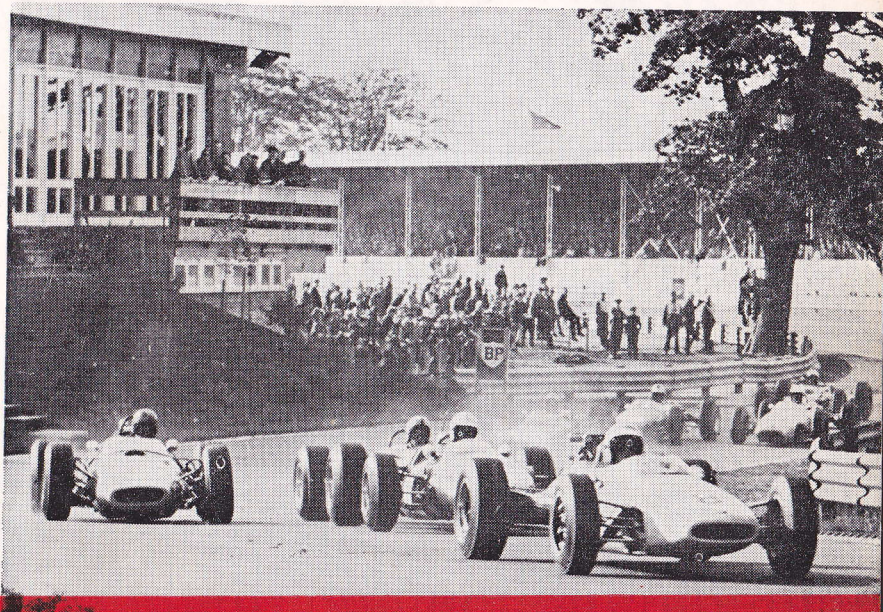


organised by Scottish Motor Racing Club



INGLISTON MOTOR RACING CIRCUIT

ROYAL HIGHLAND SHOWGROUND EDINBURGH



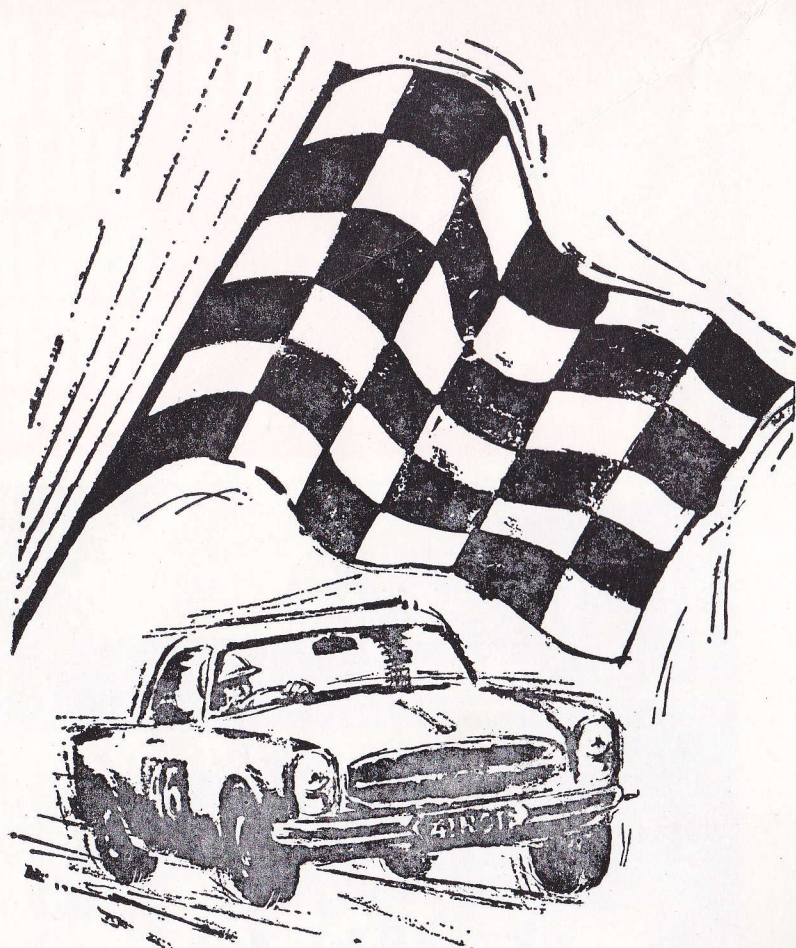
S.M.T. TROPHY RACE MEETING

Sunday, 23rd July

1967

**Official
Programme
2/-**

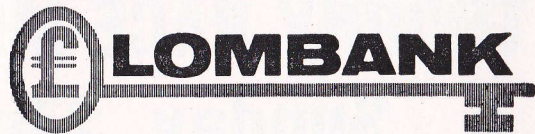
Scotcircuits Ltd - National Bank Chambers - Duns - Berwickshire



Lombank have winning ways with finance for the motorist. Friendly service, expert advice and terms that save you years of saving.

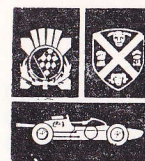
You know the car you want. Contact Lombank and they will show you how to get it quickly and easily through a Lombank appointed dealer.

Your Local Lombank branch manager will gladly discuss your car finance requirements or you can write for fullest details to your local Lombank branch.



Edinburgh branch: Lombard House, 29 Queen Street, Edinburgh, 2. Caledonian 3168 (3 lines).
Glasgow branch: Lombard House, 18 Newton Place, Glasgow, C3. Douglas 3091 (5 lines)
Other Lombank Branches at Aberdeen, Ayr, Dundee, and throughout Great Britain.

A SUBSIDIARY OF THE LOMBARD BANKING GROUP



SCOTCIRCUITS LTD
INGLISTON
motor racing circuit

ROYAL HIGHLAND SHOWGROUND EDINBURGH

THE S.M.T. TROPHY RACE MEETING

Sunday, 23rd July, 1967

organised by

The Scottish Motor Racing Club Ltd.

PROGRAMME

9.45 am	Practice
12.45 pm	Luncheon Interval
2.30	Event 1 Formula Vee Racing Cars
3.00	2 Saloons over 1200cc
3.20	3 S.M.T. TROPHY RACE, Part 1
3.45	4 Saloons up to 1200cc
4.05	5 Racing Cars up to 1000cc
4.30	6 Special G.T. Cars
4.50	6 S.M.T. TROPHY RACE
5.30	8 Hartley Whyte Championship Race

FOR REALLY UP-TO-DATE COMMENT AND PICTURES ON

motoring news

motoring sport

motor racing

read

AUTOSPORT

EVERY FRIDAY

OFFICIALS AND CREDITS

Chairman of Race Committee	J. L. ROMANES
Clerk of Course	T. H. LEGGET
Deputy Clerk of Course ...	R. WELSH
Chief Marshal	A. H. B. CRAIG
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 Pits Area Marshal ...	K. H. ROBERTON
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
Steward (for R.A.C.)	A. K. STEVENSON, O.B.E.
Stewards (for Club)	J. R. STEWART, N. T. LITHGOW, R. KAY
Judges of Fact	W. A. MARTIN, J. MACMILLAN, I. CUNNINGHAM, A. REID
Public Relations	COMPRO PUBLIC RELATIONS LTD.
Results Duplicating	GESTETNER DUPLICATORS (BSO) LTD.
Catering	D. S. CRAWFORD LTD.
First Aid	THE BRITISH RED CROSS SOCIETY (Scottish Branch)
Fire Precautions	THE SCOTTISH AMBULANCE SERVICE FIRE APPLIANCE SERVICES LTD. EDINBURGH FIRE BRIGADE
Breakdown Equipment & Staff	SMT SALES & SERVICE LTD. BEACON GARAGE EASTERN MOTOR CO. LTD. JAMES ROSS & SONS LTD. WESTFIELD AUTOCAR LTD. MEADOWHOUSE GARAGE LTD
Outside Advertising	AEROSIGNS (LONDON) LTD.
Car Parking	NATIONAL CAR PARKS LTD.
Traffic Cones	UNIROYAL LTD.
Welding Facilities	MEWS MOTORS LTD.

This meeting is held under the International Sporting Code of the F.I.A. and the General Competition Rules of the R.A.C., the Standing Supplementary Regulations of the R.A.C. and the additional regulations and instructions issued by the Club.

Permit No. RS/3340

REG FORESTER-SMITH & His Lotus XI



Cars and Cameras go together and you will find that Reg and his staff can talk enthusiastically about either.

We will be very pleased to see you at our Mobile Stand situated behind the Grandstand.

Featured on the Stand are all your camera needs from box brownies to the latest T.T.L. — S.L.R.'s, and displays of Racing photographs taken at Ingliston by our photographers. (Reg is always busy driving or getting his hands oily on race days.)

For Racegoers who want to get right in the picture, we have a special offer of Top Quality SINGLE LENS REFLEX Cameras complete with a Telephoto lens and fitted holdall with a saving of over £11 on the normal prices. Plus a wonderful competition offer to each purchaser. Bring this advert to secure your kit.

