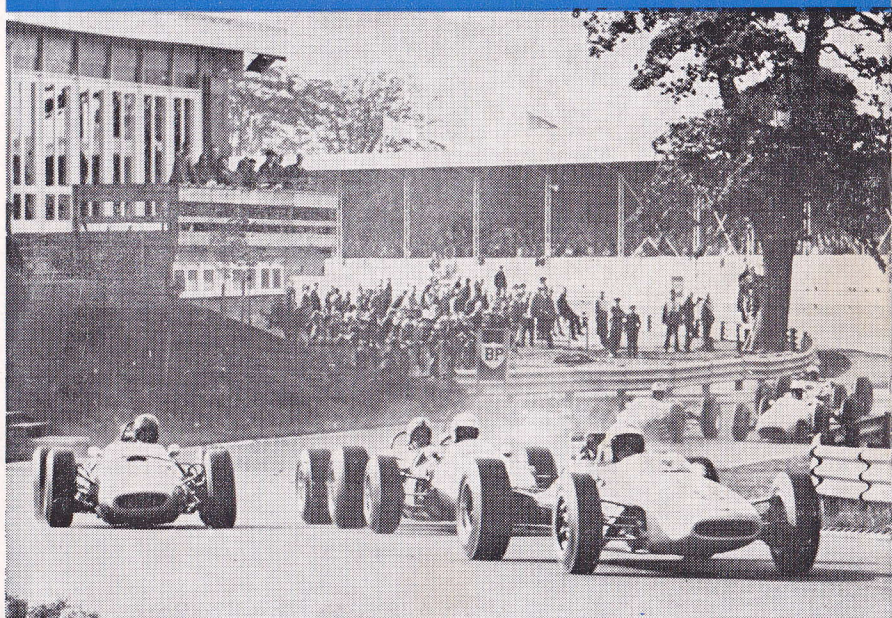


organised by Scottish Motor Racing Club



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INGLISTON MOTOR RACING CIRCUIT



The Milk Trophy Race Meeting Sunday, 13th Aug.

1967

Official
Programme
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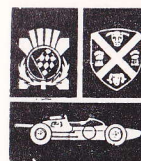
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* * *

THE MILK TROPHY RACE MEETING

Sunday, 13th August, 1967

organised by

The Scottish Motor Racing Club Ltd.

* * *

PROGRAMME

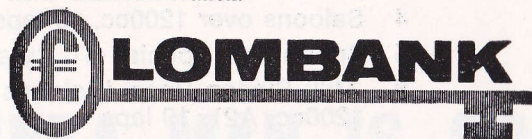
9.45 am	Practice
1.00 pm	Luncheon Interval
2.10	Free Fall Parachute Display
2.30	Event 1 Formula Vee Racing Cars, 10 laps
2.50	2 Saloons up to 1200cc (Class a1), 10 laps
3.10	3 MILK TROPHY RACE, Part 1, 25 laps
3.35	4 Saloons over 1200cc, 10 laps
3.55	5 Sports and Special GT Cars, 10 laps
4.15	6. Milk Slogan Race (Saloons up to 1200cc, A2), 10 laps
4.40	7 Clubman's Cars, 10 laps
5.00	8 MILK TROPHY RACE, Part 2, 25 laps
5.40	9 Hartley Whyte Championship Race,
6.05	10 Marque Cars, 10 laps



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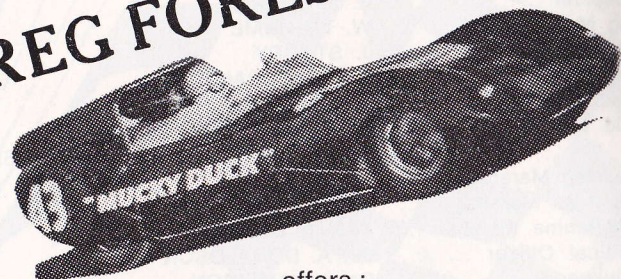
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A word from our Sponsors

The Milk Industry's call to "Drink a Pinta Milka Day" is universally recognised as sound advice — and nowhere is the value of regular pinta-quaffing more firmly established than among Scottish athletes and those participating in sporting activities of all kinds. The unique value of regular milk-drinking as a means of building up a storehouse of stamina and energy and of eliminating nervous tension when the competitive element is demanding the utmost endeavour is vouched for not only by the medical profession but by world-famous coaches and sportsmen the world over. "Milk for Energy" is much more than a slogan—it is sound advice based on practical experience, and the surest way of acquiring the high standard of fitness, calmness of temperament and the will to win necessary in modern sport.

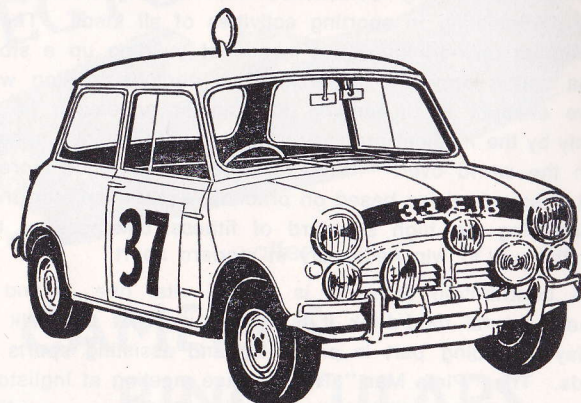
Milk's contribution to sport is thus a vital one — and as the world's best natural food-drink it is only fitting that the Milk Industry should play a leading part in promoting and assisting sports projects of all kinds. The "Pinta Man" Trophy Race meeting at Ingliston to-day is sponsored by The Scottish Milk Marketing Board as a practical contribution to the Scottish car-racing scene. In the cycling world, the Board's five-day International Milk Race ranks as the biggest event of the Scottish cyclists' calendar and the fifth biggest road race in Europe, commands widespread public, press and television interest. As well as drawing the world's finest riders to Scotland, the Milk Race affords local competitors an unrivalled opportunity of testing their speed and skill against opposition of a calibre found usually only on the Continent.

The Scottish Milk Marketing Board also sponsor the annual cycling Kermesse at Dunbar, again attracting top-rating competitors to the East Coast resort. This year's event, raced in 30 non-stop circuits through the town's narrow streets, takes place on 27th August.

In the basketball world, a sport of ever-increasing popularity, the Scottish Junior and Senior Championships are sponsored by Milk, as is the annual Forth Swim. Indoor soccer and ten-pin bowling tournaments, the Boys' Brigade Cross Country Championships are some of the other fields in which The Scottish Milk Marketing Board are by active sponsorship encouraging the younger generation to take not only a keen interest but active participation, in sports activities of all kinds, and thereby building a healthier and happier nation.

The Scottish Milk Marketing Board is proud of the vital role its products plays in the promotion of healthful and zestful living—and as a further practical contribution to this objective, will continue to take a leading part in encouraging competitive sport throughout Scotland.

