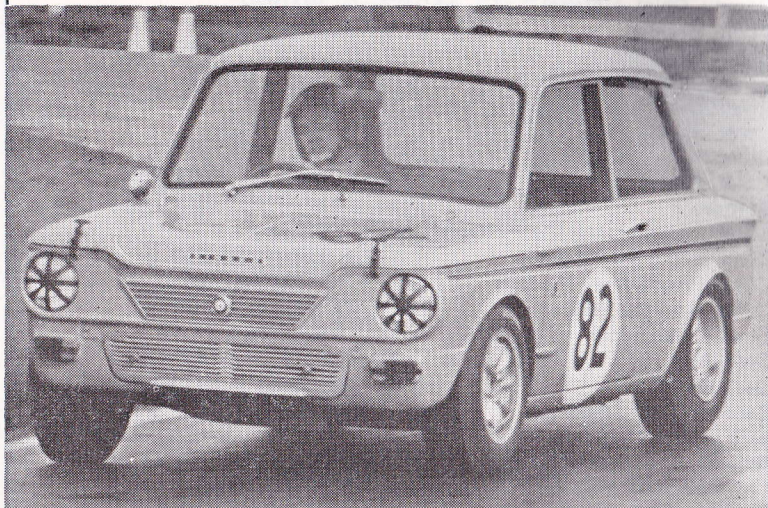
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This meeting is held under the International Sporting Code of the F.I.A. and the General Competition Rules of the R.A.C., the Standing Supplementary Regulations of the R.A.C. and the additional regulations and instructions issued by the Club. Permit No. RS/3663

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A word from our Sponsors

LOMBANK LIMITED are very happy once again to be the Sponsors of today's meeting, and to have this opportunity of presenting the Lombank Trophy at Scotland's only Motor Racing Circuit. I am sure all feel as we do that Scotcircuits Limited and the Scottish Motor Racing Club are to be congratulated on the way that Ingliston is going from strength to strength as a racing circuit.

We wish every competitor and spectator a pleasant, exciting and safe day and look forward to seeing some exciting racing. Also, all our thanks and appreciation should go to the Officials and Track Marshals, without whose tireless efforts behind the scenes and around the track motor racing would be impossible.

A happy day to you all.

ERIC J. P. C. L. KNIGHT,
 Chairman and Managing Director.

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AUTOSPORT

EVERY FRIDAY

LIST OF ENTRIES

Car No.	DRIVER/Entrant	cc	Make/Model	from
1	W. FORBES	1991	Lotus BMW	Aberdeen
2	J. L. ROMANES	1865	Lotus 35	Edinburgh
3	A. D. T. FLETCHER	1600	Brabham BT18	Culross
4	A. CHARNELL	1600	Lola T55	Balerno
5	J. RUSSELL	4727	Russell Ford	West Calder
6	J. GERARD	1598	Cooper T73	Leicester
7	J. C. C. LAMBERT	1600	Brabham-Ford FVA	London
8	R. LAMPLOUGH	1598	Lola T62	Stroud
9	M. WALKER/ Lamplough	1598	Brabham BT21A	London
10	G. B. Birrell/ Ecurie Ecosse	988	Ecosse-Imp	Glasgow
11	E. A. LABINJOH/ Ecurie Ecosse	988	Ecosse Imp	Edinburgh
12	J. MILLAR	997	Brabham BT15	Bridge-of-Weir
14	D. BERRY/ Frank Lythgoe Racing	997	Brabham BT21	Colwyn Bay
15	D. REES/ Frank Lythgoe Racing	997	Brabham F3	Altrincham
16	M. NUNN	997	Lotus 41	Walsall
17	R. FIELDING/ M. Pearson Racing	997	Brabham BT21	London
18	G. OLIVER	997	Brabham BT10	London
19	I. ASHLEY/Ashlowe Racing	997	Merlyn Mk. 10	Lincoln
20	C. COX	997	Lotus 41	Newton Abbot
21	J. HINE	997	Lotus 41	Lightwater
22	J. HINE/Chris Barber	1594	Lotus 47	Lightwater
23	K. St. JOHN	997	Brabham F3	London
24	J. MILES/ Lotus Components	997	Lotus 41	London
25	J. MILES/ Lotus Components	997	Lotus 47	London
26	A. C. GOODFELLOW	997	Cooper T76	Falkirk
27	I. COCHRANE	997	Merlyn Mk. 3	Dalrymple
28	N. FOULDS/D. Bridges	998	Brabham BT21	Garstang
29	B. COLLERSON	997	Merlyn Mk. 10	Australia
30	M. KONIG	1594	Nomad GT	London
31	T. TAYLOR/Team Elite	1594	Lotus 47	Edinburgh
32	W. N. DRYDEN/ Nick Moor Racing	1594	Lotus 47	Edinburgh
33	J. NICHOLSON/ Jaynick Access.	1098	Jaynick GT	Glasgow
34	T. E. BLACKADDER	1594	Lotus Elan	Falkirk
35	J. R. BALLANTYNE	1594	Diva GT	Bo'Ness
36	A. W. COWAN/ H. C. Ballantine	1997	Marcos GT	Duns
37	N. H. MORRISON	1098	Lotus XI GT	Glasgow
38	J. FISHER	1100	Fisher GT	Edinburgh
39	E. A. LABINJOH/J. Fisher	1450	Mini-Cooper S	Edinburgh
40	J. L. ALEXANDER	1098	Mini-Marcos	Clarkston
41	J. ABSALOM	1098	Ginetta G4	Morpeth
42	J. E. MILNE/ W. Shepherd	1800	MGB	Glasgow
43	J. E. MILNE/ W. Shepherd	1293	Mini-Cooper S	Glasgow
44	A. W. HILL	1594	Lotus Elan	Ardrossan

LIST OF ENTRIES — Continued

Car No.	Driver/Entrant	cc	Make/Model	Home Town
45	A. K. POOLE/ Booth & Poole Ltd.	1293	Wolseley Hornet	Dublin
46	J. DRYDEN	1293	Mini-Cooper S	Dundee
47	R. F. MORRISON	1275	Mini-Cooper S	Helensburgh
48	T. E. SLEIGH	3781	Jaguar 3.8	Westfield
49	W. J. TURNBULL	3442	Jaguar 3.4	Westfield
50	K. R. PAYNE	1650	Lotus Anglia	Hong Kong
51	P. DALKIN	1999	Perdal Vitesse	Newcastle
52	J. R. BLANCKLEY	1800	Austin A40	New Panshaw
53	P. G. GAILLARD	1293	Mini-Cooper S	U.S.A.
54	K. AYERS/R. Ensor	1293	Mini-Cooper S	Aylesbury
55	A. BARTON	1150	Mini-Marcos	Newcastle
56	D. MUTER/A. Barton	1293	Mini-Cooper S	Bedlington
57	P. V. WRIGHT	1293	Mini-Cooper S	Newtonards
58	G. H. BIRRELL/ Claud Hamilton Motors	1140	Shannon-Chamois	Milngavie
59	W. L. MORRISON	998	Singer Chamois	Bridge-of-Allan
60	A. CHARNELL/John Croall & Sons (Motors)	998	Singer Chamois	Balerno
61	A. W. COWAN/"Haggis"	999	Haggis Imp	Duns
62	A. LANFRANCHI/ Alan Fraser Racing Team	998	Fraser Imp	London
63	R. D. McCUTCHEON	1098	Mini-Cooper S	Wigtown
64	W. BORROWMAN/ Sports-Tune	999	Mini-Cooper S	Longniddry
65	J. FEWELL	999	Mini-Cooper S	Prestonpans
66	M. R. DODDS	970	Mini-Cooper S	Jersey, C.I.
67	M. C. VAUX	985	Woko-Simca	Workshop
68	R. LITTLE	997	Ford Anglia	Kirkbride
69	R. J. S. HAINING	999	Mini-Cooper S	North Berwick
70	K. ROBERTSON	1300	Mini-Cooper S	Cockenzie
71	J. S. McCAIG/ K. Robertson	1000	Mini-Cooper S	Cockenzie
72	P. DANAHER/ Weir Lodge Garage	1300	Beach	Chertsey
73	R. MASON/ Smithfield Garage	1300	Smithfield	Birmingham
74	N. BRITTAN/ Team VW (GB)	1300	Beach	London
75	Miss J. NADIN/ Team VW (GB)	1300	Beach	London
76	M. HAYSEY/ Team VW (GB)	1300	Beach	London
77	G. H. BIRRELL	1300	Beach	Milngavie
78	W. N. DRYDEN/ C. H. Peacock	1300	Austro Vee	Edinburgh
79	H. HEEREY/Volkswagen (North London)	1300	Beach	Bramhall
80	M. HAYSELDEN	1285	Monaco Vee	Rotherham
81	M. HAYSELDEN	999	Mini-Cooper S	Rotherham
82	A. VOGLBERGER/ D. Barlev & Son	1300	Beach Vee	Germany
83	B. WOODING	1300	Peco	Guildford
84	Miss M. BURNS-GRIEG/ H. & G. Robinson Racing	1300	Beach	Duns
85	G. DOUGLAS	998	Hillman Imp	Perth
86	R. F. PIERPOINT	4727	Ford Falcon	Woking
87	B. MUIR/McKillop	1300	Beach	Australia

For your Day's Enjoyment ...