THE CAMERA CENTRES

7 NICHOLSON SQUARE — 33 ELM ROW
NEW 4942 EDINBURGH WAV 3690

A word from our Sponsors

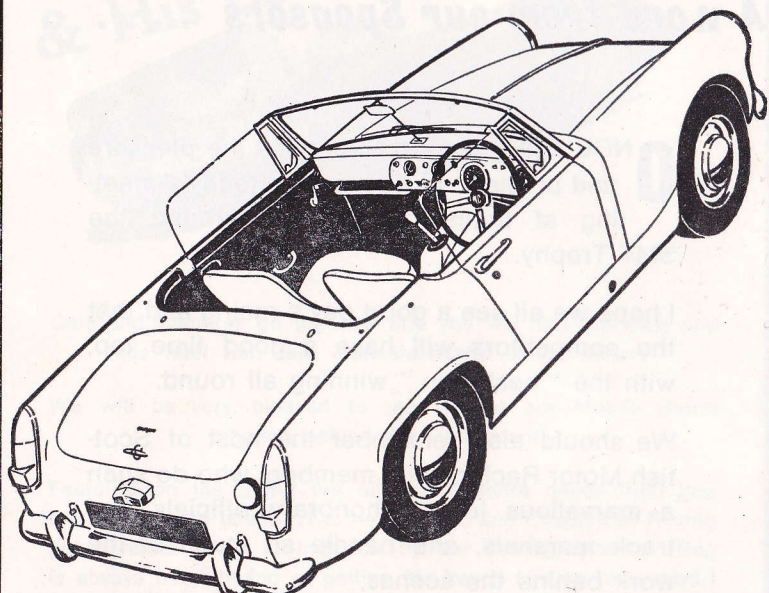
ONCE again, my Company has the pleasure and privilege of sponsoring today's meeting at Ingliston, revolving around the SMT Trophy.

I hope we all see a good day's racing and that the competitors will have a good time too, with the "best men" winning all round.

We should also remember the host of Scottish Motor Racing Club members who do such a marvellous job as honorary officials and track marshals, and handle so much of the work behind the scenes.

Managing Director,
The SMT Sales & Service Co. Ltd.

The Spritely AUSTIN SPRITE



Rally-bred to win, the Sprite's 1098cc engine gives you power plus, and extra speed. The redesigned rear suspension ensures perfect stability under the most testing conditions, and it looks good, too.

MOIR & BAXTER Ltd.

EDINBURGH

39a Queensferry St. Comely Bank 107 Glasgow Rd.

CAL. 3573

DEA 1344

COR. 1351

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

LIST OF ENTRIES

Car No.	DRIVER/Entrant	cc	Make/Model	from
1	W. J. FORBES	1991	Lotus-BMW	Aberdeen
2	J. L. ROMANES	1865	Lotus 35	Edinburgh
3	A. D. T. FLETCHER	1600	Brabham BT18	Culross
4	J. RUSSELL	4727	Russell-Ford	West Calder
5	J. GERARD	1598	Cooper 74	Leicester
6	D. POWELL	1500	Brabham F.Lib.	Ebbw Vale
7	K. ST. JOHN	3000	McLaren Climax	London
8	K. ST. JOHN	997	Brabham F.3	London
9	P. GETHIN	997	Brabham F.3	London
10	C. WILLIAMS	997	Brabham F.3	Epsom
11	D. BERRY	997	Brabham F.3	Colwyn Bay
12	A. W. ROLLINSON/ F. Lythgoe	997	Brabham F.2	Pelsall
14	A. CHARNELL	1598	Lola 55	Balerno
15	B. F. CULLEN	1525	Crossle F. Lib.	Limerick
16	A. C. GOODFELLOW	1600	Fireball Ford	Falkirk
17	G. MacWILLIAM	1860	Merlyn Mk. 1	Glasgow
18	R. SCOTT	1991	Elva BMW	Aberdeen
19	P. GAYDON	997	Brabham F.3	London
20	C. MEEK/ Gilbert Baird	998	Brabham BT18	West Bromwich
21	M. A. PEEL	998	Cooper 67 F3.	Garstang
22	T. SCHENKEN	997	Lotus 22	Middlesex
23	J. MILLAR	997	Brabham BT15	Bridge of Weir
24	R. FORRESTER-SMITH	997	Cooper T76	Edinburgh
25	R. MCGILLIVRAY	997	Repco-Brabham	Paisley
26	G. BIRRELL/ Ecurie Ecosse	998	Ecosse-Imp	Edinburgh
27	A. N. OTHER/ Ecurie Ecosse	998	Ecosse-Imp	Edinburgh
28	B. NEWTON	997	Brabham F.3	Surrey
29	B. NEWTON	1594	Lotus Cortina	Surrey
30	J. BLADES/ Nick Moor	1594	Lotus 47	Newcastle
31	W. N. A. DRYDEN/ J. N. Cuthbert	1594	Lotus Elan	Galashiels
32	R. EVA/ J. McKechnie	1600	Ginetta G12	Cheltenham
33	J. R. BALLANTINE	1554	Diva GT	Bo'ness
34	T. E. BLACKADDER	1594	Lotus Elan GT	Falkirk
35	A. W. COWAN/ H. C. Ballantine	1997	Marcos GT	Duns
36	W. J. HEMMING	1650	Ginetta G4	Northampton
37	A. BARTON	1150	Mini Marcos	Newcastle
38	A. BARTON	1293	Morris 1000	Newcastle
39	J. ABSALOM	1098	Ginetta G4	Morpeth
41	T. SIMPSON	998	Marcos	Fife
42	J. L. ALEXANDER	1040	Mini Marcos	Clarkston
43	R. McN. COWE	1558	Ausitn Healey	Pencaitland
44	J. E. MILNE/ W. Shepherd	1800	M.G.B.	Glasgow
45	J. E. MILNE/ W. Shepherd	1293	Mini Cooper S	Glasgow
46	G. H. BREAKELL	1570	Alfa-Romeo GTA	Whalley
47	W. A. BORROWMAN	1210	Mini Cooper S	Edinburgh
48	J. FEWELL	999	Mini Cooper S	Prestonpans

LIST OF ENTRIES — Continued

49	D. FORSYTH	999	Mini Cooper S	Tranent
50	K. ROBERTSON	1275	Mini Cooper S	Haddington
51	R. F. MORRISON	1300	Mini Cooper S	Helensburgh
52	T. E. SLEIGH	3781	Jag. 3.8 Mk 11	Westfield
53	C. COOKE	1650	Anglia	Peterborough
54	D. N. SMITH	1594	Anglia	Windermere
55	J. DRYDEN	1293	Mini Cooper S	Dundee
56	A. N. OTHER/ Jaynick Accessories	1600	Jaynick Anglia	Glasgow
57	P. G. GAILLARD	1293	Mini Cooper S	Helensburgh
58	W. L. MORRISON	998	Chamois Sport	Bridge of Allan
59	A. W. COWAN/Haggis	999	Haggis Imp	Duns
60	G. BIRRELL	1140	Singer Chamois	Milngavie
61	T. CHARNELL/J. Croall & Sons (Motor) Ltd.	998	Chamois Sport	Balerno
62	G. CARR	999	Mini Cooper	Silksworth
63	J. W. PINKERTON	996	A40 Farina Mk 1	Houston
64	R. D. WYLLIE	997	Morris Cooper	Annan
65	R. D. McCUTCHEON	1098	Mini Cooper	Wigtown
66	M. DAVIES/ Knockerhill Racing Team	1198	Ford Anglia	Hereford
67	R. W. P. BARCLAY	998	Hillman Imp	Aberdeen
68	P. DALKIN	1999	Triumph Vitesse	Newcastle
69	D. FISHER/P. Dalkin	1860	Perdal Cortina	Dunoon
70	E. A. LABINJOH/J. Fisher	1300	Mini Cooper S	Edinburgh
71	R. J. S. HAINING	999	Mini Cooper S	North Berwick
72	Miss L. ENGEMANN/ Saffron Road Garage	998	Emery-Imp	Holland
73	Miss L. ENGEMANN/ Saffron Road Garage	1192	Beach	Holland
74	Miss J. NADIN/ Team VW (GB) Ltd.	1300	Beach	Sheffield
75	N. BRITTAN/ Team VW (GB) Ltd.	1300	Beach	London
76	W. N. DRYDEN/ Team VW (GB) Ltd.	1300	Dolling	Edinburgh
77	G. H. BIRRELL/ Team VW (GB) Ltd.	1300	Dolling	Milngavie
78	H. HEEREY/ VW (North London) Ltd.	1300	Beach	Hazel Grove
79	M. HAYSEY/ Team VW (GB) Ltd.	1300	Beach	London
80	A. COWAN/ Smithfield Garage	1285	Smithfield	Duns
81	M. R. HAYSELDEN	1285	Monaco	Rotherham
82	M. BURNS-GREIG/ H. Robinson	1292	Beach	Duns
83	P. DANAHER/ Weir Lodge Garage	1292	Beach	Chertsey
84	J. HALL/ Midgeley Bros.	1192	C.G.V.	Bradford
85	N. CLARKE/Continental Car Conversions	1300	Apal	Redditch
86	P. A. B. STEWART/ W. Turnbull	1085	Cooper	Lundin Links
87	D. REES/F. Lythgoe	997	Cooper F2	Altrincham
88	J. VEITCH/Euroscot	1192	Apal	Newbridge
89	M. D. THOMAS/ Saffron Road Garage	1300	Beach	

For your Day's Enjoyment...

