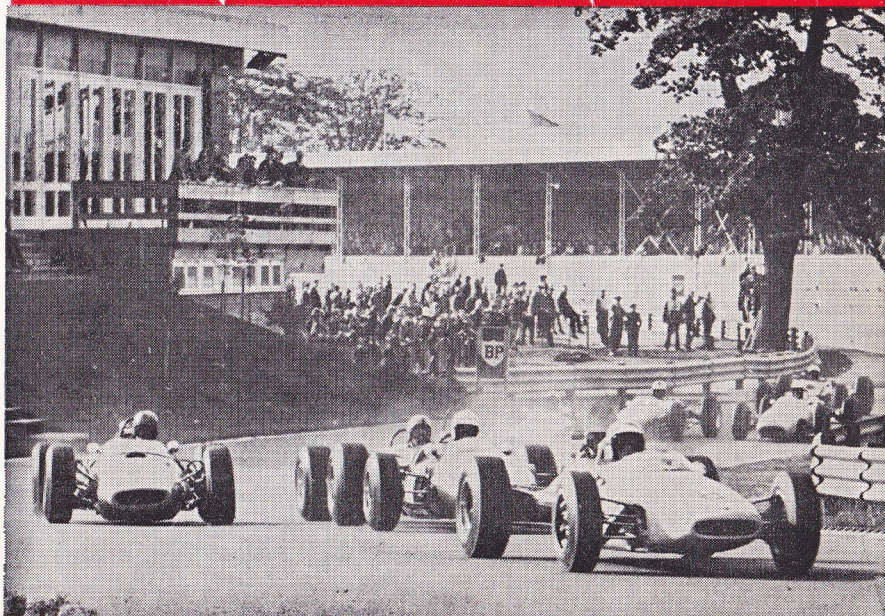


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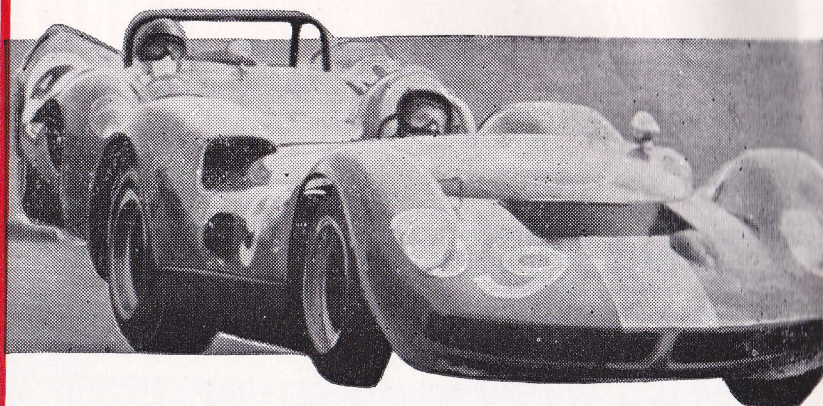


S.M.T. Trophy Race Meeting Sunday, 14th July

1968

Official
Programme
2/6

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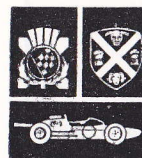


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THE S.M.T. TROPHY RACE MEETING Sunday, 14th July, 1968

organised and promoted by

The Scottish Motor Racing Club Ltd.

PROGRAMME

- | | |
|------------|--|
| 9.45 a.m. | Practice |
| 12.45 p.m. | Luncheon Interval |
| 2.15 p.m. | Display by Red Arrows Aerobatic Team |
| 2.40 p.m. | Event 1 Formula Libre Cars up to 1000cc, 12 laps |
| 3.05 p.m. | 2 Saloons over 1000cc, 10 laps |
| 3.25 p.m. | 3 Formula Libre Cars over 1000cc, 12 laps |
| 3.50 p.m. | 4 Special G.T. Cars, 15 laps |
| 4.15 p.m. | 5 Formula Ford Cars, 10 laps |
| 4.35 p.m. | 6 Saloons up to 1000cc, 10 laps |
| 4.55 p.m. | 7 THE S.M.T. TROPHY RACE, Final 25 laps |
| 5.35 p.m. | 8 HARTLEY WHYTE CHAMPIONSHIP RACE |

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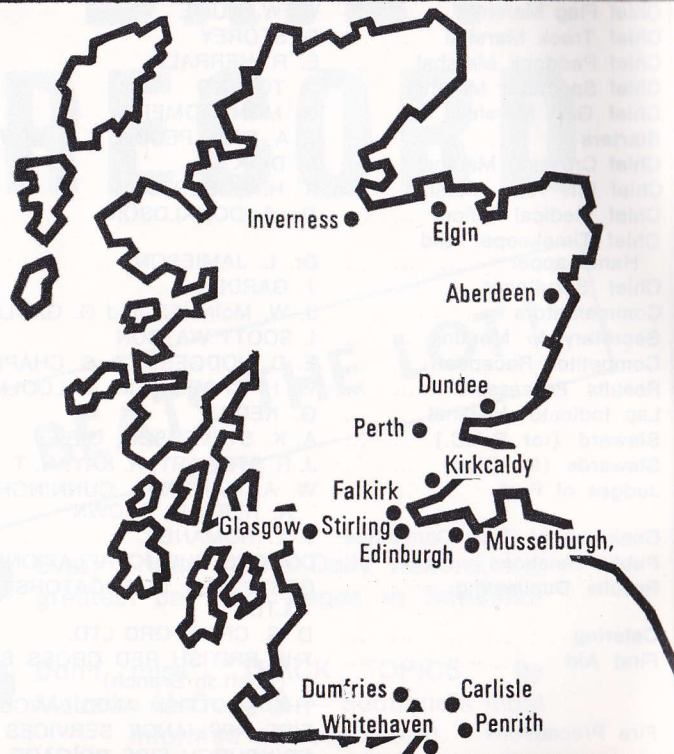
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Deputy Clerk of Course	A. D. HORNE
Chief Marshal	A. H. B. CRAIG
Chief Observer	R. J. TRAILL
Chief Flag Marshal	W. W. HUME
Chief Track Marshal	G. STOREY
Chief Paddock Marshal	E. R. HERRALD
Chief Spectator Marshal	D. TOLAND
Chief Grid Marshal	G. MONTGOMERY
Starters	J. A. DICK PEDDIE & D. M. FRASER
Chief Crossing Marshal	A. DICK
Chief Pits Area Marshal	K. H. ROBERTSON
Chief Medical Officer	Dr. A. DONALDSON
Chief Timekeeper and Handicapper	Dr. L. JAMIESON
Chief Scrutineer	J. GARDEN
Commentators	J. W. McINNES and G. GAULD
Secretary to Meeting	I. SCOTT WATSON
Competitor Reception	E. D. HODGES & E. S. CHAPMAN
Results Processors	W. H. CRABB & M. MALCOLM
Lap Indicator Marshal	G. KERR
Steward (for R.A.C.)	A. K. STEVENSON, O.B.E.
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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LIST OF ENTRIES