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LIST OF ENTRIES

Car No.	DRIVER/Entrant	cc	Make/Model	from
1	W. J. FORBES ...	1991	Lotus-BMW	Aberdeen
2	J. L. ROMANES ...	1865	Lotus 35	Edinburgh
3	A. D. T. FLETCHER ...	1594	Brabham BT18	Culross
4	J. RUSSELL ...	4727	Russell-Ford	West Calder
5	D. BERRY/ F. Lythgoe ...	997	Brabham F3	Colwyn Bay
6	D. REES/ F. Lythgoe ...	997	Cooper	Macclesfield
7	A. CHARNELL ...	1598	Lola T55	Balerno
8	G. MacWILLIAM ...	1860	Merlyn Mk 7	Glasgow
9	J. MILLAR ...	997	Brabham BT15	Bridge of Weir
10	G. BIRRELL/ Ecurie Ecosse ...	998	Ecosse-Imp	Edinburgh
11	A. N. OTHER/ Ecurie Ecosse ...	998	Ecosse-Imp	Edinburgh
12	M. A. PEEL ...	998	Cooper F3	Garstang
14	R. FORESTER-SMITH	997	Cooper F3	Edinburgh
15	R. SCOTT ...	1991	Elva-BMW	Aberdeen
16	J. WALKER/Richard Grant (Properties) Ltd. ...	650	J.W. 4/2 Mk. 11	Dursley
17	P. ROBERTS ...	1991	Elva-BMW	Tettenhall
18	K. BLAYNEE ...	650	Blaycar 4/2	Birmingham
19	D. NIVEN/ W. P. Rochfort ...	650	R.F.4 Mk. 2	Eastbourne
20	J. R. BALLANTINE ...	1554	Diva GT	Bo'ness
21	T. E. BLACKADDER ...	1598	Lotus Elan	Falkirk
22	R. McN. COWE ...	1558	Healey-Lotus	Pencailand
23	A. W. HILL ...	1594	Lotus Elan	Ardrossan
24	J. NICHOLSON/ Jaynick Accesories ...	1098	Lotus 23B	Glasgow
25	A. N. OTHER/ Jaynick Accesories ...	1498	Lotus 7	Glasgow
26	T. SIMPSON/ J. Mackie ...	998	Marcos GT	Lochore
27	N. MORRISON ...	1098	Lotus XI GT	Glasgow
28	R. SMITH ...	1098	Project	Airdrie
29	J. ABSALOM ...	1098	Ginetta G4	Morpeth
30	J. CORFIELD ...	1100	Diva GT	Peterborough
31	J. FITZGERALD ...	1216	Healey-Climax	Dublin
32	A. BARTON ...	1150	Mini-Marcos	Newcastle
33	G. BELL/A. Barton	998	Mini-Cooper	Bedlington
34	A. BARTON ...	1275	Mini-Cooper S	Newcastle
35	R. FORSTER-SMITH	1098	Lotus XI	Edinburgh
36	G. CROSSLEY ...	1098	Lotus XI	Poulton Le Fylde
37	P. W. HARRINGTON	1498	Lotus 7	Scunthorpe
38	H. M. MacKINNAN	1098	Lotus 7	Glasgow
39	S. DUNSTERVILLE	1340	Lotus 7	Glasgow
40	G. TEMPLE ...	997	Lotus 7	Morpeth
41	G. WHITTINGHAM	1498	Lotus 7	Durham
42	G. P. THOMSON ...	997	Mallock U2	Aberdeen
43	H. HEEREY ...	1498	Chevron	Hazel Grove
44	H. HEEREY ...	1293	Cox GTM	Hazel Grove
45	K. A. CRAIG ...	1172	Mason-Ford	Glasgow
46	A. J. HUGH ...	997	Terrier Mk. 2	Edinburgh
47	J. H. APPLGARTH	1498	Adder-Ford	Houghton-le-Spring

LIST OF ENTRIES — Continued

48	I. COCHRANE	1498	Lotus 7	Dalrymple
49	I. R. SINCLAIR	1498	Lotus 7	Airdrie
50	A. G. WATSON	997	Mallock U2	Burntisland
51	W. CLEPHAN/ W. G. Ashby	1588	MGA	Bolton
52	I. B. BIRRELL	975	Austin Healey	Glasgow
53	G. TAYLOR	791	Honda 800SC	Milngavie
54	A. ROSS	1798	MGB Bermuda	Edinburgh
55	J. LEWIS/ D. B. Metals Racing	3781	Jag. E. Type	Newport
56	M. PARKIN	1558	Lotus Elan S2	Edinburgh
57	J. GEMMELL	1096	MG Midget	Edinburgh
58	J. C. FORSYTH	998	Austin Healey	Haddington
59	R. BAIRD	2922	Aston Martin	Stonehouse
60	J. CONWAY	4200	Jag. E. Type	Glasgow
61	A. W. HUTCHINSON	1293	Austin Healey	Kennoway
62	M. HOPPERTON	1147	MG Midget	Tarbert
63	R. F. MORRISON	4200	Jag. E. Type	Helensburgh
64	R. F. MORRISON	1295	Mini-Cooper	Helensburgh
65	J. MILNE/ W. Shepherd	1800	MGB	Glasgow
65	J. MILNE/ W. Shepherd	1293	Mini-Cooper	Glasgow
67	A. N. OTHER/ Jaynick Accessories	1558	Lotus Elan	Glasgow
68	S. McCRACKEN/ Jaynick Accessories	1600	Jaynick Anglia	Glasgow
69	J. DRYDEN	1293	Austin Mini	Dundee
70	J. M. HENRY	1293	Austin Cooper S	Edinburgh
71	T. E. SLEIGH	3781	Jag. 3.8 Mk 11	Westfield
72	P. G. GAILLARD	1293	Mini-Cooper S	Helensburgh
73	P. DALKIN	1999	Triumph Vitesse	Newcastle
74	E. A. LABINJOH/ J. Fisher	1450	Mini-Cooper S	Edinburgh
75	J. R. BLANCKLEY	1800	Austin A40	New Penshaw
76	M. R. MULLER	1498	Ford Anglia	Aberdeen
77	S. J. CHRISTINE	1650	Ford Anglia	Dunoon
78	D. J. M. FISHER	1860	Cortina GT	Dunoon
79	W. A. BORROWMAN	1210	Mini-Cooper S	Edinburgh
80	A. J. R. CORMACK	998	Hillman Imp	Edinburgh
81	T. CHARNELL/ John Croall & Sons Ltd.	998	Chamois Sport	Balerno
82	D. J. STEWART	998	Hillman Imp	Perth
83	W. L. MORRISON	998	Chamois Sport	Bridge of Allan
85	R. D. McCUTCHEON	1098	Mini-Cooper	Wigtown
86	J. A. J. CURRIE	999	Mini-Cooper	Dumfries
87	R. MACKAY/ H. Shannon	998	Hillman Imp	Thurso
88	R. J. S. HAINING	999	Mini-Cooper S	North Berwick
89	G. H. BIRRELL/ Claud Hamilton Cars Ltd.	1140	Singer Chamois	Milngavie
90	J. FEWELL	999	Mini-Cooper	Prestonpans
91	J. SIME	997	Mini-Cooper	Paisley
92	K. ALLEN	998	Austin Cooper	Crossford
93	A. ORMISTON	850	Morris Mini	Edinburgh
94	R. LITTLE	997	105E Anglia	Kirkbride
95	R. M. CAIG	1198	Borgue Anglia	Borgue
96	E. PATERSON	1028	Morris Mini	Edinburgh

