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PROGRAMME — 2/6

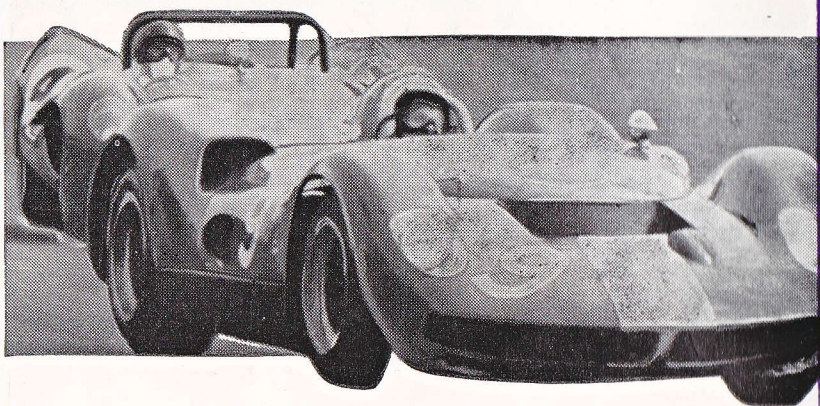


INGLISTON

EDINBURGH FESTIVAL RACE MEETING



8th SEPTEMBER, 1968

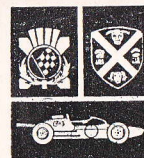


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THE EDINBURGH FESTIVAL RACE MEETING

Sunday, 8th September, 1968

organised by

The Scottish Motor Racing Club Ltd.

* * *

PROGRAMME

- 9.45 a.m. Practice
- 12.45 p.m. Luncheon Interval
- 2.00 p.m. Flying Display by Giant Hot-Air Balloon
- 2.30 p.m. Event 1 Saloons up to 1000cc, 10 laps
- 2.55 p.m. 2 Formula Ford Cars, 10 laps
- 3.20 p.m. 3 Saloons over 1000cc, 10 laps
- 3.34 p.m. 4 Special G.T. Cars, 10 laps
- 4.10 p.m. 5 Saloons up to 1000cc, 10 laps
- 4.35 p.m. 6 Marque Cars, 10 laps
- 5.00 p.m. 7 JOCK McBAIN MEMORIAL TROPHY RACE, 40 laps
- 5.45 p.m. 8 HARTLEY WHYTE CHAMPIONSHIP RACE, 15 laps

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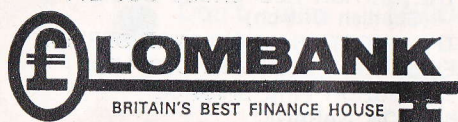
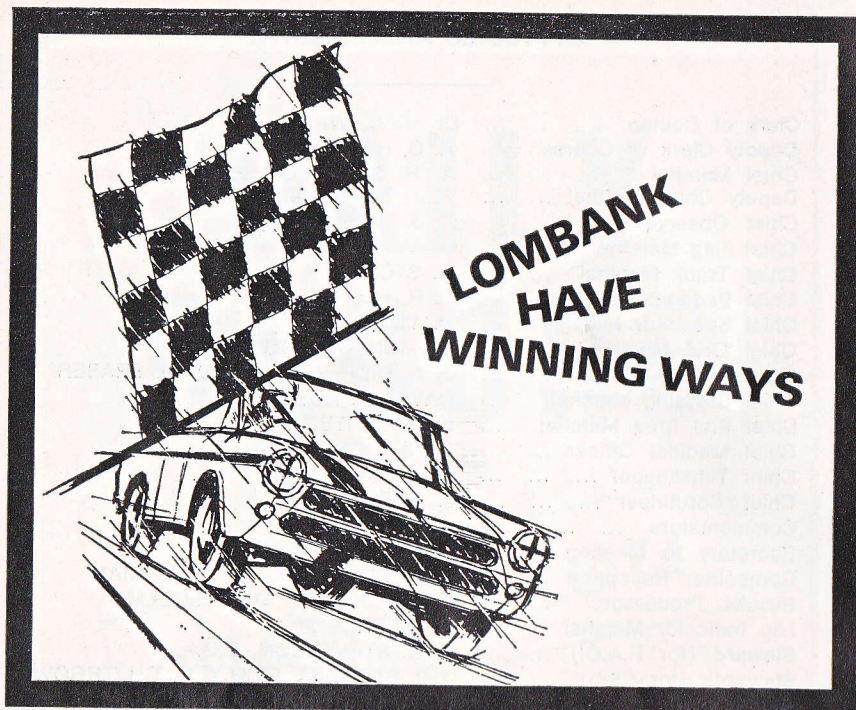
THE DAILY RECORD IS—

SUPREME IN MOTOR RACING

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Commentators	...	J. W. McINNES
Secretary to Meeting	...	I. SCOTT WATSON
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Results Processors	...	W. H. CRABB & M. MALCOLM
Lap Indicator Marshal	...	G. KERR
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Stewards (for Club)	...	J. R. STEWART, R. KAY, N. T. LITHGOW
Judges of Fact	...	W. A. MARTIN, I. CUNNINGHAM, A. REID, L. BROWN
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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/4014



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A word from our promoters

It is particularly fitting that the main race at the first meeting at the extended Ingliston should be the "Jock McBain Memorial Trophy" Race—and it is more than ever appropriate this year. The late Jock McBain was the founder and "Patron" of the Border Reivers Motor Racing Syndicate. No mean driver himself, he would, had not the 1939/45 war intervened at the age he would have normally started motor racing, have in all probability become one of Scotland's select band of Formula One drivers. But instead Jock elected to resuscitate the team in 1958—along with Ian Scott Watson—to give Jim Clark his break into motor racing. It was Jock who introduced Jim to Reg Parnell and negotiated a works drive for the famous Aston-Martin team and although their initiation into Formula One proved abortive it nevertheless led to Border Reivers receiving full works backing at Le Mans where, with Roy Salvadori as co-driver, the Reivers chalked up 3rd place in 1960. Jock's links with our club go much further back than Jim Clark, though. He was largely responsible for starting motor racing in Scotland, first at Winfield and later at Charterhall, as Chairman of the Winfield Joint Committee. Later—after relinquishing this post—he persuaded Ian Scott Watson to help him found the Border Motor Racing Club and this was the principal parent of the present Scottish Motor Racing Club now fully established with over 2,000 members as one of the leading clubs in the U.K.

Jock died suddenly after a fairly short illness at the age of 50 just one year to the day before Jim Clark won his first World Championship and it was Jim's one great regret that his patron should not have been able to share this success. Instead, Jim Clark—when Ingliston started—presented the Club with the beautiful trophy which bears memory to one of the great men of Scottish motor sport. Now Jim is gone too and this brings special poignancy to this meeting, for Jim Clark's trustees are principal shareholders in Scotcircuits Ltd.

Today's meeting brings fulfilment of an ambition by all of the shareholders in the company for we now feel that Ingliston has found the answer to the only valid criticisms levelled at it in the past. We feel sure that the racing will be greatly enhanced by the extension, and would like to extend our special thanks to the Royal Highland and Agricultural Society for permitting us to construct the extension and to Wimpeys Ltd., the main contractors, and Estate Road Development Co. Ltd., their sub-contractors, for the earth-moving and other non-surfacing work, for the excellence of their work and the speed with which they have carried it out. May we be blessed with good weather and excellent racing.