Car No.	DRIVER/Entrant	cc	Make/Model	Home Town
1	A. CHARNELL	1600	Lola T55	Balerno
2	T. D. REID/ Irish Racing Cars	1594	Brabham BT23	Belfast
3	W. FORBES	1991	Lotus 35	Aberdeen
4	W. N. A. DRYDEN	1594	Brabham BT21A	Longniddry
5	J. RUSSELL	4727	Lotus 43	West Calder
6	J. MILLAR	1991	Brabham BT21B	Bridge-of-Weir
7	A. D. T. FLETCHER/ Magnificent 7 Club	1594	Brabham BT18	Alva
8	R. LAMPLOUGH	1598	McLaren 4A	London
9	F. PLACE/ D. Robinson	1930	Cooper T76	Bath
10	A. C. GOODFELLOW	1650	Cooper T76	Falkirk
11	A. C. GOODFELLOW	1600	Fireball-Ford	Falkirk
12	D. G. D. MCGHIE/ S. Kinnane	1594	Lotus 35	Belfast
14	J. C. C. LAMBERT	1598	Brabham BT23C	London
15	C. M. M. WILLIAMS/ Red Rose Motors Racing Team	997	Chevron F3	Surrey
16	A. W. ROLLINSON/ Red Rose Motors Racing Team	997	Chevron F3	Pelsall
17	D. BERRY/ F. Lythgoe Racing	997	Brabham F3	Colwyn Bay
18	D. B. PORTER/ Mike Spence Ltd.	997	Cooper T83	Maidenhead
19	D. B. PORTER/ Mike Spence Ltd.	1594	Lotus 23 bGT	Maidenhead
20	B. MASKELL	998	Brabham 21B	Leeds
21	R. SCOTT	997	Lotus 41	Aberdeen
22	R. M. McKAY/ Hugh Shannon	997	Brabham BT15	Thurso
23	G. B. BIRRELL	998	Ecosse-Imp	Glasgow
24	R. MacGILLIVRAY	997	Brabham F3	Paisley
25	I. COCHRANE/ D. C. Braid	998	Merlyn F3	Ayr
26	A. WALKER/ F. Williams	1598	Lola F2	London
28	T. TAYLOR/ Gold Lear Team Lotus	1594	Lotus Europa	Rotherham
29	D. PRESTON/ Team Elite	1594	Lotus 47	Nottingham
30	J. H. BLADES/ Northumbria Racing Organisation	1594	Chevron GT	Whitley Bay
31	J. HINE/ Polydor Chris Barber Racing	1598	Lotus Europa	Lightwater
32	N. H. MORRISON	1991	Chevron-BMW	Glasgow
33	J. NICHOLSON/ Jaynick Racing Develop-ments	1600	Jaynick GT	Glasgow
34	J. NICHOLSON/ Jaynick Racing Develop-ments	1600	Jaynick Anglia	Glasgow
35	S. A. ROBINSON	4727	Ginetta G10	Darlington
36	J. E. MILNE/ W. Shepherd	1293	MG Midget Coupe	Glasgow
37	W. A. POOLE	1293	MG Midget	Dublin
38	J. CORFIELD	997	Lotus-Mercury	Peterborough
39	P. WEED/ J. Corfield	1600	Russell-Alexis	Peterborough

Car No.	Driver/Entrant	cc	Make/Model	from
40	G. SILVERWOOD/ Stephenson Developments Group	1148	Mercury GT	Mirfield
41	J. E. ANDERSON	1098	Diva GT	Wednesfield
42	W. N. A. DRYDEN/ H. & G. Robinson Racing	818	Honda S800	Longniddry
43	J. LEPP	1991	Chevron-BMW	Altringham
44	G. B. BIRRELL/ Wyllies Ltd.	1790	Perdal Escort	Glasgow
45	J. HANDLEY/ Don Moore	1275	Mini-Cooper S	Cambridge
46	M. HARDING	1293	Mini-Cooper S	Dursley
47	R. F. MORRISON	1275	Mini-Cooper S	Helensburgh
48	D. J. MUTER	1275	Mini-Cooper S	Bedlington
49	A. TOBIAS/ Surgespeed	1293	Mini-Cooper S	Seaton Sluice
50	D. FISHER	1650	Ford Anglia	Dunoon
51	I. R. OWER	1293	Mini-Cooper S	Dundee
52	R. D. McCUTCHEON	1293	Mini-Cooper S	Wigtown
53	K. ROBERTSON	1300	Thistle Mini	Leith
54	J. S. McCAIG/ K. Robertson	1000	Thistle Mini	Cockenzie
55	R. M. CAIG	1650	Borgue Anglia	Borgue
56	W. A. BORROWMAN/ Moir & Baxter Sportstune	1293	Mini-Cooper S	Longniddry
57	W. A. BORROWMAN/ Moir & Baxter Sportstune	999	Mini-Cooper S	Longniddry
58	G. H. BIRRELL/ Claud Hamilton (Motors) Ltd.	1220	Shannon-Chamois	Milngavie
59	G. H. BIRRELL/ Equipe Centro-Scot	1600	Centro-Scot FF	Milngavie
60				
61	H. GILBERT	1600	Lotus 51	Aberdeen
62	M. A. PEEL	1600	Merlyn XI FF	Garstang
63	J. SCHONBERG/ S. Dunsterville	1600	Lotus 51	Glasgow
64	D. B. SQUIRES	1600	Lotus 51	Ardlui
65	E. CLARK/ Sportstune Motors	1600	Lotus 51	North Berwick
66	B. HUNTER, Jr.	1600	Lotus 51	Leith
67	T. D. WALKINSHAW	1600	Lotus 51	Prestonpans
68	P. J. KIMBERLEY	1600	Russell-Alexis	Wellesbourne
69	H. C. FOLTS/ Forth Broadloom Carpets Racing Team	1600	Nike FF	New York, USA
70	R. PITHERS	1600	Lotus 51	Wakefield
71	D. WALKER/ Jim Russell Racing	1600	Russell/Alexis	Downham Market
72	J. MACDONALD/ Jim Russell Racing	1600	Russell/Alexis	Downham Market
73	W. L. MORRISON	998	Singer Chamois	Bridge-of-Allan
74	N. WATERHOUSE	999	Mini-Minnow	London
75	R. J. S. HAINING	998	Hillman Imp	North Berwick
76	G. DOUGLAS	998	Hillman Imp	Scone
77	A. BARTON	999	Mini-Cooper S	Newcastle-upon-Tyne
78	J. FEWELL	999	Mini-Cooper S	Prestonpans
79	R. D. WYLLIE	999	Mini-Cooper S	Annan
80	K. ALLEN	998	Mini-Cooper	Carlisle
81	J. E. HOWDEN	998	Singer Coupe	Edinburgh
82	A. D. T. BONAR	996	Austin A40	Leicester
83	A. J. R. CORMACK	998	Hillman Imp	Edinburgh
84	E. PATERSON	850	Mini 850	Edinburgh
85	J. A. J. CURRIE	999	Mini-Cooper S	Dumfries

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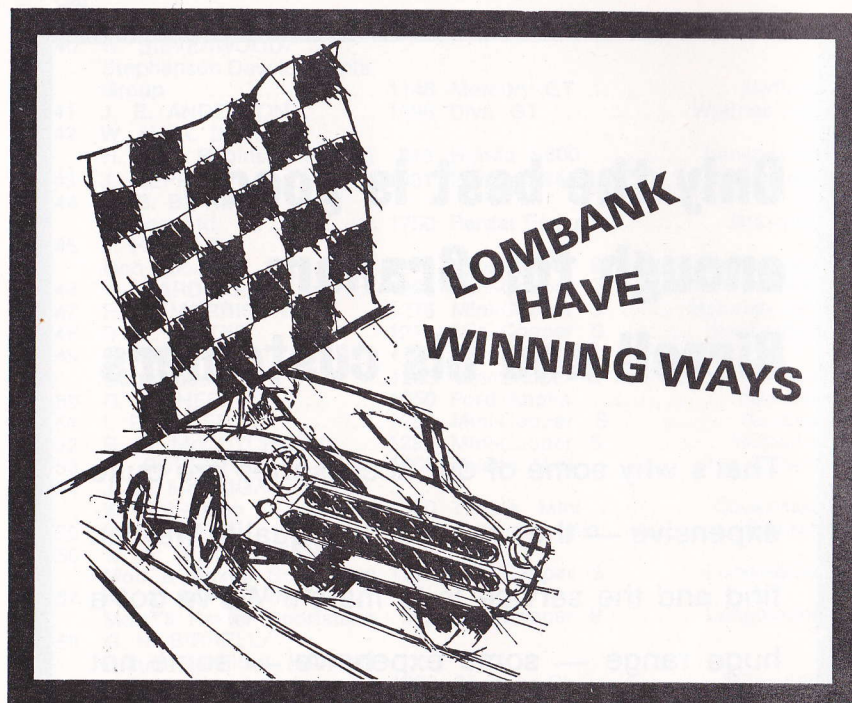
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For your Day's Enjoyment...