LIST OF ENTRIES — Continued

97	R. J. SCOTT	997	Mini-Cooper	Lanark
98	K. ROBERTSON	850	Aley Mini	Haddington
99	C. LIVINGSTONE	1100	Renault Gordini	Inveraray
00	D. J. MURRAY	998	Mini-Cooper	East Kilbride
01	I. R. OWER	1148	Mini-Cooper	Dundee
02	D. WOOD	997	Shanon Anglia	Annan
03	J. W. PINKERTON	996	Austin A40	Houston
04	R. D. WYLLIE	997	Mini-Cooper	Annan
05	D. C. GAY	998	Mini-Cooper	East Kilbride
06	N. BRITTAN/ Team VW (GB)	1300	Beach	London
07	Miss J. NADIN/ Team VW (GB)	1300	Beach	London
08	G. H. BIRRELL/ Team VW (GB)	1300	Dolling	Milngavie
09	G. B. BIRRELL/ Team VW (GB)	1300	Beach	Edinburgh
110	H. HEEREY/ VW (North London)	1300	Beach	Hazel Grove
111	M. HAYSEY/ Team VW (GB)	1300	Beach	London
112	A. NICOL/ J. S. Lamb	1300	Apal	Cairneyhill
113	B. WOODING	1300	Peco	Guildford
114	Miss M. BURNS-GREIG/ H. & G. Robinson	1300	Beach	Duns
115	N. CLARK/J. Hall	1300	Apal	Redditch
116	B. E. GLOVER/ Midgley Bros.	1200	C.G. Vee	Pudsey
117	P. DANAHER/ Weir Lodge Garage	1300	Beach	Chertsey
118	R. MASON/ Smithfield Garage Ltd.	1300	Smithfield	Birmingham
119	T. THWAITES	998	Hillman Imp	Dewsbury
120	T. THWAITES	1098	Mercury GT	Dewsbury
121	K. MILLER/ J. Mortimer	1300	Mallock U2	Burton-on-Trent
122	A. J. TOBIAS	999	Mini-Cooper S	Newcastle
123	A. D. T. BONAR	996	Austin A40	Thorntonhall
124	A. MILBURN	1300	Apal	Anglesey

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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For your Day's Enjoyment ...

To-day's entry is the largest ever accepted for a race meeting at Ingliston and ten races look all set to provide the type of exciting racing we have come to expect at this circuit. All the classes are fully subscribed with entries and indeed there are so many entries that competitors in every class will have to qualify to be able to race. It is usual Ingliston practice to accept fifteen entries for each race, the fastest twelve of whom qualify in practice in the morning to race in the afternoon.

Just after 2.0 p.m. the "Red Devils" will be making their second visit to Ingliston this year—from the sky! This Free-Fall team from the Parachute Regiment provided excitement in plenty when they made their first jumps at Ingliston in April and by popular demand have agreed to this return visit. The team of six will be dropping from their de Havilland Rapide somewhere between 3,000 and 5,000 ft. above the showground and landing in the arena in front of the grandstand. Those who have seats will be able to view the display between the stand and the track but are asked to return to their seats as quickly as possible after the jumps to enable racing to start.

This is the second meeting that the Scottish Milk Marketing Board have sponsored at Ingliston and, if it is as successful as last year's, spectators need have no fears about their day's enjoyment. In addition to the main prize of the day—for the Formula Libre class—they are also sponsoring the "Milk Slogan Race," in conjunction with which there is a competition which everyone can enter to guess which slogan will be first past the line. Each car in the race will carry a different slogan and the contestants are invited to guess the order of the first three. The drivers will draw for their slogans as soon as entries close at 3.15 p.m. A good chance to go home richer than you arrived!

The four main Scottish contenders for the Pinta Man Trophy will be once again **Willy Forbes**, **Andrew Fletcher**, **John Romanes** and **Jock Russell**. Forbes, who comes from Aberdeen, will be all out to repeat his win with his yellow B.M.W.-engined Lotus 35, of the S.M.T. Trophy Race in July and Fletcher, with the blue Brabham fitted with a Lotus twin-cam engine, will be equally determined to consolidate the lead he gained at the first two meetings this year when he won both the Adam Wyllie Memorial Trophy and the Edinburgh Students' Charities Cup. John Romanes, immediate past Chairman of the Scottish Motor Racing Club and a director of Scotcircuits Ltd., will be out to improve upon the really excellent showing he put up in the S.M.T. Trophy Race, when he finished 3rd in one heat and was lying second to Forbes in the second until loss of all brakes forced him to slow. Russell drove brilliantly in the wet in the May meeting, finishing second to Fletcher in one of the heats and everyone would like to see tartan-helmeted Jock taking the chequered flag first in his V-8-powered Russell-Ford. Few drivers can try harder with less reward than Russell and we hope that he has a return of luck today. A comparative newcomer to single-seater racing is **Tony Charnell**, who has squeezed a Lotus twin-cam engine into an old F2 Lola from the Midland Racing Partnership and spent last meeting finding his way about in this unfamiliar mount.

Among the smaller-engined cars there should be the usual close competition, led by **John Millar**, currently holding second place in the "Daily Record" Championship, with his F3 Brabham. Similarly-mounted will be **Dave Berry**, from Colwyn Bay, entered by Frank Lythgoe Racing and a team-mate of Alan Rollinson, whose car caught fire at the last meeting. **Reg. Forester-Smith** and **Mike Peel** will be Cooper-mounted, in F3 models, and **Dave Rees** has an old-type F2 car of the same make. **Graham Birrell** will once again be driving the first of the

Ecosse-Imps and making up the field will be **Johnny Walker's** works JW 4/2 car. This is a larger-engined Formula Four variant and could be surprisingly fast round Ingliston. The Milk Trophy Race is, of course, once again in two 25-lap parts.

The other single-seater race is that for Formula Vee cars and forming the second leg in the Scottish Formula Vee Championship, sponsored by Volkswagen (Great Britain) Ltd. Here **Nick Brittan** seems likely to set the pace but at the last meeting there was close racing right down the field and if form is repeated there should be a close race between **Jenny Nadin** and **Howard Heerey**, both in Beaches, with **Gerry Birrell**, **Mike Haysey** and **Ron Mason** respectively driving Dolling, Beach and Smithfield, unlikely to be content without having a try to keep among the leaders. These cars are well suited to Ingliston and criticism levelled at them at other circuits most certainly did not apply at Ingliston in July. The V.W. Team is run with typical Teutonic efficiency by the Volkswagen concessionaries in Britain.