J. L. ROMANES
I. SCOTT WATSON
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Directors.

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LIST OF ENTRIES

Car No.	DRIVER/Entrant	cc	Make/Model	from
1	A. CHARNELL	1600	Lola T55	Balerno
2	M. BUTCHER/ Haggis	1600	Haggispeed-Ford	Birmingham
3	W. FORBES	1991	Lotus-BMW	Aberdeen
4	W. N. A. DRYDEN	1594	Brabham BT21A	Longniddry
5	T. D. REID/ Irish Racing Cars	1594	Brabham BT23	Belfast
6	J. MILLAR	1991	Brabham-BMW	Bridge-of-Weir
7	A. D. T. FLETCHER/ Magnificent 7 Club	1594	Brabham BT18	Alva
8	R. SCOTT	997	Lotus 41	Aberdeen
9	R. M. MACKAY/ Hugh Shannon Racing	997	Brabham BT15	Thurso
10	H. HEEREY/ Midland Garage	997	Chevron F3	Hazel Grove
11	H. HEEREY/ Midland Garage	1150	Cox GTM	Hazel Grove
12	R. MacGILLIVRAY	997	Brabham F3	Paisley
14	I. COCHRANE/ D. C. Braid	998	Merlyn F3	Dalrymple
18	J. S. CALVERT	1594	Lotus Europa 47	Seaham
19	J. NICHOLSON/ Jaynick Racing	1600	Jaynick GT	Glasgow
20	G. SILVERWOOD/Stephenson Development Group	1148	Mercury GT	Mirfield
21	E. LABINJOH/ J. Fisher	1100	Fisher GT	Edinburgh
22	B. K. HARRISON	1098	Mini-Marcos	Clarkston
23	R. FORESTER-SMITH	1150	Lotus OAP GT	Edinburgh
24	A. SOUTER	1650	Fairford GT	Dundee
25	J. MACKIE	998	Marcos GT	Lochore
26	J. E. ANDERSON	1093	Diva GT	Wednesfield
27	S. A. ROBINSON	4727	Ginetta G10	Darlington
28	S. A. ROBINSON	2912	Austin-Healey	Darlington
29	R. SIMPSON-SMITH	1100	Project-Ford	Airdrie
30	R. SIMPSON-SMITH	4700	Sunbeam Tiger	Airdrie
31	J. E. MILNE/ W. Shepherd	1293	MG Midget Coupe	Glasgow
32	J. E. MILNE/ W. Shepherd	1800	MGB	Glasgow
33	A. K. MacLEAN	1594	Diva GT	Edinburgh
34	J. GOTT	2932	Austin-Healey	Northampton
35	W. N. A. DRYDEN/H. & G. Robinson Racing	818	Honda S800	Longniddry
36	G. TAYLOR	791	Honda 800SC	Falkirk
37	T. N. THOMSON	3800	Jaguar E-Type	Wishaw
38	I. HALL	1098	Austin-Healey	Bristol
39	A. W. HUTCHINSON	1293	Austin-Healey	Leven
40	J. C. FORSYTH	998	Austin-Healey	Edinburgh

Car No.	DRIVER/Entrant	cc	Make/Model	Home Town
41	M. HOPPERTON	1147	MG Midget	Tarbert, Argyll
42	J. A. HALL	1275	MG-Midget	Edinburgh
43	D. THIRD	950	Turner-BMC	Edinburgh
44	D. S. LANGLEY	980	Austin-Healey	Milton of Campsie
45	W. G. SMART	2500	Daimler SP250	Wishaw
46	G. B. BIRRELL/ Wyllies Ltd.	1790	Perdal Escort	Milngavie
47	G. H. BIRRELL/Claud Hamilton Motors Ltd.	1220	Shannon-Chamois	Bearsden
48	J. HANDLEY/Don Moore	1275	Mini-Cooper S	Cambridge
49	J. DRYDEN	1293	Mini-Cooper S	Dundee
50	D. MUTER	1275	Mini-Cooper S	Bedlington
51	R. F. MORRISON	1275	Mini-Cooper S	Helensburgh
52	W. A. BORROWMAN/Sports- Tune Moir & Baxter Ltd.	1293	Mini-Cooper S	Longniddry
53	W. A. BORROWMAN/Sports- Tune Moir & Baxter Ltd.	999	Mini-Cooper S	Longniddry
54	H. VICKERS/ Andy Barton	1275	Morris 1000	Newcastle
55	A. BARTON	999	Mini-Cooper S	Newcastle
56	R. D. McCUTCHEON	1293	Mini-Cooper S	Wigtown, Scot.
57	A. J. TOBAIS/ Surge Speed	1293	Mini-Cooper S	Newcastle
58	K. ROBERTSON	1300	Thistle Mini	Cockenzie
59	I. R. OWER	1293	Mini-Cooper S	Dundee
60	R. M. CAIG	1650	Borgue Anglia	Borgue
61	R. M. BROWN	1594	Ford Anglia	Largs
62	R. C. H. SIMEY	1498	Ford Anglia	Kirkcudbright
63	H. GILBERT	1600	Lotus 51	Aberdeen
64	D. B. SQUIRES	1600	Lotus 51	Ardlui, Argyll
65	G. H. BIRRELL	1600	Centro-Scott FF	Bearsden
66	T. D. WALKINSHAW	1600	Lotus 51A	Prestonpans
67	E. CLARK	1600	Lotus 51	North Berwick
68	D. WALKER/Jim Russell Racing Drivers' School	1600	Russell FF	Sydney, Australia
69	M. HARNES/ J. B. Cott	1598	Russell-Alexis	Spilsby
70	R. MALLOCK/ A. Mallock	1600	Mallock U2 Mk VII	Roade
71	G. THOMSON	1599	Brabham FF	Aberdeen
72	A. C. GCODFELLOW	1600	Fireball-Ford	Falkirk
73	A. C. GOODFELLOW	1650	Cooper T76	Falkirk
74	R. JAMES	1600	Lotus 51	Leatherhead
75	J. ELLIOTT	1600	Merlyn Mk 11	Chesterfield
76	H. C. FOLTS/Forth Broadloom Carpets Racing Team	1600	Nike FF	New York, U.S.A.
77	J. SCHONBERG/ C. McConalogue	1600	Lotus 51	Glasgow
78	T. MARTIN	1570	Lotus 51A	Dublin
79	W. L. MORRISON	998	Singer Chamois	Bridge-of-Allan
80	G. DOUGLAS	998	Hillman Imp	Perth
81	R. J. S. HAINING	998	Hillman Imp	North Berwick

Car No.	DRIVER/Entrant	cc	Make/Model	from
82	E. HOWDEN	998	Singer Chamois	Edinburgh
83	N. WATERHOUSE	999	Minnow-Mini	Ealing
84	A. D. RECORDON	999	Mini-Cooper S	Edinburgh
85	J. FEWELL	999	Mini-Cooper S	Prestonpans
86	A. ORMISTON	999	Mini-Cooper S	Dunfermline
87	L. EMSLIE	997	Riley Elf	Aberdeen
88	R. D. WYLLIE	999	Mini-Cooper S	Annan
89	J. A. J. CURRIE	999	Mini-Cooper S	Dumfries
90	A. J. LITTLEJOHN	999	Mini-Cooper S	Elgin
91	S. A. BELL	999	Mini-Cooper S	Carlisle
92	R. LAWSON	999	Janspeed Mini	Kirriemuir
93	C. REEVES	998	Mini-Cooper	Larkhall
94	J. L. RITCHIE, Jnr.	996	Austin A40	Cardross
95	D. B. SMITH	998	Hillman Imp	Cupar
96	R. J. FOX	848	Wesley Mini	Birmingham
97	T. CONWAY	998	Thistle Mini	Longniddry
98	J. SIME	997	Mini-Cooper	Paisley
99	P. MARSH/J. Harkness	997	Mini-Cooper	Carlisle
00	J. I. JOHNSON	998	Austin Mini	Kilbarchan
01	D. WOOD	997	Ford Anglia	Aberdeen
02	E. PATERSON	850	Lochbank Mini	Edinburgh
03	J. PINKERTON	848	Mini-Minor	Glasgow
04	N. R. GINN	850	Morris-Mini	Helensburgh
05	J. HANNAH	998	Mini-Cooper	Wishaw
06	C. LIVINGSTONE	998	Renault	Inveraray

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For your Day's Enjoyment...

Welcome to this the Edinburgh Festival Race Meeting at Ingliston, the first meeting to be run on the new extended Ingliston circuit and a day when a whole new set of race records will be filed away in the record book.

As usual the entry for the meeting has been large though a number of the better known English competitors will not be around. The main race of the day will be the Formula Libre event for the **Jock McBain Memorial Trophy** and this will be all one race not, as normally, two heats with the aggregate times counting.

The McBain Trophy race has always been one of the best on the calendar and this time there is the added touch of interest with the new lengthened circuit. Work was completed only recently and none of the competitors have been able to get any pre-race practice until this morning.

Scotland's terrible trio, **Willie Forbes**, **Bill Dryden** and **Andrew Fletcher** will be out to decide once and for all who is the quickest round the circuit because there is little between them. Willie, with his bright yellow Lotus-B.M.W., currently leads the Championship for the Callands Trophy but **Bill Dryden** has improved with every meeting and don't be surprised if he forces the white arrowhead on his blue Brabham BT21A right through to the front and so make the next and final meeting in October a decisive one. For **Andrew Fletcher** it has been a grisly year with all sorts of mechanical trouble. His chances of winning the Formula Libre championship, as he did last year, are slim but he could seriously affect the final positions.

Missing from the last meeting was **John Millar** from Bridge of Weir but he has been working on his 2-litre Brabham-B.M.W. and could well spring a surprise particularly as the extra bit of straight will give the faster cars the advantage. Dark horse, however, is **Howard Heerey** with his Chevron. Heerey has been seen driving a number of cars at Ingliston and though he is only in a 1,000cc F3 racer he might well surprise everyone, particularly if the circuit is wet. Another dark horse is **Tony Charnell** with his Lola T55 which was given a covering of amusing labels at the last meeting. Tony has had more success with his ex-Midland Racing car this year than last.

