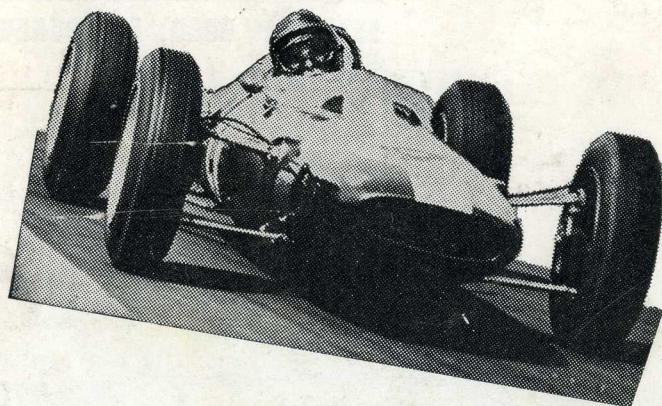


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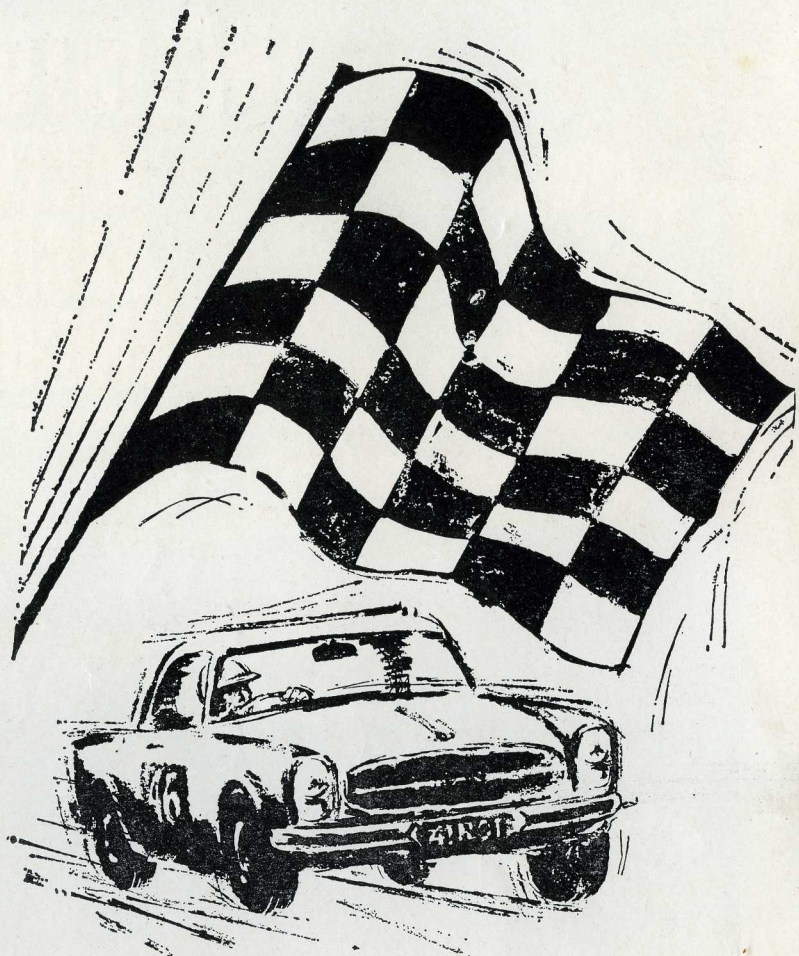


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Sunday 17th April

1966

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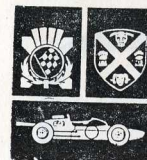
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* * *

THE EDINBURGH STUDENTS' CHARITIES CUP RACE MEETING

Sunday, 17th April, 1966

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* * *

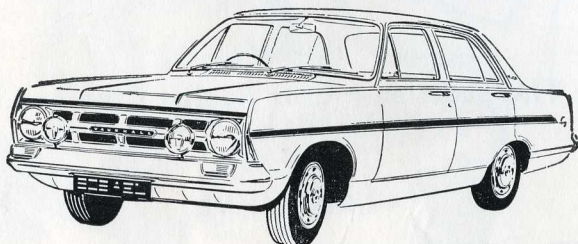
PROGRAMME

9.45 pm	Practice
12.45 pm	Lunch Interval
2.15	Event 1 Saloons up to 1200cc, Race 1
2.35	2 EDINBURGH STUDENTS' CHARITIES CUP RACE—Part 1
3.00	3 Saloon Cars over 1200cc
3.20	Demonstration of Formula IV Cars
3.30	Event 4 Sports & Special G.T. Cars
3.50	5 EDINBURGH STUDENTS' CHARITIES CUP RACE—Part 2
4.20	6 Saloon Cars up to 1200cc, Race 2
4.40	7 Sports & Special G.T. Cars up to 1200cc
5.00	8 Racing Cars up to 1200cc
5.20	9 "Hartley Whyte" Championship Race
5.40	10 Marque Cars up to 1200cc

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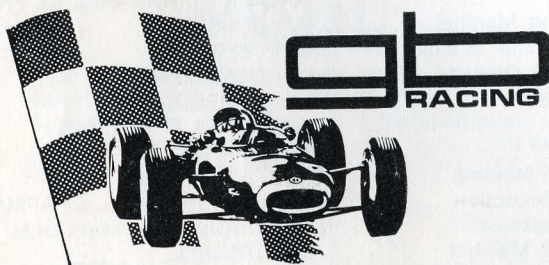
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Clerk of Course	T. H. LEGGET
Deputy Clerks of Course ...	R. WELSH & J. L. ROMANES
Chief Marshal	A. H. B. CRAIG
Deputy Chief Marshal	Dr. J. G. WAUGH
Chief Observer	R. J. TRAILL
Chief Flag Marshal	W. W. HUME
Chief Track Marshal	G. F. STOREY
Chief Paddock Marshal ...	E. R. HERRALD
Chief Spectator Marshal ...	A. D. HORNE
Chief Grid Marshal	G. MONTGOMERY
Starters	J. A. DICK PEDDIE & D. M. FRASER
Chief Crossing Marshal ...	D. M. ROSS
Chief Programme Marshal ...	Mrs. T. LEGGET
Chief Medical Officer	Dr. A. DONALDSON
Chief Timekeeper	Dr. L. JAMIESON
Scrutineers	J. GARDEN & D. STEPHEN
Commentator	J. W. McINNES
Secretary to Meeting	I. SCOTT WATSON
Competitor Reception	E. D. HODGES & E. S. CHAPMAN
Results Processors	W. H. CRABB & M. MALCOLM
Lap Indicator Marshal	J. J. MITCHELL
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Stewards (for Club)	J. R. STEWART & N. T. LITHGOW
Judges of Fact	W. A. MARTIN, J. MACMILLAN, I. CUNNINGHAM
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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.
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LIST OF ENTRIES