To-day's meeting will be the third "S.M.T. Trophy" National British Race Meeting to be held at Ingliston, and this July date has become the best-attended meeting of the year. Last year saw the first appearance in Scotland of the fabulous Red Arrows Aerobatic Team of the R.A.F., and it is with particular pleasure that we welcome them back for one of their spectacular displays—with two extra aircraft to make an even more exciting spectacle.



To match this, another new venture is being launched for the first time, and this is the practice of running the main race as two heats and a final. Racing Cars under 1000cc will run in Event 1 and those over 1000cc will run in Event 3. This will give any unfortunate enough to need repairs to have their cars ready for the main event of the day—the 25-lap final for the "S.M.T. Trophy."

Two of Britain's leading Formula 3 exponents will be returning from a Continental series of meetings especially for this meeting and they are the works-sponsored Red Rose Motors team of Chevrons, driven by *Chris Williams* and *Alan Rollinson*. Both are old hands at the circuit, Rollinson having been champion in 1966. Chris Williams was acknowledged in 1967 as one of the five leading F3 drivers and—until May of this year—came nearest to beating Bill Stein's outright lap record at Ingliston.

The Frank Lythgoe Racing organisation has sold its Chevrons, and *Dave Berry* now has a new Brabham F3 car. Berry has been at both the previous meetings this year, finishing third in May but being eliminated in a race incident in April. *David Porter* is a newcomer to Ingliston with his T83 Cooper but should provide additional challenge to the F3 field. Porter works for Mike Spence Ltd. at Maidenhead, the successful firm founded by the late Mike Spence to market the Lotus-B.R.M. Elan cars.

Another newcomer to Ingliston is *Barry Maskell* from Leeds with a 21B Brabham. Scots honours in this class will be defended by Aberdonian *Richard Scott*, who has proved very fast in his ex-Lucas Lotus 41, *Ronnie McKay* from Thurso with his Shannon-entered Brabham (ex-John Millar) and *Graham Birrell* with the Ecosse-Imp, not entered by Ecurie Ecosse on this occasion.



There is a sextet of formidable Scots entries in the over-1000cc Formula Libre class. Most successful to date this year has been Aberdeen-based *Willy Forbes* with his B.M.W.-engined Lotus 35. Regulars at Ingliston must be particularly pleased to see Forbes doing so well this year, for he has been competing regularly at the circuit since its inception and until this year has been dogged by consistent bad luck.

Last year's Champion, *Andrew Fletcher*, is obviously not going to be content to let Forbes build up an unassailable lead in this year's Callands Trophy Championship and will be making a special effort to retrieve points lost largely due to troubles in obtaining a more competitive engine for 1968. *Bill Dryden*, whose father is Managing Director of S.M.T. Sales & Service Ltd., who are sponsoring the race today, has proved no sluggard in his BT21A Brabham and finished fifth in May despite the absence of a clutch.

The other three members of the Scottish sextet are *Tony Charnell*, whose T55 Lola has not proved so competitive this year, and *John Millar*, who had not had an opportunity to develop the B.M.W.-engined Brabham BT21B he entered in May. This should be rectified by today's meeting and he could equally well be in the running.

Probably the most exciting car on the track will be the sixth Scots entry, that of the stalwart *Jock Russell*. Jock's old car was burnt out in his garage during the winter but he salvaged the engine and has inserted it in one of the ex-Team Lotus F1 43's. This is in fact, the car which was designed for the abortive flat-16 Coventry-Climax engine promised for the last year of the 1½-litre formula. Everyone will be pleased to see Jock in a really competitive car, for few drivers can try harder than he.

However, most interesting and potentially fastest in the over-1000cc class are *Robs Lamplough* with his 4A McLaren FVA-powered F2 car and *Chris Lambert* in a new BT23C Brabham. Londoners Lamplough and Lambert were both up at the Lombank Trophy meeting in 1967 and should have the advantage of knowing the circuit—particularly if it rains! Another Londoner is *Alistair Walker* with one of the ex-Team Surtees F2 Lolas. We are always glad to welcome *Tommy Reid*, the Ulsterman who used to be such a consistent supporter of racing at Charterhall in past years, and with his brand-new BT23 Brabham he should equally prove stiff competition to the Scots entrants.



Today certainly sees the most exciting entry in a GT race we have ever seen, headed by *Trevor Taylor* in the Gold Leaf Team Lotus "Europa." Trevor, who used to be a team-mate of the late Jim Clark in 1962/64, gave up F1 racing but has lost none of his old fire and has been consistently successful in the Team Elite "Europa 47" in major G.T. races in Europe and the U.K. Team Elite are also entering their 47, driven by *David Preston*, whom some may remember driving the Brabham which Andrew Fletcher piloted to victory in last year's championship. *Johnny Blades* will certainly provide stiff opposition in his Chevron GT, and he again has been impressively successful in Europe. *John Hine* has returned with the Chris Barber Europa which finished second in the GT race to Taylor in October last year.

A new Scots GT car should provide interesting speculation and that is the Chevron-BMW GT of *Nigel Morrison*. A similar car has been entered by *John Lepp*, and doubtless there should be a dice here. There are two other GT conversions of the Lotus 23 among the large-engined cars in this class which could put the cat among the pigeons, and these are entered by *David Porter* and *John Nicholson*. Similar cars, but with smaller engines running in the same race, are those of *John Corfield* and *George Silverwood*, and further down the field there should be a dice between Dubliner *Arnie Poole* and Glaswegian *John Milne* in their MG Midgents.



Formula Ford has received very good support since its introduction earlier this year, and again we have a full field of these Cortina-powered racing cars. *Harry Gilbert* has been the most successful driver to date, with *Mike Peel* and *Brian Squires* close runners. *Ted Clark* and *Bernard Hunter* have proved fast and should bear close scrutiny, and by this time *Gerry Birrell* should have the Centro-Scot going well. Two works Russell-Alexis cars have been entered by *David Walker* and *John MacDonald*.

Saloons once again should provide much of the interest today, and one of the principal features in the first saloon race should be the battle between the *Birrell* brothers, *Graham* in the Wylies-entered Escort and *Gerry* in the Claud Hamilton-entered Chamois. However, still opposition from England comes in the form of Mini-specialist *John Handley* in a Cooper S entered by Don Moore, who used to be chief mechanic for Lister, whose Jaguar-engined car did so well in the hands of the late Jim Clark, entered by the Border Reivers.

Another quick Sassenach is *Mike Harding*, but at Ingliston knowledge of the circuit is a great help and *Davey Muter's* entry should not be overlooked. *Ronnie McCutcheon* has just re-entered the Mini field with a new 1293cc car and will renew his long-lasting battles with *Bill Borrowman* in the Moir & Baxter/Sportstune Team entry.



Outstanding among the smaller saloons this year has been *Logan Morrison*, currently leading the Hartley Whyte Championship with his Singer Chamois prepared by Alan Fraser. Two other rapid Imps which should renew battles left off when they both crashed at Snepherds last meeting will be the cars of *Bob Haining* and *George Douglas*. *Andy Barton* was incredibly quick last May in his Mini-Cooper, coming right up through the field after a bad start. Visitor from the far South in this race is *Nick Waterhouse*, back again with his Minnow-Mini.