Mike Butcher's attractive Haggispeed-Ford will again be at the circuit as will **Ronnie MacGillivray's** ex-Fletcher Brabham and **Ronnie Mackay's** ex-Millar Brabham. **Richard Scott** will have his Lotus 41 and completing the field will be the Derek Braid Merlyn driven by **Ian Cockrane**. At the last meeting Derek drove the car himself but one assumes Ian will be back at the wheel this time.

A late entrant for the Jock McBain race was **Tommy Reid** from Belfast with his Brabham-Ford and he could upset a few peoples' chances.

The Special G.T. cars this meeting are a mixed bunch with **John Nicholson** the man to watch with his Jaynick G.T. John is leading the field in the Sheila Whyte Tankard competition for G.T. cars and he will again be facing **George Silverwood's** Mercury G.T. and **Edward Labinjoh's** Fisher G.T. The danger man in this race is **John Calvert**, whom we haven't seen at Ingliston for some time. John used to have a Lotus Elan but he now drives a Lotus 47 Europa and has had it rebuilt since his spectacular crash at Silverstone earlier in the year.

Reg Forester Smith has his Lotus G.T. and we note he calls it the O.A.P. G.T. Are we to assume the letters mean Old Age Pensioner? **John Milne** will be flying back from holiday to compete with his Jacobs-style M.G. Midget, but he has reason to speed back because his old team leader in B.M.C. rallying days, **John Gott**, is also taking part at the meeting. John Gott, Chief Constable of Northants, is rated "Top Cop" in the racing business and as a Competitions Committee member of the R.A.C. he is highly respected for his skill in administration. He is in Scotland just now lecturing on a police course at Tullieallan and was persuaded to enter his ex-factory Austin Healey 3000 in the marque race. John is at present leading the Amasco Marque Championship with this car and also taking part in the Marque class will be **Ian Hall** who was the 1967 Austin Healey Club Champion. **Tommy Thomson's** E Type Jaguar will be out again as will **Bill Dryden** in the H. & G. Robinson Honda which won the marque race at the last meeting. It will be interesting to see how the car fares on the new straight.

In the saloon car classes there are the regular names, the **Birrell** brothers and **Logan Morrison** and for the third time this season **Don Moore** has decided to bring his fast racing Mini-Cooper for **John Handley** to drive. Handley and Moore feel that Ingliston is one of their favourite circuits; maybe it's all these high placings they get!

Jim Dryden, the most unlucky man in saloon car racing this season will again be trying his luck and **Bill Borrowman** has had his Mini Cooper patched up after his last lap scramble with **Davey Muter** at the last meeting. We hear Borrowman has found an extra 500 r.p.m. by fitting a new rev-counter!

Probably the most interesting entry is in the Formula Ford race where **Dave Walker** with the official Jim Russell Racing Russell-Alexis will be out to repeat his performance at the July meeting when he won the Ingliston F.F. race. **Richard Mallock** is running his U2 again but the man to watch here is **Mo Harness** from Spilsby in his Russell-Alexis who has had five first and six seconds in Formula Ford so far this year. Then there is **John Elliot** with his Merlyn and the American driver **Hal Folts** with a Nike. All of them compete against our own Scots like **Harry Glibert** who is well placed in the National Lotus contest, **Gerry Birrell** with the Centro-Scot Lotus, **Ted Clark** in the orange Lotus 51 and **Brian Squires** in another Lotus 51.

The up to 1,000cc saloons are led by **Logan Morrison** with his Chamois and backing him up are **Bob Haining**, **George Douglas** and **Jim Howden** with their Imps/Chamois. Up from Ealing in London is **Nick Waterhouse** with a Mini-Cooper and the Mini 7 Club Champion for 1966/67 **Bob Fox** in his Wesley Mini.

All told an action packed programme with the added mystery of who is going to end the afternoon with a lap record under their belt as all the class records are up for grabs at this meeting; and they are a hungry bunch going after them.

★ ★ ★

None of the drivers today have ever had a chance to drive on the new extension. To leave the contractors every chance to complete the works unhindered, Scotcircuits had to cancel all club and private practice bookings from 4th August until today. Everyone will thus have equal opportunity of acquainting themselves with the new road. The next Club Practice Day is fully booked already with members wishing to find out for themselves what it is like trying to stop for the new hairpin!

★ ★ ★

Talking of Club Practice Days, the Scottish Motor Racing Club's events are becoming almost a monthly institution during the summer with as many as 120 members entered to have their 10 laps or more of real circuit driving in the knowledge that all safety precautions are laid on. If you are not already a member, why not complete the form on the rear page of this programme and join Scotland's most progressive motor racing club?

★ ★ ★

Starting today is a new Public Relations Officer for Ingliston. This is none other than our old friend **Graham Gauld**, whose company has recently merged with Compro Public Relations Ltd. Graham has been one of Ingliston's staunchest supporters over the past four years and we are very glad to welcome him. Recently his name has become better-known as the author of the new book "Jim Clark, Portrait of a Great Driver. This truly excellent biography gives a particularly moving picture of Jim and has been written in collaboration with Colin Chapman, Jackie Stewart, Graham Hill, John Surtees, Jabby Crombac, Wally Hayes, Eoin Young, Bill Bryce and Ian Scott Watson. Royalties go to the Jim Clark Foundation and the cost is 21/-. Copies should be available from Graham Birrell's accessories shop behind the grandstand.

★ ★ ★

If you are a newcomer to Ingliston, you should first look at the map on page 24. Doubtless you will feel in need of some refreshment during the day, and there are snack bars in the Herdsman's

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Restaurant to the North of the main grandstand, on the ground floor of the MacRobert Pavilion in the Central Enclosure, in the East Gate Courtyard and in the area between Gardeners' and Shepherds' Corners. Here you can find snacks served throughout the day but if you wish a full meal this is available to the general public in the Herdsman's Restaurant, to officials in a hurry in the hut behind the MacRobert Pavilion, and to members of the Scottish Motor Racing Club in the beautiful MacRobert Pavilion in the central enclosure. Members should remember that the Club has also a Licensed Bar open during normal opening hours (Scottish licensing hours prohibit special licences on Sundays!) from 12.30 to 2.30 and from 6.30 to 9.30. High teas are served from 5.30 p.m. Lunches cost about 8/6 in the Herdman's and 10/- in the MacRobert. Finally, the Scottish Milk Marketing Board sell milk drinks of all types in their Milk Bar at the East end of the Grandstand.

★ ★ ★

You may be surprised to know that something like 400 voluntary officials are required to run a race meeting at Ingliston. Without their assistance there just would not be any racing and we would ask you to co-operate with them so as to ensure the enjoyment of every person, whether they be spectator, competitor or official. Your safety depends on them and we do ask you not to jeopardise theirs' or others by disregarding their instructions.

★ ★ ★

Many racegoers are enthusiastic photographers or cine-photographers and it could be that you will run out of film if it is a sunny day with the usual amount of excitement. Reg Forester-Smith will be pleased to sell you photographic goods from his shop behind the Highland Grandstand. He also takes photographs at every meeting and you may wish to purchase photographs of your favourite drivers or cars.

★ ★ ★

There is always a fascination for motor accessories and a demand for the necessities of racing — goggles, racing overalls, stopwatches, etc. These can be obtained from Graham Birrell's mobile shop just opposite the Forester-Smith shop behind the grandstand.



A well-sheltered field and a friendly farmer is all that is required for a perfect "take-off."

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

sible for keeping the track clear for racing and for undertaking rescue operations in the event of an accident, others for signalling to drivers by means of recognised flags to warn them of dangers or let them know that a car behind wishes to overtake. The Yellow Flag is used as a warning in the event of an incident ahead; the yellow and red striped flag indicates the presence of oil on the circuit's surface; the blue flag is used to indicate—when held stationary—the presence of a car close behind, and when waved the fact that a car is attempting to overtake. If you are in the main grandstand you may also see a black flag displayed with a number on a board; this is a signal to the car bearing that number that he must return to the pits on his next lap and it usually indicates either a fault in the car which is visible to the observers but perhaps not apparent to the driver or that the driver has committed some infringement of regulations.

★ ★ ★

You may wonder where to get grandstand seats. These are available—or at least all those which have not been sold in advance—from a kiosk immediately behind the Crossing Point to the Central Enclosure in the centre of the main grandstand, with the exception of those for the Shepherds' Grandstand, which are available from a kiosk in the East Gate Courtyard. Prices for all tickets are 10/-, except for those in the East Wing of the Highland Stand which are 5/-.