Car No.	Driver/Entrant	cc	Make/Model	Home Town
1	D. BRIDGES	4700	Kincaid	Garstang
2	J. L. CHARNOCK	1500	Brabham	Liverpool
3	W. STEIN/David Murray	2486	Ecosse-Climax	Edinburgh
4	D. HAYDEN	1598	Lotus 22	Stansted
5	J. B. FLETCHER	1600	Cooper-Lotus	Oldham
6	J. RUSSELL	4787	Russell-Ford	West Calder
7	W. FORBES	1991	Lotus-BMW	Aberdeen
8	W. FORBES	1650	Marcos-Ford	Aberdeen
9	F. W. SMITH	1598	Brabham	Garstang
10	M. TEMPLETON/ Irish Racing Cars	1594	Brabham	Ballymena
11	T. D. REID/ Irish Racing Cars	4700	Crossle	Belfast
12	D. PRESTON	1594	Brabham	Nottingham
14	J. FISHER	2500	Fisher-Lancia	Edinburgh
15	R. DARLINGTON	1000	Brabham F2	Wrexham
16	R. KNIGHT	1600	Lotus 23B	London
17	J. G. MacWILLIAM	1650	Merlyn	Glasgow
18	B. F. CULLEN	1098	Lotus 20	Limerick
19	J. MILLER	997	Brabham F3	Bridge-of-Weir
20	A. STANNIFORTH	1098	Terrapin-Min	Leeds
21	A. D. T. FLETCHER	997	Brabham F3	Culross
22	A. C. GOODFELLOW	997	Cooper FJ	Falkirk
23	T. R. FETHERSTONHAUGH/ Felton Racing	997	Brabham F3	Penrith
24	M. H. GILL/Felton Racing	997	Brabham F3	Alston
25	D. L. WRAGG	997	Brabham F3	Sheffield
26	R. MCGILLIVRAY	1000	Merlyn	Paisley
27	E. L. REECE	998	Lola F3	Carshalton
28	J. S. CALVERT/Hillcrest Garage (Hesledon) Ltd.	997	Brabham F3	Seaham
29	G. TAYLOR	998	Lola FJ	Falkirk
30	P. A. B. STEWART	998	Cooper F3	Lundin Links
31	R. J. PREST	1098	Lotus 18	Croxdale
32	D. MOCKFORD/ Team Diva	1650	Diva Valkyr	Sanderstead
33	W. N. A. DRYDEN/ J. N. Cuthbert	1594	Lotus Elan	Edinburgh
34	E. BLACKADDER	1594	Lotus Elan	Falkirk
35	J. LEPP/Sports Motors (Manchester) Ltd.	1598	Lotus Elan	Manchester
36	S. McCracken/ A. McCracken	1594	Lotus Elan	Glasgow
37	J. NICHOLSON/ A. McCracken	1098	Lotus 23B	Glasgow
38	A. W. COWAN/ H. C. Ballantine	1997	Marcos GT	Duns
39	D. R. JACOB/ H. M. Griffiths	1650	Marcos GT	Sheffield
40	F. M. JONES	1991	Elva-BMW GTS	Mildenhall
41	J. LOVE	1498	Lotus 7	Barnsley
42	J. WATSON	1598	Crossle	Craigavad
43	E. N. CORNER	2983	Ferrari 250GT	Durham

Continued

LIST OF ENTRIES — Continued

Car No.	Driver/Entrant	cc	Make/Model	Home Town
44	R. SCOTT	1991	Elva-BMW	Aberdeen
45	D. J. MACKAY	1594	Lotus Elan	Auchterarder
46	C. CRABBE	3700	Aston-Martin	Peterborough
47	G. CROSSLEY	1098	Lotus XI	Morecambe
48	R. G. SMITH	1100	Mini-Marcos	Windermere
49	J. L. ALEXANDER (Res. B. K. Harrison)	1030	Cooper-Marcos	Glasgow
50	D. C. LAMB	1098	Lotus XI	Linlithgow
51	R. FORESTER-SMITH	1098	Lotus XI	Edinburgh
52	J. McK. ROBERTSON	997	Marcos	Cardenden
53	V. CONNOLLY	1147	Lotus 17	Felling-on-Tyne
54	A. A. BARTON	1071	Mini-Marcos	Newcastle-on-Tyne
55	A. A. BARTON	1000	Morris Minor	Newcastle-on-Tyne
56	D. CULLEN	997	Ginetta	Airdrie
57	J. CORFIELD	1098	Diva GT	Peterborough
58	W. J. TURNBULL/ D. M. Bertram	1098	L.W.S.	Edinburgh
59	R. D. McCUTCHEON	999	Mini-Cooper S	Wigtown
60	I. McGOWAN/ R. D. McCutcheon	999	Mini-Marcos	Wigtown
61	J. S. H. ROSS	997	Lotus 7	Heddon-on-the-Wall
62	J. I. JOHNSON	948	Austin-Healey	Kilbarchan
63	D. D. CARMICHAEL	1149	MG Midget	Edinburgh
64	T. WALKINSHAW	1140	A-Healey Sprite	Prestonpans
65	D. J. McCALL	1098	MG Midget	Moniaive
66	I. W. N. KIRKWOOD	998	A-Healey Sprite	Newcastle/Tyne
67	D. G. G. BLACK	998	A-Healey Sprite	Peebles
68	J. E. MILNE/ W. Shepherd	1139	MG Midget	Glasgow
69	A. W. HUTCHINSON/ W. Shepherd	998	A-Healey Sprite	Aberdour
70	J. WILLIAMSON/ W. Shepherd	1100	Mini-Cooper S	Kirkcaldy
71	N. FOULDS	1098	MG Midget	Fleetwood
72	T. N. THOMSON	1148	Triumph Spitfire	Wishaw
73	J. GEMMELL	1148	Triumph Spitfire	Juniper Green
74	A. FLEMING	1098	A-Healey Sprite	Liverpool
75	K. ROBERTSON/ K. R. Motors	1275	Mini-Cooper S	Haddington
76	D. MUTER/A. Barton	1293	Mini-Cooper S	Bedlington
77	W. J. F. HEANEY/ Downton Engineering	1400	Mini-Cooper S	Coleraine
78	A. WRIGHT/ Perdal Developments	1870	Perdal Anglia	Whitley Bay
79	G. BIRRELL/ Perdal Developments	1870	Perdal Anglia	Glasgow
80	P. DALKIN/ Perdals Developments	1198	Perdal Anglia	Newcastle/Tyne
81	P. de BANKS	1650	Ford Anglia	Aylesbury
82	J. STEEL/ P. de Banks	1114	Lotus 7	Harrow
83	L. PALADINI/ Paladini Motors	1275	Mini-Cooper S	Dundee
84	A. PALADINI/ Paladini Motors	1293	Mini-Cooper S	Dundee