All in all, today's racing looks as promising as ever and should continue the tradition of providing some of the most exciting racing seen in Europe, viewed from some of the best facilities available.

A very welcome visitor to Ingliston today is the Rt. Hon The Lord Chesham P.C. We feel very honoured that Lord Chesham should be with us today, for he is Executive Vice-Chairman of the Royal Automobile Club and as such largely involved with the control of motor-sport in the United Kingdom. Lord Chesham is also Chairman of the controversial Road Safety Advisory Committee to the Ministry of Transport and, we understand, is much concerned with the embryo Jim Clark Foundation. In his spare time he still manages to be Hon. Secertay of the House of Lords Motoring Club and we feel sure he will find much of interest on his first to Ingliston.



If you are a newcomer to Ingliston, you should first look at the map on page 18. Doubtless you will feel in need of some refreshment during the day, and there are snack bars in the Herdsman's 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.

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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.

★ ★ ★

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

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

	Apr. 14	May 12	Total	July 14
W. Forbes/Lotus-BMW	9	9	18	
W. L. MORRISON/Singer Chamois	9	9	18	
J. NICHOLSON/Jaynick GT	9	9	18	
G. H. BIRRELL/Shannon-Chamois	6	9	15	
J. DRYDEN/Mini-Cooper S	9	4	13	
H. GILBERT/Lotus 51	4	9	13	
D. B. SQUIRES/Lotus 51	9	4	13	
J. SIME/Mini	4	9	13	
M. A. PEEL/Merlyn	6	6	12	
A. BARTON/Mini-Cooper	6	4	10	
J. E. HOWDEN/Hillman Imp	3	6	9	
A. W. COWAN/Lotus Elan +2 ...	—	9	9	
K. ALLEN/Mini-Cooper	9	—	9	
A. BARRETT/Mini	2	6	8	
W. N. A. DRYDEN/Brabham	6	2	8	

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).

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 responsible 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).

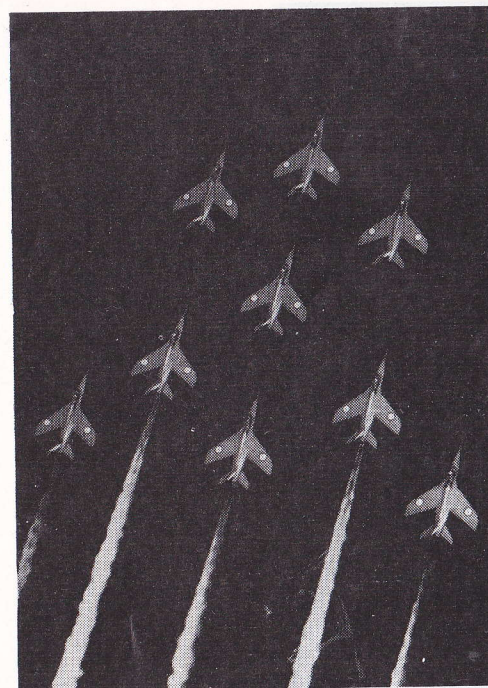
★ ★ ★

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, Lassell 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.

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.



Draken — one of the many formations performed by the team.

The return of the Red Arrows

Certainly rivalling the motor racing in excitement today will be the return of the "Red Arrows," that incredible team of scarlet Hawker-Siddeley Gnat Mk. 1's which so thrilled the crowds at last year's "S.M.T. Trophy" race meeting at Ingliston.

This year the team have collected two extra planes and there are quite a number of new faces among the pilots. Squadron-Leader Raynham Hanna, A.F.C., 39-year-old New Zealander, is still the leader (as he has been since 1966) with Flt.-Lt. Derek Bell as his Deputy. Derek, who is 35, was educated at Coatbridge High School and subsequently Glasgow University and has been a member of the team since 1966.

Flying No. 3 is newcomer Flt.-Lt. Douglas Smith, who prior to joining the team was an instructor at Acklington in Northumberland. No. 4, Flt.-Lt. Peter Evans, has been with the Arrows since 1966 and has been in several R.A.F. Aerobatic Teams. No. 5 is another "old hand" with the team, Flt.-Lt. Francis Hoare, from London, who came to the team from flying Jet Provosts with the Syerston team.

First of the two "solo" flyers is Flt.-Lt. Roy Booth, 30-year-old from Hull, who learned to fly in Canada. As No. 6 along with No. 7, Flt.-Lt. Terry Kingsley, Nottingham-born newcomer to the team, Roy will excite us with those breathtaking opposite passes at low level over the arena at about 330 m.p.h.



Squadron-Leader
Ray Hanna A.F.C.

Nos. 8 and 9 are both newcomers and likewise, at 25, the youngest members of the team. Respectively Flt.-Lt. Ian Hamilton Dick, a fellow countryman of Ray Hanna, who joined the R.A.F. in 1960, and Flt.-Lt. Brian Duckett, hailing from Dorset, who flew Lightnings with the R.A.F. in Germany before joining the Red Arrows in January of this year.

We mustn't forget to mention team manager Flt.-Lt. Lew Wilcox, who will be giving us a blow-by-blow commentary over the public address and has been looking after the boys since March 1967. But there are a huge team of engineers, led by Flying Officer Denis Whitby, who fly up in the team's transporter to keep the Gnats in the perfect trim that is so absolutely vital to the success of the show.

This is the 50th Anniversary of the Royal Air Force, and The Red Arrows are particularly proud that they have been honoured as premier aerobatic team. We have a sneaking suspicion that their near-perfect display at the Paris Air Show last year, when they undoubtedly stole all the honours (even if the Italian Fiats did look a little more exciting they broke so many regulations in so doing that they have been banned for future shows at Le Bourget), had much to do with their selection.

When they have completed their show today we hope to welcome them to watch the racing at Inghiston and give everyone a chance of showing their appreciation for such wonderful entertainment.

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AUTOSPORT

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

SUNDAY 2 p.m.-12

Flying at Farnborough with The Red Arrows

By ROBERT R. RODWELL OF "FLIGHT"

Even the start-up was a carefully timed co-ordinated drill and the two-by-two taxiing a choreographer's delight. Then we had the runway before us—leader Squ. Ldr. Raynham Hanna heading the forward vic of five, my pilot in No. 6 leading 7, 8 and 9 in a finger four to rear. "Reds, rolling—go," the leader said. And so, with 95 per cent. power, we went.

Once airborne we joined up into Diamond Nine formation and held height for a short while, awaiting the moment for the opening low-run in from behind the crowd. "Let's go down and see what the bumps are like." A wingover to port to kill some of the remaining time; "Run in in one minute," from the tower; then "All Clear."

"We're going to make this a hard pull initially," the leader said; and instants later we were flashing over the candy-stripe tents at 330kt. "The wind is about the same as yesterday." It seemed almost too casual. The heavy hand of g came on and we were going into a loop. "Back five, smoke—go," the g came off; all of Farnborough was 4,000 ft. above, or below, our heads, depending on one's viewpoints, and we were diving on it, into already shredding rags of smoke. We had begun in delta and we emerged in diamond nine, bending away from the crowd at 280kt for a wingover to starboard. Then we were rolling, still in diamond nine, the front five smoking, travelling fast towards Laffan's Plain. Another starboard wingover followed, with 200kt at the top.