The Sports and Special G.T. Cars race find **John Corfield** back again with his familiar Diva and **Trevor Thwaites**, this time with his Mercury GT—a special-bodied GT version of the Lotus 23. **Ronnie Ballantine** hopes to have the Diva which was badly damaged in a practice accident in July ready for the line and **Nigel Morrison** is bringing along the ex-Jimmy Mackay Lotus XI to join **Geoff Crossley's** similar car—now happily re-built after his crash in April. **Andy Barton** is always fast in this class and in fact shares the GT record for cars up to 1200cc with Corfield. **John Fitzgerald** is bringing his Elite-engined Sprite along to join **McNab Cowe's** Elan-engined one.

The Clubman's class is fully-supported and among the smaller-engined cars **Ken Millar** will be out to add the up-to-1000cc record to the four others he holds at English circuits! The secret of his successful Mallock U2 lies probably in the engine—from the very successful Andrew Fletcher F3 Brabham. There could well be three principal contenders for outright honours in this class—**Howard Heerey**, the class record-holder, with his Chevron, **Ian Cochrane** if it is dry with his Lotus 7 and **Joe Applegarth** whose Adder-Ford won so convincingly in the wet at the Students' Meeting.

The marque class should be memorable for a return of **Ronnie Morrison's** E-Type Jaguar, joined by two similar cars of **Johns Conway** and **Lewis**, the latter all the way from South Wales. **John Milne** won't be willing to relinquish the hold he had over this class with his MG Midget last year and will be hoping that the MGB will help him of the winner's flag. **Miles Hopperton** drives neatly in this class in his Midget but perhaps the most intering among the smaller cars will be **George Taylor's** Honda 800SC.

And so to the Saloons. The heavy metal is represented by the usual horde of Mini-Coopers, led by **Ronnie Morrison**, **Eddie Labinjoh** and **Jim Dryden**. **McCracken's** Javnick-Anglia is back again and **Peter Dalkin** expects to have his new Triumph Vitesse ready for this meeting. Despite all this it will undoubtedly fall to **Tom Sleigh** to provide most of the fireworks with his 3.8 Jaguar. Anyone who has seen Tom throwing a Mark Ten Jaguar around Ingliston on a Members' Practice Day will look forward to this race! There are two classes for the smaller-engined saloons, one being primarily for the S-Type Mini-Coopers and Imps and Chamois. There should be a resumption of the season-long battle between **Gerry Birrell** and **Logan Morrison**, the latter with a Fraser car and the former with a Shannon-Climax engine under the bonnet. **Tony Charnell** in his Chamois will find stiff opposition in **Trevor Thwaites' Imp** and a newcomer in this class will be **Ronnie Mackay** from Thurso. **Don McCutcheon's** Mini always goes well at Ingliston. In the slower class, **Iain Pinkerton** looks the likely winner but there should be good opposition from **Bob Little's** Anglia.

It's always worth waiting for the Hartley Whyte Championship race

at Ingliston, for this frequently provides the best racing of the afternoon with the twelve fastest saloons competing for points for the saloon Championship.

★ ★ ★

Now that the 1967 Ingliston season is half-way through we must turn our minds to the various championships. From now on the winning of points will be crucial and excitement will be mounting. Especially so will this be the case in the contest for the 'Daily Record' Scottish Racing Car Championship—Scotland's most important championship in racing circles. At present, **Andrew Fletcher** has a clear lead with his Formula Libre Brabham Twin-Cam, with 22 points scored at two meetings. But his main opponent, **Willy Forbes**, got back into a winning streak with his Lotus-BMW at the S.M.T. Trophy meeting and has 12 from two races. The best four results are counted and there are six meetings, so he could very well make up his leeway. Forbes's bad luck transferred to Fletcher in July and both will be out to notch another win. **John Romanes** will be keeping his eye on the trophy and provided it is dry has shown that he can keep well among the leaders. With 9 points from two races he could also be in the hunt—and this score would quite likely have been 12 had his brakes not failed in July. **John Miller** has scored at each meeting and also gained a point in the King Hussein Trophy Race in a class for which the others are not eligible so has in fact now secured second spot with 18 points from four races. **Mike Peel** is another regular competitor who has scored twice and now has a total of 7, but it is **Chris Williams** whose 15 points gained on one visit (second in the SMT Race and winner of the King Hussein race) who has the best record among the English contestants. Another visit later in the season could keep him well in the running. **Graham Birrell** has secured 8 from two races in the Ecosse-Imp but luck has so far eluded **Jock Russell**, whose Russell-Ford went so well in the wet at the Edinburgh Students' Charities Cup Meeting in May.

In the Hartley Whyte Saloon Championship, **Gerry Birrell** has established a healthy lead with ten points from 3 races but **Logan Morrison** is hounding him closely with ten points from two events. **Jim Dryden** has 6 from two races and others who have scored include **Davey Muter**, **Bob Haining** and **Eddie Labinjoh**.

Bill Dryden looks set on winning the "Sheila Whyte" G.T. Car Championship with 12 points from his two appearances, but **Andrew Cowan** has 7 and **Ronnie Ballantine** has 6 from only one event, as has **John Milne**. As the G.T. Cars are usually run with Sports cars it sometimes happens that the outright winner does not in fact qualify for points for this championship and in Milne's case he finished sixth in the actual race.

There can be no doubt that these Championships do much to encourage continued good racing at Ingliston and this is especially so with the 'Daily Record' Championship. With £600 in prize money generously donated by this paper Scottish Motor Racing Club have been able to attract some excellent fields of single-seaters and have done much to encourage the support of this class of racing among Scottish entrants. Ingliston must be almost alone in regularly having Formula Libre Class oversubscribed with real racing cars!

★ ★ ★

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

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to 2.30 and 6.30 to 9.30. Unfortunately we just cannot vary these hours due to the strange Scottish licensing laws!