Continued

LIST OF ENTRIES — Continued

Car No.	DRIVER/Entrant	cc	Make/Model of Car	from
85	T. B. D. CHRISTIE	1275	Mini-Cooper S	Kirkcaldy
86	R. F. MORRISON	1275	Mini-Cooper S	Helensburgh
87	P. HOPE-JOHNSTONE/ Aurelli Accessories	1293	Mini-Cooper S	Dumfries
88	H. W. RATCLIFFE/ Vitafoam Developments	1275	Mini-Cooper S	Littleborough
89	W. L. MORRISON	1275	Mini-Cooper S	Bridge-of-Allan
90	D. FORSYTH/ Seton Mains Garage Ltd.	1275	Mini-Cooper S	Tranent
91	W. BORROWMAN/ Seton Mains Garage Ltd.	999	Mini-Cooper S	Edinburgh
92	J. CLARK/ Seton Mains Garage Ltd.	999	Alley-Mini	North Berwick
93	J. FEWELL	950	Morris Mini	Prestonpans
94	J. DRYDEN	1293	Mini-Cooper S	Dundee
95	R. C. LITTLE	997	Ford 105E	Carlisle
96	I. R. OWER	1148	Mini-Cooper	Dundee
97	W. HALE/G. & A. Motors	850	Fiat 850	Edinburgh
98	G. H. BIRRELL/Claud Hamilton Motors Ltd.	998	Perdal Chamois	Milngavie
99	G. B. BIRRELL/Claud Hamilton Motors Ltd.	998	Singer Chamois	Milngavie
00	A. I. ROBERTSON	998	Hillman Imp	Kirkcaldy
01	A. J. R. CORMACK	998	Hillman Imp	Edinburgh
02	A. CHARNELL/ Hamilton Bros. Ltd.	998	Hillman Imp	Prestwick
03	D. N. SMITH	1275	Mini-Cooper S	Bowness-on-Windermere
04	K. MILLER/B. Trigg	970	Mini-Cooper S	Burton-on-Trent
05	D. I. FRASER	970	Mini-Cooper S	Glasgow
06	P. McN. HENDERSON	998	Mini-Cooper	Carstairs
07	H. M. WADDINGHAM	997	Mini-Cooper	Newcastle/Tyne
08	R. J. SCOTT	997	Mini-Cooper	Lanark
09	E. PATERSON	1012	Mini-Cooper	Prestonpans
110	K. H. ALLEN	997	Mini-Cooper	Carlisle
111	J. W. PINKERTON	994	Austin A40	Houston
112	R. D. WYLLIE	998	Mini-Cooper	Newton Stewart
113	R. J. McKINNA	998	Morris Mini	Edinburgh
114	D. HUNTLEY	998	Mini-Cooper	Sunderland
115	G. CARR	997	Mini-Cooper	Houghton-le-Spring
116	J. A. J. CURRIE	1071	Mini-Cooper S	Dumfries
117	R. J. S. HAINING	998	Mini-Cooper	North Berwick

WARNING TO THE PUBLIC.—Car and Motorcycle Racing is dangerous and persons attending at this track do so entirely at their own risk. It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land, and the drivers and owners of the vehicles and passengers in the vehicles, are absolved from all liability arising out of accidents causing damage or personal injury to spectators, ticket holders or officials.

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AUTOSPORT

EVERY FRIDAY

For your Day's Enjoyment ...

Welcome to this, our first race meeting of the second season at Ingliston. We are delighted to be associated on this occasion with the Edinburgh Students' Charities Appeal, and thus provide them with an opportunity to launch their Charities Week. We do hope that you will give generously to the Student Collectors who will be moving among you.

★ ★ ★

Ingliston will be reverberating once again to the sound of motor racing to-day, when a large combined assault from English, Irish and Welsh competitors will be challenging Scottish drivers around the twisty undulating circuit in Edinburgh's Royal Highland Showground. The most "International" field seen for years at a race circuit in Scotland shows every sign of providing unrivalled excitement.

The main race will be a 50-lap Formula Libre race in two parts for the "Edinburgh Students' Charities Cup"—a magnificent trophy donated by the Scottish Motor Racing Club to the Edinburgh Students' Charities Appeal for competition at Ingliston. It is expected that the Principal of the University, Dr. James Robertson Justice, will start the race and the trophy will be presented by Miss Hania Smolka, the Charities Queen for 1966. The meeting will be an excellent curtain-raiser for the annual Charities Week. Supporting events are being held as last year for smaller-engined racing cars, saloons, sports and Grand Touring Cars and Johnny Walker Ltd. have promised to bring three or four of the prototype "man-in-the-street's" Formula Four Racing Cars—powered by approved 250cc air-cooled engines—to give a demonstration race during the programme of this new low-price class.

The main race will see a battle royal between the "big-banger" single-seaters—Scotsman Jock Russell's Russell-Ford, Englishman David Bridges with the Kincraft—formerly Jack Pearce's property—and the new Crosslè of Irishman Tommy Reid. Bill Stein, Ingliston outright lap record holder, will be defending his title in David Murray's Ecosse-Climax and Willy Forbes, second in last year's Lombank Formula Libre Championship to Alan Rollinson's Brabham, will be trying his new monocoque Lotus 35 with B.M.W. engine. Rollinson is at present suffering from an eye injury received while working on his new car but last year's car will be in the hands of Welshman Robin Darlington. Malcolm Templeton is bringing his Brabham from Ireland and others of this marque are being driven in the hands of J. L. Charnock, F. W. Smith and David Preston. Richard Knight, who has been making quite a name for himself at Southern circuits during the past few weeks, is bringing his Lotus 23B from London and the car with which Jim Moore nearly won the Guards Trophy last May at Ingliston, the Cooper-Lotus, will be in the hands of Jon Fletcher. An interesting Scottish entry is the new Fisher-Lancia V6, designed, built and driven by Edinburgh garage-owner Jack Fisher.

Among the smaller racing cars there should be a battle royal between Andrew Fletcher, holder of the F3 lap record, John Calvert, and the Felton Racing Team cars driven by Tim Fetherstonhaugh and Mike Gill and entered by Ken Gregory, formerly Stirling Moss's manager.

An interesting newcomer is Alan Stanniforth's Terrapin-Min, an ingenious home-built Monoposto Register car from Leeds. Others looking for laurels will be Leonard Reece, bringing an F3 Lola from Surrey and David Wragg's new Brabham F3.

Among the Special G.T. entries in a race packed with promise is

one of the works Diva Valkyrs in the hands of Doug Mockford, all set to break the monopoly set up by Lotus Elans in this class last year. Ernie Blackadder from Falkirk has purchased Eric Liddell's old Elan—holder of the G.T. lap record—and an interesting entry is the Elan of John Lepp, although Scots natives Bill Dryden from Edinburgh and Sandy McCracken from Larkhall will be defending their honours. A most exciting entry is the Elva-B.M.W. 160GTS prototype coupe—a particularly attractive car which never went into production but has now been purchased by U.S. Airman Frank Jones from Mildenhall in Suffolk. Although they may find Ingliston's twists a disadvantage, two other interesting entries are the ex-Stirling Moss Ferrari Berlinetta 250GT of Edward Corner and the prototype Aston-Martin D34GT Project 214 of Colin Crabbe. Competing in this class will be John Watson from Ireland with a sports Crosslè—the same car which holds the up to 1200cc Sports Car Record but fitted with a larger engine.

A feature of the smaller-engined class of G.T. cars will be the first Appearance in Scotland of no less than four Mini-Marcos cars, driven by well-known saloon car drivers Bob Smith (Windermere); Ian McGowan (Wigtown); Andy Barton (Newcastle-on-Tyne) and John Alexander from Glasgow. An 1100cc Diva is entered by John Corfield from Peterborough.

The race for saloon cars over 1200cc promises to be the best saloon car race ever seen at Ingliston if the entry list is any criterion. Those popular drivers Graham Birrell, Tom Christie (1965 Scottish Champion) and Ronnie Morrison will be challenged all the way by Phil de Banks from Aylesbury and the incredible Harry Ratcliffe from Lancashire. Whereas Birrell and de Banks will be mounted on "big-engined" Anglias, the other three will be driving 1275 Mini-Coopers and — potentially faster than the lot—will be Irishman Bill Heaney in the works Downton 1400cc Mini-Cooper.