The Scottish Motor Racing Club have certainly made sure that the twentieth meeting at Ingliston will be memorable, for they have gathered together the most star-studded entry list since the hey-day of Charterhall some fifteen years ago when the old airfield reverberated to the banshee howl of the two V16 BRM cars of Reg Parnell and Ken Wharton and the deep roar of Nino Farina's Thinwall Special—and all three were beaten by the brilliant driving of Bob Gerard (whose son Julian has returned to compete at Ingliston today) in an ageing E.R.A. of pre-war vintage. It has always been the ambition of the organisers to attract the cream of Britain's non-graded drivers, and they have done just this today. Half today's entry is Scottish, and although most of the visitors are from South of the Border, we have Irishmen, a German, two Australian, an American, a Channel Islander, a Welshman—and even a competitor from as far afield as Hong Kong!

Main race of the day will be the final round of the "Daily Record" Scottish Racing Car Championship, a two-part race sponsored as last year by Lombank, the well-known finance house. All Ingliston regulars must appreciate in full the great help to motor racing in Scotland that both these "sponsors" give. The "Daily Record" need special mention, for the generous contribution that they have made to the costs of promoting the 1967 meetings has largely been responsible for the magnificent entry—and in fact the generally high standards of entries throughout the season. The large cash prizes awarded for this Championship have done much to ensure a continuity of entry from our leading Scottish drivers, for there have been occasions when drivers like **Andrew Fletcher** have returned from racing on the Continent especially to compete at Ingliston. The meeting starts today with Fletcher in a commanding position in the Championship, but with a superhuman effort by **Willy Forbes**, this lead could be lost to the wily Aberdonian.

There are other Scottish single-seater drivers who have supported us regularly and left their mark at previous meetings, in particular **John Romanes** with his Lotus and **Jock Russell** with the Russell-Ford, among the larger-engined cars, and **Graham Birrell** in the Ecosse-Imp and **John Millar** in his Brabham among the smaller-engined cars. This sextet are certainly at an advantage in their knowledge of the circuit, but potentially the fastest car around Ingliston today should be **Chris Lambert's** FVA-powered Brabham Formula Two car. Lambert won the F3 "Daily Record" Cup Race at this meeting last year, so is at less of a disadvantage than the other two F2 cars up from the South in the hands of **Robert Lamplough** and **Mike Walker**, driving Lola and Brabham respectively but both powered with engines similar to Andrew Fletcher's and **Tony Charnell's**, the seventh regular home-based driver. Charnell's is an earlier model of Lola than Lamplough's, and Walker's is a much newer Brabham than Fletcher's. As said before, **Julian Gerard** will be representing the marque Cooper with his twin-cam-engined Type 73.

There is also a race for single-seaters up to 1000cc today, for the "Daily Record" Cup (not to be confused with their Championship trophy), and it is in this class particularly that we have the cream of Formula Three cars, several of whom will also be taking part in the "Lombank Trophy" races. Spearheading the English attack will be the works-entered Lotus 41 of **John Miles**—the first time since 1961 that the Lotus factory have entered a car in a Scottish race. Similarly mounted will be **Morris Nunn**, **John Hine** and **Chris Cox**. "Mo" Nunn has been one of the most successful of F3 Lotus drivers this year, and several may remember his hair-raising incident at Silverstone

in one of the British G.P. supporting races when the 41 ran all the way along the front of the main grandstands on the grass! John Hine is one of the most consistent drivers in F3 races today, and Chris Cox's car—all the way from Devon—is the ex-Roy Pike (Charles Lucas) car. **Rollo Feilding** and **Geoff Oliver** will be carrying the F3 Brabham banner today, the former in a new BT 21 and the latter in an earlier BT 10, and will be ably supported by the driver made famous by Radio London, **Keith S. John**, who had the misfortune to blow up his engine in practice for the July meeting.

A comparatively rare F3 car is the Merlyn Mk. 10 of **Ian Ashley**, but this is undoubtedly one of the best examples of the marque and Ashley has been well-placed in a number of Continental events this year. Frank Lythgoe, whose cars the winner of the "Scotsman" 1966 Trophy Alan Rollinson drives, is sending up two of his team-mates in F3 Brabhams in the personages of **Dave Berry** and **Dave Rees**. Berry has been up regularly from Wales this year, finishing third in the Milk Trophy Race, and will be driving the car which Rollinson ditched in flames at the preceding meeting.

Formula Three racing has become the most closely-fought class in single-seater racing in recent years, and it is not unusual to watch a whole group of cars change place lap after lap. At one time at Silverstone on the day of the British G.P. there were 15 cars in one group—any of whom could have won the race! It won't be so easy for them to pass each other at Ingliston, but nevertheless we suspect that this will be a most exciting race.

Today's supporting races also have a top-line entry, and this is especially so in the race for G.T. Cars which often tends to become somewhat processional at Ingliston. With no less than four Lotus 47s and the Nomad-Ford joining battle with the usual Scottish entries there should be a most exciting spectacle in this event. Spearhead of the attack will be by ex-Team Lotus Grand Prix driver (and former team-mate of our President) **Trevor Taylor**, driving the 47 with which he so nearly won the 500Kms Race at Nurburgring on 3rd September. **John Hine** has Chris Barber's car (which was also at Nurburgring), and we are delighted to welcome back to Ingliston Chris Barber's pea-green livery.

The Lotus factory entry will be driven by **John Miles**—this being the car which won the 2-litre class in the BOAC 500 Race recently at Brands Hatch, driven then by Miles and Jackie Oliver. The fourth "47" will be in the capable hands of Ingliston regular **Bill Dryden**, now that the Elan which he has driven regularly for Nick Cuthbert has been sold. This particular car is that with which Johnny Blades so nearly won his race at the SMT Race Meeting, spinning while trying to pass Dryden on the last corner of the last lap. **John Nicholson** will undoubtedly find his pretty Jaynick GT (a special version of his Lotus 23B) somewhat outclassed in this company, and likewise **Andrew Cowan**, who so nearly profited by Blades' mistake in July, may only find Harry Ballantine's Marcos GT competitive should it rain.

No Ingliston meeting would be complete without its saloon races, and on this occasion we look like having the father and mother of all dices in the Hartley Whyte Championship's final round for the fastest six cars in each of the two preceding races, with **Tony Lanfranchi** in this year's works-supported Fraser-Imp racing against **Logan Morrison** in one of last year's team cars, **Gerry Birrell** making an all-out effort to clinch the title in the Climax-engined Shannon-Chamois, and both **Tony Charnell** in his Chamois and **Andrew Cowan**, Rootes works rally driver, driving the Haggispeed Imp, it will be interesting to see just how many cars can drive abreast through the Esses at Bankers' on the first lap!

Chief interest among the larger-engined cars in Event Two will be **Roy Pierpoint's** huge Falcon and Dubliner **Alec Poole's** infamous

Wolseley Hornet, and there is no doubt that the Mini-Coopers of **Jim Dryden**, **Davey Muter**, **Eddie Labinjoh** and **Ronnie Morrison** will be hard pressed on this occasion! Others in this race include **Keith Payne**, driving a Lotus-Ford entered by the Hong Kong team which is sponsored by Rothmans Cigarettes; **Tom Sleigh** and **Bill Turnbull** in their Jaguar saloons looking somewhat out of place on this mini-circuit, and an unusual car in the shape of **Peter Dalkin's** Perdal Vitesse.

Finally, although first on the programme, are the Formula Vee cars. Again, this is the final round in their championship, but in this case **Nick Brittan** has an unassailable lead. Excitement should lie in the battle for second, third and fourth places between **Gerry Birrell**, **Jenny Nadin** and **Howard Heerey**. The remaining works entries will be driven by **Mike Haysey** and **Bill Dryden**. **Mike Hayselden** will be back again on this occasion and will also be bringing his Mini-Cooper from Rotherham. One of the fastest of the non-works entries in Formula Vee is the Weir Lodge Garage entry driven by **Peter Danaher**, which has come up from Surrey to each meeting this summer—no mean effort and just a measure of how enthusiastic these Formula Vee drivers are. Danaher had fastest lap at Crystal Palace recently, and it could be that the Smithfield—a very pretty English-built car—could be eased out of its place as highest-placed non-works entry with **Bob Mason** at the wheel. Newcomers to Ingliston will be the German driver **Alfred Voglberger**, who has been repeatedly well-placed down South, and **Brian Muir**, the well-known saloon driver from Australia.

It only remains for you to sit back and enjoy the racing as much as we expect to!

★ ★ ★

We have a new face in the Commentator's Box today to help our old friend Jimmy McInnes. George Humble is a most adaptable person for he is no mean rally driver and racing driver (only a fortnight ago he was to be seen piloting a Ford GT40 around Oulton Park in one of the supporting races to the Gold Cup) whilst spending his spare time from the family insurance business as a part-time commentator at most Northern circuits. Jimmy wants an assistant today because he has been asked to give a demonstration run in a Zagato-Aston-Martin by Hartley Whyte, the man who presented Scottish Motor Racing Club with the magnificent gold trophy that carries his name and is competed for regularly in the ultra-exciting saloon championship. Jimmy McInnes is no mean driver himself in rallies and used to race regularly at Charterhall before marrying fellow-rally-driver Arlene McCracken. The Zagato-Aston is one of a small number of lightweight racing versions of the DB4GT which the Feltham company raced so successfully in the hands of Stirling Moss, Jim Clark, Roy Salvadori and many others in the early sixties.

★ ★ ★

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.

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Race-going and cameras go together. This year, Reg Forester-Smith's Camera Centres 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.