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

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

★ ★ ★

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

★ ★ ★

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

★ ★ ★

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

★ ★ ★

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

★ ★ ★

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

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

★ ★ ★

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

★ ★ ★

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

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SHEILA WHYTE CHAMPIONSHIP FOR GT CARS

	Apr. 8	May 7	July 23	Total
W. DRYDEN/Lotus Elan	6	6	6	12
A. W. COWAN/Marcos GT	—	4	3	7
J. R. BALLANTINE/Diva	6	—	—	6
J. E. MILNE/M. G. Midget	6	—	—	6
T. E. BLACKADDER/Lotus Elan	4	—	1	5
J. FISHER/Fisher GT	4	1	—	5

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

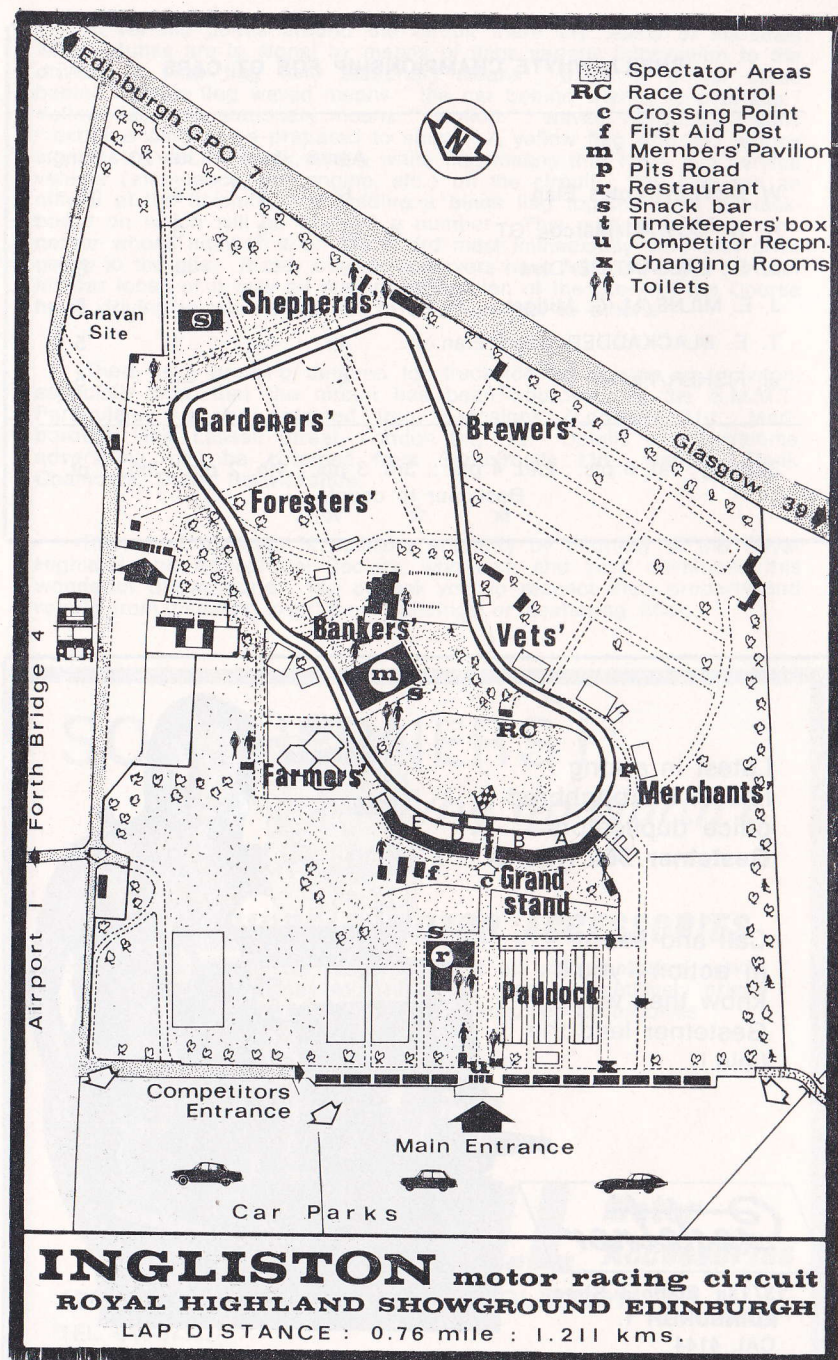
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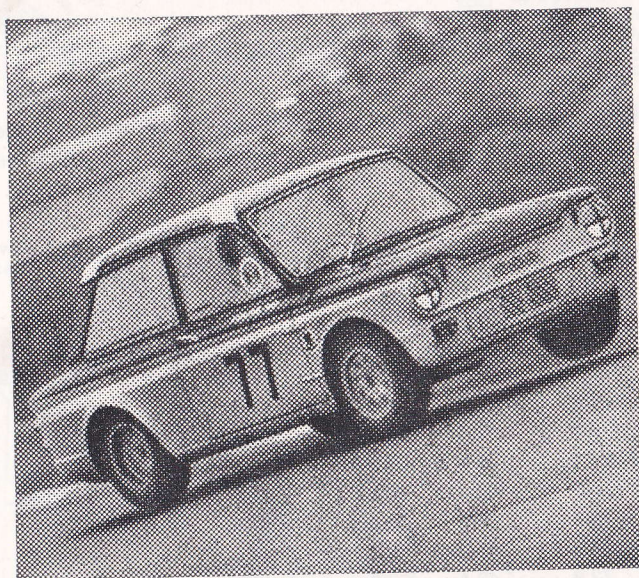




INGLISTON LAP CONVERSION TABLE

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	53.0	57.6	47.5
39.0	70.2	45.4	60.3	51.8	52.8	57.8	47.3
39.2	69.8	45.6	60.0	52.0	52.6	58.0	47.1
39.4	69.4	45.8	59.7	52.2	52.4	58.2	47.0
39.6	69.1	46.0	59.5	52.4	52.2	58.4	46.8
39.8	68.7	46.2	59.2	52.6	52.0	58.6	46.7
40.0	68.4	46.4	59.0	52.8	51.8	58.8	46.5
40.2	68.1	46.6	58.7	53.0	51.6	59.0	46.4
40.4	67.7	46.8	58.5	53.2	51.4	59.2	46.2
40.6	67.4	47.0	58.2	53.4	51.2	59.4	46.1
40.8	67.1	47.2	58.0	53.6	51.0	59.6	45.9
41.0	66.7	47.4	57.7	53.8	50.9	59.8	45.8
41.2	66.4	47.6	57.5			60.0	45.6



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EVENT 1

FORMULA VEE RACING CARS

10 LAPS

2.30 P.M.

Car No.	DRIVER/Entrant	Make/Model of Car	cc
06	N. BRITTAN/ Team VW (GB)	Beach	1300
07	Miss J. NADIN/ Team VW (GB)	Beach	1300
08	G. H. BIRRELL/ Team VW (GB)	Dolling	1300
09	G. B. BIRRELL/ Team VW (GB)	Beach	1300
110	H. HEEREY/ VW (North London)	Beach	1300
111	M. HAYSEY/ Team VW (GB)	Beach	1300
112	A. NICOL/J. S. Lamb	Apal	1300
113	B. WOODING	Peco	1300
114	Miss M. BURNS-GREIG/ H. & G. Robinson	Beach	1300
115	N. CLARK/J. Hall	Apal	1300
116	B. E. GLOVER/ Midgley Bros.	C.G. Vee	1200
117	P. DANAHER/ Weir Lodge Garage	Beach	1300
118	R. MASON/ Smithfield Garage Ltd.	Smithfield	1300
124	A. MILBURN	Apal	1300

1st (£20) 0.6 2nd (£12) 0.8 3rd (£8) 0.7

4th (£4) 1.10 Fastest Lap: 0.6 — secs.