★ ★ ★

Programmes are available from three different kiosks. One at the Main North Gate, one behind the main grandstand and one in the East Gate Courtyard (where the Shepherds' Grandstand tickets are sold).

★ ★ ★

Racing at Ingliston has been made possible by the courtesy of the Royal Highland and Agricultural Society, whose wonderful Showground this is. Can we ask you to respect their property and refrain from climbing on buildings or scattering litter? Thank-you!

★ ★ ★

Many of you will notice the colourful trackside advertisements. If you have business interests, it may be that you would like to make use of these advertising facilities which are seen in all by probably some 100,000 persons in a year. Particulars may be obtained from Aerosigns (London) Ltd., Marlborough Hall, Lassel Street, London S.E.10. You may also feel that programme advertising would be a useful media and particulars may be obtained from Scotcircuits Ltd., National Bank Chambers, Duns, Berwickshire.

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CAR-RACING ★

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MONDAY TO THURSDAY 7-11 p.m.

FRIDAY 7 p.m.-2 a.m.

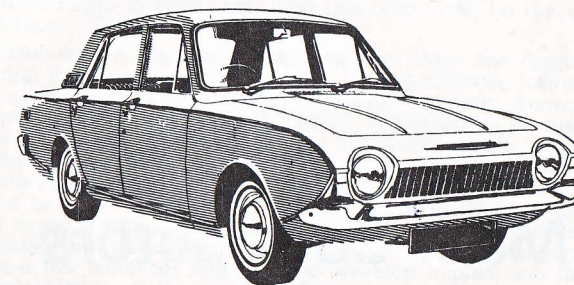
SATURDAY 2 p.m.-2 a.m.

SUNDAY 2 p.m.-12

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EDINBURGH, 4.
031 336 1721

The New Circuit

The lengthening of the Ingliston circuit has been a subject of speculation for a long time; indeed since the circuit opened in 1965. It was something realised by Scotcircuits, who promote motor racing at Ingliston, long before the first meeting, and now the new extension has come into being. How will it change racing at Ingliston is hard to say at this juncture. It will certainly add between 12-20 seconds on to the lap times depending on the cars and will give much more room for overtaking along the new top straight. On the other hand the hairpin at the end of this straight is really tight and this might well be the key corner on the circuit. Time will tell.

Ingliston as a circuit was first thought of when the Royal Highland Society first purchased the land around Ingliston House, formerly a golf course, as a permanent site for the Royal Highland Show. At that time, when preliminary plans were being drawn up as to the siting of perimeter roads and linking roads for the showground, the suggestion was made to incorporate a motor racing circuit. This was dismissed at the time as the Royal Highland Society had too many other things on their mind but after a few kart meetings had been held on some of the little link roads it was put forward that with a few modifications a racing circuit could be developed. Obviously the Royal Highland Society didn't have the technical know-how to develop a plan and finance the actual construction of the circuit. Amongst the founders was the late Jim Clark and many of the best known Scottish motor racing enthusiasts were involved, particularly members of the Scottish Motor Racing Club. This nucleus, then, developed the circuit as we see it today. The initial idea was to incorporate a loop similar to the one we see inaugurated today but to keep the initial plans simple a compromise short circuit was designed and built; the circuit we know so well.

This caused the disappearance of an athletic track which was designed into the original Highland Show complex because this hadn't been successful and soon the bulldozers arrived to carve out the esses and the various corners. Surprisingly little work was needed to convert the existing roads to a circuit and the resultant track was given R.A.C. blessing and the first meetings took place.

As long ago as two years ago an alternative plan was on paper to loop the circuit northwards at the end of the main stand and sprint down towards the present Herdsman's Restaurant, round the Car Park, and then back to meet the esses, and in fact after a little bit of mistaken identity the rough plans for this were published in error by the R.A.C. in their Year Book to the consternation of all involved—not least the drivers who knew this extension didn't even exist. This was all sorted out, but the problems of extending the circuit still remained, and this year it was decided to continue the top straight and bring the circuit length up to just over a mile to the lap.

Most drivers today will be feeling their way around the new part and whereas the hairpin will provide specific problems of slowing from possibly 120 m.p.h. to a crawl the left hander which brings the cars back on to the small circuit is sure to cause a lot of experimentation in lines, and I for one wouldn't pay too much attention to lap times at this meeting. They will provide a guide, it is true, but once the drivers have found the quickest way and the proper gear ratios for the new complexities of the circuit Ingliston is going to be a much more interesting racing circuit to watch.

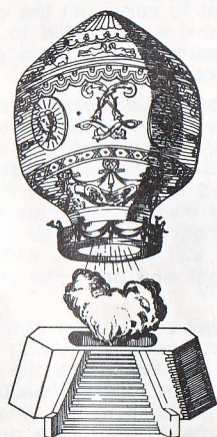
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Flying on Hot Air

Hot air is the principle of the oldest successful flying machine. The first ascent was made from Paris in 1783 by the Montolfrier balloon, and the first ascent in the United Kingdom was made from Edinburgh in a hot air balloon in 1784.

The modern hot air balloon works on the old principle, but makes full use in its construction of modern technology. It was conceived in the U.S.A. about five years ago. The envelope is made from nylon, or other man made fibre, and the heat is provided by a burner which consumes propane from cylinder in the basket.

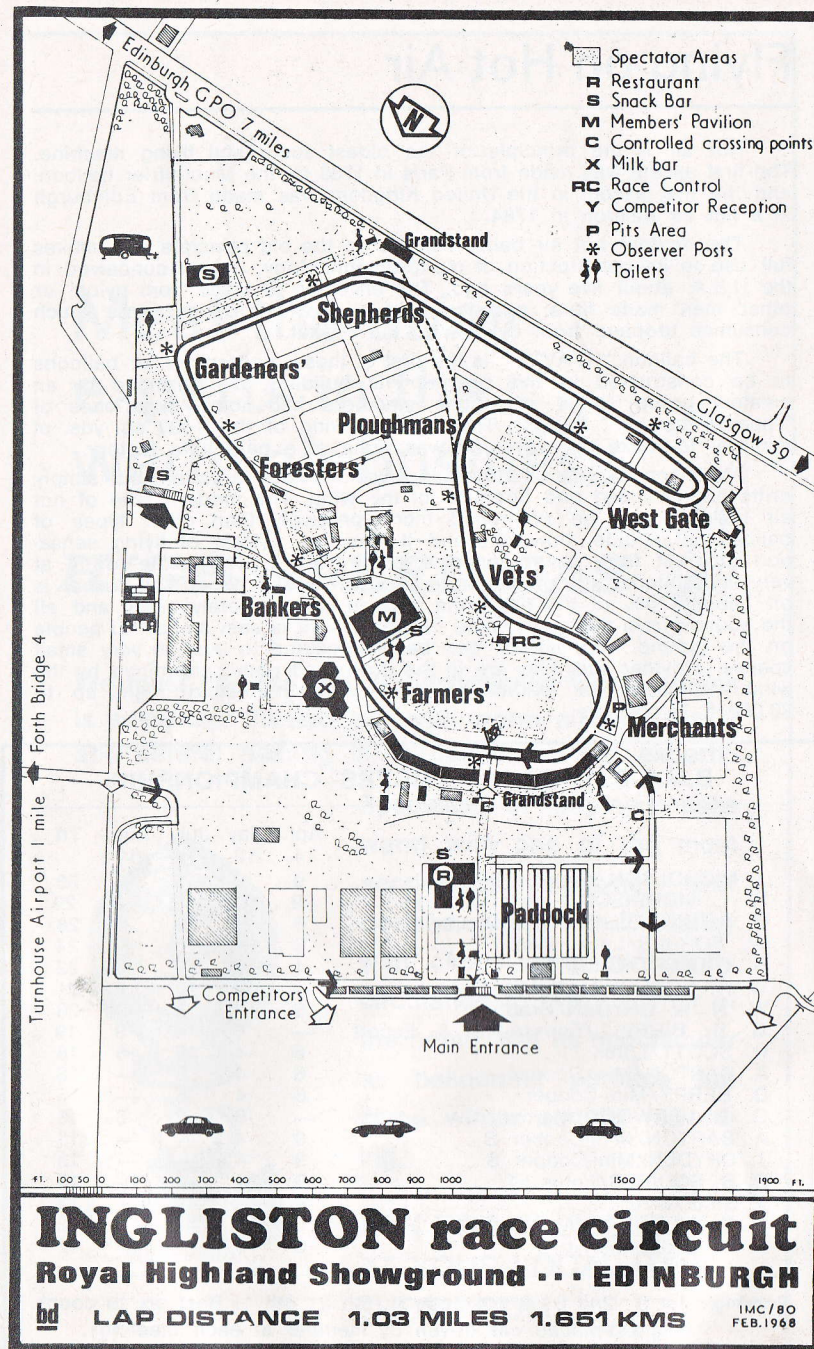
The balloon "G-AVTL" is the first of these modern hot air balloons to be constructed in this country. Its building was arranged by an amateur group (most of whose members had some experience of "heavier-than-air" flying). The actual sewing of the 1400 sq. yds. of material to make the envelope was done at a parachute factory.