Mini battles between Bill Borrowman's Thistle-tuned Mini-Cooper and that of Galloway-driver Ronnie McCutcheon promises to enliven once again the race for smaller saloons but the Scottish-built Imps and Chamois are reputedly—by all accounts of English races—every bit the match for Mini-Coopers and the brothers Birrell, Tony Charnell and Iain Robertson will all be out to break their monopoly of last year. Finally, among "Marque" cars—standard production G.T. Cars—John Milne should be able to hold his own again this year against a field of M.G. Midgets, Austin-Healeys and Triumph Spitfires.

★ ★ ★

We have an extra grandstand this year at Shepherds' Corner. Seats are 5/- each, un-numbered. First come, first choice of seat. Seats for this and the Highland Grandstand overlooking the start and finish, are one sale from 10.30 a.m. at the kiosk behind the main Grandstand.

★ ★ ★

There will be a lunch-time concert by two Students' bands, Old Bailey's Jazz Advocates and the Athenians. They will be playing from the dais in front of the Timekeepers' Box and the concert will be relayed over the Public Address system throughout the showground.

★ ★ ★

No visit to a bleak airfield racing circuit could possibly give one the impression of motor racing that spectators have at Ingliston with

its twists and turns, uphill and downhill. No circuit offers spectators so many amenities as does Ingliston. With the Herdsman's Restaurant (where one can obtain a three-course luncheon for as little as 6/6d.) and three snack bars there is the impressive MacRobert Pavilion for members of the Scottish Motor Racing Club—organising club at the circuit. There are almost 5000 seats under cover between the Highland Grandstand overlooking the start and finish (seats 10/-) and the new Shepherds' Grandstand at the top corner of the same name (seats 5/-). In addition there is standing room on timber terracing for a further 4000 around the circuit and plenty of space elsewhere for viewers who wish to enjoy the thrill and atmosphere of this most exciting of sports. For the benefit of those unable to come to Ingliston, Scottish Television have arranged to televise, live, part of the afternoon's racing.

★ ★ ★

Practice starts at 9.45 a.m. and should be almost as exciting as the racing. In practically every race 15 entries have been accepted but only the fastest 12 will qualify to race, so drivers will be trying their hardest to make sure of a place on the starting line. The first race will be at 2.15 p.m., and it is anticipated that the last race will end at 5.45 p.m. Whether you come for the whole day to see the practice and make sure of a good vantage point (Grandstand seats are on sale from 10.30 a.m. on race day but may be booked in advance from Graham Birrell Racing, 392 St. Vincent Street, Glasgow; A. H. B. Craig, 8 Montague Terrace (Inverleith Row), Edinburgh—on personal application only—or by post from Scotcircuits Ltd., National Bank Chambers, Duns, Berwickshire) enjoying at the same time a good meal in one of the Restaurants, or whether you come for the racing in the afternoon, you will be sure to enjoy yourself—and where else can you enjoy eight hours' exciting entertainment for only 5/- admission?

★ ★ ★

Members of the Scottish Motor Racing Club, of course, may prefer to eat in their own Club premises on the first floor of the MacRobert Pavilion and non-members who are envious of this privilege will find a Membership Application form later in the programme!

★ ★ ★

Some people may be puzzled by the two new distinctions among cars at Ingliston this year. "Special G.T. Cars" are Grand Touring Cars built specially for competition drives—such as the racing model Lotus Elan; Diva, Ginetta, etc. usually of limited production. On the other hand "Marque" cars are basically Standard Production Sports Cars, such as M.G., Austin-Healey, Triumph and normal Jaguars.

★ ★ ★

This year we are running three special Ingliston Championships, and at the same time each meeting is a qualifying round for the Scottish National Speed Championship, won last year by Tom Christie. The Formula Libre (unlimited-engine-capacity racing cars) Championship is being sponsored by Scotland's premier newspaper, "The Scotsman" and the magnificent "Scotsman Trophy" will be awarded to the winner at the end of the season along with a cheque for £250. All single-seater races count for the award, but where the main event is, as is today's,

in two parts, the scoring on aggregate is as follows:—1st, 9 points; 2nd, 6 points; 3rd, 4 points; 4th, 3 points; 5th, 2 points, and 6th, 1 point. In addition each finisher in each part will receive 1 point. In cases where there is only one race, the scoring will be 1st, 6; 2nd, 4; 3rd, 3; 4th, 2; 5th, 1 plus one point for each finisher. Last year's Champion was Alan Rollinson.



The other two Ingliston Championships have identical scoring systems and the winners will receive trophies put up by Mr. and Mrs. Hartley Whyte. Hartley Whyte has been a regular competitor in Scottish motoring circles for some years and is a past Chairman of the Royal Scottish Automobile Club. The "Hartley Whyte Trophy" will be presented to the Saloon Car Champion driver. The fastest six saloons in each class at each meeting at Ingliston will be invited to take part in a Championship race towards the end of each programme, and points will be awarded as follows to the best-placed in this race:—1st, 6; 2nd, 4; 3rd, 3; 4th, 2; 5th, 1, plus one point to each starter and one point to each finisher. The Champion at the end of the season will be the driver with the highest number of points over four meetings.

The "Sheila Whyte Tankard" will be awarded to the Champion Driver of a Special G.T. Car. These are running this year among the sports cars and in each class points will be awarded as for the "Hartley Whyte Championship" races.

The Scottish National Speed Championship which has been held annually since 1958, when Jim Clark won (as he did in 1959), embraces speed events such as sprints and hill climbs held at other venues in Scotland, in addition to race meetings at Ingliston. The various rounds this year are as follows: 17th April and 8th May—Ingliston; 2nd May—Gask (Sprint); 2nd July—Fintray (Hill Climb); 25th June—Bo'ness (Hill Climb); 2nd July—Rest-and-be-Thankful (Hill Climb); 10th July—Crimond (Sprint); 24th July—Ingliston; 7th August—Gask (Hill Climb); 14th August—Ingliston; 4th September—Ingliston; 17th September—Rest-and-be-Thankful (Hill Climb); 2nd October—Ingliston. The scoring system is somewhat complicated but basically the winner of each class or race at the above events gets two points more than the number of competitors he has beaten, up to a maximum of 11. The best six performances during the year will be counted and the overall winner will receive the "Scottish Clubs Speed Trophy" plus a cheque for £50. Last year's winner was Tom Christie with his Mini-Cooper S.



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

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



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



Today's meeting will be the first Sunday race meeting in Scotland to be televised. Scottish Television are transmitting two half-hour programmes live during the afternoon from Ingliston and it is for this reason that we have departed from our normal practice of having the second part of the main race towards the end of the programme. However, there are several excellent races to follow, so don't go home early!



There is a growing demand for trackside advertising at Ingliston, especially now that the meetings are to be televised. Particulars may be obtained from Aerosigns (London) Ltd., Marlborough Hall, Lassell Street, London S.E. 10. Details of Programme advertising may be obtained from Scotcircuits Ltd., National Bank Chambers, Duns, Berwickshire.



Talking of advertising, we hope too many of you were not confused a week ago when some sections of the Press somehow got their dates mixed. Incidentally, you can always be certain of when there is an Ingliston meeting by looking for our formal announcements on Fridays and Saturdays in "The Scotsman," "Glasgow Herald," "Daily Express," "Daily Record" and "The Edinburgh Evening News and Dispatch" and, of course, on 242 Metres in the Medium Waveband.