There is no doubt that today's programme promises to be one of the most exciting ever seen at a Scottish motor race meeting. From the moment that New Zealander Sq.-Lr. Raynham Hanna leads the seven Hawker-Siddeley Gnats of the famous Red Arrows aerobatic team over Ingliston on their first pass at 2.10 p.m. on their first-ever visit to Scotland there should be little opportunity for spectators to relax.

No fewer than 50 single-seater racing cars were entered for this meeting—surely an all-time record for a race meeting in Scotland—and the lucky 36 who qualify in practice for a race will include several very well-known English drivers to do battle with our own Scottish Kings of Ingliston. **Peter Gethin**, who won both the S.M.T. Trophy and the King Hussein Trophy at this meeting last year, is returning in a bid to retain his awards and is joined by team-mate **Chris Williams**, both driving F3 Brabham-Cosworths. Williams was rated sixth best F3 driver of the year by the French sporting paper "l'Equipe" and has recently won his first International F3 race at Villa Real in Portugal. **Keith St. John**, the Radio London driver, is bringing his Brabham north, but even more exciting will be the Formula One McLaren-Climax which he hopes to have ready in time for this meeting. This is last year's works monocoque-sandwich chassis (basically a sandwich of aluminium and timber) works car fitted with one of the small number of 'Godiva' 3-litre engines which Coventry-Climax produced before they ceased racing-engine production. This car will be going to the German Grand Prix at Nurburgring in a fortnight's time.

Brian Cullen, in the lead for the Irish Formula Libre Championship, is bringing his Irish-built Crossle from Limerick and **Dave Powell** is another visitor—from Wales—with his Brabham. Already this year Powell has won no fewer than nine races and been placed 2nd on three other occasions in this car. **Julian Gerard**, son of that well-known immediate post-war driver Bob Gerard, is returning this year to Ingliston, this time with the twin-cam Type 74 Cooper that John Taylor used to drive. Another visitor from Wales is **Dave Berry**, entered by Frank Lythgoe, in an F3 Brabham, who has been very successful this year in Clubman's races. His team-mate, **Allan Rollinson**, last year's Ingliston racing car champion, will be driving a brand-new F3 Brabham at this, his first visit to the circuit this year.

Another Brabham pilot will be **Chris Meek** driving an F3 car entered by Gilbert Baird—one of Jim Clark's sparring partners from the Border Reivers' days. Meek was seen last year in a G12 Ginetta, and is in fact their works driver. Brabhams almost have a monopoly in F3 these days, and yet another visitor to Ingliston will be **Brian Newton**, better-known at the wheel of the Lotus-Cortina which he is also bringing and which is in fact leading the 2-litre class in the British saloon-car Championship. Finally, we have Australian **Tim Schenken** in his Lotus 22, and **Peter Gaydon** in the last of the visiting Brabhams.

What of the Scotsmen who will be defending their honours? So far this season at Ingliston, **Andrew Fletcher** has established himself as one of the most promising single-seat drivers we have seen at Ingliston and is more than living up to the form he showed in his F3 Brabham last year. With two outright wins in the previous qualifying rounds for the "Daily Record" Scottish Racing Car Championship, he certainly has a clear lead which **Willie Forbes** in particular will find hard to make up. Forbes' Lotus-B.M.W. has not been as reliable as he would hope and his fellow-Aberdonians must be hoping that a change of luck is on the way. **Jock Russell** seems to have found the way to drive his ultra-powerful Russell-Ford round Ingliston much more quickly than previously, and was particularly neat and tidy in his driving at the Edinburgh Students' Charities Cup meeting in May, when he finished second

in the second heat. Although not so happy in the rain, **John Romanes** was on the front row of the grid in May after setting up a practice lap of 39 seconds—a time beaten by only three other drivers in the past three seasons—**Bill Stein** in the Ecosse-Climax, **Fletcher** and **Rollinson**. **John Romanes** is chairman of the promoting company at **Ingliston, Scot-circuits Ltd.**, and is the immediate past chairman of the **Scottish Motor Racing Club**.

John Millar has been gaining points steadily with his F3 Brabham, after finishing 2nd to **Fletcher** in the Students' Cup race. The two Ecosse-Imps are once again entered with **Graham Birrell** named as the driver of one. This car/driver combination should be quite a challenge to the heavier F3 cars from England in the "King Hussein Trophy" Race. At the time of writing no driver has been named for the second car. A newcomer to single-seater racing is **Tony Charnell** with a twin-cam Lola and knowing Tony's driving this may surprise us all.

What of the other races? That for Special G.T. Cars should provide some good racing for **Bill Dryden**, son of our sponsor's managing director and last year joint winner of the "Sheila Whyte" Championship for G.T. Cars at **Ingliston**, will find a strong challenge to **Nick Cuthbert's** Lotus Elan in the hands of **Johnny Blades**, bringing to Scotland for the first time one of the new Lotus 47 "Europa"-bodied cars with a rear-mounted Lotus twin-cam engine. **Robert Eva** will be driving **John McKenzie's** Ginetta G12, all the way from Cheltenham and **Ronnie Ballantine** has found the way to make his Diva go quickly, so—certainly in the dry—there should be a good battle for the honours between these two. Should it rain, **Andrew Cowan** will almost certainly be up there with them in **Harry Ballantine's** Marcos GT, with which he almost beat **Dryden** in May on a wet track. **Bill Hemming** is bringing an earlier Ginetta G4, fitted with a 1650cc Ford engine, from Northampton and could well supply a few surprises. Among the smaller-engined cars, **Andy Barton** and **Tommy Simpson** look like providing the running, with **John Alexander** and **John Absalom** keeping a watching brief.

The saloons are always good entertainment and this meeting should be no exception. **Gerry Birrell** in the **Claud Hamilton**-entered **Climax**-engined **Shannon-Chamois** will be the man to watch in the smaller-engined class, but we don't expect **Loan Morrison**, in one of last year's **Fraser-Chamois** (or was it an Imp?) to let him have all his own way and **Andrew Cowan** is driving the **Hoads-speed** Imp which—rather belying its name—is being brought all the way from **Poole** in **Dorset** by an expatriate Scot. **Bill Borrowman** will be the main upholder of **Mini** honours in this class and we doubt very much whether **Tony Charnell** will lightly accept anything but a leading place, with the "Chimp." Among the larger-engined cars, the main excitement will undoubtedly be provided by **Tom Sleish**, making a welcome return to the circuits in his 3.8 Jaguar "S." If his performance in practice at **Ingliston** in the **Rossleigh Mk. X** Jaa. are anything to go by he should be well worth watching, even if slightly outclassed by the nimbler **Mini-Coopers** such as **Eddie Labinloh's** and **Ronnie Morrison's**. **Dave Smith** has been going well in his **Anglia** this year and is being joined by **Chris Cooke** from **Peterborough**. Certainly the most interesting car will be **Tom Clapham's** **Alfa-Romeo GTA**, driven by **Geoff Breakell**, who has been well-placed this year with his ex-Syd Taylor **Brabham BT8**, and is not often seen in a saloon.

Finally—but first on the programme—we have the first race in Scotland for **Formula Vee** cars. This is the first race in a series for the new **Scottish Formula Vee Championship**, run separately but in association with the **English series**. It is also interesting in that there will be three ladies at the wheel—**Jenny Nadin**, who won the first-ever race in England in her works-sponsored **Dolling** and who was once better known as **Pat Moss Carlson's** rally navigator, **Liane Engemann**, the Dutch fiancée of **Keith St. John**, and no mean performer (finishing 4th in the first **English race**), and **Michaelle Burns-Greig**, from **Duns**.

The official works-sponsored team, **Team VW Great Britain** are bringing up no fewer than six cars specially by rail from **London**, and their drivers are headed by **Nick Brittan**, well-known journalist and racing driver of no mean ability, who won at **Ingliston** in his **Fraser-Imp** in September last year. Two **Scottish drivers** have been invited to join the team for the **Scottish series**, **Bill Dryden** and **Gerry Birrell**. The fifth member of the team is **Howard Heerey**, who has been practically invincible in **Clubman's** races at **Ingliston** in his **Chevron**, and the sixth is **Mike Haysey**. Most of these will be driving the **American-built Beach car**, although **Jenny Nadin** won her first race on the **Swedish Dolling**. **Brian MacFarlane** will complete the **Beach line-up**, and the **British-built cars** will include **Nigel Clarke's** **Apal**, **Jim Hall's** **C.G.V.**, **Andrew Cowan** in the works **Smithfield**, and local lad, **Jimmy Veitch** from **Newbridge** driving the only **Scottish-based entry**.