A balloon cannot be driven in any horizontal direction, but simply drifts at the speed and direction of the wind. The modern type of hot air balloon can be controlled more precisely than other types of balloon in altitude, however, and it provides a form of flying sensation different from any other type of aircraft. It is possible to fly at very low altitude, and of course, a very low speed. When the burner is off (about 70% of the time) the balloon is completely silent and all the sounds from the earth come floating up—it is easy to talk to people on the ground. The balloon can be manoeuvred to land in very small spaces, provided that they are in the downwind path determined by the wind. Although low altitude flight is most interesting, flight up to 20,000 ft. is possible.

B.M.R.C. TROPHY MEMBERS' CHAMPIONSHIP

	Apr. 14	May 12	July 14	Aug. 11	Ttl.
J. NICHOLSON/Jaynick G.T.	9	9	6	9	33
W. L. MORRISON/Singer Chamois ..	9	9	9	2	29
G. H. BIRRELL/Shannon-Chamois ..	6	9	9	4	28
W. FORBES/Lotus-BMW	9	9	6	—	24
H. GILBERT/Lotus 51	4	9	—	9	22
W. A. BORROWMAN/Mini-Cooper	—	3	9	9	21
W. N. A. DRYDEN/Brabham	6	2	3	9	20
G. B. BIRRELL/Ecosse-Imp & Escort	—	6	4	9	19
R. SCOTT/Lotus	6	—	6	6	18
A. BARTON/Mini-Cooper	6	4	6	—	16
D. BERRY/Mini-Cooper	6	4	6	—	16
G. SILVERWOOD/Mercury	—	6	3	6	15
A. BARTON/Mini-Cooper S	9	4	—	—	13
J. DRYDEN/Mini-Cooper S	9	4	—	—	13
D. B. SQUIRES/Lotus 51	9	4	—	—	13
J. SIME/Mini	4	9	—	—	13
A. D. T. BONAR/Austin A40	6	—	—	6	12
M. A. PEEL/Merlyn	6	9	—	—	12

Scoring : 1st 9 ; 2nd 6 ; 3rd 4 ; 4th 3 ; 5th 2 ; 6th 1. Best six to count.
(Highest-placed car driven by member at each meeting).



INGLISTON LAP CONVERSION TABLE

1 LAP = 1.03 Miles

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.
45.0	82.40	50.0	74.16	55.0	67.42	60.0	61.80
45.1	82.22	50.1	74.01	55.1	67.30	60.1	61.69
45.2	82.04	50.2	73.86	55.2	67.17	60.2	61.59
45.3	81.85	50.3	73.72	55.3	67.05	60.3	61.49
45.4	81.67	50.4	73.57	55.4	66.93	60.4	61.39
45.5	81.49	50.5	73.42	55.5	66.81	60.5	61.29
45.6	81.32	50.6	73.28	55.6	66.69	60.6	61.19
45.7	81.14	50.7	73.14	55.7	66.57	60.7	61.09
45.8	80.96	50.8	72.99	55.8	66.45	60.8	60.99
45.9	80.78	50.9	72.85	55.9	66.33	60.9	60.89
46.0	80.61	51.0	72.71	56.0	66.21	61.0	60.79
46.1	80.43	51.1	72.56	56.1	66.10	61.1	60.69
46.2	80.26	51.2	72.42	56.2	65.98	61.2	60.58
46.3	80.09	51.3	72.28	56.3	65.86	61.3	60.49
46.4	79.91	51.4	72.14	56.4	65.74	61.4	60.39
46.5	79.74	51.5	72.00	56.5	65.63	61.5	60.29
46.6	79.57	51.6	71.86	56.6	65.51	61.6	60.19
46.7	79.40	51.7	71.72	56.7	65.40	61.7	60.10
46.8	79.23	51.8	71.58	56.8	65.28	61.8	60.00
46.9	79.06	51.9	71.45	56.9	65.17	61.9	59.90
47.0	78.89	52.0	71.31	57.0	65.05	62.0	59.81
47.1	78.73	52.1	71.17	57.1	64.94	62.1	59.71
47.2	78.56	52.2	71.03	57.2	64.83	62.2	59.61
47.3	78.39	52.3	70.90	57.3	64.71	62.3	59.52
47.4	78.23	52.4	70.76	57.4	64.60	62.4	59.42
47.5	78.06	52.5	70.63	57.5	64.49	62.5	59.33
47.6	77.90	52.6	70.49	57.6	64.38	62.6	59.23
47.7	77.74	52.7	70.36	57.7	64.26	62.7	59.14
47.8	77.57	52.8	70.23	57.8	64.15	62.8	59.04
47.9	77.41	52.9	70.09	57.9	64.04	62.9	58.95
48.0	77.25	53.0	69.96	58.0	63.93	63.0	58.86
48.1	77.09	53.1	69.83	58.1	63.82	63.1	58.76
48.2	76.93	53.2	69.70	58.2	63.71	63.2	58.67
48.3	76.77	53.3	69.57	58.3	63.60	63.3	58.58
48.4	76.61	53.4	69.44	58.4	63.49	63.4	58.49
48.5	76.45	53.5	69.31	58.5	63.38	63.5	58.39
48.6	76.30	53.6	69.18	58.6	63.28	63.6	58.30
48.7	76.14	53.7	69.05	58.7	63.17	63.7	58.21
48.8	75.98	53.8	68.92	58.8	63.06	63.8	58.12
48.9	75.83	53.9	68.79	58.9	62.95	63.9	58.03
49.0	75.67	54.0	68.67	59.0	62.85	64.0	57.94
49.1	75.52	54.1	68.54	59.1	62.74	64.1	57.85
49.2	75.37	54.2	68.41	59.2	62.64	64.2	57.76
49.3	75.21	54.3	68.29	59.3	62.53	64.3	57.67
49.4	75.06	54.4	68.16	59.4	62.42	64.4	57.58
49.5	74.91	54.5	68.04	59.5	62.32	64.5	57.49
49.6	74.76	54.6	67.91	59.6	62.21	64.6	57.40
49.7	74.61	54.7	67.79	59.7	62.11	64.7	57.31
49.8	74.46	54.8	67.66	59.8	62.01	64.8	57.22
49.9	74.31	54.9	67.54	59.9	61.90	64.9	57.13



JUST ANOTHER PROJECT . . .

THE BORDER DESIGN CENTRE LTD are proud to have been associated with Scotcircuits Ltd., and were responsible for the original design of the Ingliston Motor Racing Circuit and all its ancillaries—safety barriers, spectator fencing, timekeepers' box, leader board, signposts, telephone system, etc.

THE BORDER DESIGN CENTRE LTD are proud to have been asked to undertake the design of the new extension complete with safety installation.

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INGLISTON LAP RECORDS

(On the 0.76 Mile Circuit)

RACING CARS (Outright Lap Record) :

Formula Libre :

P. GETHIN (Chevron F2) 37.0" — 12th May
(1968)

Up to 1000cc :

D. BERRY (Chevron F3) 37.6" — 12th May
(1968)

FORMULA FORD

M. LITCHFIELD (Lotus) 41.4" — 11th Aug.
(1968)

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)

SPECIAL GRAND TOURING CARS

Over 1150cc :

J. H. BLADES (Lotus 47) 40.6" — 23rd July
and J. NICHOLSON (Jaynick GT) (1967)

Up to 1150 :

G. SILVERWOOD (Mercury GT) 41.2" — 11th Aug.
(1968)

SALOON CARS

Over 1000cc :

J. DRYDEN (Mini-Cooper) 41.6" — 12th May
J. HANDLEY (Mini-Cooper) (1968)
G. B. BIRRELL (Perdal Escort)

Up to 1000cc :

W. L. MORRISON (Singer Chamois) 42.0" — 14th April
(1968)

MARQUE CARS

J. LEWIS (Jaguar E-Type) 43.4" — 13th August
W. N. A. DRYDEN (Honda S800) (1967)

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EVENT 1

2.30 P.M.

SALOONS UP TO 1000cc — Race 1

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
92	R. LAWSON	Janspeed Mini	998
93	C. REEVES	Mini-Cooper	998
94	J. L. RITCHIE, Jnr.	Austin A40	996
95	D. B. SMITH	Hillman Imp	998
96	R. J. FOX	Wesley Mini	848
97	T. CONWAY	Thistle Mini	998
98	J. SIME	Mini-Cooper	997
99	P. MARSH/J. Harkness	Mini-Cooper	997
00	J. I. JOHNSON	Austin Mini	998
01	D. WOOD	Ford Anglia	997
02	E. PATERSON	Lochbank Mini	850
03	J. PINKERTON	Mini-Minor	848
04	N. R. GINN	Morris-Mini	850
05	J. HANNAH	Mini-Cooper	998
06	C. LIVINGSTONE	Renault	998

1st (£20) 2nd (£12) 3rd (£8)

4th (£4) Fastest Lap : £ — secs.