Winner's Speed: m. s. 61.81 mph

EVENT 2

SALOONS UP TO 1200cc

10 LAPS

2.50 P.M.

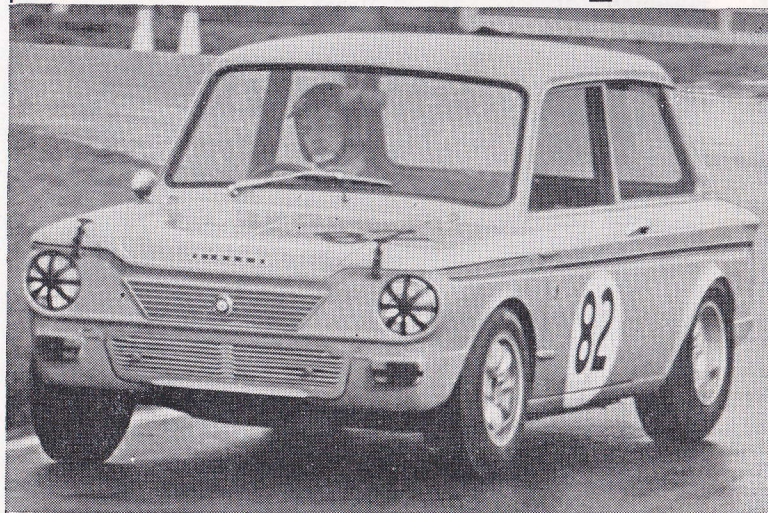
Car No.	DRIVER/Entrant	Make/Model of Car	cc
91	J. SIME	Mini-Cooper	997
92	K. ALLEN	Austin Cooper	998
93	A. ORMISTON	Morris Mini	850
94	R. LITTLE	105E Anglia	997
95	R. M. CAIG	Borgue Anglia	1198
96	E. PATERSON	Morris Mini	1028
97	R. J. SCOTT	Mini-Cooper	997
98	K. ROBERTSON	Aley Mini	850
99	C. LIVINGSTONE	Renault Gordini	1100
00	D. J. MURRAY	Mini-Cooper	998
01	I. R. OWER	Mini-Cooper	1148
02	D. WOOD	Shannon Anglia	997
03	J. W. PINKERTON	Austin A40	996
04	R. D. WYLLIE	Mini-Cooper	997
05	D. C. GAY	Mini-Cooper	998

1st (£20) 0.2 2nd (£12) 0.3 3rd (£8) 0.3

4th (£4) 0.4 Fastest Lap: 0.2 — 46.3 secs.

Winner's Speed: 7 m. s. 89.1 mph

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EVENT 3

3.10 P.M.

THE PINTA MAN TROPHY RACE

PART 1 — 25 LAPS

Car No.	DRIVER/Entrant	cc	Make/Model of Car	from
1	W. J. FORBES	...	Lotus-BMW	1991
2	J. L. ROMANES	...	Lotus 35	1865
3	A. D. T. FLETCHER	...	Brabham BT18	1594
4	J. RUSSELL	...	Russell-Ford	4727
5	D. BERRY/F. Lythgoe	...	Brabham F3	997
6	D. REES/F. Lythgoe	...	Cooper	997
7	A. CHARNELL	...	Lola T55	1598
8	G. MacWILLIAM	...	Merlyn Mk 7	1860
9	J. MILLAR	...	Brabham BT15	997
10	G. BIRRELL/Ecurie Ecosse	...	Ecosse-Imp	998
11	A. N. OTHER/Ecurie Ecosse	...	Ecosse-Imp	998
12	M. A. PEEL	...	Cooper F3	998
14	R. FORESTER-SMITH	...	Cooper F3	997
15	R. SCOTT	...	Elva-BMW	1991
16	J. WALKER/Richard Grant (Properties) Ltd.	...	J.W.4/2 Mk 11	650

Reserves

17	P. ROBERTS	...	Elva-BMW	1991
18	K. BLAYNEE	...	Blaycar 4/2	650
19	D. NIVEN/W. P. Rochfort	...	R.F.4 Mk 2	650

1st (£50) 3 2nd (£30) 1 3rd (£20) 5

4th (£10) 10 Fastest Lap: 1 — secs.

Winner's Speed: 18 m 45.6 s.: 60.96 mph

"DAILY RECORD" SCOTTISH RACING CAR CHAMPIONSHIP

	Apr. 8	May 7	July 23	Total
A. D. T. FLETCHER/Brabham	11	11	—	22
J. MILLAR/Brabham F3	6	8	3, 1	18
C. WILLIAMS/Brabham F3	—	—	8, 7	15
G. H. BREAKELL/Brabham BT 8	8	5	—	13
W. FORBES/Lotus-BMW	—	1	11	12
J. L. ROMANES/Lotus 23	—	4	5	9
G. B. BIRRELL/Ecosse-Imp	—	6	2	8
M. A. PEEL/Cooper F3	4	3	—	7
A. C. GOODFELLOW/Cooper	5	—	1	6
J. GERARD/Cooper	—	—	6	6

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

EVENT 4

3.35 P.M.

SALOON CARS over 1200cc

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
34	A. BARTON	Mini-Cooper S	1275
64	R. F. MORRISON	Mini-Cooper	1295
66	J. MILNE/W. Shepherd	Mini-Cooper	1293
68	S. McCracken/ Jaynick Accessories	Jaynick Anglia	1600
69	J. DRYDEN	Austin Mini	1293
70	J. M. HENRY	Austin Cooper S	1293
71	T. E. SLEIGH	Jag. 3.8 Mk 11	3781
72	P. G. GAILLARD	Mini-Cooper S	1293
73	P. DALKIN	Triumph Vitesse	1999
74	E. A. LABINJOH/J. Fisher	Mini-Cooper S	1450
75	J. R. BLANCKLEY	Austin A40	1800
76	M. R. MULLER	Ford Anglia	1498
77	S. J. CHRISTINE	Ford Anglia	1650
78	D. J. M. FISHER	Cortina GT	1860
79	W. A. BORROWMAN	Mini-Cooper S	1210

1st (£20) 34 2nd (£12) 69 3rd (£8) 744th (£4) 64 Fastest Lap 62.12 secs.Winner's Speed: 9 m. 32.3 secs.: 60.21 mph