All in all, by the time the **Hartley Whyte Saloon Car Championship** race has been run, there should have been excitement for everyone.

★ ★ ★

This year the **Formula Libre** championship is being sponsored by the "Daily Record" newspaper, who have shown tremendous enthusiasm and with whom we look forward to a happy association. The prize money which they are putting up is very considerable—first prize is £250, 2nd £150, 3rd £100 and 4th £50—and they are also helping in several other ways to make exciting motor racing possible at **Ingliston** this year. Watch their pages for their weekly motor racing column on **Fridays**.

★ ★ ★

As a result of the popularity of the arrangements for members of the **Scottish Motor Racing Club** last year, **High Tea** will be served from 5.0 p.m. in the **McRobert Pavilion**—bacon or sausage, egg and chips, haddock and chips, salads, etc. No need to book and the cost is 7/6 per head. There will also be a **snackbar** for members upstairs and the **Bar** will be open as usual during normal hours at 12.30 to 2.30 and 6.30 to 9.30. Unfortunately we just cannot vary these hours due to the strange **Scottish licensing laws**!

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

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

★ ★ ★

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

★ ★ ★

Race-going and cameras go together. This year, **Reg Forester-Smith's** **Camera Centres** hold the concession at **Ingliston** on photographic equipment and they will be glad to see you at their mobile shop behind the stand to discuss or sell cameras or films. **Graham Birrell** has a mobile accessory shop alongside at which all sorts of "Bolt-on goodies" can be purchased.

★ ★ ★

You may well feel in need of some refreshment during the day. There are four snack bars in addition to the **Herdman's Restaurant** open

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



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



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



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



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



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



Who are The Red Arrows?

To-day, for the first time ever in Scotland, the world famous Red Arrows Aerobatic Team from the Royal Air Force Central Flying School will be giving one of their ultra-exciting displays.

There are seven pilots in the team and they fly scarlet Hawker Siddeley Gnat Jet Trainers. The seven pilots are all instructors at The Central Flying School, and are led by Squadron Leader Raynham Hanne, A.F.C., 38-year-old New Zealander who joined the R.A.F. in 1949. Number two is Flight Lieutenant Derek Ball (34) from Stockton-on-Tees, who has been in the R.A.F. since 1954. Youngest of the team is 26 year old Flight Lieutenant Francis Hoare, who joined the Red Arrows Team last year. Number four is Bristol-born Flight Lieutenant Peter Evans (32), who won a flying scholarship at Cheltenham College, and who has been with the team since January, 1966. Fifth in the flight is 29-year-old Flight Lieutenant Roy Booth, who comes from Hull and learnt to fly in Canada. Sixth man is Flight Lieutenant Henry Prince (33), who also trained in Canada, and seventh in the team is Flight Lieutenant Ernest Jones, 34 years old and hailing from Southampton.

What of the planes they fly? The Gnat T.Mk.1 two-seat trainers which the team use are a development of the single-seat Gnat light fighter which is used by the Indian and Finnish air forces. The prototype trainer first flew in August 1959 and has a maximum level speed of 600 m.p.h. rising to 760 m.p.h. in a shallow dive. The plane is surprisingly small with a wing-span of 24 ft. and a total length over

the pressure-head (the long spear you will see projecting from the nose) of just under 38 ft. The power is provided by a Bristol Siddeley Orpheus turbojet developing 4520 lb. thrust for take-off. The Gnat is a real "Pilot's aeroplane"—rather like the aircraft industry's equivalent to a Lotus Elan.

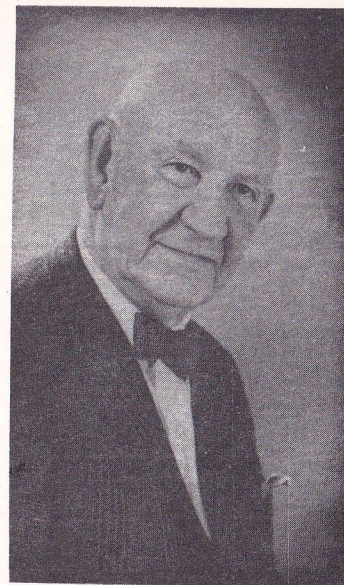
The Red Arrows have developed their manoeuvres into an amazing aerobatic act. Highlights of their 1965 show were line-abreast formations, spectacular solo opposition manoeuvres, and a cross-over rocket climb by all the Arrows as a 500-knot finale. Last year the team exploited the manoeuvrability of the Gnat still further. Their displays demonstrated its excellent rate of roll: some 400 degrees a second at 400 knots! This quality was shown by formation "twinkle" rolls — five aircraft rolling individually about the longitudinal axle while in vee formation—and also by the solo aircraft rolling in opposition. The display was characterised by the large number of different formations flown, most of the changes taking place when the aircraft was inverted. One of the most skilful and difficult pieces of flying was the finale: all the aircraft approaching the crowd in very loose formation and then pulling up to re-form in a join-up loop—with all aircraft converging tightly on the leader again and the formation as one just before the top of the loop. The team intends to introduce several new manoeuvres for its 1967 season, and the display lasts 16 thrilling minutes.

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

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

Gestetner

13/13a Stafford Street,
EDINBURGH 1.
CAL 4144



A.K.— *Mr. Motor Sport in Scotland*

At eighty, A. K. Stevenson is fitter than most men thirty years his junior and this is not by accident for there are few people in motor sport who work so hard and, let's face it, play so hard, as A.K. does. Sitting in the office trying to justify my description as a worker I keep getting post cards from him from all over the world for as Scotland's man of motor sport A. K. Stevenson is called to duty wherever there is motor sport. When he retired as secretary of the Royal Scottish Automobile Club five years ago most people wrote A.K. off, his main occupation in life had come to an end, but far from it, today he is just as busy as he was in the days when he had to tend to the various aspects of running a club the size of the R.S.A.C. Indeed, with a twinkle in his eye, he'll even tell you he is busier.

Scotcircuits and the Scottish Motor Racing Club have a niche in their hearts for A.K. because it is not generally known that A. K. Stevenson has been pushing for a proper Scottish motor racing circuit for years and years. Whenever a whisper about a new project was heard you could be sure that A. K. Stevenson was in there trying to help, offering encouragement and, what is more, getting down to brass tacks and helping the projects along to the best of his ability. He is with us today in his capacity of Steward of the meeting and it is typical of him that even today, on his birthday, he should be out at work as he has been nearly every weekend this year and for the past forty years.

My first meeting with A.K. was about fifteen years ago when, as a raw youth, wet behind the ears, I attended the first Charterhall motor race meeting. To A.K. it didn't matter that I was just 18 and didn't really know much about the sport in Scotland, he was there to help. He has been helping me, and hundreds like me, throughout a career which began modestly, when he left his native Kilwinning to become a clerk with an accountancy company run by R. J. Smith who was at that time acting as secretary to the founding Scottish Automobile Club. As the club grew so did Smith's responsibilities and he took over as full time Secretary and called in his young assistant A.K. as his helper. R. J. Smith built up the club but on the motor sporting side A.K. threw himself into the task of organising the various events. This at times led to embarrassment with his boss, for A.K. was getting more publicity than the Secretary, particularly over the organisation of the first Scot-

tish Rally. But A.K. even now, is not afraid of getting his feathers ruffled on matters of motor sport.

His links with the Monte Carlo Rally go right back to the beginning and he was instrumental in giving Scotland a share of the glory of the Montes through the years. Indeed, when the start was moved from Glasgow to London a few years ago it was a hard decision for A.K. to accept as he had pretty well nursed the Monte start from Scotland jealously. This year, in a moment of sadness, he remarked to me "... next year they will probably be starting from French soil." They might as well, for the start this year was about a hundred yards from the ferry at Dover, a vast difference from the rigours which faced the early Monte Britons who started from John o' Groats and had a tough enough battle getting to the Channel ports far less on the Continent itself.

Motor sport changes, and though he obviously has his regrets, A. K. Stevenson has changed with motor sport so that today he has a thorough knowledge of what is going on and accepts change as progress. This is such a refreshing attitude and is part reason for the fact that he is held in as much respect today as a motor sport administrator as ever. In December last year he was invited to be a Steward at the Nassau Speed Week, the last in the series, and despite the distance and the pace of living over there, he set off almost immediately after the R.A.C. Rally to do his job. It was typical of him that he should meet Margaret Lowrey, nee Mackenzie, on her honeymoon and that he should be instrumental in getting her a drive in a Formula Vee car in the Ladies Race. This was typical of him to seek out Margaret when he was idly asked if he knew of a driver, and the only blot came when Margaret had a particularly nasty accident. A.K.'s concern over her welfare was typical of his concern not only for individuals but for the sport which he loves so much. Probably no one was more pleased than A.K. when last month Margaret Lowrey entered for the International Scottish Rally, her first big event since the accident in Nassau, and finished.