Winner's Speed : m. s. : mph

THISTLE TUNE

ALBION ROAD, EDINBURGH 031 661 2621

YOUR LOCAL MINI PEOPLE — (UNLESS YOU'RE A SASSENACH!)

For your entertainment, or perhaps derision, we have Trevor Conway and guest Bob Fox in Race 1, Keith Robertson in Race 3 and we hope to squeeze Jim McCaig in Race 5.

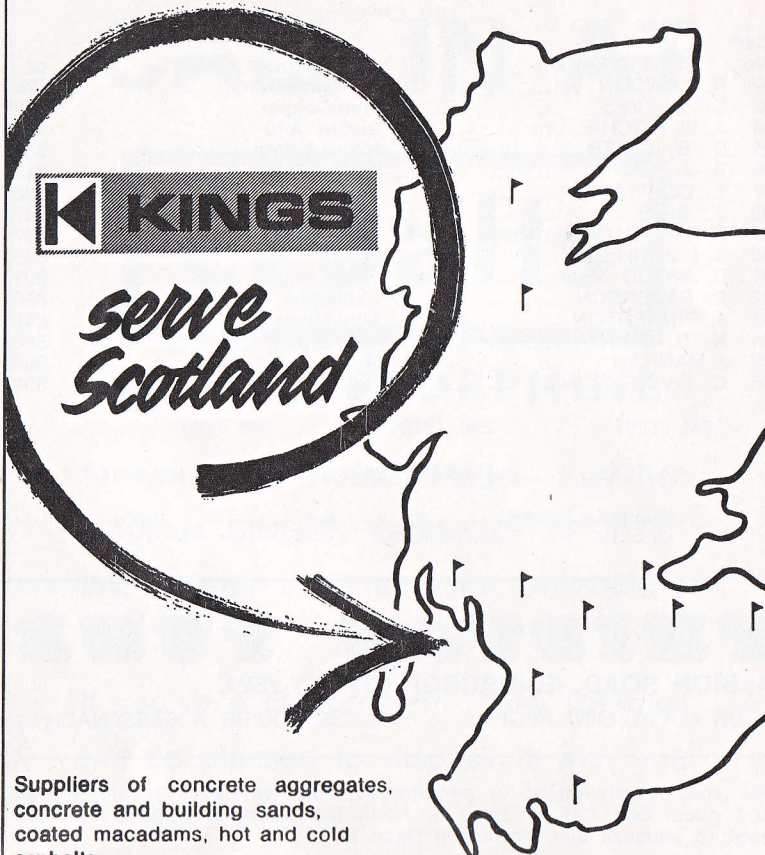
NOTE NOTE NOTE NOTE NOTE NOTE

Speaking of English guests, please note that KEN COSTELLO, REDEX SALOON CHAMPION '67, will be at THISTLE TUNE on Saturday and Monday, and INGLISTON on Sunday, October 6th, racing the Crip-speed and Thistle Minis. On Saturday afternoon we'll have a wee informal get-together when Ken will do the honours and proclaim us officially open at 4 o'clock. He'll also award prizes to the three best Minis present—£20, £10 and £5. Come along and swell the ranks?

You'll see Minis of all types here :—

Thistle, Ogle, Aley, Sprint, Radford, Marcos, Cox and others!

WE can't invite you all personally but we hope to see ALL our enthusiast friends—and rivals—4 o'clock, Saturday, the 5th October.



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FORMULA FORD CARS**A QUALIFYING ROUND FOR THE KINGS CUP**

10 LAPS

Car No.	DRIVER/Entrant	cc	Make/Model of Car	cc
63	H. GILBERT	...	Lotus 51	1600
64	D. B. SQUIRES	...	Lotus 51	1600
65	G. H. BIRRELL	...	Centro-Scot FF	1600
66	T. D. WALKINSHAW	...	Lotus 51A	1600
67	E. CLARK	...	Lotus 51	1600
68	D. WALKER/Jim Russell Racing Drivers' School	...	Russell FF	1600
69	M. HARNESS/J. B. Cott	...	Russell-Alexis	1598
70	R. MALLOCK/A. Mallock	...	Mallock U2 Mk VII	1600
71	G. THOMSON	...	Brabham FF	1599
72	A. C. GOODFELLOW	...	Fireball-Ford	1600
74	R. JAMES	...	Lotus 51	1600
75	J. ELLIOTT	...	Merlyn Mk 11	1600
76	H. C. FOLTS/Forth Broadloom Carpets Racing Team	...	Nike FF	1600
77	J. SCHONBERG/ C. McConalogue	...	Lotus 51	1600
78	T. MARTIN	...	Lotus 51A	1570

1st (£20) 2nd (£12) 3rd (£8)

4th (£4) Fastest Lap : secs.

Winner's Speed : m. s. : mph

KINGS CUP FORMULA FORD CHAMPIONSHIP

	Apr.	May	July	Aug.	Ttl.
	14	12	14	11	
H. GILBERT/Lotus	4	9	—	9	22
D. B. SQUIRES/Lotus	9	4	—	—	13
M. A. PEEL/Merlyn	6	6	—	—	12
D. WALKER/Russell Alexis	—	—	9	—	9
G. H. BIRRELL/Centro-Scot	—	—	6	—	6
R. MALLOCK/Mallock U2	—	—	—	6	6
R. PITHERS/Lotus	2	3	—	—	5
J. MACDONALD/Russell Alexis	—	—	4	1	5
B. HUNTER, Jr./Lotus 51	—	—	3	—	3
T. D. WALKINSHAW/Lotus 51	—	—	—	4	4
T. ROBERTS/Lotus 51	—	—	—	3	3

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

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Ingliston



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Wylie's wide selection.



EVENT 3

3.20 P.M.

SALOONS OVER 1000cc

10 LAPS

Car No.	Driver/Entrant	Make/Model of Car	cc
46	G. B. BIRRELL/Wylies Ltd.	Perdal Escort	1790
47	G. H. BIRRELL/Claud Hamilton Motors Ltd.	Shannon-Chamois	1220
48	J. HANDLEY/Don Moore	Mini-Cooper S	1275
49	J. DRYDEN	Mini-Cooper S	1293
50	D. MUTER	Mini-Cooper S	1275
51	R. F. MORRISON	Mini-Cooper S	1275
52	W. A. BORROWMAN/Sports Tune Moir & Baxter Ltd.	Mini-Cooper S	1295
54	H. VICKERS/Andy Barton	Morris 1000	1275
56	R. D. McCUTCHEON	Mini-Cooper S	1293
57	A. J. TOBIAS/Surge Speed	Mini-Cooper S	1293
58	K. ROBERTSON	Thistle Mini	1300
59	I. R. OWER	Mini-Cooper S	1293
60	R. M. CAIG	Borgue Anglia	1650
61	R. M. BROWN	Ford Anglia	1594
62	R. C. H. SIMEY	Ford Anglia	1498

1st (£20) 2nd (£12) 3rd (£8)

4th (£4) Fastest Lap : — secs.

Winner's Speed : m. s. : mph

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Kirkcaldy, Tel. 3703 Perth, Tel. 26248 and

Newcastle upon Tyne, Tel. ONE-2-28981

Hawick, Tel. 2135

EVENT 4

3.45 P.M.

SPECIAL G.T. CARS

A QUALIFYING ROUND FOR THE SHEILA WHYTE TANKARD

CLASS (A) UP TO 1150cc

CLASS (B) OVER 1150cc

10 LAPS

CLASS (A)

Car No.	DRIVER/Entrant	Make/Model of Car	cc
11	H. HEEREY/Midland Garage	Cox GTM	1150
20	G. SILVERWOOD/Stephenson Development Group	Mercury GT	1148
21	E. LABINJOH/J. Fisher	Fisher GT	1100
22	B. K. HARRISON	Mini-Marcos	1098
23	R. FORESTER-SMITH	Lotus OAP GT	1150
25	J. MACKIE	Marcos GT	998
26	J. E. ANDERSON	Diva GT	1098
29	R. SIMPSON-SMITH	Project-Ford	1100

1st (£20) 2nd (£12) 3rd (£8)

Fastest Lap : — secs.