We made a lot of new friends at the Racing Car Show at Olympia in January. If you are one of the them, then an extra special welcome.



COMPETITION SCOOPERS *these*

QUALITY FIRST **MORRIS** **MINI-COOPERS**

**OUTRIGHT WINNERS OF THE 1964 AND 1965
MONTE CARLO RALLIES**

The amazing successes of the incredible Mini Cooper 'S' saloons are exceedingly well known.

They're gathering trophies like nuts in May. A test drive will show you why. With twin carburettors, disc brakes and hydrolastic suspension the **MINI COOPER IS REALLY EXCITING DRIVING.**

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EDINBURGH — LINLITHGOW — STIRLING

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

★ ★ ★

Race-going and cameras go together. Edinburgh Camera Shop hold the concession at Ingliston on photographic equipment and they will be glad to see you at their mobile shop behind the stand to discuss or sell cameras or films.

★ ★ ★

Ingliston regulars know the "Herdsman's Restaurant" with its adjoining snack bar, but seems that not so many know of the extensive snack bar, open to the public, at ground level in the MacRobert Pavilion in the Central Enclosure, nor of the smaller snack bar situated in the Courtyard at the East Gate and particularly handy for those using the terracing between Bankers' and Shepherds'.

★ ★ ★

Members of the Scottish Motor Racing Club—the organising Club with a four-figure membership under its President, World Champion Jim Clark—have additional benefits this year, among them free access to the Paddock, barred to the general public. Membership Cards must be produced for entry to this and the MacRobert Pavilion.

★ ★ ★

Attention all S.M.R.C. Members - The Gremlins are at us again, and we have come up against yet another obstacle in our attempts to let you obtain a lawful noggin in the MacRobert Pavilion. As we go to press it seems unlikely that we shall have overcome the difficulty in time for this meeting, but there should be no doubt about future meetings. We propose once we have the licence arranging for dinner to be available on race meeting evenings to a limited number of members and their guests. Tables will required to be reserved—8th May programme will carry details.

★ ★ ★

If you find you enjoy this meeting and you are not one of the enlightened thousand-plus members of Scottish Motor Racing Club Ltd., why not join this most enterprising band of enthusiasts now? You will find an application form and details of the Club on pages 32 and 33.

If you have read this far we feel you have read enough. So turn two pages to Event 1 and settle down to enjoy the racing right through to Event 10. On the way home tonight, remember that we want to be sure that you will be with us again next meeting.

HILLMAN KEEP ON WINNING WITH THE IMP

that's why you can't lose



1965 SUCCESSES

R.A.C. RALLY—Manufacturers' Team Prize
TULIP RALLY—Outright winner, also 2nd Overall
CIRCUIT OF IRELAND—Coupe des Dames
MONTE CARLO RALLY—2nd Coupe des Dames
ALPINE RALLY—1st Coupe des Dames
POLISH RALLY—1st in Class
WELSH RALLY—1st in Class
SCOTTISH RALLY—2nd Overall, also 1st Coupe des Dames
also
1966 MONTE CARLO RALLY—1st in two Classes

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INGLTON LAP RECORDS

VINTAGE CARS :

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

SALOONS : under 1200cc :

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

over 1200cc :

R. G. SMITH (Mini-Cooper) 43.6" — 25th July

GRAND TOURING CARS : under 1200cc :

J. MACKAY (Lotus XI GT) 43.6" — 25th July

over 1200cc :

E. LIDDELL (Lotus Elan) 41.2" — 3rd Oct.

SPORTS CARS : under 1200cc :

J. WATSON (Crosslè) 42.0" — 3rd Oct.

over 1200cc :

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

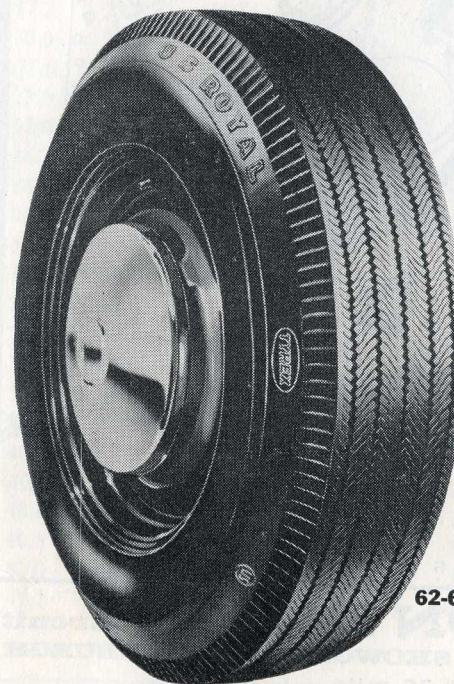
RACING CARS (Outright Lap Record) :

Formula Libre :