So today A.K. is 80. Whether it is a sunny day or a wet one you can be sure he will be happy watching the meeting and taking note of what happens, for motor sport is his life and has been right from the start. He is involved in the organisation of the R.A.C. Rally at the moment and spends a lot of time chasing around the country looking at new forest stages for that event, but what is typical of A.K. is his general attitude towards sport in Scotland and his constant optimism. Whereas we expect a man of his stature on the International events it is comforting to know that even the most lowly karting meeting or driving test rarely escapes his notice and he is as loyal to them as he is to the International events. In sum, he is a gentleman, Scotland's motor sporting gentleman and may he have many more birthdays here at Ingliston for Scotcircuits and Scottish Motor Racing Club will always roll out the welcome mat whenever he wishes to visit us.

GRAHAM GAULD.

Photo by G. Wood — Courtesy of "Scottish Clubman."

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.

Who are our Sponsors?

S.M.T.

SMT — Scotland's Biggest Motor Trading Organisation—covers the whole of Scotland and N.W. England with some 25 branches, each offering the most comprehensive service to the motorist. A service that includes sales from the wide range of Vauxhall new cars: sales from the ubiquitous Bedford range: sales of "Quality Tested" used cars: Self Drive Hire: Contract Hire — all backed by the SMT Sales and Service facilities with a vast stock of spares and parts available throughout the SMT network, to keep the motorist on the move. As a further step in SMT's forward thinking, the Stock Control System in the Parts and Accessories operation is very soon to be computerised for even greater efficiency. SMT offers the complete service to motorists—and this service is expanding all the time.

SMT offer the complete range of new Vauxhall cars from the very popular Vivas including the brilliant new Viva Estate, the Victors, the Crestas, and the luxurious all-powerful Viscount. Whatever the type of motor car you require for your needs, it is within the Vauxhall range at SMT.

The Bedford range at SMT is truly fantastic—a vehicle to cover every transport requirement. Light vans, conversions, trucks, heavies, and articulated lorries. Together, SMT and Bedford can be relied upon to meet your needs.

SMT operates Scotland's Finest Self Drive Service with some 21 branches in 15 towns from Aberdeen to Whitehaven, and Edinburgh to Glasgow—all ready to hire out at a moment's notice. 1967 cars in first class order at very competitive rates. There's SMT Contract Hire specially designed for the business man with rates to suit short or long-term periods of hire.

SMT "Quality Tested" used cars are better cars offered at better prices, backed up by better service. All **quality** cars giving **value** for money second to none.

Croall & Croall

For the first time in Scotland Croall & Croall have the opportunity of presenting a tankard to the winner of today's Formula Vee race at Ingliston. This 10-lap race is expected to have in the region of 15 participants and should provide Scottish racegoers with an exciting first view of the Volkswagen-based Formula Vee Cars.

Croall & Croall have been linked synonymously with the name of Volkswagen ever since they imported their first model in 1953. Since then they have developed into the Sole Volkswagen distributors for the East of Scotland and the hump-backed "Beetle" has become a familiar sight.

One of the oldest established firms in the business (they started dealing with the carriage trade in and around 1800) Croall & Croall now operate a comprehensive sales, spares and service organisation geared to the needs of Volkswagen drivers. All their mechanics are

Volkswagen trained—a must for dealing with that air cooled “almost indestructible” four stroke engine.

Although for a time changes in body style seemed unknown to VW Croall & Croall have all the new models and variations in their York Lane and Glenogle Road Showrooms. Every model from the new and improved VW 1200 to the TL Fastbacks, Variants and VW Caravettes. It's the complete Volkswagen service!

bd

The preparation of plans for traditionally-built or system-built buildings such as houses, farm buildings, garages workshops, showrooms, offices, recreation halls, community centres or sports clubs.

A design service for Brochures, notepaper, billheadings, personal stationery, Insignia, Motifs, and Brand Images, advertisement layout, etc.

Interior design and decor.

The design of motor racing circuits and sports centres and advice on the establishment and operation of such ventures.

The Border Design Centre Ltd.

Directors: IAN SCOTT WATSON and GORDON ELLIS

HARELAW MOOR, GREENLAW, Berwickshire
WHITE HOUSE STUDIO, LOWICK, Northumberland

What is Formula Vee?

Formula Vee Racing was originated in the United States by the late Herbert Blundage and uses standard Volkswagen engine transmission and axle parts made in Germany, and the kit parts (frame and body work, etc.) made in many countries including the U.S.A., South Africa, Belgium, Austria, Germany and the United Kingdom.

The Formula Vee Association Great Britain was inaugurated on March 6th and has drawn up a series of twelve races in this country during 1967. There are two Championships at stake — the British National Formula Vee Championship with eight qualifying events in England at Silverstone, Croft, Lydden and Castle Combe, and a further four events qualifying for the Scottish Formula Vee Championship at Ingleston. Scoring for the first six places in each event will be respectively 9, 6, 4, 3, 2, and 1.

This class of racing is now the most popular of Club Racing in the United States and is proving equally popular on the European mainland. The aim all along has been to provide cheap competitive racing for the club driver, and the car must be based on a Volkswagen “Beetle” front axle engine and transmission units. As it is designed to bring single-seater racing within the reach of the average club member the regulations strictly limit the extent to which the engines can be tuned and thus ensure that the over-all cost will not rocket as high as has happened with all other classes of racing. Only standard Volkswagen parts may be used in tuning the engine, but it has been found that by marrying parts from different years of manufacture the power can be raised to just under 60 bhp. Total cost at new prices for a car to full racing standards is between £750 and £800.

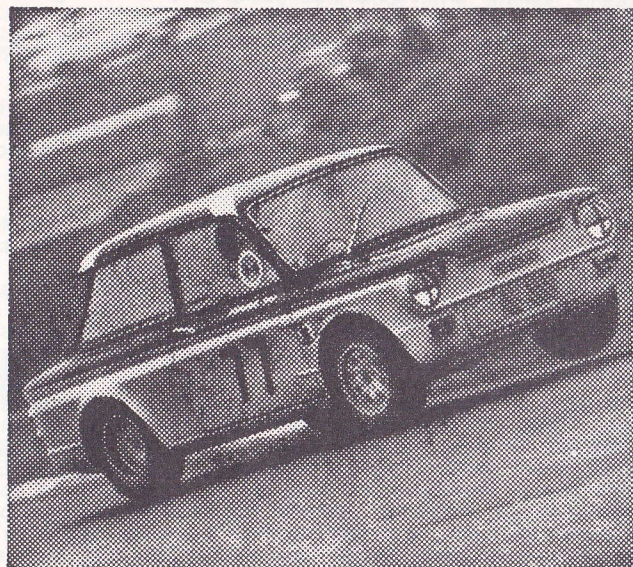
The Formula Vee Association is sponsored by Volkswagen (Great Britain) Limited, and they have a technical department from which advice is made freely available to association members. This technical department also prepare the cars for Team VW (GB).

There are on the market several different makes of kits including the American “Beach,” the Swedish “Dolling,” the South African “Peco,” and the British-made “Apal,” “GCV” and “Smithfield,” almost all of which are represented on today's starting grid.

For those that are interested, the address of the Formula Vee Association, Great Britain, is 9 Cargreen Road, South Norwood, London S.E. 25.

HOW & BLACKHALL FOR PRINTING

77 MARYGATE, BERWICK-UPON-TWEED
Telephone 7553



IMP PROVED AGAIN!

Alan Fraser Racing Team

POSITION: 1st AND 2nd
PLACE AND DATE: SILVERSTONE 20th MAY 1967
EVENT: INTERNATIONAL SALOON CAR RACE
CLASS: UP TO 1000cc
CARS: 998cc MODIFIED HILLMAN IMPs
DRIVERS: BERNARD UNETT, TONY LANFRANCHI

The proof of a car is in the driving—the harder the driving the more positive the proof. Over Europe's toughest rally grounds the Imp has proved itself—time and again—a rugged and reliable winner. Now the Imp leads in its class on Britain's tortuous and twisty racing circuits where dependability, speed and superb road-holding really count. It's a car that's made for winning—and it's proved it once again!

Results subject to confirmation

MAIN DEALER

JAMES ROSS & SONS

(MOTORS) LTD.

LOCHRIN EDINBURGH

FOuntainbridge 1555

A word about the INGLISTON CHAMPIONSHIPS

This year we are running no less than five Ingliston championships and in addition each meeting will be a qualifying round for the Scottish National Speed Championship, won last year by John Milne.

The "Daily Record" Scottish Racing Car Championship is the main award of the year and will be hotly contested among the single-seater racing cars. This year sponsored by "The Daily Record," there is no doubt that it is already reaping the benefit of good publicity by one of Scotland's biggest-circulation daily newspapers. At the end of the season the winner will receive the magnificent "Daily Record" trophy plus a fat cheque for £250, with runners-up receiving further awards of £150, £100, £50, £30 and £20. All single-seat races count for the awards but where the main race is, as today's, a two-part event, the scoring on aggregate will be 1st—9 pts.; 2nd—6 pts.; 3rd—4 pts.; 4th—3pts.; 5th—2 pts. and in addition each finisher in each part will receive one point. In cases where there is only one race—or where the race is for cars of limited capacity—the scoring will be 6 — 4 — 3 — 2 and a point for each finisher. Champion for the past two seasons, winning in 1965 the "Lombank Trophy" and in 1966 "The Scotsman Trophy," has been Alan Rollinson, the popular Midlands driver. Competition between Willy Forbes and Andrew Fletcher looks set to be hot this year and especially in Rollinson's absence at this first meeting.