Winner's Speed : m. s. : mph

CLASS (B)

18	J. S. CALVERT	Lotus Europa 47	1594
19	J. NICHOLSON/Jaynick Racing	Jaynick GT	1600
24	A. SOUTER	Fairford GT	1650
27	S. A. ROBINSON	Ginetta G10	4727
31	J. E. MILNE/W. Shepherd	MG Midget Coupe	1293
33	A. K. MacLEAN	Diva GT	1594

1st (£20) 2nd (£12) 3rd (£8)

Fastest Lap : — secs.

Winner's Speed : m. s. : mph

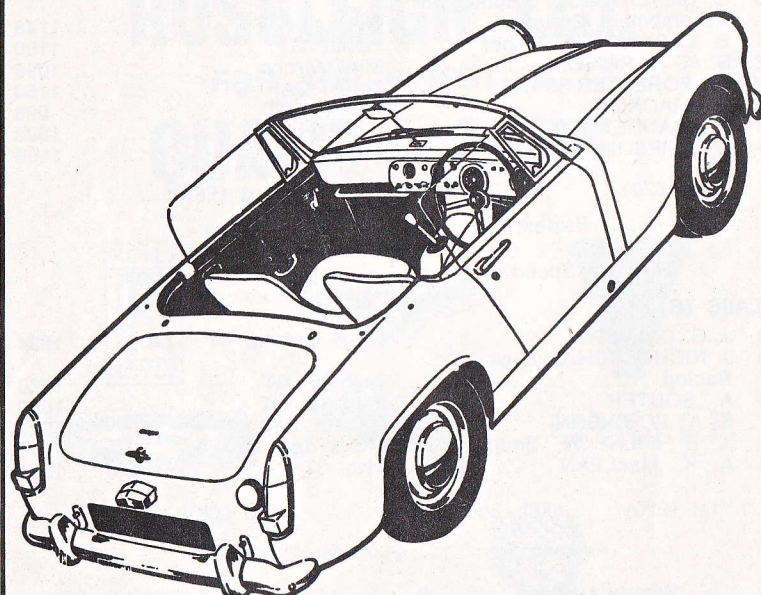
SHEILA WHYTE SPECIAL G.T. CHAMPIONSHIP

	Apr.	May	July	Aug.	Ttl.
	14	12	14	11	
J. NICHOLSON/Jaynick G.T.	9	9	6	9	33
G. SILVERWOOD/Mercury G.T.	—	6	9	6	21
E. A. LABINJOH/Fisher G.T.	3	4	—	3	10
J. LEPP/Chevron G.T.	—	—	9	—	9
J. E. MILNE/MG Midget Coupe	1	3	—	4	8
N. H. MORRISON/Lotus XI	6	—	1	—	7
J. H. BLADES/Chevron G.T.	—	—	4	—	4
J. L. ALEXANDER/Mini-Marcos	2	1	—	—	3

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

The spritely AUSTIN SPRITE

(Mk IV)



Rally-bred to win, the Sprite's 1275cc engine gives you power plus, and extra speed. The redesigned rear suspension ensures perfect stability under the most testing conditions—and it looks good, too. Basic price £724.0.7 ex works (including Purchase Tax). Optional extras available.

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Associate Co. George Fowler (Motors) Ltd. NORTH BERWICK

EVENT 5

4.10 P.M.

SALOONS UP TO 1000cc — Race 2

10 LAPS

Car No.	Driver/Entrant	Make/Model of Car	cc
53	W. A. BORROWMAN/Sports Tune Moir & Baxter Ltd.	Mini-Cooper S	999
55	A. BARTON	Mini-Cooper S	999
79	W. L. MORRISON	Singer Chamois	998
80	G. DOUGLAS	Hillman Imp	998
81	R. J. S. HAINING	Hillman Imp	998
82	E. HOWDEN	Singer Chamois	998
83	N. WATERHOUSE	Minnow-Mini	999
84	A. D. RECORDON	Mini-Cooper S	999
85	J. FEWELL	Mini-Cooper S	999
86	A. ORMISTON	Mini-Cooper S	999
87	L. EMSLIE	Riley Elf	997
88	R. D. WYLLIE	Mini-Cooper S	999
89	J. A. J. CURRIE	Mini-Cooper S	999
90	A. J. LITTLEJOHN	Mini-Cooper S	999
91	S. A. BELL	Mini-Cooper S	999

1st (£20) 2nd (£12) 3rd (£8)

4th (£4) Fastest Lap : — secs.

Winner's Speed : m. s. : mph

THERE ARE 300 CHILDREN BORN IN SCOTLAND EACH YEAR HANDICAPPED BY SPINA BIFIDA.

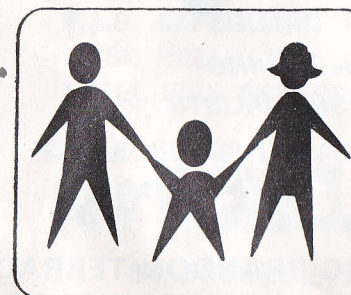
What are the problems of Spina Bifida ?

How can you help ?

Find out !

The best answer will be awarded an EVENING OUT in Edinburgh for 2 including theatre and dinner.

Entrant's Name



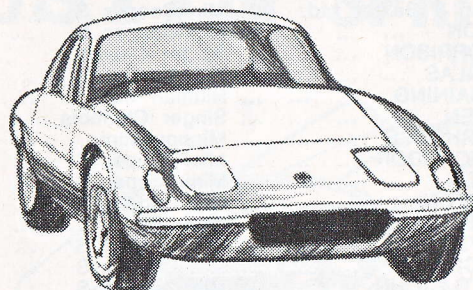
Reply to :

The Branch Secretary,
S.S.B.A.
11 Craigmount Loan,
Edinburgh, 12.

The Edinburgh and District Branch of the Scottish Spina Bifida Association invite you to visit our display situated behind the grandstand.

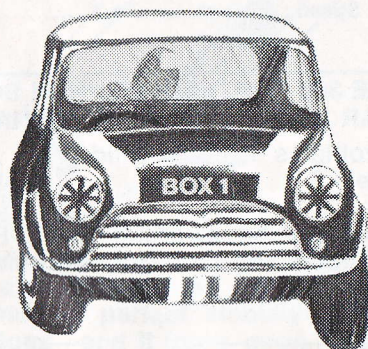
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EVENT 6

4.35 P.M.

MARQUE CARS

CLASS (A) UP TO 1150cc

CLASS (B) OVER 1150cc

CLASS (A)

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
35	W. N. A. DRYDEN/H. & G. Robinson Racing	Honda S800	818
36	G. TAYLOR	Honda 800SC	791
38	I. HALL	Austin-Healey	1098
40	J. C. FORSYTH	Austin-Healey	998
41	M. HOPPERTON	MG Midget	1147
43	D. THIRD	Turner-BMC	950
44	D. S. LANGLEY	Austin-Healey	980

1st (£20) 2nd (£12) 3rd (£8)

Fastest Lap : — secs.

Winner's Speed : m. s. : mph

CLASS (B)

28	S. A. ROBINSON	Austin-Healey	2912
30	R. SIMPSON-SMITH	Sunbeam Tiger	4700
32	J. E. MILNE/W. Shepherd	MGB	1800
34	J. GOTT	Austin-Healey	2982
37	T. N. THOMSON	Jaguar E-Type	3800
39	A. W. HUTCHINSON	Austin-Healey	1293
42	J. A. HALL	MG Midget	1275
45	W. G. SMART	Daimler SP250	2500

1st (£20) 2nd (£12) 3rd (£)

Fastest Lap : — secs.

Winner's Speed : m. s. : mph

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|---------------------|---------------------|
| * Jochen Rindt | * Douglas Armstrong |
| * Louis Stanley | * Eric Dymock |
| * "Billboard" Gavin | * Eoin Young |
| * William Court | |

PLUS !

The next issue will contain a special, up-to-the-minute preview of Britain's premier motor race of 1968—The R.A.C. British Grand Prix on July 20. The competitors, the cars, the team managers.

PLUS !

Profiles on GRAHAM HILL, the 1962 World Champion, now No. 1 driver for Gold Leaf-Team Lotus, and KEN TYRRELL, the entrant of JACKIE STEWART'S Matra-Ford.