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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 have Milk Bars near Shepherds' Grandstand and in their splendid Pavilion alongside the track at Farmers' Bend.

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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 Shep-

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.

herds 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.

B.M.R.C. TROPHY CHAMPIONSHIP — 1967

	Apr. 9	May 7	July 23	Aug. 13	Sept 3	Oct. 1	Total
G. H. Birrell ...	9	9,9	9,9	9	—	—	54
A. Fletcher ...	9,9	9,9	—	9	6	—	51
J. Dryden ...	9,6	9	6,9	9	—	—	48
W. Forbes ...	—	6	9,9	6,9	9	—	48
W. L. Morrison	6,9	—	6,6	—	6,9	—	42
D. J. Muter ...	9,4	—	—	9,6	4,4	—	36
H. Heerey ...	—	—	6	3,1,9	3,9	—	31
W. Dryden ...	4	9	9	—	6	—	28
N. Brittan ...	—	—	9	9	9	—	27
G. H. Breakell	6,9,6	2	3	—	—	—	26

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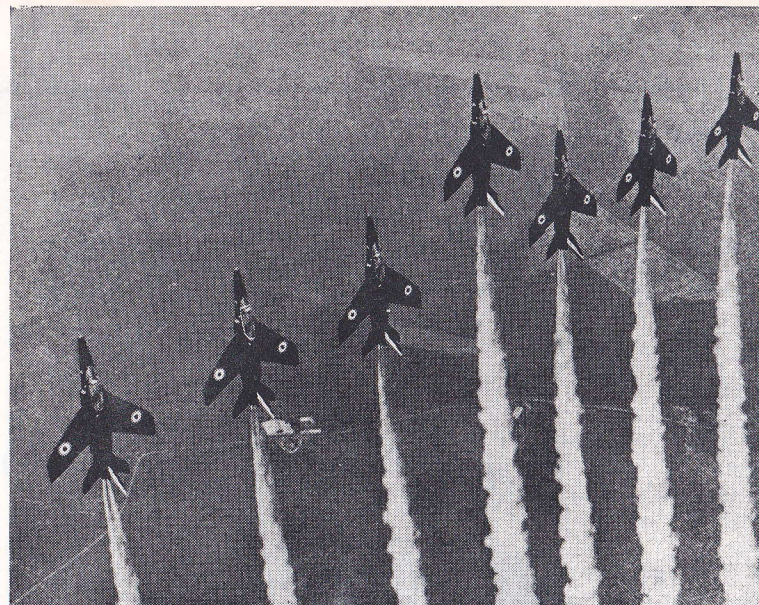
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Sun 10 - 4



The return of The Red Arrows

By popular demand the famous Aerobatic Team of the Central Flying School who thrilled the capacity crowd in their prelude to the S.M.T. Trophy Race Meeting on 23rd July, have agreed to return to Ingliston to-day.

On this occasion the seven pilots of the Red Arrows Team will be giving one of their alternative low-level flying displays. By all reports this is, if anything, an even more exciting exhibition, with the planes doing low-level passes, head-on approaches, "twinkle" rolls and precision displays of formation flying, just above tree-top level.

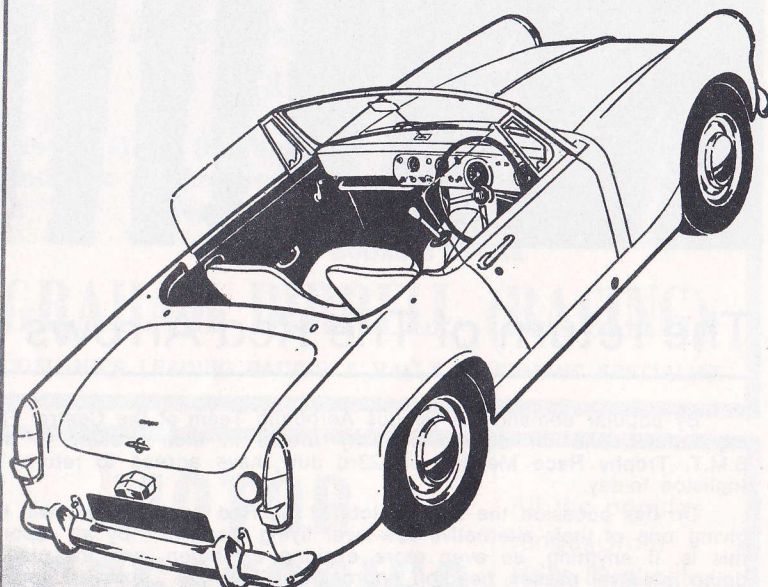
The seven pilots, led by Squadron Leader Raynham Hanna, the 38 year old New Zealand Flying Instructor, really enjoyed their last visit to Ingliston and told us that it gave them particular pleasure to give their display to such an appreciative audience. The other six in the Team are Flight Lieutenant Derek Ball (Stockton-on-Tees), Flight Lieutenant Francis Hoare, Flight Lieutenant Peter Evans (Bristol), Flight Lieutenant Roy Booth (Hull), Flight Lieutenant Henry Prince (Canada), and Flight Lieutenant Ernest Jones (Southampton). Henry Prince and Ernest Jones are the two "wingers" who so excited the crowd at their last appearance with their 400mph head-on approaches over the centre of the arena.

The Gnat T.Mk.1 two-seat trainers which the Team use have a maximum level speed of 600mph, rising to 760mph, in a shallow dive. The Gnat is a surprisingly small plane with a wing-span of 24 ft. and, in the Team's bright red livery complete with landing lights burning they certainly help to excite the imagination of everyone who sees them.

The display will start shortly after 2 o'clock and those spectators who have grandstand seats will undoubtedly enjoy the best view of this exciting spectacle if they move forward to the area between the track-side barriers and the grandstand, but we do ask them to return promptly to their seats when the show is finished to enable racing to start.

The spritely **AUSTIN SPRITE**

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Who are the Scottish Motor Racing Club?

It is just ten years since the Scottish Motor Racing Club, or to be more correct its parent the Border Motor Racing Club, held its first Race Meeting at Charterhall, and over the past ten years the first Sunday in October has become quite an institution with motor race enthusiasts in Scotland.

The first-ever meeting in 1957 was an historic occasion in one way in that it marked the debut of Jim Clark to motor racing, for it was on this occasion, after watching this unknown Berwickshire farmer score a remarkable hat-trick and win the B.M.R.C. Trophy for the first time, that the late Jock McBain of the Border Reivers Motor Racing Syndicate first decided to re-establish the Team and invite Clark to drive. Other winners of this award have included Jimmy Blumer, Eric Liddell and Anita Taylor.

For the past two years this meeting has had a National Permit, and in 1966 we witnessed a thrilling climax to the "Scotsman" Trophy Championship which was finally resolved with a fine win by Allan Rollinson in his Formula Libre Brabham.

The Scottish Motor Racing Club—in its present form the result of a marriage between the Border Motor Racing Club and the older, but inactive, Scottish Motor Racing Club—has grown from a membership of 138 in 1964 to almost 2,000 at the present date, making it one of the half-dozen largest Motor Sporting Clubs in the British Isles. That most of this enthusiastic response has been due to the establishment of Ingliston goes without saying, but the Club has, nevertheless, much to offer those with an interest in Motor Sport in Scotland. Quite apart from the use of the wonderful MacRobert Pavilion with its Restaurant and Bar, and the discount available on the purchase of tickets at Ingliston, members enjoy receiving monthly the Scottish Motoring Magazine "Top Gear" with its Club section entitled "Wheelspin."

Another privilege which members enjoy is the opportunity of driving one's own car round Ingliston at regular Club Practice Days held every three or four weeks during the Summer on Saturday afternoons. This year the Club is also organising a Members' Race Meeting which is especially designed to encourage newcomers to the sport. The social occasion of the Scottish Motor Sporting Year is without question the Club's annual Dinner Dance in the MacRobert Pavilion in November, when upwards of five hundred members and friends get together to enjoy one of those memorable occasions. Subscriptions paid from to-day onwards will cover the whole of 1968.

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A word about Ingliston

To-day is a rather special one in the short history of the Ingliston Motor Racing Circuit, for this is the Twentieth Meeting.

It is just over three years since a handful of enthusiastic members of the Scottish Motor Racing Club formed Scotcircuits Ltd. and negotiated an agreement with the Royal Highland and Agricultural Society to build a Racing Circuit within their Showground. Ingliston's history to date has been one of steady improvement over the past two and a half years, since the opening Meeting on 11th April, 1965.

As the months have passed so too have the Meetings improved, and the Showground been developed until Ingliston is now considered with more than a little reverence by Circuit owners throughout the length and breadth of the British Isles. Certainly we enjoy the use of the amenities of the Showground which are completely unmatched elsewhere in Britain, and not in fact equalled by very many circuits throughout the world, and for their use we are very much indebted to the Royal Highland and Agricultural Society.

Nevertheless the best of Circuits would be of little use without a first-class organisation to run the Meetings, and in this Scotcircuits are particularly lucky to have the help and assistance and the know-how of the Scottish Motor Racing Club. Over the past two-and-a-half years they have evolved a particularly slick team of Marshals who, in turn, have been able to pride themselves on finishing practically every Meeting ahead of schedule. Their slickness is so important in keeping the Public interest alive, and, although it may be invidious to mention individuals without thanking the entire Team of Marshals, there is no doubt that much of the success has been due to the hard work of Archie Craig, the Chief Marshal, and Clerk-of-Course Tom Leggett.