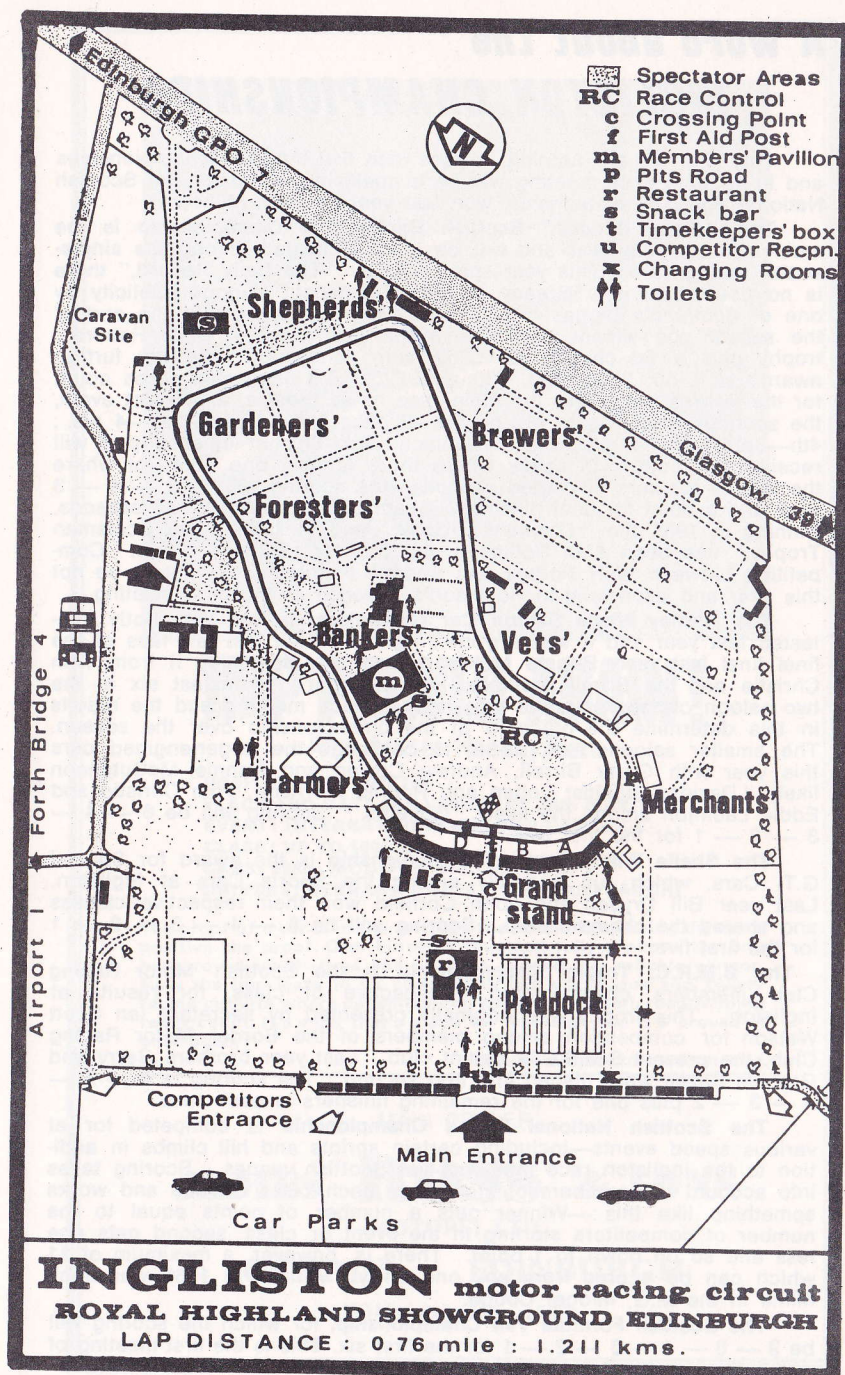
The Hartley Whyte Saloon Car Championship was very hotly contested last year and it was anyone's right until the last few laps of the final last year, Ronnie Morrison eventually snatching it from Tom Christie and the Birrell brothers. As last year, the fastest six in the two saloon classes compete in a final at each meeting and the results in this determine the outcome of the championship over the season. The smaller saloons look all-set to challenge the larger-engined cars this year with Gerry Birrell, Andrew Cowan and Ronnie McCutcheon likely "Davids" against Logan and Ronnie Morrison, Tom Christie and Eddie Labinjoh among the likely "Goliaths." Scoring will be 6 — 4 — 3 — 2 — 1 for the first five.

The Shella Whyte Tankard Championship is the award for Special G.T. Cars, which run normally among the Sports Cars at Ingliston. Last year Bill Dryden and John Corfield won their respective classes and shared the championship. Scoring will be 6 — 4 — 3 — 2 — 1 for the first five.

The B.M.R.C. Trophy Championship is the Scottish Motor Racing Club members' championship, irrespective of class, for results at Ingliston. This trophy was originally presented by secretary Ian Scott Watson for competition among members of the Border Motor Racing Club, the present S.M.R.C.'s parent club. Last year brothers Gerry and Graham Birrell were placed first and second. The scoring is 9 — 6 — 4 — 3 — 2 plus one for the remaining finishers in each race.

The Scottish National Speed Championship is competed for at various speed events—including certain sprints and hill climbs in addition to the Ingliston race meetings—at Scottish venues. Scoring takes into account the numbers of starters in each class or race and works something like this:—Winner gets a number of points equal to the number of competitors starting in the event or class, second gets one less and so on down to 1 point. There is, however, a maximum of 11 which can be scored from any one entry. Winner in 1966 was John Milne in the M.G. Midget Coupe.

The Scottish Formula Vee Championship, for which the scoring will be 9 — 6 — 4 — 3 — 2 — 1 for the first six. This is the first meeting of which this series of four races is being held.



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	50.1
35.8	76.4	42.2	64.8	48.6	56.3	54.8	50.1
36.0	76.0	42.4	64.5	48.8	56.1	54.8	49.9
36.2	74.6	42.6	64.2	49.0	55.8	55.0	49.7
36.4	75.2	42.8	63.9	49.2	55.6	55.2	49.6
36.6	74.8	43.0	63.6	49.4	55.4	55.4	49.4
36.8	74.3	43.2	63.3	49.6	55.2	55.6	49.2
37.0	73.9	43.4	63.0	49.8	54.9	55.8	49.0
37.2	73.5	43.6	62.8	50.0	54.7	56.0	48.9
37.4	73.2	43.8	62.5	50.2	54.5	56.2	48.7
37.6	72.8	44.0	62.2	50.4	54.3	56.4	48.5
37.8	72.4	44.2	61.9	50.6	54.1	56.6	48.4
38.0	72.0	44.4	61.6	50.8	53.9	56.8	48.2
38.2	71.6	44.6	61.3	51.0	53.6	57.0	48.0
38.4	71.25	44.8	61.1	51.2	53.4	57.2	47.8
38.6	70.9	45.0	60.8	51.4	53.2	57.4	47.7
38.8	70.5	45.2	60.6	51.6	53.0	57.6	47.5
39.0	70.2	45.4	60.3	51.8	52.8	57.8	47.3
39.2	69.8	45.6	60.0	52.0	52.6	58.0	47.1
39.4	69.4	45.8	59.7	52.2	52.4	58.2	47.0
39.6	69.1	46.0	59.5	52.4	52.2	58.4	46.8
39.8	68.7	46.2	59.2	52.6	52.0	58.6	46.7
40.0	68.4	46.4	59.0	52.8	51.8	58.8	46.5
40.2	68.1	46.6	58.7	53.0	51.6	59.0	46.4
40.4	67.7	46.8	58.5	53.2	51.4	59.2	46.2
40.6	67.4	47.0	58.2	53.4	51.2	59.4	46.1
40.8	67.1	47.2	58.0	53.4	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

MAIN DISTRIBUTORS

NERUS

PERFORMANCE EQUIPMENT

*All the Gear at AUTOSHOPS for
Rally & Sports Enthusiast!*

STAGE I, II & III HEADS — Q.I. RALLY LAMPS
HIGH LIFT CAMSHAFTS — RACING MIRRORS
CARB. CONVERSIONS — WOOD & LEATHER RIM WHEELS
MANIFOLDS — EXHAUST SYSTEMS PECO, ETC.