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

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

A. D. T. FLETCHER (Brabham F.3) 40.0" — 3rd Oct.

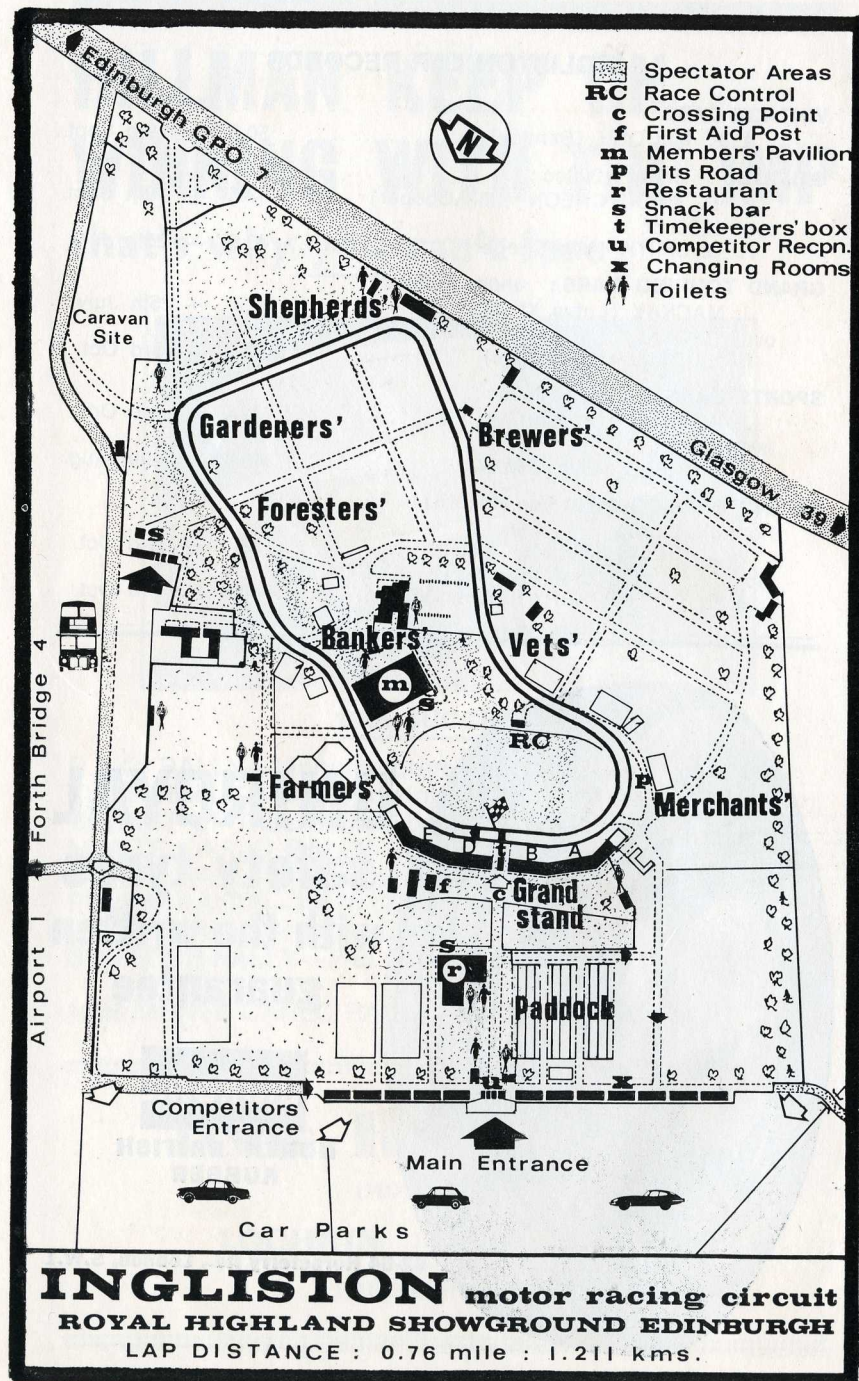


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Ingliston Lap Time Conversion Table

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

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

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SCOTTISH DISTRIBUTORS FOR
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WAV. 3507

EVENT 1

2.15 P.M.

SALOON CARS up to 1200cc

RACE 1 — 10 LAPS

Car No.	Driver/Entrant	Make/Model of Car	cc
55	A. A. BARTON	Morris Minor	1000
59	R. D. McCUTCHEON	Mini-Cooper S	999
70	J. WILLIAMSON/ W. Shepherd	Mini-Cooper S	1100
80	P. DALKIN/ Perdal Developments	Perdal Anglia	1198
91	W. BORROWMAN/ Seton Mains Garage Ltd.	Mini-Cooper S	999
92	J. CLARK/ Seton Mains Garage Ltd.	Aley-Mini	999
98	G. H. BIRRELL/ Claud Hamilton Motors Ltd.	Perdal Chamois	998
99	G. B. BIRRELL/ Claud Hamilton Motors Ltd.	Singer Chamois	998
00	A. I. ROBERTSON	Hillman Imp	998
01	A. J. R. CORMACK	Hillman Imp	998
02	A. CHARNELL/ Hamilton Bros. Ltd.	Hillman Imp	998
04	K. MILLER/B. Trigg	Mini-Cooper S	970
05	D. I. FRASER	Mini-Cooper S	970

1st (£20) **91** 2nd (£12) **55** 3rd (£8) **00**

4th (£4) **02** Fastest Lap : — secs.

Winner's Speed : **8** m. **22.2** s. : mph

EVENT 2

2.35 P.M.

EDINBURGH STUDENTS' CHARITIES CUP RACE

RACE 1 — 25 LAPS

Car No.	Driver/Entrant	Make/Model of Car	cc
1	D. BRIDGES	Kincraft	4700
2	J. L. CHARNOCK	Brabham	1500
3	W. STEIN/David Murray	Ecosse-Climax	2486
4	D. HAYDEN	Lotus 22	1598
5	J. B. FLETCHER	Cooper-Lotus	1600
6	J. RUSSELL	Russell-Ford	4787
7	W. FORBES	Lotus-BMW	1991
9	F. W. SMITH	Brabham	1598
10	M. TEMPLETON/ Irish Racing Cars	Brabham	1594
11	T. D. REID/Irish Racing Cars	Crossle	4700
12	D. PRESTON	Brabham	1594
14	J. FISHER	Fisher-Lancia	2500
15	R. DARLINGTON	Brabham F2	1000
16	R. KNIGHT	Lotus 23B	1600
17	J. G. MacWILLIAM	Merlyn	1650

1st (£50) **7** 2nd (£30) **3** 3rd (£20) **5**

4th (£10) **6** Fastest Lap : — secs.

Winner's Speed : **18** m. **07.8** s. : mph

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HILLMAN IMPS WIN MANUFACTURERS' TEAM PRIZE

THREE STARTED — THREE FINISHED — THAT'S IMP RELIABILITY!

Three Imps started in the Rootes team—three Imps finished, to carry off one of the most important prizes of them all—the Manufacturers' Team Prize for a nominated team of three cars. And Rosemary Smith—outright winner of the 1965 International Tulip Rally—finished 2nd for the Ladies' Cup. Only 62 of the field of 162 starters completed the tortuous 2,350-mile route, and the almost unprecedented wintry conditions brought hazards of snow, ice and fog. The 55 Special Stages of the Rally were mostly run on forest tracks.

(Results subject to official confirmation)

DRIVERS: "Tiny" Lewis/Robin Turvey,
Rosemary Smith/Susan Reeves, Andrew Cowan/Brian Coyle

HAMILTON BROS. LTD.
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EVENT 3

SALOON CARS over 1200cc

3.00 P.M.

10 LAPS

Car No.	Driver/Entrant	Make/Model of Car	cc
76	D. MUTER/A. Barton	Mini-Cooper S	1293
77	W. J. F. HEANEY/ Downton Engineering	Mini-Cooper S	1400
78	A. WRIGHT/ Perdal Developments	Perdal Anglia	1650
79	G. BIRRELL/ Perdal Developments	Perdal Anglia	1870
81	P. de BANKS	Ford Anglia	1650
83	L. PALADINI/ Paladini Motors	Mini-Cooper S	1275
84	A. PALADINI/ Paladini Motors	Mini-Cooper S	1293
85	T. B. D. CHRISTIE	Mini-Cooper S	1275
86	R. F. MORRISON	Mini-Cooper S	1275
87	P. HOPE-JOHNSTONE/ Aurelli Accessories	Mini-Cooper S	1293
88	H. W. RATCLIFFE/ Vitafoam Developments	Mini-Cooper S	1275
89	W. L. MORRISON	Mini-Cooper S	1275
90	D. FORSYTH/ Seton Mains Garage Ltd.	Mini-Cooper S	1293
94	J. DRYDEN	Mini-Cooper S	1293
03	D. N. SMITH	Mini-Cooper S	1275

Reserves:

75	K. ROBERTSON/ K. R. Motors	Mini-Cooper S	1275
----	-------------------------------	---------------	------

1st (£20) **88** 2nd (£12) **81** 3rd (£8) **85**

4th (£4) **03** Fastest Lap: — secs.

Winner's Speed: **77** m. **15.8** s.: mph

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The new inexpensive single-seater racing cars powered by 250cc air-cooled engines. The cars on the circuit today are manufactured by JOHNNY WALKER RACING LTD., CHARFIELD WORKS, WOTTON-UNDER-EDGE, Glos., from whom full details are available.