Scotcircuits and their Board of Directors have long realised that spectators must be considered first and foremost, and as the months have passed have made every effort to improve facilities such as the tiered terracing around much of the Circuit—and at the same time to provide not only the highest possible level of Racing, but also a variety of other attractions which can be enjoyed equally by every member of the family. The appearance to-day of the Red Arrows is just such an example of this far-sightedness.

Scotcircuits and the Scottish Motor Racing Club, heartened by ever increasing attendances, certainly look forward to an even better season in 1968, when Meetings will be held on 14th April, 12th May, 14th July, 11th August, 8th September and 6th October.

HOW & BLACKHALL FOR **PRINTING**

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Telephone 7553

Who is this John Romanes?

There certainly seems to be an air of mystery about John Lauder Romanes, whose name keeps cropping up in these Ingliston programmes.

It is time to dispel some of the mystery, for without John Romanes there would be no Ingliston programme, because as Chairman of Scotcircuits Ltd. he has consistently played more than a full part in translating dreams into hard reality. His energies, allied to Ian Scott Watson's original ideas, have created the milieu for to-day's and every other race day's entertainment at Ingliston.

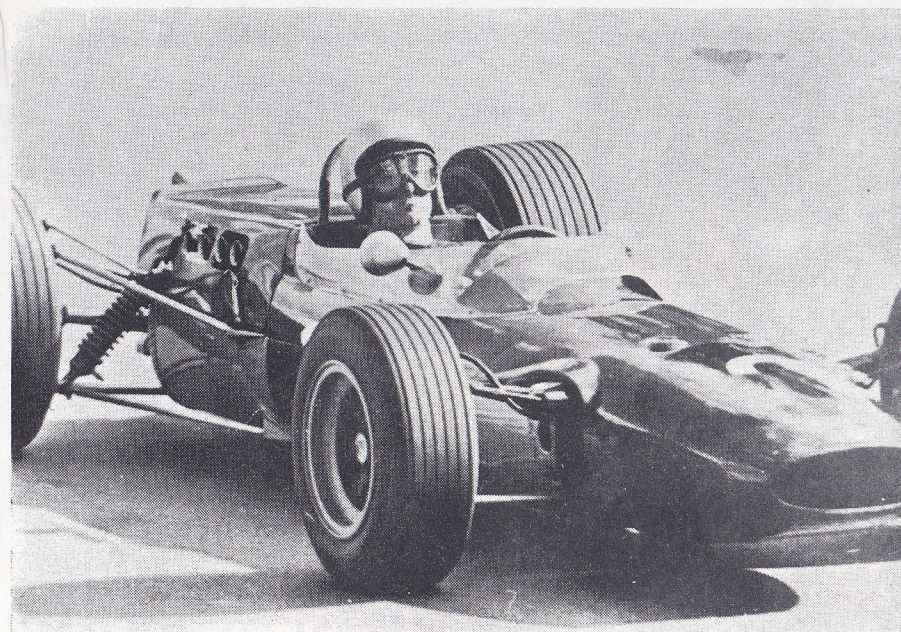
John Romanes left Melville College, Edinburgh, as an 18-year-old in 1941, joined the R.A.F., and on demobilisation refused point blank to return to formal education and the University career his parents had in mind. Motor racing and engineering called harder than training for the family business in Edinburgh, but ignoring the latter meant lacking the wherewithal to pursue the former—a fairly classic situation among would-be racers.

For a good few years he worked, first in the South and then in France, for many of the leading lights of the day, including Raymond Mays, Peter Monkhouse and Ian Connell, and latterly with Raymond Sommer.

He and Doris came back to Edinburgh in 1953, and four years later he found that motor racing and the family business were not necessarily mutually exclusive. Thus in 1957 he was able to start racing on his own account at the tender age of thirty-four, without the benefit of works or other sponsorship. Indeed his motor racing exploits have been singularly individual efforts; his first car at least being built by him from a Chapman kit, and all being wholly maintained by himself.

In the early days, he and Doris had spent all their holidays mooching through Europe, and John had become pretty familiar with all the Grand Prix circuits, but strictly as a spectator. It was in Scandinavia, however, a part of the world he has a particular fondness for, that he did much of his early racing, although perhaps the achievement that gives him the greatest pleasure was to be the first private entrant home in his Lotus 18 at the B.R.D.C. Silverstone Meeting which included the British Grand Prix in 1960.

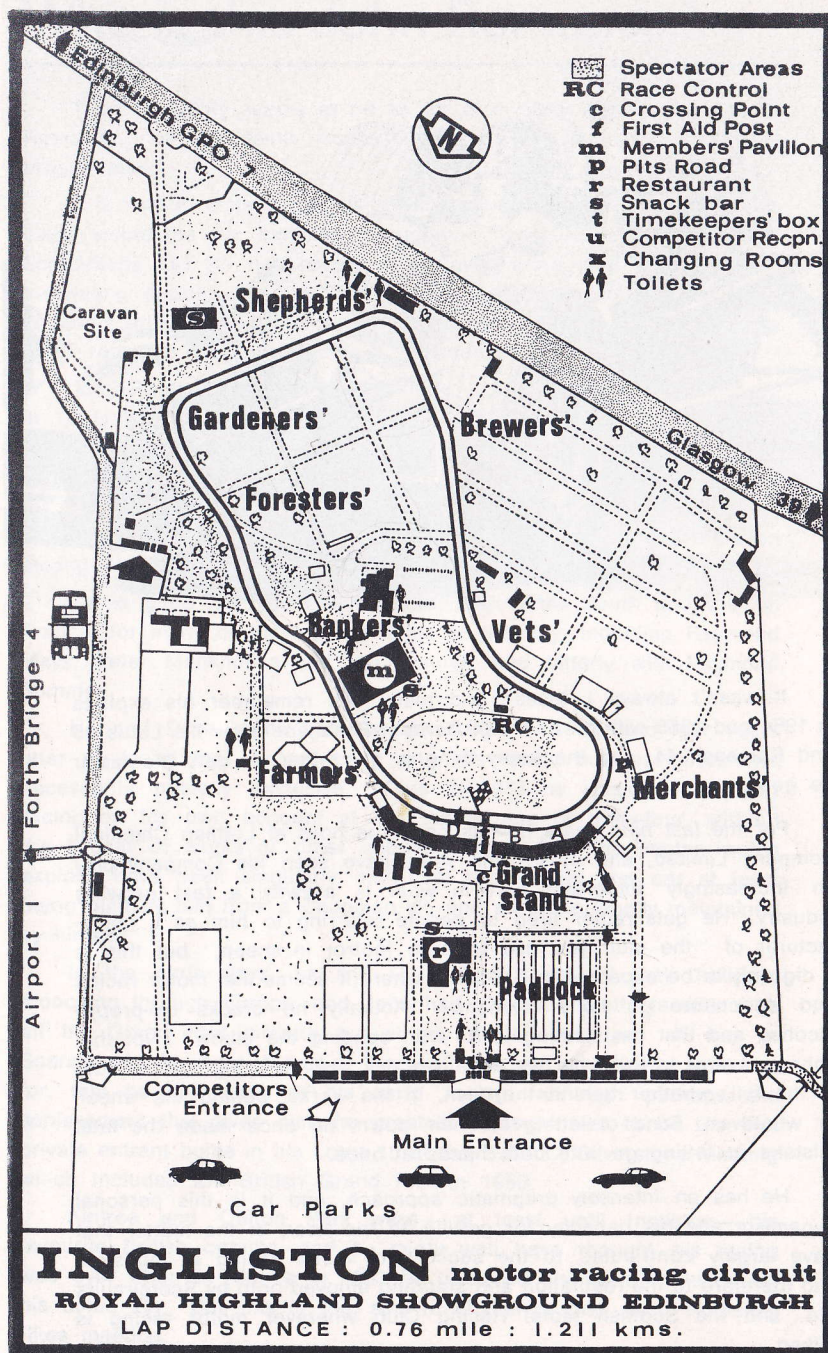
Aintree and Oulton Park were—at least until Ingliston—his favourite British circuits, and he might well have thought his racing was over when at Aintree in 1963 he fractured his spine while racing his Lotus 23. But this is the sort of challenge that John Romanes likes meeting.