WHEEL SPACERS — HEADRESTS
MASERATI AIR HORNS — RALLY JACKETS
RALLY TYPE SEAT COVERS — SIDEWINDERS
INSTRUMENTS — GEAR EXT. & KNOBS
OIL COOLERS

229 NORTH WOODSIDE RD., GLASGOW. N.W. DOU 7203
21 CLARKSTON ROAD, GLASGOW, S.4. MER 2386
52 GEORGE STREET, PAISLEY. PAI 2881

INGLISTON LAP RECORDS

RACING CARS (Outright Lap Record) :

Formula Libre :

W. J. STEIN (Ecosse-Climax) 38.0" — 3rd Oct.
Up to 1200cc (other than F.2) : (1965)
A. W. ROLLINSON (Brabham F3) } 39.2' — 2nd Oct.
A. D. T. FLETCHER (Brabham F3) } (1966)
J. C. C. LAMBERT (Brabham F3)

SPORTS CARS

over 1200cc :

W. FORBES (Elva B.M.W.) 40.4" — 29th Aug.
and G. H. BREAKELL (Brabham)
Up to 1200cc : (1965)
J. WATSON (Crosslè) 42.0" — 3rd Oct.
and T. THWAITES (Lotus 23B)
(1965)

CLUBMAN'S CARS

H. HEEREY (Chevron) 42.1" — 4th Sept.
(1966)

SPECIAL GRAND TOURING CARS

Over 1200cc :

W. N. A. DRYDEN (Lotus Elan) 41.0" — 24th July
Up to 1200cc : (1966)
A. A. BARTON (Mini-Marcos) and
J. CORFIELD (Diva GT) 43.0" — 24th July
(1966)

SALOON CARS

Over 1200cc :

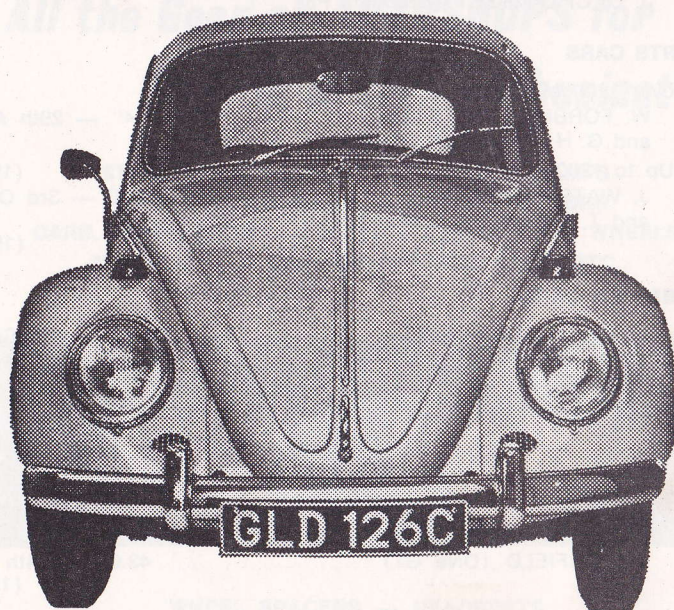
H. W. RATCLIFFE (Mini-Cooper) 42.6" — 17th April
and R. G. SMITH (Ford Anglia)
Up to 1200cc : (1966)
N. BRITTAN and R. F. CALCUTT
(Hillman Fraser-Imps) 43.2" — 4th Sept.
and G. H. BIRRELL (Shannon-Chamois)
(1966)

MARQUE CARS

J. E. MILNE (M.G. Midget Coupe) 45.0" — 14th Aug.

COME TO

**CROALL &
CROALL**



THE VOLKSWAGEN enthusiasts

As sole distributors for the East of Scotland we're naturally enthusiastic about Volkswagen. Why? Because over the years, we've proved its reliability, its economy, its rugged construction. We've examined its finish, admired its looks—we'd like you to do the same — You'll find all the VW variations in our showrooms where we can let you test drive one of the latest models — might even persuade you to buy it!



CROALL & CROALL



YORK PLACE AND GLENOGLE ROAD, EDINBURGH

Telephone WAV 6404/9

EVENT 1

CROALL & CROALL TANKARD RACE FORMULA VEE RACING CARS 10 LAPS

2.35 P.M.

73	Miss L. ENGEMANN/ Saffron Road Garage	Beach	1192
74	Miss J. NADIN/ Team VW (GB) Ltd.	Beach	1300
75	N. BRITTAN/ Team VW (GB) Ltd.	Beach	1300
76	W. N. DRYDEN/ Team VW (GB) Ltd.	Dolling	1300
77	G. H. BIRRELL/ Team VW (GB) Ltd.	Dolling	1300
78	H. HEEREY/ VW (North London) Ltd.	Beach	1300
79	M. HAYSEY/ Team VW (GB) Ltd.	Beach	1300
80	A. COWAN/ Smithfield Garage	Smithfield	1285
81	M. R. HAYSELDEN	Monaco	1285
82	Miss M. BURNS-GREIG/ H. Robinson	Beach	1300
83	P. DANAHY/ Weir Lodge Garage	Beach	1292
84	J. HALL/Midgeley Bros.	C.G.V.	1192
85	N. CLARKE/Continental Car Conversions	Apal	1300
88	J. VEITCH/Euroscot	Apal	1192
89	M. D. THOMAS/ Saffron Road Garage	Beach	1300

1st (£25) 75 2nd (£15) 78 3rd (£10) 74

4th (£5) Fastest Lap : secs.

Winner's Speed : m. s. : mph

EVENT 2

SALOONS OVER 1200cc 10 LAPS

3.00 P.M.

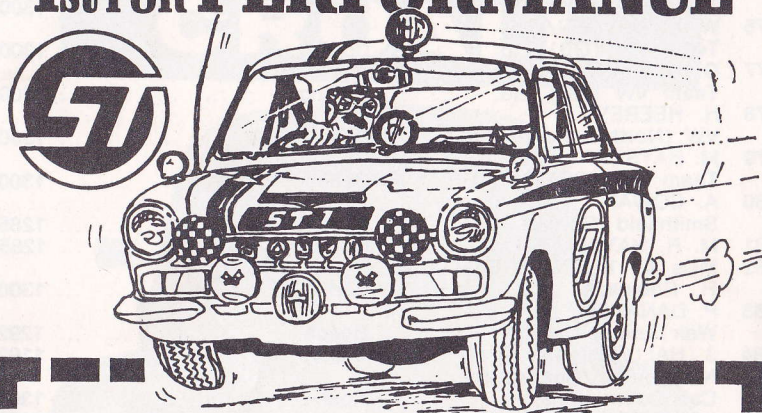
29	B. NEWTON	Lotus Cortina	1594
38	A. BARTON	Morris 1000	1294
45	J. E. MILNE/W. Shepherd	Mini Cooper S.	1293
46	G. H. BREAKELL	Alfa-Romeo GTA	1570
47	W. A. BORROWMAN	Mini Cooper S.	1210
50	K. ROBERTSON	Mini Cooper S.	1275
51	R. F. MORRISON	Mini Cooper S.	1300
52	T. E. SLEIGH	Jag. 3.8 Mk. 11	3781
53	C. COOKE	Anglia	1650
54	D. N. SMITH	Anglia	1594
55	J. DRYDEN	Mini Cooper S.	1293
56	A. N. OTHER/Jaynick Acc.	Jaynick Anglia	1600
57	P. G. GAILLARD	Mini Cooper S.	1293
68	P. DALVIN	Triumph Vitesse	1999
69	D. FISHER/P. Dalvin	Perdal Cortina	1860
70	E. A. LABINJOH/J. Fisher	Mini Cooper S.	1300

1st (£25) 55 2nd (£15) 47 3rd (£10) 70

4th (£5) 46 Fastest Lap : secs.

Winner's Speed : m. s. : mph

1st FOR ACCESSORIES 1st FOR PERFORMANCE



MOTORISTS ON THE MOVE COME TO SPORTSTONE *"FAST"*

We, at Sportstone, pride ourselves on the personal and individual attention we offer the discerning driver for the kind of service you expect and deserve. In our centre at 10 Brandon Terrace, we stock the most comprehensive range of accessories for your car, including Race, Rally, and Sports Equipment by Paddy Hopkirk, Les Leston, SPQR and all leading British and Continental Manufacturers. We are the agents for Taurus conversions, Comp. Filters, Cibie Lamps, Theta Fans, Astrali Steering Wheels and many, many others. Take time out to call on us to get the best out of your motoring.



10 BRANDON TERR.,
EDINBURGH.

(near Canonmills
clock)

Phone: WAV 3507

EVENT 3

3.20 P.M.

S.M.T. TROPHY RACE

PART 1 — 25 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
21	W. J. FORBES	Lotus-BMW	1991
2	J. L. ROMANES	Lotus 35	1865
13	A. D. T. FLETCHER	Brabham BT18	1600
4	J. RUSSELL	Russel-Ford	4727
5	J. GERARD	Cooper 74	1598
6	D. POWELL	Brabham F. Lib.	1500
7	K. ST. JOHN	McLaren Climax	3000
9	P. GETHIN	Brabham F.3	997
10	C. WILLIAMS	Brabham F.3	997
14	T. CHARNELL	Lola 55	1598
15	B. F. CULLEN	Crossle F. Lib.	1525
16	A. C. GOODFELLOW	Fireball Ford	1600
17	G. MacWILLIAM	Merlyn Mk. 7	1860
18	R. SCOTT	Elva BMW	1991
19	P. GAYDON	Brabham F.3	997
22	T. SCHENKEN	Lotus 22	997
23	J. MILLAR	Brabham BT15	997

Reserves :

12	A. W. ROLLINSON/ F. Lythgoe	Brabham	997
86	P. A. B. STEWART and W. TURNBULL	Cooper	1085

1st (£100) 1 2nd (£50) 10 3rd (£30) 2

4th (£20) 5 Fastest Lap : 10 — 38.4 secs.