EVENT 5

3.55 P.M.

SPORTS & SPECIAL GT CARS

10 LAPS

Car No.	Driver/Entrant	Make/Model of Car	cc
20	J. R. BALLANTINE	Diva GT	1554
21	T. E. BLACKADDER	Lotus Elan	1598
22	R. McN. COWE	Healey-Lotus	1558
23	A. W. HILL	Lotus Elan	1594
24	J. NICHOLSON/ Jaynick Accessories	Lotus 23B	1098
26	T. SIMPSON/ J. Mackie	Marcos GT	998
27	N. MORRISON	Lotus XI GT	1098
29	J. ABSALOM	Ginetta G4	1098
30	J. CORFIELD	Diva GT	1100
31	J. FITZGERALD	Healey-Climax	1216
32	A. BARTON	Mini-Marcos	1150
35	R. FORESTER-SMITH	Lotus XI	1098
36	G. CROSSLEY	Lotus XI	1098
44	H. HEEREY	Cox GTM	1293
120	T. THWAITES	Mercury GT	1098

Reserve

28	R. SMITH	Project	1098
----	----------	---------	------

1st (£20) 24 2nd (£12) 21 3rd (£8) 1204th (£4) 32 Fastest Lap 21 — 42 secs.Winner's Speed: 7 m. 38 s.: 61.64 mph*When there's so much under the bonnet***DON'T KEEP IT
UNDER YOUR HAT****DRIVE THE TR4A**

Experience complete — independently suspended — comfort at speeds of up to 110 m.p.h. For the last days of summer we are offering really outstanding part exchange prices against a new TR4A — bigger prices than we would be able to offer against any other make of car.

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Slogan Race Competition

£15 £10 £5 to be won

HURRY! HURRY! Here is your entry form for this afternoon's special **MILK SLOGAN RACE COMPETITION**. Prizes of £15, £10, and £5 are to be won in this easy contest which is open **free** to all customers at any of the Scottish Milk Marketing Board's Milk Bars sited at Ingliston.

It's simplicity itself to enter. All you have to do is forecast the results of the **MILK SLOGAN RACE** — (Event No. 6) on the entry form below. Mark 1, 2 and 3 in the appropriate place opposite the Milk Slogan cars which you think will finish in 1st, 2nd, and 3rd places respectively. Judges' decision is final. Hand in this entry form when making a purchase at any of the Board's Milk Bars **before 3.15 p.m.** You can enter as often as you wish.

Additional entry forms are available when making purchases from the Milk Bars.

MILK SLOGAN CARS	PLACE
PINTA MAN IS CHAMPION	
PINTA MAN IS STRONG	
TOP UP WITH MILK	
ACCELERATE WITH A PINTA	
MILK — CHAMPIONS' CHOICE	
MAKE MINE A PINTA	
MILK KEEPS YOU IN TOP GEAR	
EXTRA PINTS — EXTRA POWER	
PEP UP WITH A PINTA	
MILK GIVES YOU GO	
EXTRA PINTA IS EXTRA ZEST	
SPEED AHEAD ON MILK	

Name

Address

IMPORTANT: ALL ENTRIES MUST BE SUBMITTED BY 3.15 P.M.
Scottish Milk Marketing Board, 95 Bothwell Street, Glasgow, C.2.

EVENT 6

4.15 P.M.

MILK SLOGAN RACE (Saloons up to 1200cc)

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
33	G. BELL/A. Barton	Mini-Cooper	998
80	A. J. R. CORMACK	Hillman Imp	998
81	T. CHARNELL/ John Croall & Sons	Chamois Sport	998
82	D. J. STEWART	Hillman Imp	998
83	W. L. MORRISON	Chamois Sport	998
85	R. D. McCUTCHEON	Mini-Cooper	1098
86	J. A. J. CURRIE	Mini-Cooper	999
87	R. MACKAY/H. Shannon	Hillman Imp	998
88	R. J. S. HAINING	Mini-Cooper S	999
89	G. H. BIRRELL/ Claud Hamilton	Singer Chamois	1140
90	J. FEWELL	Mini-Cooper	999
119	T. THWAITES	Hillman Imp	998
122	A. J. TOBIAS	Mini-Cooper S	999
123	A. D. T. BONAR	Austin A40	996

1st (£20) ... 8.9... 2nd (£12) ... 8.7... 3rd (£8) ... 8.3...

4th (£4) ... 8.8... Fastest Lap : ... 89... — 43... secs.

Winner's Speed : ... 7... m. 23.6 s. : 61.67 mph.

EVENT 7

4.40 P.M.

CLUBMAN'S CARS 10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
25	A. N. OTHER/ Jaynick Accessories	Lotus 7	1498
37	P. W. HARRINGTON	Lotus 7	1498
38	H. C. MacKINNAN	Lotus 7	1098
39	S. DUNSTERVILLE	Lotus 7	1340
40	G. TEMPLE	Lotus 7	997
41	G. WHITTINGHAM	Lotus 7	1498
42	G. P. THOMSON	Mallock U2	997
43	H. HEEREY	Chevron	1498
45	K. A. CRAIG	Mason-Ford	1172
46	A. J. HUGH	Terrier Mk 2	997
47	J. H. APPEGARTH	Adder-Ford	1498
48	I. COCHRANE	Lotus 7	1498
49	I. R. SINCLAIR	Lotus 7	1498
50	A. G. WATSON	Mallock U2	997
121	K. MILLER/ J. Mortimer	Mallock U2	997

1st (£20) ... 4.8... 2nd (£12) ... 7.1... 3rd (£8) ... 4.7...

4th (£4) ... 3.9... Fastest Lap ... 4.3... — ... secs.

Winner's Speed : ... 7... m. 1.8 s. : 64.86 mph



Luxury with a thrill in the tail!

Now the most successful luxurious light car on the road becomes the light fantastic – with the added excitement of sporting performance. If you like luxury with a thrill in the tail, the Singer Chamois Sport is for you. The new rear-mounted sports engine gives 55 b.h.p. – 31% more power! And that's on top of the 4-seat comfort, convenience, economy and downright enjoyment that's already made the Chamois famous. *Manufacturer's recommended price £665.9.4 inc. p.t.*

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Saturday 9 to 5, Sunday 2 to 5.

EVENT 8

5.0 P.M.

THE PINTA MAN TROPHY RACE

Car No.	Driver/Entrant	Make/Model of Car	cc
1	W. J. FORBES	Lotus-BMW	1991
2	J. L. ROMANES	Lotus 35	1865
3	A. D. T. FLETCHER	Brabham BT18	1594
4	J. RUSSELL	Russell-Ford	4727
5	D. BERRY/F. Lythgoe	Brabham F3	997
6	D. REES/F. Lythgoe	Cooper	997
7	A. CHARNELL	Lola T55	1598
8	G. MacWILLIAM	Merlyn Mk 7	1860
9	J. MILLAR	Brabham BT15	997
10	G. BIRRELL/Ecurie Ecosse	Ecosse-Imp	998
11	A. N. OTHER/Ecurie Ecosse	Ecosse-Imp	998
12	M. A. PEEL	Cooper F3	998
14	R. FORESTER-SMITH	Cooper F3	997
15	R. SCOTT	Elva-BMW	1991
16	J. WALKER/Richard Grant (Properties) Ltd.	J.W.4/2 Mk 11	650

Reserves:

17	P. ROBERTS	Elva-BMW	1991
18	K. BLAYNEE	Blaycar 4/2	650
19	D. NIVEN/W. P. Rochfort	R.F.4 Mk 2	650

1st (£50) 1 2nd (£30) 3 3rd (£20) 5

4th (£10) 10 Fastest Lap : — secs.