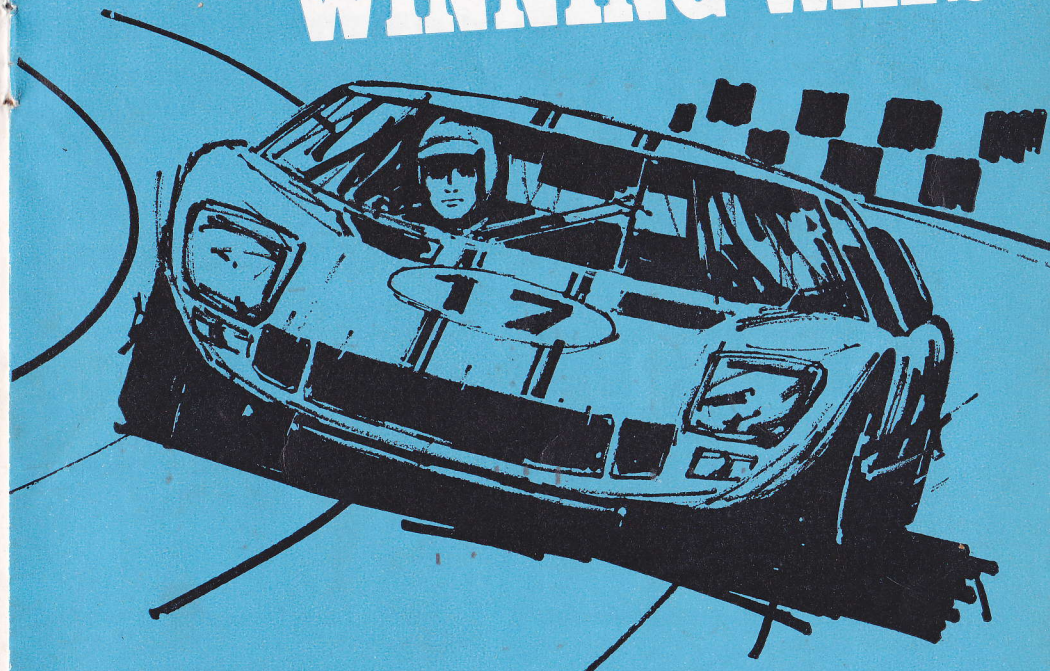
It wasn't always Lotuses; and many will remember his exploits in 1964 and 1965 with an ex-Frank Gardner Brabham. Now it's Lotus 35 and Romanes 44, and the funny thing is, the older he gets the faster he goes.

For the last nine years he has been the boss at Lothian Chemical Company Limited, and those nine years have seen his Company play an increasingly important part in what is anyway a fast growing industry. He gets rather tired of people referring to him as a manufacturer of "the stuff you use to cure footrot in sheep," but this is a dig only to be expected in Scotland, where it seems that motor racing and agriculture go hand in hand. Actually he cracks iso-propyl-alcohol, and that has nothing to do with bending the elbow! Not that John is averse to that; he has a tremendous zest for living each minute to the full, whether behind the desk, in the works, behind the wheel, or whatever. Fond of letting his hair down, he once made the fatal mistake of letting go with both hands at once.

He has an intensely pragmatic approach, and it is this personal dynamism and his capacity for getting to the heart of the matter that have largely contributed to the success of motor racing at Ingliston, and therefore to the reputation and standing enjoyed both by Scotcircuits Ltd. and the Scottish Motor Racing Club wherever motor racing is talked.



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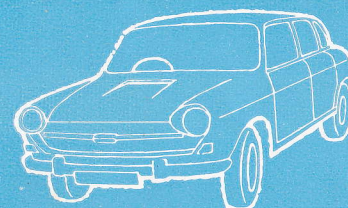
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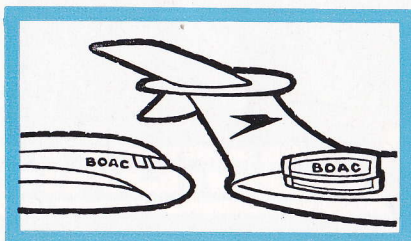
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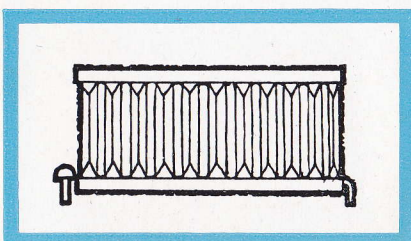
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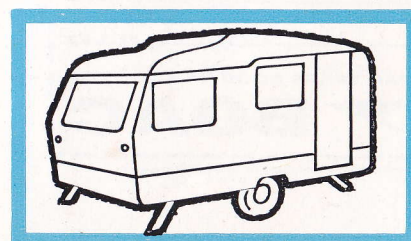
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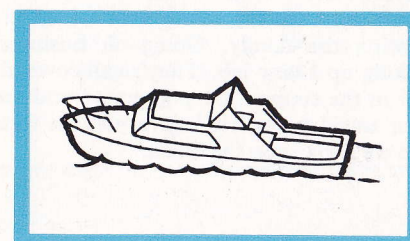
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INGLISTON LAP CONVERSION TABLE

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	43.0	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	53.4	51.2	59.6	45.9
41.0	66.7	47.4	57.7	53.6	51.0	59.8	45.8
41.2	66.4	47.6	57.5	53.8	50.9	60.0	45.6

INGLISTON LAP RECORDS

RACING CARS (Outright Lap Record) :

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

Up to 1000cc :
C. M. WILLIAMS (Brabham F3) 38.2" — 23rd July
(1967)

Formula Vee :
N. BRITTAN (Beach) 42.6" — 3rd Sept.
(1967)

SPORTS CARS

over 1200cc :
H. HEEREY (Chevron) 40.2" 3rd Sept.
(1967)

Up to 1200cc :
J. WATSON (Crosslè) 42.0" — 3rd Oct.
and T. THWAITES (Lotus 23B) (1965)

CLUBMAN'S CARS

H. HEEREY (Chevron) 41.2" — 13th August
(1967)

SPECIAL GRAND TOURING CARS

Over 1200cc :
J. H. BLADES (Lotus 47) 40.6" — 23rd July
(1967)

Up to 1200cc :
J. NICHOLSON (Lotus 238) 42.0 3rd Sept.
(1967)

SALOON CARS

Over 1200cc .
H. W. RATCLIFFE (Mini-Cooper) 42.6" — 17th April
and R. G. SMITH (Ford Anglia) (1966)

Up to 1200cc :
G. H. BIRRELL (Shannon-Chamois) 42.4" — 23rd July
(1967)

MARQUE CARS

J. LEWIS (Jaguar E-Type) 43.4" — 13th August
(1967)



The day
Jock
drove
an A30

SOME NOTES ON SALOON CAR RACING IN SCOTLAND

Ingliston has made saloon car racing in Scotland. There is no doubt about this for whereas there have always been races for touring cars at Scottish meetings, the full impact of this kind of racing has been exploited on the Edinburgh circuit. Indeed, a meeting at Ingliston without saloons would be unthinkable but it wasn't always like this.

In the early days of motor racing, around fifteen years ago, when circuits like Turnberry and Winfield were dragged into use after chequered wartime service (Charterhall, for instance, seemed to have more than its fair share of crashes), there were few saloons around to scratch up a race and you had the oddest cars running. The late Peter Hughes used to churn round in a Delahaye of pre-war vintage and one of the most colourful characters in those days was Harry Have-lock Slack who used to race a Healey Shooting Brake and for his sins inherited me as a son-in-law. Harry had some grand battles with another Healey exponent, Harry Wadsworth, but both were put in the shade by an Aston Martin DB2 driven by our Clerk of Course today, Tom Leggett, which was allowed in as a saloon.

The next period for saloon activity came shortly after the Border Motor Racing Club was formed. Today B.R.M.C. are Scottish Motor Racing Club but in the early days of their development Ian Scott Watson and his merry men delighted in having both handicap and scratch saloon events. There was the occasion when Phil Walton from New-castle entered a Fiat 600 and had some slow practice laps. Scott Watson gave him a good handicap then Walton walked away with the race; it was a Fiat Abarth and Phil had simply taken the Abarth badges off. Another Fiat Abarth going the rounds at that time was driven by Richard Shepherd-Barron, and of course we mustn't forget Scott Watson and Jim Clark with their D.K.W. Sonderklasse in which Jim once battled at Crimond with Peter Gordon in an Austin A90 Atlantic. Probably the most incongruous saloon car ever to race was Douglas Bertram's Daimler Conquest which ran at a B.M.R.C. Trophy meeting at Charterhall and surprised a few people.

While saloon-car racing was developing in England it never had the spectator appeal at Charterhall where the big long straght allowed the fastest cars to run away and hide from everyone else. Still it did help to bring along some drivers. Graham Birrell, for instance, ran an Austin A40 at Charterhall and Jock Russell's first races were in a black Austin A30 with no less than four carburettors.

This then was the background to saloon car racing at Ingliston today. It is probably THE most exciting circuit for saloons. Unlike in these early years when it was a hard job scratching up an entry, the S.M.R.C. officials have to turn down scores of saloon car entries, such is the enthusiasm. That, though, is progress but it's fun to take time out and remember the Scottish pioneers.

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72	P. DANAHER/ Weir Lodge Garage	...	Beach	1300
73	R. MASON/ Smithfield Garage	...	Smithfield	1300
74	N. BRITTAN/Team VW (GB)	...	Beach	1300
75	Miss J. NADIN/ Team VW (GB)	...	Beach	1300
76	M. HAYSEY/Team VW (GB)	...	Beach	1300
77	G. H. BIRRELL	...	Beach	1300
78	W. N. DRYDEN/C. H. Peacock	...	Austro-Vee	1300
79	H. HEEREY/ Volkswagen (North London)	...	Beach	1300
80	M. HAYSELDEN	...	Monaco Vee	1285
82	A. VOGLBERGER/ D. Barley & Son	...	Beach Vee	1300
83	B. WOODING	...	Peco	1300
84	Miss M. BURNS-GRIEG/ H. & G. Robinson Racing	...	Beach	1300
87	B. MUIR/McKillop	...	Beach	1300

1st (£25) 7.8 2nd (£15) 7.7 3rd (£10) 8.7

4th (£5) Fastest Lap : — secs.