"Draken—go," and outboard partners disappeared. We were heading at 45 degrees toward the crowd, pulling up into a Draken loop, using coloured smoke—red to port, blue to starboard. At the top of the loop yet another formation change, to Cutlass. We were bending past the crowd again, still in Cutlass, trailing back-end smoke, through 360 degrees—a long hard grind for the wingmen. Hanna's quiet call again—"Tightening." A small cluster of shadows chased us some way across the grass around the turn, and we were pulling up into a loop on a 45-degree line away from the crowd. We hit 4g on this one and the formation changed at the top back into diamond nine. For a second or so Hanna's aircraft hung, apparently motionless, a few feet ahead before Farnborough rushed at us. Recovery, out on the same line, and into a starboard wingover, and "Arrow—go" half-way through.

The wingmen provided colour and we in 6 turned on the white. Entering the roll at 280kt we topped it at 200kt. Low-g periods now seemed to be sweet relief, so much so that while enjoying an apparently weightless spell I was surprised to see the g meter registering nearly plus 2.

A big wingover follows. Two formation changes are made within in its quite short span. First big nine, with 8 and 9 right out to the wings. "Tightening," followed by "Vixen—go." We move sideways,

past the deputy leader at 3 to tuck in tight behind 5; No. 7 moves to starboard, thus forming the Vixen's other "boom" and being seen by us for the first time. We are heading for the president's tent (ground datum) and pulling into a loop again.

This is the split loop, completed by a box five with 6 and 8 and 7 and 9 shearing off in pairs. We climb and enjoy a pleasant spell of minus $\frac{1}{2}$ g as we round out and dive to twinkle-roll as a pair in opposition to 7 and 9. This is the beginning of the "synchro stuff"—we close with the other pair at about 800kt as they hurtle up from Laffan's Plain. A blur of aircraft and crowd, tents and, at datum, a snap roll at about 400kt as we pass each other. It's a short-lived manoeuvre with a roll rate approaching 400 degrees/sec. Somebody says "Very nice," and we are hauling around Laffan's Plain, hitting five g again, while the front five roll in cross formation from the crowd's left to right. We are pulling round in a very tight and rather bumpy turn. It seems horribly close to the ground even if it is above the Farnborough minimum height limit of 100 ft.

We run in from Laffan's Plain at about 330kt for a four-point hesitation roll in opposition to No. 7. On these passes No. 6 sets up the datum and it's 7's job to avoid collision. A momentary thought that it is a strange thing to hang inverted not far above what is, after all, a trade fair, travelling at over 300kt the while—and we are rolling out, 7's smoke trail passing sideways over the canopy.

We exited the stage in a wide turn which gave us a distant sight of the front five in a line-abreast loop and going into vic formation while diving. Somewhere we had acquired 8 again and 7, too, has been joined by 9. In pairs we ran in over the north-west side, pulled up into opposing loops, half-rolled through 90 degrees at the top.

For the front five these are crowded seconds. Following a wide wingover to port in "exploded arrow" they are running from crowd left to right at 400kt for the celebrated twinkle roll. They open the formation slightly for this manoeuvre, having about two seconds to stabilise their speeds and position before the twinkle, running off the trim and ensuring that they are pulling no g before they roll, which would cause them to barrel. It's a particularly hardworking moment for the wing men. This time an added complication, with Hanna calling "Anyone get a bird strike?" as they hit a flock before the decision point. No affirmative, so—twinkle.

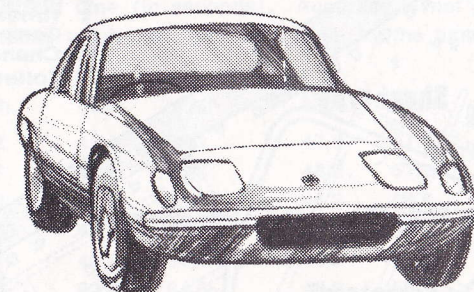
We are running in over from behind the crowd with 7 tucked in close astern; pull up, split left and right and once again 5g comes on as we cleave around the bend beyond the black sheds to make the Roulette pass, pull up to roll left and loiter behind the crowd. Over the airfield now are innumerable shreds of smoke and we see more added as the front five fly at the crowd in "leader's benefit"—line abreast save for Hanna, a pace or two in front, and all pulling into a loop. Over the top and down for a bomb-burst, all smoking, and we lose sight of most. All the Gnats are now behind the crowd and we are descending, in a gentle dive, from 4,000 ft., grunting as we hit the bumps. Left and right, very loose, other Gnats diving. "How's it looking?" the leader calls. "Bit open" is the reply; and then we're over the exhibition and pulling upward.

This is perhaps the visual climax of the Show, with the tricky join-up loop. We close again with Hanna's jetpipe—a shade too closely for a heart-stopping second or so as we approach the top. We are on our backs, Farnborough 4,000 ft. below, cemented back into that old diamond nine again. Out of the loop Hanna calls "Bending" on the recovery, for a wide formation turn to the north, for the final pass in "big 9" broad arrow. Up to the final loop, over the top, bomb-burst and landing.

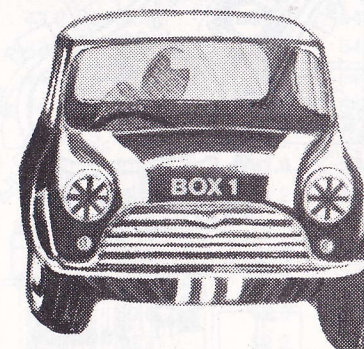
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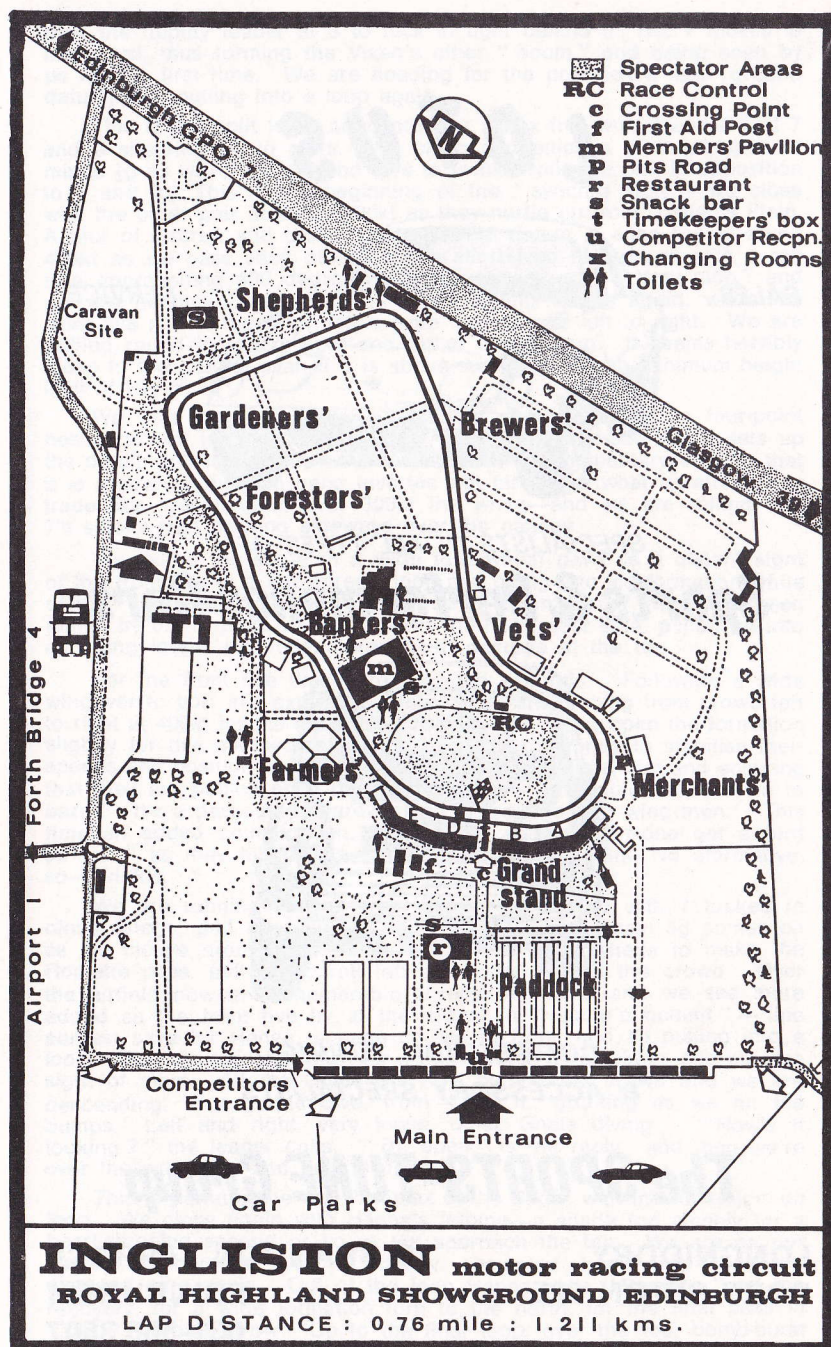