OVERALL POSITION

1st (Pinta Man Trophy) 3

2nd 1 3rd 5 4th 10

5th 6th

Winner's Time (on aggregate) 35 min 13.4 sec

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EVENT 9

5.40 P.M.

HARTLEY WHYTE TROPHY CHAMPIONSHIP RACE

15 LAPS

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

Car No.	DRIVER/Entrant	Make/Model	Qualifying Time
.....	BIRRELL	SINGER	.....
.....	9	.....	.....
.....	DAYDEN	.....	.....
59	L. LABINJOH	.....	.....
64	.....	.....	.....
79	BORROWMAN	.....	.....
.....	MACKAY	.....	.....
.....	L. MORRISON	.....	.....
.....			
.....			
.....			
.....			
.....			
.....			
.....			

1st (£30) ... 6.9 ... 2nd (£20) ... 3.4 ... 3rd (£10) ... 8.9 ...

4th (£5) ... 8.3 ... Fastest Lap: 6.4 ... 6.4 secs.

Winner's Speed: 12 m. 6.9 s.: 62.2 mph

HARTLEY WHYTE SALOON CAR CHAMPIONSHIP

	Apr. 8	May 7	July 23	Total
G. H. BIRRELL/Shannon Chamois	4	6	6	16
W. L. MORRISON/ Singer-Chamois & Mini-Cooper	6	—	4	10
D. J. MUTER/Mini-Cooper S ...	3	—	—	3
J. DRYDEN/Mini-Cooper S ...	—	4	2	6
R. J. S. HAINING/Mini-Cooper S ...	—	3	—	3
E. A. LABINJOH/Mini-Cooper S ...	—	—	3	3

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

MARQUE CARS

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
51	W. CLEPHAN/W. G. Ashby	MGA	1588
52	I. B. BIRRELL	Austin Healey	975
53	G. TAYLOR	Honda 800SC	791
54	A. ROSS	MGB Bermuda	1798
55	J. LEWIS/		
	D. B. Metals Racing	Jag. E. Type	3781
56	M. PARKIN	Lotus Elan S2	1558
57	J. GEMMELL	MG Midget	1096
58	J. C. FORSYTH	Austin Healey	998
59	R. BAIRD	Aston Martin	2922
60	J. CONWAY	Jag. E. Type	4200
61	A. W. HUTCHINSON	Austin Healey	1293
62	M. HOPPERTON	MG Midget	1147
63	R. F. MORRISON	Jag. E. Type	4200
65	J. MILNE/W. Shepherd	MGB	1800
67	A. N. OTHER/		
	Jaynick Accessories	Lotus Elan	1558
1st (£20) <u>5.5</u> 2nd (£12) <u>6.1</u> 3rd (£8) <u>6.5</u>			
4th (£4) <u>6.3</u> Fastest Lap — secs.			
Winner's Speed : m. s. : mph			

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Ingliston 1967 Advance Booking Form

Name (BLOCK LETTERS PLEASE)

Address

Phone

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

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

	Highland Grandstand			Shepherds Grandstand			Car Park			SMRC		TOTAL
	Adults 15/-	Children 12/6		Adults 15/-	Children 12/6		Tickets 5/-	Discount	Value			
	No.	Cost		No.	Cost		No.	Cost				
3 Sep.												
1 Oct.												

 Preference for Block
in Highland Grandstand

CHEQUE/POSTAL ORDER/CASH Total £

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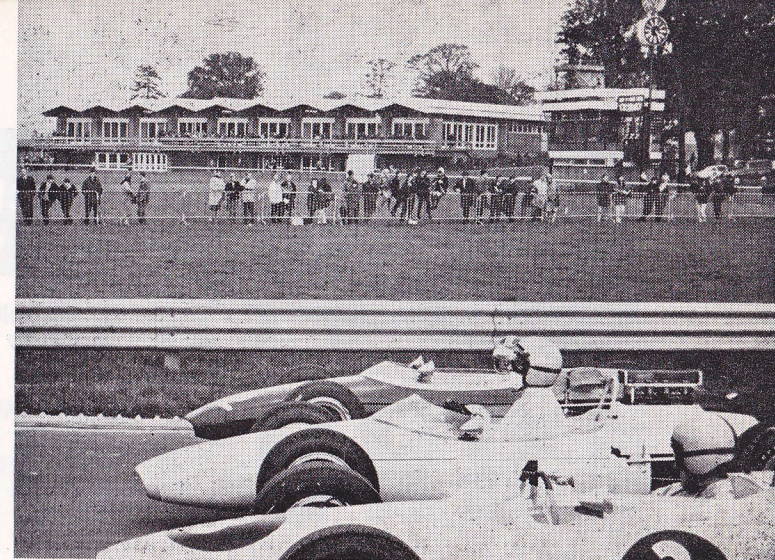
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Why you should join the SCOTTISH MOTOR RACING CLUB

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

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

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

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

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

Membership Application Form overleaf.



Scottish Motor Racing Club

incorporating Border Motor Racing Club

Application for
1967 Membership

BLOCK CAPITALS

Full Name

Address

Phone Occupation

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

Do you wish to be considered for Marshalling at Race Meetings ? YES / NO

I hereby make application to become a member of THE SCOTTISH MOTOR RACING CLUB LIMITED and, if elected, agree to be bound by the Memorandum and Articles of Association thereof for the time being.

I enclose remittance for the total detailed under.

Please send details of Family Membership.

Date 1967 (Signed)

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

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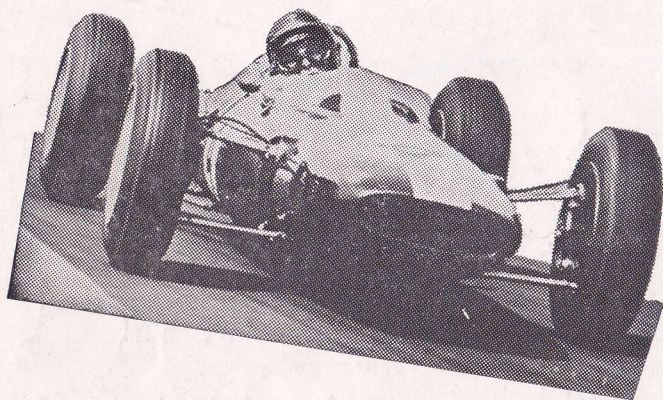
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The Edinburgh Festival

RACE MEETING



Sunday, Sept. 3rd : 2.30 p.m.

Advance Booking Form Inside

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THE STAND !**