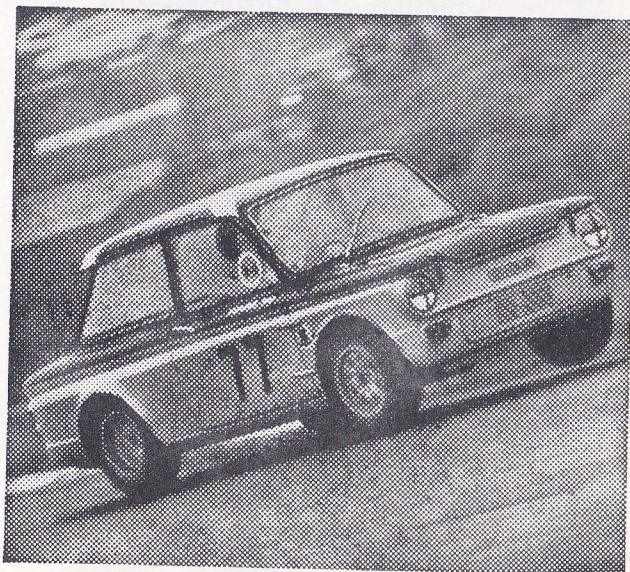
Winner's Speed : m. s. : mph

SCOTTISH FORMULA VEE CHAMPIONSHIP

	July 23	Aug. 13	Sept. 3	Total
N. Brittan/Beach	9	9	9	27
G. H. Birrell/Beach	1	6	6	13
H. Heerey/Beach	6	3	3	12
Miss J. Nadin/Beach	4	4	4	12
M. Haysey/Beach	—	2	2	4

1st, 9 points; 2nd, 6; 3rd 4; 4th, 3; 5th 2; 6th, 1.

Four events to count.



IMP PROVED AGAIN!

Alan Fraser Racing Team

POSITION: 1st AND 2nd
PLACE AND DATE: SILVERSTONE 20th MAY 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!

Results subject to confirmation

MAIN DEALER

JAMES ROSS & SONS

(MOTORS) LTD.

LOCHRIN EDINBURGH

FOuntainbridge 1555

EVENT 2

2.55 P.M.

SALOON CARS over 1200cc

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
39	E. A. LABINJOH/J. Fisher	Mini-Cooper S	1450
43	J. E. MILNE/W. Shepherd	Mini-Cooper S	1293
45	A. K. POOLE/ Booth & Poole Ltd.	Wolseley Hornet	1293
46	J. DRYDEN	Mini-Cooper S	1293
47	R. F. MORRISON	Mini-Cooper S	1275
48	T. E. SLEIGH	Jaguar 3.8	3781
49	W. J. TURNBULL	Jaguar 3.4	3442
50	K. R. PAYNE	Lotus Anglia	1650
51	P. DALKIN	Perdal Vitesse	1999
52	J. R. BLANCKLEY	Austin A40	1800
53	P. G. GAILLARD	Mini-Cooper S	1293
54	K. AYERS/R. Ensor	Mini-Cooper S	1293
56	D. MUTER/A. Barton	Mini-Cooper S	1293
57	P. V. WRIGHT	Mini-Cooper S	1293
86	R. F. PIERPOINT	Ford Falcon	4727
Reserve:			
70	K. ROBERTSON	Mini-Cooper S	1300

1st (£25) 45 2nd (£15) 47 3rd (£10) 86

4th (£5) 70 Fastest Lap: secs.

Winner's Speed: m. s.: mph

Latest in a long
 line of thoroughbred
 office duplicators—
Gestetner 366 type S

Call and see it
 in action—you'll
 know then why
 Gestetner lead the
 field!



Gestetner

13/13a Stafford Street,
 EDINBURGH 3.
 031-255 4144

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SPORTSTUNE
10 BRANDON TERRACE
 (near Canonmills Clock)
EDINBURGH
Phone 556 3507

Get your Ingliston
 tickets here

Here you will find that personal and individual attention that the discerning motorist deserves. There is a most comprehensive range of accessories in stock including Race, Rally, and Sports Equipment by Paddy Hopkirk, Les Leston, SPQR and all leading British and Continental Manufacturers. Take time out to call in on us and get the best out of your motoring.



1st for PERFORMANCE

SPORTSTUNE

SPORTSTUNE
MOTOR COMPANY
LONGNIDDRY
EAST LoTHIAN
Phone Port Seton 325

Here at Longniddry, we are specialists in all sports and performance cars whether it's sales servicing, or conversions. There is always a first class selection of used cars on view—including many sports cars. As S. E. Scotland Distributors for Lotus cars, we offer expert facilities for sales, servicing and maintenance. Give us a ring or call in — we'll be glad to hear from you.

EVENT 3

3.15 P.M.

THE LOMBANK TROPHY RACE

PART 1 — 25 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
1	W. FORBES	Lotus BMW	1991
2	J. L. ROMANES	Lotus 35	1865
3	A. D. T. FLETCHER	Brabham BT18	1600
4	A. CHARNELL	Lola T55	1600
5	J. RUSSELL	Russell-Ford	4727
6	J. GERARD	Cooper T73	1598
7	J. C. C. LAMBERT	Brabham-Ford FVA	1600
8	R. LAMPLOUGH	Lola T62	1598
9	M. WALKER/R. Lamplough	Brabham BT21A	1598
14	D. BERRY/ Frank Lythgoe Racing	Brabham BT21	997
16	M. NUNN	Lotus 41	997
17	R. FEILDING/ M. Pearson Racing	Brabham BT21	997
21	J. HINE	Lotus 41	997
23	K. St. JOHN	Brabham F3	997
24	J. MILES/Lotus Components	Lotus 41	997

Reserves :

10	G. B. BIRRELL/Ecurie Ecosse	Ecosse-Imp	998
12	J. MILLAR	Brabham BT15	997

1st (£100) **24** 2nd (£50) **16** 3rd (£30) **7**

4th (£20) Fastest Lap : — secs.

Winner's Speed : m. s. : mph

THE "DAILY RECORD" SCOTTISH RACING CAR CHAMPIONSHIP

	Apr. 9	May 7	July 23	Aug. 13	Sept. 3	Total
A. D. T. Fletcher/Brabham	11	11	—	11	7	40
W. Forbes/Lotus-BMW	—	1	11	8	10	30
J. Millar/Brabham F3	6	8	3	4	—	21
C. Williams/Brabham F3	—	—	8,7	—	4	19
G. B. Birrell/Ecosse-Imp	—	6	2	5	3	16
G. H. Breakell/Brabham BT18	8	5	—	—	—	13
D. Berry/Brabham F3	—	—	5	6	—	11
J. L. Romanes/Lotus 35	—	4	5	—	—	9
M. A. Peel/Cooper F3	4	3	—	1	—	8
J. Russell/Russell-Ford	—	1	1	—	5	7

Scoring : 1st, 9 points ; 2nd, 6 ; 3rd, 4 ; 4th, 3 ; 5th, 2 ; 6th, 1.
 Best four to count. 1 for finishing in each section.

EVENT 4

SALOONS up to 1200cc
10 LAPS

3.40 P.M.

Car No.	Driver/Entrant	Make/Model of Car	cc
58	G. H. BIRRELL/ Claud Hamilton Motors	Shannon-Chamois	1140
59	W. L. MORRISON	Singer Chamois	998
60	A. CHARNELL/ John Croall & Sons (Motors)	Singer Chamois	998
61	A. W. COWAN/Haggisspeed	Haggis Imp	999
62	A. LANFRANCHI/ Alan Fraser Racing Team	Fraser Imp	998
63	R. D. McCUTCHEON	Mini-Cooper S	1098
64	W. BORROWMAN/ Sports-Tune	Mini-Cooper S	999
65	J. FEWELL	Mini-Cooper S	999
66	M. R. DODDS	Mini-Cooper S	970
67	M. C. VAUX	Wokmo-Simca	985
68	R. LITTLE	Ford Anglia	997
69	R. J. HAINING	Mini-Cooper S	999
71	J. S. McCALIG/K. Robertson	Mini-Cooper S	1000
81	M. HAYSELDEN	Mini-Cooper S	999
Reserves:			
85	G. DOUGLAS	Hillman Imp	998

1st (£25) 6.2 2nd (£15) 5.8 3rd (£10) 6.44th (£5) 8.5 Fastest Lap: — secs.

Winner's Speed: — m. — s. — mph

**FOR
CONVERSIONS
IT'S****THE PIT STOP**
10 KYLE STREET, AYR
TEL. 65994 AYR**Scotland's Original Accessories Specialist**

EVENT 5

DAILY RECORD CUP FOR RACING CARS up to 1000cc
25 LAPS

4.00 P.M.

Car No.	DRIVER/Entrant	Make/Model of Car	cc
10	G. B. BIRRELL/Ecurie Ecosse	Ecosse-Imp	998
11	E. A. LABINJOH/Ecurie Ecosse	Ecosse-Imp	998
12	J. MILLAR	Brabham BT15	997
14	D. BERRY/ Frank Lythgoe Racing	Brabham BT21	997
15	D. REES/ Frank Lythgoe Racing	Brabham F3	997
16	M. NUNN	Lotus 41	997
17	R. FEILDING/ M. Pearson Racing	Brabham BT21	997
18	G. OLIVER	Brabham BT10	997
19	I. ASHLEY/Ashlowe Racing	Merlyn Mk. 10	997
20	C. COX	Lotus 41	997
21	J. HINE	Lotus 41	997
23	K. St. JOHN	Brabham F3	997
24	J. MILES/Lotus Components	Lotus 41	997
28	N. FOULDS/D. Bridges	Brabham BT21	998
29	B. COLLERSON	Merlyn Mk. 10	997

Reserves:

26	A. C. GOODFELLOW	Cooper T76	997
27	I. COCHRANE	Merlyn Mk. 3	997

1st (£100) 2.4 2nd (£50) 1.8 3rd (£30) 1.04th (£20) 0.9 Fastest Lap: — secs.