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INGLISTON LAP CONVERSION TABLE

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

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



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RACING CARS (Outright Lap Record) :

Formula Libre :

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

Up to 1000cc :

C. M. WILLIAMS (Brabham F3) 38.2" — 23rd July (1967)

FORMULA FORD

H. GILBERT (Lotus) 42.2" — 12 May (1968)

SPORTS CARS

over 1200cc :

H. HEEREY (Chevron) 40.2" — 3rd Sept. (1967)

Up to 1200cc :

J. WATSON (Crossle) 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 :

J. NICHOLSON (Lotus 23 GT) 42.0" — 3rd Sept.
and G. SILVERWOOD (Mercury GT) (1967)

SALOON CARS

Over 1000cc :

J. Dryden (Mini-Cooper) 42.0" — 14th April (1968)

Up to 1000cc :

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

MARQUE CARS

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

WORLD-WIDE NEWS - VIEWS

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PROFILES - LAP CHARTS

Regular features by :

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| * Jochen Rindt | * Douglas Armstrong |
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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.

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2/6

EVENT 1

S.M.T. TROPHY RACE — Heat 1 for FORMULA LIBRE CARS up to 1000cc

2.40 P.M.

12 LAPS

Car No.	DRIVER/Entrant	cc	Make/Model of Car	from
15	C. M. M. WILLIAMS/ Red Rose Motors Racing Team		Chevron F3	997
16	A. W. ROLLINSON/ Red Rose Motors Racing Team		Chevron F3	997
17	D. BERRY/ F. Lythgoe Racing		Brabham F3	997
18	D. B. PORTER/ Mike Spence Ltd		Cooper T83	997
20	B. MASKELL		Brabham 21B	993
21	R. SCOTT		Lotus 41	997
22	R. M. McKAY/ Hugh Shannon		Brabham BT15	997
23	G. B. BIRRELL		Ecosse-Imp	998
24	R. MacGILLIVRAY		Brabham F3	997
25	I. COCHRANE/D. C. Braid		Brabham 21B	998

1st (£50) **17** 2nd (£30) **21** 3rd (£20) **23**

4th (£10) Fastest Lap: **17.12** — **4.7** secs.

Winner's Speed: **9** m. **10.6** s. **59.6** mph

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EVENT 2

SALOONS OVER 1000cc
10 LAPS

3.05 P.M.

Car No.	Driver/Entrant	Make/Model of Car	cc
34	J. NICHOLSON/ Jaynick Racing Developments	Jaynick Anglia	1600
1-44	G. B. BIRRELL/ Wylies Ltd.	Perdal Escort	1790
2-45	J. HANDLEY/ Don Moore	Mini-Cooper S	1275
46	M. HARDING	MiniCooper S	1293
47	R. F. MORRISON	Mini-Cooper S	1275
3-48	D. J. MUTER	Mini-Cooper S	1275
49	A. TORIAS/Surgespeed	Mini-Cooper S	1293
50	D. FISHER	Ford Anglia	1650
51	I. R. OWER	MiniCooper S	1293
52	R. D. McCUTCHEON	MiniCooper S	1293
53	K. ROBERTSON	Thistle Mini	1300
55	R. M. CAIG	Borgue Anglia	1650
56	W. A. BORROWMAN/ Moir & Ravter Sportstune	Mini-Cooper S	1293
58	G. H. BIRRELL/ Claud Hamilton (Motors) Ltd.	Shannon-Chamois	1220

1st (£25) 5.8 2nd (£15) 4.8 3rd (£10) 4.7

4th (£5) Fastest Lap: — secs.

Winner's Speed: m. s.: mph

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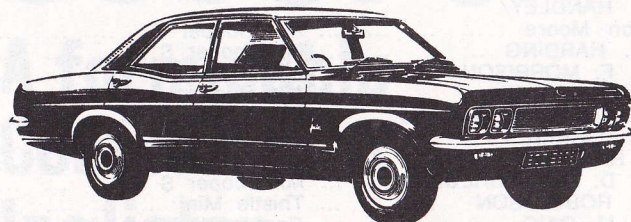
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EVENT 3

3.25 P.M.

S.M.T. TROPHY RACE — Heat 2 (FORMULA LIBRE CARS over 1000cc)

12 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
1	A. CHARNELL	Lola T55	1600
2	T. D. REID/Irish Racing Cars	Brabham BT23	1594
3	W. FORBES	Lotus 35	1991
4	W. N. A. DRYDEN	Brabham BT21A	1594
5	J. RUSSELL	Lotus 43	4727
6	J. MILLAR	Brabham BT21B	1991
7	A. D. T. FLETCHER/ Magnificent 7 Club	Brabham BT18	1594
8	R. LAMPLOUGH	McLaren 4A	1598
9	F. PLACE/D. Robinson	Cooper T76	1930
10	A. C. GOODFELLOW	Cooper T76	1650
12	D. G. D. McGHIE/ S. Kinnane	Lotus 35	1594
14	J. C. C. LAMBERT	Brabham BT23C	1598
26	A. WALKER/F. Williams	Lola F2	1598

1st (£50) 26 2nd (£30) 3 3rd (£20) 7

4th (£10) 4 Fastest Lap: 26 — 44.2 secs.

Winner's Speed: 9 m. 0.52 s.: mph

COMPETITION

What are the problems of Spina Bifida?

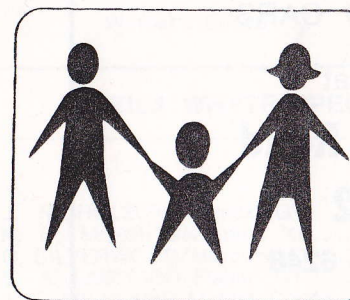
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EVENT 4

3.50 P.M.

SPECIAL GT CARS

A QUALIFYING ROUND FOR THE SHEILA WHYTE TANKARD

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
19	D. B. PORTER/ Mike Spence Ltd	Lotus 23bBT	1594
28	T. TAYLOR/ Gold Leaf Team Lotus	Lotus Europa	1594
29	D. PRESTON/ Team Elite	Lotus 47	1594
30	J. H. BLADES/ Northumbria Racing Organisation	Chevron GT	1594
31	J. HINE/ Polydor Chris Barber Racing	Lotus Europa	1598
32	N. H. MORRISON	Chevron-BMW	1991
2-33	J. NICHOLSON/ Jaynick Racing Developments	Jaynick GT	1600
35	S. A. ROBINSON	Ginetta G10	4727
36	J. E. MILNE/ W. Shepherd	MG Midget Coupe	1293
37	W. A. POOLE	MG Midget	1293
38	J. CORFIELD	Lotus-Mercury	997
3-40	G. SILVERWOOD/ Stephenson Developments Group	Mercury GT	1148
41	J. E. ANDERSON	Diva GT	1098
42	W. N. A. DRYDEN/ H. & G. Robinson Racing	Honda S800	818
1-43	J. LEPP	Chevron-BMW	1991

1st (£25) 4.3 2nd (£15) 3.3 3rd (£10) 3.0

4th (£5) 2.8 Fastest Lap: 3.0 — 4.3 secs.