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EVENT 4

3.30 P.M

SPORTS CARS over 1200cc

10 LAPS

8	W. FORBES		Marcos-Ford		1650
32	D. MOCKFORD/Team Diva		Diva Valkyr		1650
33	W. N. A. DRYDEN/ J. N. Cuthbert	... ..	Lotus Elan	... ..	1594
34	E. BLACKADDER	... ..	Lotus Elan	... ..	1594
35	J. LEPP/Sports Motors (Manchester) Ltd.	... ..	Lotus Elan	... ..	1598
36	S. McCracken/ A. McCracken	... ..	Lotus Elan	... ..	1598
38	A. W. COWAN/ H. C. Ballantine	... ..	Marcos GT	... ..	1997
39	D. R. JACOB/ H. M. Griffiths	... ..	Marcos GT	... ..	1650
40	F. M. JONES	... ..	Elva-BMW GTS	... ..	1991
41	J. LOVE	... ..	Lotus 7	... ..	1498
42	J. WATSON	... ..	Crossle	... ..	1598
43	E. N. CORNER	... ..	Ferrari 250GT	... ..	2983
44	R. SCOTT	... ..	Elva-BMW	... ..	1991
45	D. J. MACKAY	... ..	Lotus-Elan	... ..	1594
46	C. CRABBE	... ..	Aston-Martin	... ..	3700

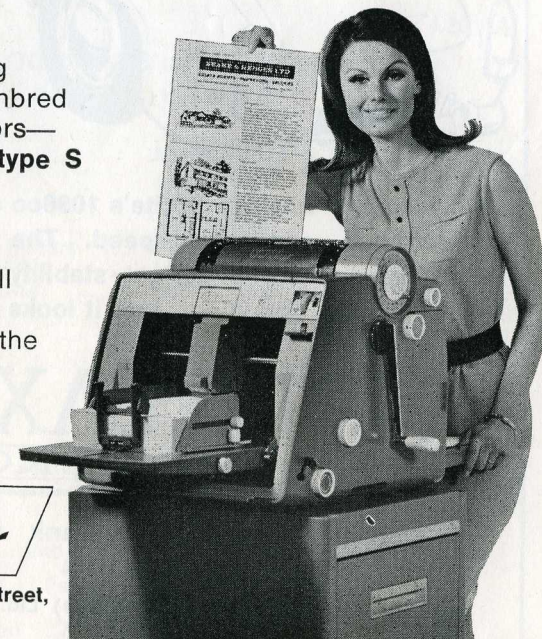
1st (£20) ... **3.3** ... 2nd (£12) ... **3.5** ... 3rd (£8) ... **3.6** ...

4th (£4) ... **3.4** ... Fastest Lap : ... — ... secs.

Winner's Speed : ... **7** .. m. **07.0** s. : mph

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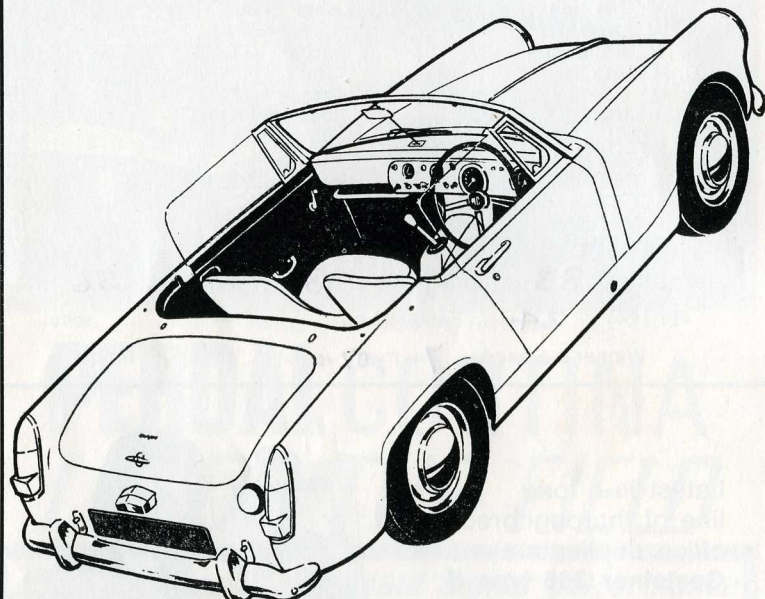
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EVENT 5

3.50 P.M

EDINBURGH STUDENTS' CHARITIES CUP RACE

PART 2 — 25 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
1	D. BRIDGES	Kincraft	4700
2	J. L. CHARNOCK	Brabham	1500
3	W. STEIN/David Murray	Ecosse-Climax	2486
4	D. HAYDEN	Lotus 22	1598
5	J. B. FLETCHER	Cooper-Lotus	1600
6	J. RUSSELL	Russell-Ford	4787
7	W. FORBES	Lotus-BMW	1991
9	F. W. SMITH	Brabham	1598
10	M. TEMPLETON/ Irish Racing Cars	Brabham	1594
11	T. D. REID/Irish Racing Cars	Crossle	4700
12	D. PRESTON	Brabham	1594
14	J. FISHER	Fisher-Lancia	2500
15	R. DARLINGTON	Brabham F2	1000
16	R. KNIGHT	Lotus 23B	1600
17	J. G. MacWILLIAM	Merlyn	1650

1st (£50) **3** 2nd (£30) **7** 3rd (£20) **12**

4th (£10) Fastest Lap : — secs.

Winner's Speed : m. s. : mph

EVENT 6

4.20 P.M.

SALOON CARS up to 1200cc

RACE 2 — 10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
93	J. FEWELL	Morris Mini	950
95	R. C. LITTLE	Ford 105E	997
96	I. R. OWER	Mini-Cooper	1148
97	W. HALE/G. & A. Motors	Fiat 850	850
06	P. McN. HENDERSON	Mini-Cooper	998
07	H. M. WADDINGHAM	Mini-Cooper	997
08	R. J. SCOTT	Mini-Cooper	997
09	E. PATERSON	Mini-Minor	1012
110	K. H. ALLEN	Mini-Cooper	997
111	J. W. PINKERTON	Austin A40	994
112	R. D. WYLLIE	Mini-Cooper	998
113	R. J. McKINNA	Morris Mini	998
114	D. HUNTLEY	Mini-Cooper	998
115	G. CARR	Mini-Cooper	997
116	J. A. J. CURRIE	Mini-Cooper S	1071
117	R. J. S. HAINING	Mini-Cooper	998

1st (£20) **11.1** 2nd (£12) **11.5** 3rd (£8) **11.7**

4th (£4) **9.3** Fastest Lap : — secs.

Winner's Speed : **7** m. **55.4** s. : mph

SPORTS CARS up to 1200cc

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
37	J. NICHOLSON/ A. McCracken	Lotus 23B	1098
47	G. CROSSLEY	Lotus XI	1098
48	R. G. SMITH	Mini-Marcos	1100
49	J. L. ALEXANDER (Res. B. K. Harrison)	Cooper-Marcos	1030
50	D. C. LAMB	Lotus XI	1098
51	R. FORESTER-SMITH	Lotus XI	1098
52	J. McK. ROBERTSON	Marcos	997
53	V. CONNOLLY	Lotus 17	1147
54	A. A. BARTON	Mini-Marcos	1071
56	D. CULLEN	Ginetta	997
57	J. CORFIELD	Diva GT	1098
58	W. J. TURNBULL/ D. M. Bertram	L.W.S.	1098
60	I. McGOWAN/ R. D. McCutcheon	Mini-Marcos	999
61	J. S. H. ROSS	Lotus 7	997
82	J. STEEL/ P. de Banks	Lotus 7	1114

1st (£20) **57** 2nd (£12) **58** 3rd (£8) **37**4th (£4) **54** Fastest Lap : — secs.