Winner's Speed: — m. — s. — mph

**4.20 P.M. DEMONSTRATION RUN BY J. W. McINNES IN ZAGATO-
ASTON-MARTIN KINDLY LOANED BY HARTLEY WHYTE, ESQ.****DATES FOR YOUR 1968 DIARY**

PROVISIONAL FIXTURES LIST

14th April	THE EDINBURGH STUDENTS' CHARITIES CUP RACE MEETING
12th May	THE MAY RACE MEETING
14th July	THE SMT TROPHY RACE MEETING
11th August	THE AUGUST RACE MEETING
8th September	THE EDINBURGH FESTIVAL RACE
6th October	THE LOMBANK TROPHY RACE MEETING

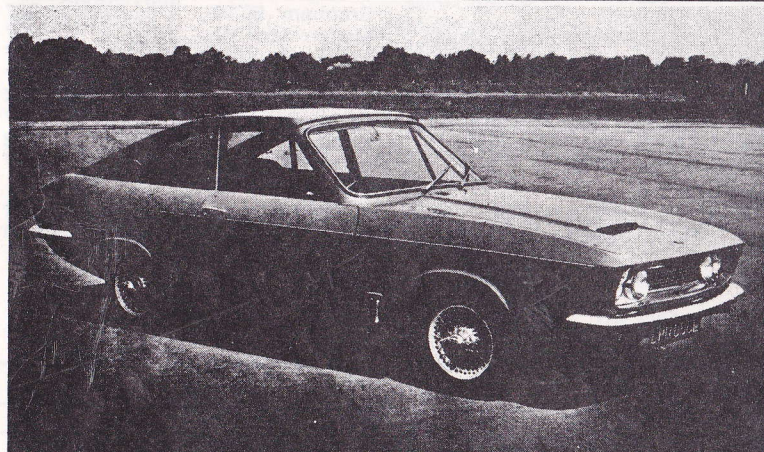
Scotcircuits Ltd., National Bank Chambers, Duns, Berwickshire

IT'S A....?

ROSSLEIGH

want you to meet the **NEW**

BOND EQUIPE 2 LITRE GT



This is your chance to meet the latest Bond, to examine up close its great features: the smooth 95 b.h.p 6 cylinder Triumph 2 litre engine combining 100 m.p.h. plus, with vivid acceleration and economic fuel consumption; the disc brakes on the front wheels; the luxurious 4 seat interior; the glass fibre and steel body built on a Triumph double backbone chassis. All combining to make the Equipe 2 litre G.T. one of the most complete G.T. cars available.

COME IN AND TRY THIS OUTSTANDING CAR
AT THE BOND DISTRIBUTORS

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Ltd.

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Branches at: Stirling, Aberdeen, Dundee, Perth, Kirkcaldy,
Inverness, Hawick, Newcastle-upon-Tyne

EVENT 6

4.30 P.M.

SPECIAL G.T. CARS

10 LAPS

Car No.	Driver/Entrant	Make/Model of Car	cc
22	J. HINE/Chris Barber ...	Lotus 47 ...	1594
25	J. MILES/Lotus Components ...	Lotus 47 ...	1594
30	M. KONIG ...	Nomad GT ...	1594
31	T. TAYLOR/Team Elite ...	Lotus 47 ...	1594
32	W. N. DRYDEN/ Nick Moor Racing ...	Lotus 47 ...	1594
33	J. NICHOLSON/ Jaynick Accessories ...	Jaynick GT ...	1098
34	T. E. BLACKADDER ...	Lotus Elan ...	1594
35	J. R. BALLANTINE ...	Diva GT ...	1594
36	A. W. COWAN/ H. C. Ballantine ...	Marcos GT ...	1997
37	N. H. MORRISON ...	Lotus Xi GT ...	1098
38	J. FISHER ...	Fisher GT ...	1100
41	J. ABSALOM ...	Ginetta G4 ...	1098
42	J. E. MILNE/W. Shepherd ...	MGB ...	1800
44	A. W. HILL ...	Lotus Elan ...	1594
55	A. BARTON ...	Mini-Marcos ...	1150

Reserves:

40	J. L. ALEXANDER ...	Mini-Marcos ...	1098
----	---------------------	-----------------	------

1st (£25) ... 31 ... 2nd (£15) ... 25 ... 3rd (£10) ... 22 ...

4th (£5) ... 30 ... Fastest Lap: ... — ... secs.

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

THE "SHEILA WHYTE" CHAMPIONSHIP FOR G.T. CARS

	Apr. 8	May 7	July 23	Aug. 13	Sept. 3	Total
W. Dryden/Lotus Elan ...	1	6	6	—	6	18
T. E. Blackadder/Lotus Elan ...	4	—	1	6	—	11
N. H. Morrison/Lotus Xi ...	6	—	—	2	2	10
A. A. Barton/Mini-Marcos ...	—	3	—	3	4	10
J. Milne/MG Midget ...	4	—	—	—	4	8
J. Fisher/Fisher GT ...	3	1	—	—	3	7
A. W. Cowan/Marcos GT ...	—	4	3	—	—	7

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

And what is Lombank?

This is not an advertisement, but it could just be construed as a plug.

One could imagine that a concern so high and mighty sounding as Lombard Banking, with all its connotations of Lombard Street and Italian bankers of a while back (not to be confused with Zurich gnomes), had been around for quite a while. In fact, however, the story spans but twenty years.

That Lombank should have become so much a household name in that short space of time is in itself a most eloquent tribute to the enterprise and ability of Mr. Eric J. P. C. L. Knight. Eric Knight came back from World War Two to the world of credit finance he had known before the war, and like so many others found his old environment no longer sufficiently satisfying. He felt he had something to contribute, and showed his confidence in his own judgment by selling his home to raise the wherewithal to get started. There went with him a handful of people who sensed that here was a man destined to succeed. One of that small band was Gordon Skilton, now General Manager for Scotland of the Lombard Banking Group of Companies. Many of you will recall that Eric Knight, whose photograph appears elsewhere in this issue, was with us last year, but unfortunately he cannot be here today at the Lombank Trophy Meeting.

It is understandable that he is fairly busy, for Lombard Banking are, through their subsidiary Lombank Limited, the largest British hire purchase finance company not directly linked with one of the joint stock banks, but the Group's interests now extend far beyond simple hire purchase finance, and the parent company, Lombard Banking Limited, is engaged in all legitimate bank business, and bridges the gap between merchant banking and joint stock banking.

It doesn't stop even there. In addition to substantial interests throughout Europe and the Middle East, the group own the biggest finance company in Australia and are also big in New Zealand and Canada. That lot would keep most of us fairly busy!

Those concerned in the formation of Scotcircuits Ltd. already had links with the Lombank Group, whose interest in and support of motor racing had done much for the sport since the war. It was natural therefore, that the two should talk, and that Lombank should become associated in the venture.

THE LOMBANK TROPHY RACE

PART 2 — 25 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
1	W. FORBES	Lotus BMW	1991
2	J. L. ROMANES	Lotus 35	1865
3	A. D. T. FLETCHER	Brabham BT18	1600
4	A. CHARNELL	Lola T55	1600
5	J. RUSSELL	Russell-Ford	4727
6	J. GERARD	Cooper T73	1598
7	J. C. C. LAMBERT	Brabham-Ford FVA	1600
8	R. LAMPLOUGH	Lola T62	1598
9	M. WALKER/R. Lamplough	Brabham BT21A	1598
14	D. BERRY/ Frank Lythgoe Racing	Brabham BT21	997
16	M. NUNN	Lotus 41	997
17	R. FEILDING/ M. Pearson Racing	Brabham BT21	997
21	J. HINE	Lotus 41	997
23	K. St. JOHN	Brabham F3	997
24	J. MILES/Lotus Components	Lotus 41	997

Reserves

10	G. B. BIRRELL/Ecurie Ecosse	Ecosse-Imp	998
12	J. MILLAR	Brabham BT15	997

1st (£100) 7 2nd (£50) 24 3rd (£30) 1

4th (£20) 8 Fastest Lap : — secs.

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

Lombank Trophy :

(Winner on aggregate of result in Events 3 and 7)

PRESENTATION OF THE TROPHIES

BY MRS. G. F. SKILTON

JAYNICK LTD.

CIT 5168

OUR COMPETITORS ARE GETTING WORRIED

so they should!

as a special END OF SEASON OFFER
JAYNICK'S offer

10%.

off any goods purchased between
1st and 6th of October, 1967

Bargains at:

**228 St. Vincent St.,
Glasgow G.2.**

EVENT 8

5.30 P.M.

HARTLEY WHYTE TROPHY CHAMPIONSHIP RACE

25 LAPS

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

145	A.K. POOLE	WOL. SELEY	12.93
62	A. LANFRANCHI	FRASER IMP	9.98
58	G.H. BIRRELL	SHANNON-CHAMOIS	11.40
64	W. BOARWYMAN	MINI-COOPER 'S'	9.99
69	R. J. S. HAINING	MINI-COOPER 'S'	9.99
47	R. F. MORRISON	MINI-COOPER 'S'	12.75
59	W. L. MORRISON	SINGER-CHAMOIS	9.98
65	J. FEWELL	MINI-COOPER 'S'	9.99
48	I. E. SLEIGH	JAGUAR 3.8	278.1
86	R. F. MERRITT	FORD FALCON	472.7
43	J. E. MILNE	MINI-COOPER 'S'	12.93
71	J. S. McLAIG	MINI-COOPER 'S'	10.00

1st (£50) 4.5 2nd (£30) 6.0 3rd (£20) 6.4

4th (£10) Fastest: Lap — secs.