Winner's Speed: 7 m. 38 s. 59.17 mph

SHEILA WHYTE SPECIAL G.T. CHAMPIONSHIP

	Apr. 14	May 12	Total	July 14
J. NICHOLSON/Jaynick GT	9	9	18	6
N. H. MORRISON/Lotus XI	6	—	6	
G. SILVERWOOD/Mercury GT	—	6	6	
E. A. LABINJOH/Fisher GT	3	4	7	
J. E. MILNE/MG Midget Coupe	1	3	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.



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EVENT 5

4.15 P.M.

FORMULA FORD CARS
A QUALIFYING ROUND FOR THE KINGS CUP
10 LAPS

Car No.	Driver/Entrant	Make/Model of Car	cc
11	A. C. GOODFELLOW	Fireball-Ford	1600
39	P. WEED/J. Corfield	Russell-Alexis	1600
59	G. H. BIRRELL/ Equipe Centro-Scot	Centro-Scot FF	1600
61	H. GILBERT	Lotus 51	1600
3-62	M. A. PEEL	Merlyn XI FF	1600
63	J. SCHONBERG/ S. Dunsterville	Lotus 51	1600
64	D. B. SQUIRES	Lotus 51	1600
65	E. CLARK/ Sportstune Motors	Lotus 51	1600
66	B. HUNTER, Jnr.	Lotus 51	1600
2-67	T. D. WALKINSHAW	Lotus 51	1600
68	P. J. KIMBERLEY	Russell-Alexis	1600
69	H. C. FOLTS/ Forth Broadloom Carpets Racing Team	Nike FF	1600
70	R. PITHERS	Lotus 51	1600
1-71	D. WALKER/	Russell-Alexis	1600
72	J. McDONALD	Russell-Alexis	1600

1st (£25) 71 2nd (£15) 59 3rd (£10) 72

4th (£5) 66 Fastest Lap: 63 — 43.8 secs.

Winner's Speed: m. s.: 58.16 mph

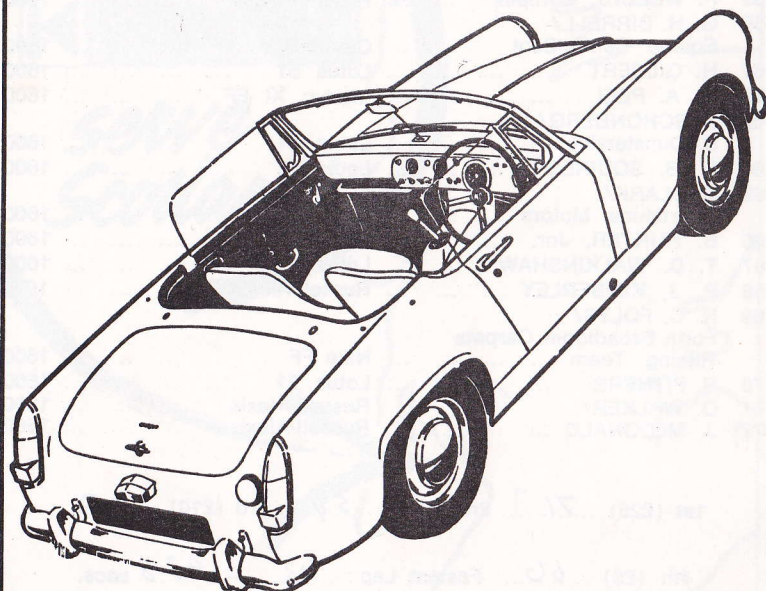
KINGS CUP FORMULA FORD CHAMPIONSHIP

	Apr. 14	May 12	Total	July 14
D. B. SQUIRES/Lotus	9	4	13	
H. GILBERT/Lotus	4	9	13	
M. A. PEEL/Merlyn	6	6	12	
R. PITHERS/Lotus	2	3	5	
M. C. WALKER/Lotus	3	—	3	
D. J. GODDARD/Lotus	—	2	2	

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

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EVENT 6

4.35 P.M.

SALOON CARS UP TO 1000cc

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
54	J. S. McCAIG/ K. Robertson	Thistle Mini	1000
55	W. A. BORROWMAN/ Moir & Baxter Sportstune	Mini-Cooper S	999
56	W. L. MORRISON	Singer Chamois	998
73	N. WATERHOUSE	Mini-Minnow	999
74	R. J. S. HAINING	Hillman-Imp	998
75	G. DOUGLAS	Hillman-Imp	998
76	A. BARTON	Mini-Cooper S	999
77	J. FEWELL	Mini-Cooper S	999
78	R. D. WYLLIE	Mini-Cooper S	999
79	K. ALLEN	Mini-Cooper	998
80	J. E. HOWDEN	Singer Coupe	998
81	A. D. T. BONAR	Austin A40	996
82	A. J. R. CORMACK	Hillman Imp	998
83	E. PATERSON	Mini-Cooper S	999
84	J. A. J. CURRIE	Mini 850	850

1st (£25) 73 2nd (£15) 77 3rd (£10) 57

4th (£5) 75 Fastest Lap: 77 — ~~22.78~~ secs.

Winner's Speed: 7 m. 29 secs.: 60.71 mph

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A word about our sponsors

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SMT for Self Drive and Contract Hire — and it's service that counts again. There's a self drive car to meet your particular requirements at any of the 18 SMT hiring branches from Aberdeen to Whitehaven and Edinburgh to Glasgow. A car that's always reliable and at very competitive rates. No wonder it's called Scotland's Finest Self Drive Service. There's SMT Contract Hire specially designed for the business or professional man with rates to suit short or long term periods of hire.

SMT for used cars — "Quality Tested" used cars are **QUALITY** cars giving **VALUE** for money second to none.

Another facet of SMT service can be found at Croall & Croall, sole distributors for the East of Scotland for the Volkswagen range — from the latest VW 1200 to the 1600, the TL Fastback, Variants and Caravettes. Croall & Croall operate a comprehensive sales, spares and service organisation geared to meet the needs of present and potential Volkswagen owners at York Lane and Glenogle Road, Edinburgh.

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DATES FOR YOUR DIARY

11th August — THE AUGUST RACE MEETING

Don't Miss the Last Meeting on the Short Circuit!

8th September—The EDINBURGH FESTIVAL RACE MEETING

First Meeting on the Extended Circuit.

6th October — The LOMBANK TROPHY National RACE MEETING

Last Meeting of the Season.



EVENT 7

4.55 P.M.

THE S.M.T. TROPHY RACE

A Qualifying Round for the Callands Trophy

25 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	Qual. Time
5			
1-26	A. WALKER	LOLA FR	
2-3	W. FORBES	LOTUS-BMW	
3-7	A. D. T. FLETCHER	BRABHAM BT18	
4	W. N. A. DRYDEN	BRABHAM BT21A	
2	T. D. REID	BRABHAM BT23	
17	D. BERRY	BRABHAM F3	
21	R. SCOTT	LOTUS 41	
23	G. B. BIRRELL	ECCOSSE-1 MID	
22/2	D. G. D. MCGHIE	LOTUS 35	
22	R. M. MCKAY	BRABHAM BT15	

1st (£100) 26 2nd (£50) 3 3rd (£30) 2

4th (£20) 7 Fastest Lap: 26 — 38 secs.