Winner's Speed : — m. — s. : — mph

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Barnet-Thorndyke acquired a '38 "J" type Hartebeste—dropped of course. Only done 63 thou' on the clock old boy. Cracking nick too! Took it for a spin and the rear trunnion sprocket fractured—you know, with the sinusoidal offset thread. Anyway, came to us—fixed it in a jiffy—only people that could. Old Barney's happy as a sandboy now!

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22	A. C. GOODFELLOW	Cooper FJ	997
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24	M. H. GILL/Felton Racing	Brabham F3	997
25	D. L. WRAGG	Brabham F3	997
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1st (£30) **21** 2nd (£20) **28** 3rd (£10) **19**4th (£5) **24** Fastest Lap : — secs.Winner's Speed : **7** m. **26.2** s. : — mph**MAIN DISTRIBUTORS NERUS PERFORMANCE EQUIPMENT**

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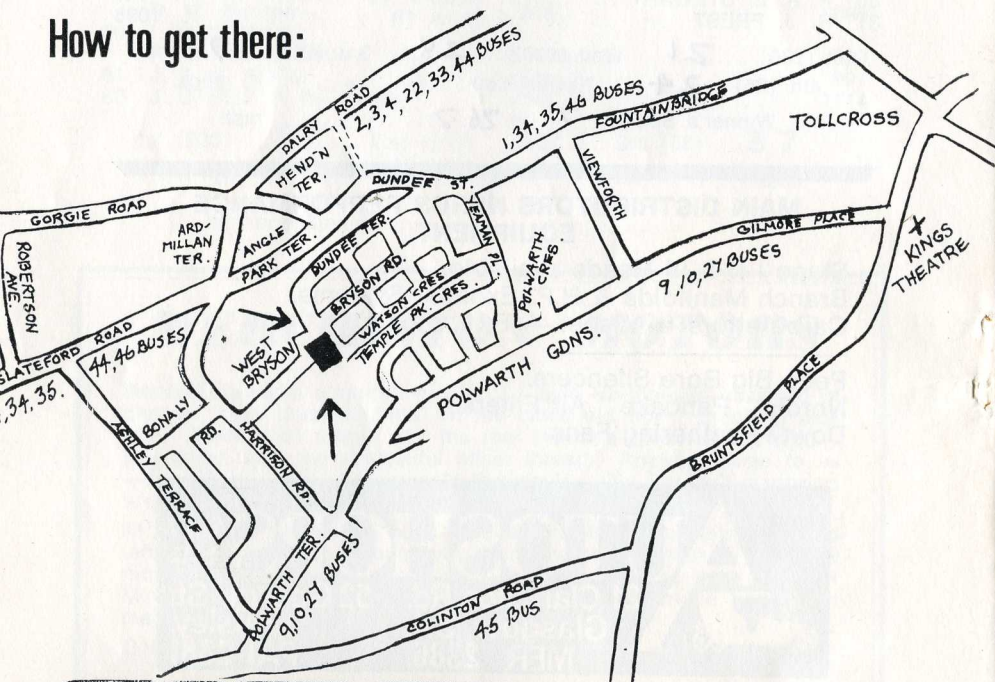
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EVENT 9

5.20 P.M.

"HARTLEY WHYTE" CHAMPIONSHIP RACE

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

10 LAPS

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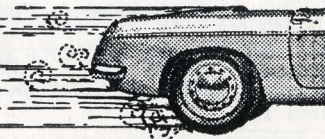
1st (£20) **85**..... 2nd (£12) **88**..... 3rd (£8) **86**.....

4th (£4) **91**..... Fastest Lap : — secs.

Winner's Speed : m. s. : mph



THAT WAS



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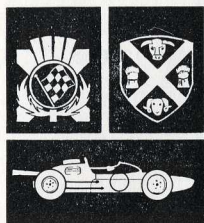
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INGLISTON 1966

FORTHCOMING EVENTS

8th MAY—Adam Wyllie Memorial Trophy Race Meeting
 24th JULY—First National Race Meeting
 14th AUGUST—"S.M.M.B. Trophy" Race Meeting
 4th SEPTEMBER—Edinburgh Festival Race Meeting
 2nd OCTOBER—Autumn National Race Meeting



Ingliston Motor Racing Circuit
Ticket Reservation Request : 1966

Please reserve for me, and invoice me in advance of the appropriate meeting(s), the seats and passes indicated below:—

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Car Park Tickets at 5/-	×					
"Highland" Grandstand Seat tickets at 15/-, including admission to Show- ground (adults)	×					
"Highland" Grandstand tickets including admission to Showground Children 12/6.	×					
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NOTES: Name
 This will be considered as a firm Address
 order unless cancelled.
 Do not send money until invoiced.
 "Highland" Grandstand Preference for Block ☐ Phone
 BLOCK LETTERS PLEASE

EVENT 10

5.40 P.M.

MARQUE CARS up to 1200cc

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
62	J. I. JOHNSON	Austin-Healey	948
63	D. D. CARMICHAEL	MG Midget	1149
64	T. WALKINSHAW	A-Healey Sprite	1140
65	D. J. McCALL	MG Midget	1098
66	I. W. N. KIRKWOOD	A-Healey Sprite	998
67	D. G. G. BLACK	A-Healey Sprite	998
68	J. E. MILNE/W. Shepherd	MG Midget	1139
69	A. W. HUTCHINSON/ W. Shepherd	A-Healey Sprite	998
71	N. FOULDS	MG Midget	1098
72	T. N. THOMSON	Triumph Spitfire	1148
73	J. GEMMELL	Triumph Spitfire	1147
74	A. FLEMING	A-Healey Sprite	1098

1st (£20) 2nd (£12) 3rd (£8)

4th (£4) Fastest Lap : — secs.

Winner's Speed : m. s. : mph

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INCORPORATING THE
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This is Scotland's own Motor Racing Club, run by an enthusiastic committee whose efforts have been keeping alive an interest in the sport since 1937. Members of the Club formed Scotcircuits Ltd.—the promoting company at Ingliston—in 1964 and the two bodies work closely together.

Members are entitled to purchase reduced-price season tickets for Ingliston and have the use of the magnificent MacRobert Pavilion at Ingliston. Complete with restaurant seating 400, balconies overlooking the circuit, members' licensed bar and excellent toilet facilities (too often missing at race circuits) the MacRobert Pavilion is also the venue each year of the Club's Annual Dinner and Dance in November. Members competing at Ingliston are further entitled to a discount on entry fees. All members have free access to the Paddock at Ingliston—barred to the public in general.

The Club have adopted "Top Gear," Scotland's Motoring Monthly, as their official club magazine and this is distributed free every month to members. A four-page Club section keeps members abreast of all developments, reports past events and contains numerous articles of general interest. The Club organises special Practice Days for Members at Ingliston regularly when members can try out their own cars. Social activities are not forgotten and from time to time the Club holds film shows, dances, talks and "natter nights."

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



Scottish Motor Racing Club

incorporating Border Motor Racing Club

Application for
Membership

BLOCK CAPITALS

Full Name

Address

Phone Occupation

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

Do you wish to be considered for Marshalling

at Race Meetings ? YES / NO

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

I enclose remittance for the total detailed under.

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(Signed)
Date 1966

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