Winner's Speed: m. s. mph

THE "HARTLEY WHYTE" SALOON CAR CHAMPIONSHIP

	Apr. 9	May 7	July 23	Aug. 13	Sept. 3	Total
G. H. Birrell/Shannon Chamois	4	6	6	3	—	19
W. L. Morrison/ Singer Chamois & Mini-Cooper	6	—	4	2	6	18
J. Dryden/Mini-Cooper S	—	4	2	6	—	12
D. J. Muter/Mini-Cooper S	3	—	—	4	3	10
R. F. Morrison/Mini-Cooper S	—	—	—	1	4	5
R. J. S. Haining/Mini-Cooper	—	3	—	—	1	4

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

FIRE- IS *YOUR* BUSINESS, AND *OURS*

Manufacturers of

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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.

THISTLE TUNE

EDINBURGH

PETER BEATON, KEITH ROBERTSON, TED BUTTERS

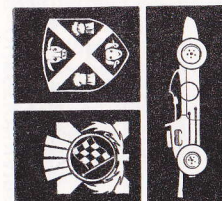
MINI SPECIALISTS

PERFORMANCE CAR MAINTENANCE

RACE PREPARATION

YOU — THE "INGLISTON PEOPLE," SPECTATORS AND
COMPETITORS ALIKE, ARE THE PEOPLE WE CATER FOR.
DISCERNING ENTHUSIASTS SEEKING EXPERT, PERSONAL
SERVICE ARE WELCOME AT

BURNS STREET, LOCHEND ROAD, LEITH LINKS



QUESTIONNAIRE

It is our wish to ensure that Ingliston continues to improve and to this end it would greatly assist us if you would care to complete this questionnaire and post it to:—

SCOTCIRCUITS LTD., NATIONAL BANK CHAMBERS, DUNS, BERWICKSHIRE

Name Mr./Mrs. Miss

Occupation

Address

Age Group (Please tick as appropriate)

16 — 30

31 — 45

45 +

1. Did you come

BY YOURSELF

WITH YOUR FAMILY

WITH FRIENDS

2. Are you a member of a Motor Sport Club?

YES / NO

3. Have you been to a motor race before?

YES / NO

If so (a) How many times have you been to a meeting this year?

SIX

(b) How many times have you been to Ingliston before?

4. What type of races do you prefer?

(Please denote order of preference 1, 2, 3)

Saloons

1

Single-seaters

2

Others

3

Motor Racing

✓

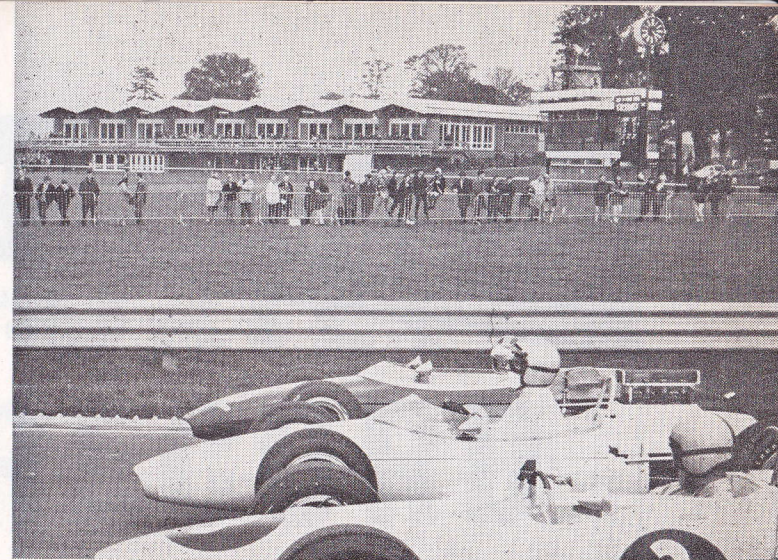
The Red Arrows

5. Which did you particularly come to see today?

Please turn over and complete the questions overleaf



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.

SCOTCIRCUITS LTD.

INGLISTON MOTOR RACING CIRCUIT

CONTINUATION OF QUESTIONNAIRE

6. Where did you view the racing from ?

Grandstands	✓
Terracing	
Central Enclosure	

7. How did you learn about today's meeting ?

Newspaper advert.	
Newspaper report	
Television advert.	
Poster or Windscreen sticker	
From friends	

DAILY EXPRESS

8. Which newspapers do you regularly read ?

9. Did you make use of the catering facilities ?

YES / NO

10. Which type of catering do you prefer ?

Self-Service Restaurant	
Waitress-Service Restaurant	
Snack Bar	
Admission	YES / NO
Grandstand	YES / NO
Catering	YES / NO

11. Do you think the charges are reasonable ?
(Please indicate for each heading)

12. Our dates for next year are on 14th April 12th May, 14th July, 11th August, 8th September and 6th October

Do you hope to return ?

(DEFINITELY)

YES / NO



Scottish Motor Racing Club

incorporating Border Motor Racing Club

Application for
1968 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**

DAILY RECORD

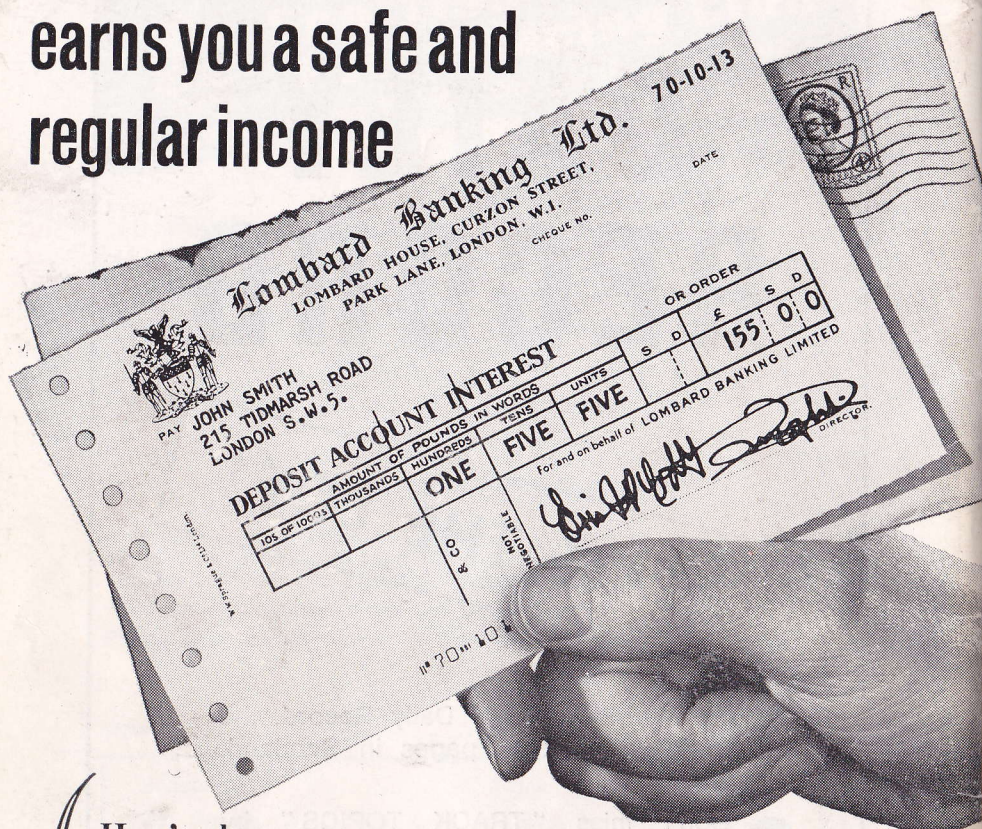
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- Every Friday in the Daily Record, the greatest car sale pages in Scotland.
- Don't miss "TRACK TOPICS" by Malcolm McDougall — Scotland's most informed correspondent.
- Up-to-the-minute news, pics., stories covering the whole sports scene.

THE DAILY RECORD IS—

SUPREME IN MOTOR RACING

Your **5½%** Deposit Account earns you a safe and regular income



Here's why . . .

RELIABILITY: A Deposit Account with Lombard Banking provides a good rate of interest, with complete safety for your capital—leading to financial peace of mind.

INTEREST: Your money earns 5½% interest steadily, but can be easily withdrawn subject to arrangements made when the Account is opened.

TERMS: To earn 5½% per annum the minimum notice of withdrawal is 6 months, but the first £100 can be withdrawn on demand.

GROWTH: Further payments can be made into the Account whenever you choose—offering an excellent way of making good use of your capital. Write now to the General Manager for further particulars and your copy of "Deposit Account" Booklet No. 448.



LOMBARD BANKING

LIMITED

Head Office: P.O. Box 1.EU, LOMBARD HOUSE, CURZON STREET, LONDON, W.1. 01-499 4111 (30 lines)
City Office: 31 LOMBARD STREET, LONDON, E.C.3. 01-623 4111 (10 lines)

LOCAL BRANCH OFFICE:

Lombard House, 29 Queen Street, Edinburgh 2. Caledonian 3168 (3 lines)

Branches throughout the British Isles