Winner's Speed: 16 m. 28 s.: 54.187 mph

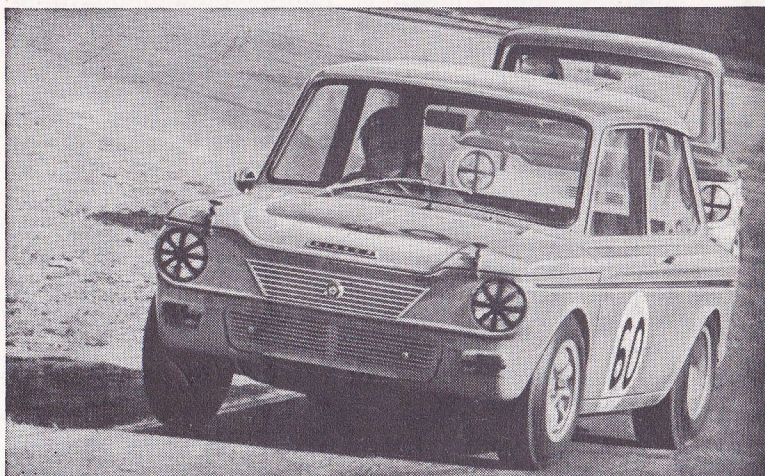
CALLANDS TROPHY FORMULA LIBRE CHAMPIONSHIP

	Apr.	May	Total	July
	14	12		14
W. FORBES/Lotus-BMW	11	10	21	
R. SCOTT/Lotus	8	—	8	
P. GETHIN/Chevron	—	7	7	
D. BERRY/Chevron	1	5	6	
A. CHARNELL/Lola	6	—	6	
P. D. MONK/Alexis	5	—	5	
A. D. T. FLETCHER/Brabham	—	4	4	
W. N. A. DRYDEN/Brabham	1	3	4	
J. MILLAR/Brabham-BMW	—	2	2	

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



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EVENT 8

5.35 P.M.

HARTLEY WHYTE TROPHY CHAMPIONSHIP RACE

15 LAPS

for the fastest six saloon cars in each of the classes (up to 1000cc and over 1000cc)

Car No.	DRIVER/Entrant	Make/Model of Car	Qual. Time
1-73	W.L. MORRISON	SINGER CHAMOIS	
2-77	A. BARTON	MINI-COOPER S	
3-57	W.A. BORROWMAN	MINI-COOPER S	
75	R. J. S. HAINING	HILLMAN IMP	
81	J.E. HOWDEN	SINGER COUPE	
76	G. DOUGLAS	HILLMAN IMP	
58	G.H. BIRRELL	SHANNON CHAMOIS	
48	D.J. MUTER	MINI-COOPER S	
47	R.F. MORRISON	MINI-COOPER S	
34	J. NICHOLSON	JAYNICK ANGUA	
46	M. HARDING	MINI-COOPER S	
49	A. TOBIAS	MINI-COOPER S	

1st (£30) ... 5.7 2nd (£20) ... 7.3 ... 3rd (£10) ... 4.8 ...

4th (£5) ... 7.7/8.58 Fastest Lap: — secs.

Winner's Speed: m. s.: mph

HARTLEY WHITE SALOON CAR CHAMPIONSHIP

	Apr. 14	May 12	Total	July 14
W. L. MORRISON/Chamois	6	9	15	
J. DRYDEN/Mini-Cooper S	9	—	9	
A. BARRETT/Mini	2	6	8	
D. L. KERR/Mini-Cooper S	—	4	4	
R. J. S. HAINING/Imp	4	—	4	
G. DOUGLAS/Imp	3	—	3	

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



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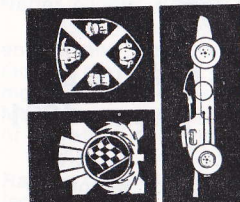
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Please supply me in advance of the appropriate meeting(s) with tickets as under :—

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	Adults 15/-	Children 12/6		Adults 15/-	Children 12/6		No.	Cost	Value		
11 Aug	No.	Cost		No.	Cost						
8 Sept.	No.	Cost		No.	Cost						
6 Oct.	No.	Cost		No.	Cost						
Preference for Block ☐ in Highland Grandstand											
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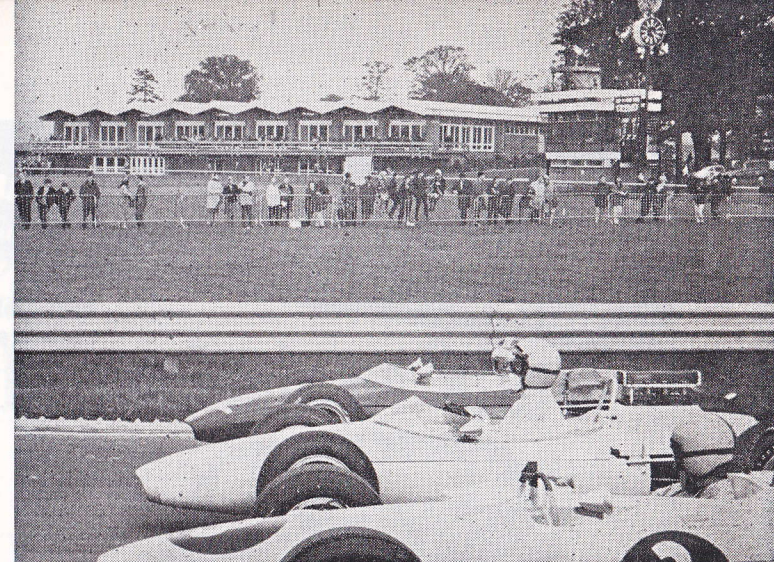
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Why you should join the SCOTTISH MOTOR RACING CLUB

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 Scottcircuits 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

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Full Name

Address

Phone Occupation

Do you wish to receive Race Regulations
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I enclose remittance for the total detailed under.

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Date 1968 (Signed)

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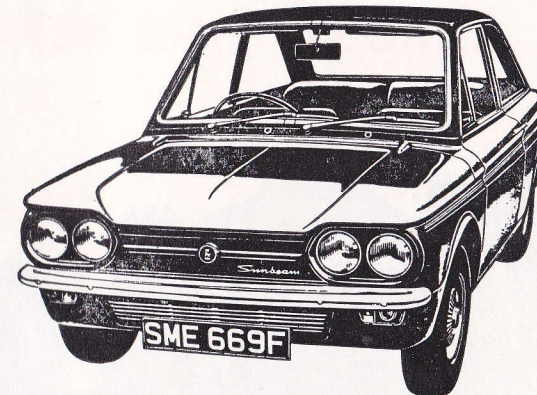
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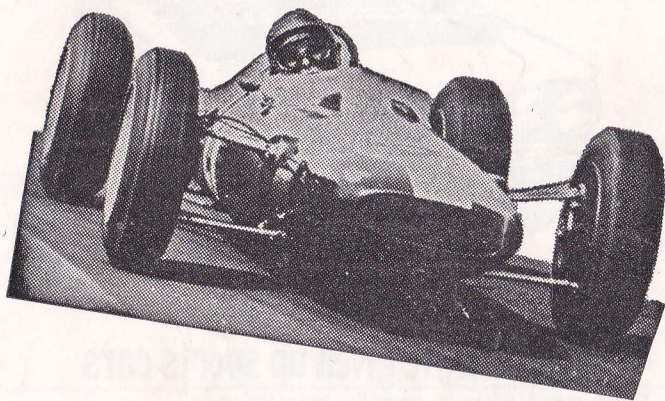
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Sunday, 11th Aug. : 2.30 p.m.

Advance Booking Form Inside

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