**SPEED
WORLD**
INTERNATIONAL

It Happens
Every Thursday
2/6

EVENT 7

5.00 P.M.

JOCK McBAIN MEMORIAL TROPHY RACE A QUALIFYING ROUND FOR THE CALLANDS TROPHY

40 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
1	A. CHARNELL	Lola T55	1600
2	M. BUTCHER/Haggis	Haggispeed Ford	1600
3	W. FORBES	Lotus-BMW	1991
4	W. N. A. DRYDEN	Brabham BT21A	1594
5	T. D. REID/Irish Racing Cars	Brabham BT23	1594
6	J. MILLAR	Brabham-BMW	1991
7	A. D. T. FLETCHER/ Magnificent 7 Club	Brabham BT18	1594
8	R. SCOTT	Lotus 41	997
9	R. M. MACKAY/ Hugh Shannon Racing	Brabham BT15	397
10	H. HEEREY/Midland Garage	Chevron F3	997
12	R. MacGILLIVRAY	Brabham F3	997
14	I. COCHRANE/D. C. Braid	Merlyn F3	398
73	A. C. GOODFELLOW	Cooper T76	1650

1st (£75) 2nd (£50) 3rd (£30)

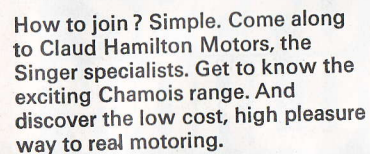
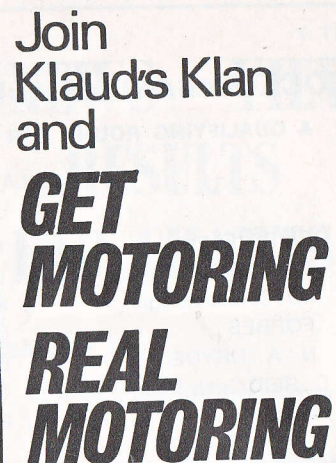
4th ((£20) Fastest Lap : secs.

Winner's Speed : m. s. : mph

CALLANDS TROPHY FORMULA LIBRE CHAMPIONSHIP

	Apr.	May	July	Aug.	Ttl.
W. FORBES/Lotus-BMW	14	12	14	11	—
R. SCOTT/Lotus	11	10	8	—	29
W. N. A. DRYDEN/Brabham	8	—	4	8	20
A. CHARNELL/Lola	1	3	2	11	17
A. WALKER/Lola F2	6	1	2	6	15
D. BERRY/Chevron and Brabham	—	—	11	—	11
A. D. T. FLETCHER/Brabham	1	5	1	1	8
P. GETHIN/Chevron	—	4	5	—	7
T. D. REID/Brabham	—	7	—	—	7
P. D. MONK/Alexis	—	—	6	—	6
G. B. BIRRELL/Ecosse Imp	5	—	—	—	5
	—	1	3	1	5

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



Three models.
Chamois saloon, £704 inc pt.
Chamois Coupé, fast back
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Chamois Sport, with
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for the fastest six saloon cars in each of the classes (up to 1000cc and over 1000cc)

1st (£25) 2nd (£15) 3rd (£10)
4th (£5) Fastest Lap : — secs.
Winner's Speed : m. s. : mph

HARTLEY WHITE SALOON CAR CHAMPIONSHIP

	Apr.	May	July	Aug.	Ttl.
W. L. MORRISON/Chamois	14	12	14	11	—
J. DRYDEN/Mini-Cooper S	6	9	6	—	21
W. A. BORROWMAN/Mini-Cooper S	9	—	—	—	9
A. BARRETT/Mini	—	—	9	—	9
D. J. MUTER/Mini-Cooper S	2	6	—	—	8
D. L. KERR/Mini-Cooper S	—	—	4	1	5
R. J. S. HAINING/Imp	—	4	—	—	4
G. H. BIRRELL/Shanon Chamois	4	—	1	—	5
J. HANDLEY/Mini-Cooper S	—	—	2	4	6
G. B. BIRRELL/Perdal Escort	—	—	—	9	9
	—	—	—	6	6

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

NERUS

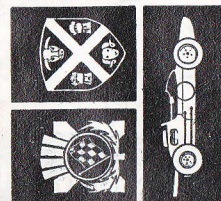
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Ingliston 1968 Advance Booking Form



Name (BLOCK LETTERS PLEASE)

Address

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

Phone

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

[illegible]

Preference for Block in Highland Grandstand

	CHEQUE/POSTAL	ORDER/CASH	Total	£
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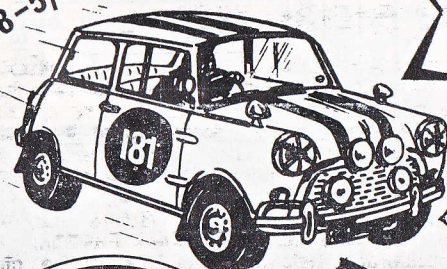
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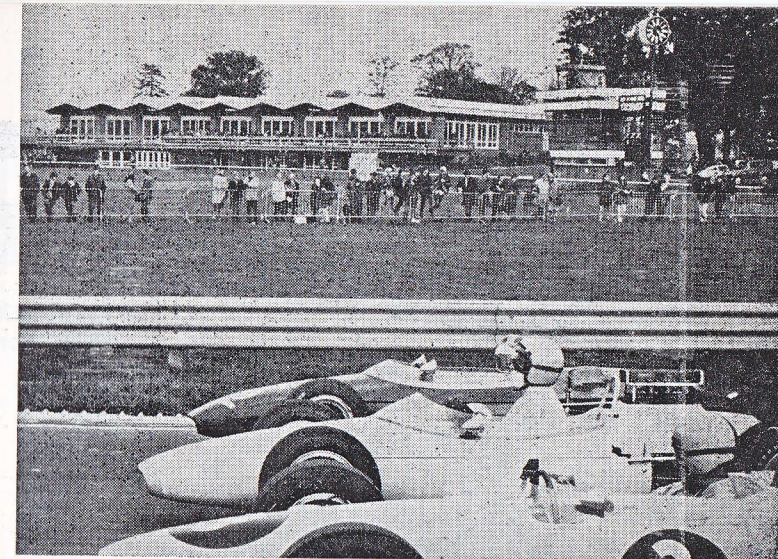


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Why you should join the SCOTTISH MOTOR RACING CLUB

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 2000 it is now acknowledged as one of Britain's foremost clubs. Members of the club — including one of its founder-members 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
1968 Membership

BLOCK CAPITALS

Full Name

Address

Phone Occupation

Do you wish to receive Race Regulations
(A surcharge may be made for this service) 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
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I enclose remittance for the total detailed under.

Please send details of Family Membership.

Date 1968 (Signed)

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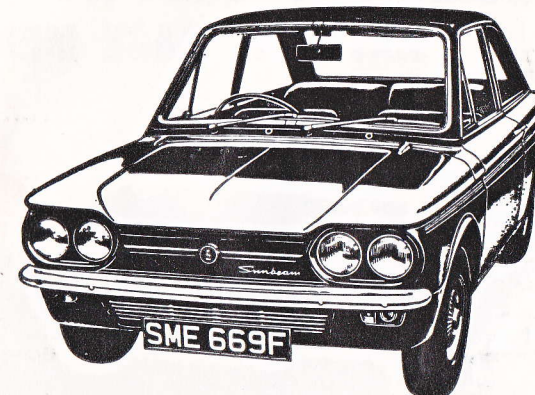
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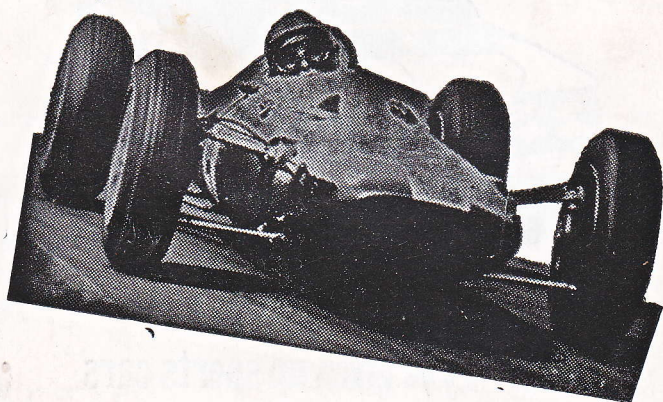
Lochrin, Tollcross, Edinburgh, 3

FOuntainbridge 1555

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THE LOMBANK TROPHY
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Sunday, 6th Oct. : 2.0 p.m.

Advance Booking Form Inside

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