Winner's Speed : 116 m.p.h. 28.5 s. : 69.16 mph



Luxury with a thrill in the tail!

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

**New Singer
Chamois Sport**

croalls

John Croall & Sons (Motors) Ltd.

162 St John's Road, Edinburgh, 12. Tel. 334 6248

SINGER MAIN DEALERS, EDINBURGH & LOTHIAN

Showrooms open 9 to 6 daily, Thursday and Friday 9 to 7,
Saturday 9 to 5, Sunday 2 to 5.

EVENT 4

3.45 P.M.

SALOON CARS up to 1200cc

10 LAPS

Car No.	DRIVER/Entrant	cc	Make/Model of Car	from
48	J. FEWELL	...	Mini Cooper S.	999
49	D. FORSYTH	...	Mini Cooper S.	999
58	W. L. MORRISON	...	Chamois Sport	998
59	A. W. COWAN/Haggis	...	Haggis Imp	999
60	G. BIRRELL	...	Singer Chamois	1140
61	T. CHARNELL/J. Croall & Sons (Motor) Ltd.	...	Chamois Sport	998
62	G. CARR	...	Mini Cooper	999
63	J. W. PINKERTON	...	A40 Farina Mk 1	996
64	R. D. WYLLIE	...	Morris Cooper	997
65	R. D. McCUTCHEON	...	Mini Cooper	1098
66	M. DAVIES/ Knockerhill Racing Team	...	Ford Anglia	1198
67	R. W. P. BARCLAY	...	Hillman Imp	998
71	R. J. S. HAINING	...	Mini Cooper	999
72	Miss L. ENGEMANN/ Saffron Road Garage	...	Emery-Imp	998

1st (£25) **60** 2nd (£15) **58** 3rd (£10) **61**

4th (£5) **49** Fastest Lap: **60** — **42.4** secs.

Winner's Speed: m. s.: **62.6** mph

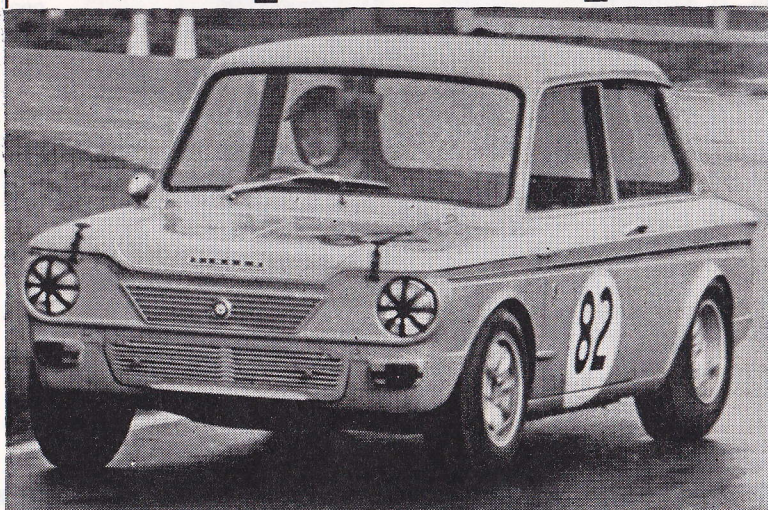
**FOR THE MOST
COMPREHENSIVE RANGE
OF MOTOR RACING
AND RALLY EQUIPMENT
IN SCOTLAND, VISIT**

**GRAHAM
BIRRELL
RACING**

392 ST. VINCENT ST.,
GLASGOW, C3.
TEL. CIT 4534

*INGLTON BOOKING OFFICE

Lap it up!



With the Singer Chamois saloon. The light and fantastically comfortable family car. Costs stay low, pleasures stay high with the Chamois. And with the Chamois Sport and Chamois Coupe—all the Chamois luxury with a new rear-mounted sports engine that gives 51 bhp. Winners, all of them! **See them at Claud Hamilton now.**

Singer Chamois Saloon £618.15.2 inc. p.t.
Chamois Sport Sport £665.9.4 inc. p.t.
Chamois Coupe Coupe £665.9.4 inc. p.t.

Claud Hamilton
 THE SINGER SPECIALISTS [MOTORS] LTD

259 BROOMLOAN ROAD · GLASGOW · SW1
 TELEPHONE: IBROX 4141 (IBROX STADIUM CORNER)
 Showrooms open Sundays 11 a.m. – 6 p.m.

SINGER MAIN DEALERS FOR GLASGOW & WEST OF SCOTLAND

KING HUSSEIN TROPHY RACE

25 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
8	K. ST. JOHN	Brabham F.3	997
9	P. GETHIN	Brabham F.3	997
10	C. WILLIAMS	Brabham F.3	997
11	D. BERRY	Brabham F.3	997
12	A. W. ROLLINSON/ F. Lythgoe	Brabham F.3	997
19	P. GAYDON	Brabham F.3	997
20	C. MEEK/Gilbert Baird	Brabham BT18	998
21	M. A. PEEL	Cooper 67 F.3	998
22	T. SCHENKEN	Lotus 22	997
23	J. MILLAR	Brabham BT15	997
24	R. FORRESTER-SMITH	Cooper T76	997
25	P. MacGILLIVRAY	Repco-Brabham	997
26	G. BIRRELL/Ecurie Ecosse	Ecosse-Imp	998
27	A. N. OTHER/Ecurie Ecosse	Ecosse-Imp	998
28	B. NEWTON	Brabham F.3	997

Reserve

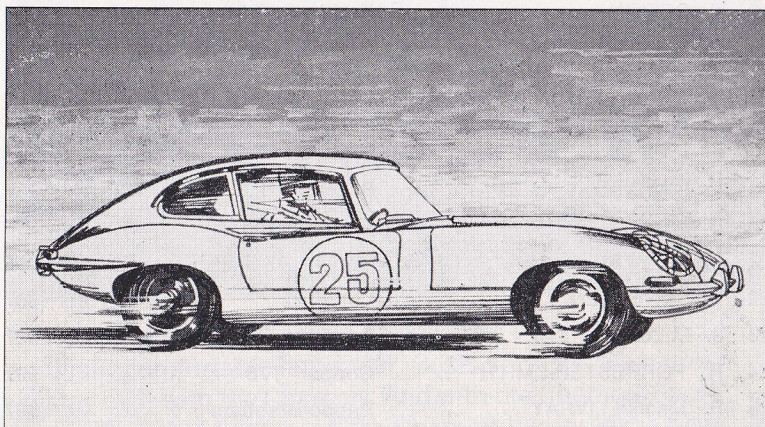
87	D. REES/F. Lythgoe	Cooper F2	998
----	--------------------	-----------	-----

1st (£100)10..... 2nd (£50)11..... 3rd (£30)22.....

4th (£20)19..... Fastest Lap :10..... — 38.9 secs.

Winner's Speed : 16 m. 304 s. : 65.44 mph

MARQUE TIME AT Rossleigh Ltd.



JAGUAR 'E' TYPE

One of the most advanced sports cars in the world, powerful protege of proud parents: the internationally victorious 'C' and 'D' Type sports racing cars. Soars with ease to a cool 150 mph, but remains completely controllable. The complete sportsman's car available as Open 2 seater—Fixed Head Coupe and 2+2 form.

Come in for a test drive and we'll talk prices.

Rossleigh Ltd.

14/16 SHANDWICK PLACE, EDINBURGH. Telephone CAL 2254

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

EVENT 6

4.30 P.M.

SPECIAL G.T. CARS

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
30	J. BLADES/Nick Moor	Lotus 47	1594
31	W. N. A. DRYDEN/ J. N. Cuthbert	Lotus Elan	1594
32	R. EVA/J. McKechnie	Ginetta G12	1600
33	J. R. BALLANTINE	Diva GT	1554
34	T. E. BLACKADDER	Lotus Elan GT	1594
35	A. W. COWAN/ H. C. Ballantine	Marcos GT	1997
36	W. J. HEMMING	Ginetta G4	1650
37	A. BARTON	Mini Marcos	1150
39	J. ABSALOM	Ginetta G4	1098
41	T. SIMPSON	Marcos	998
42	J. L. ALEXANDER	Mini Marcos	1040
43	R. McN. COWE	Austin Healey	1558
44	J. E. MILNE/W. Shepherd	M.G.B.	1800
46	G. H. BREAKELL	Alfa-Romeo GTA	1570

1st (£25) ... 31 ... 2nd (£15) ... 30 ... 3rd (£10) ... 35

4th (£5) ... 32 ... Fastest Lap: 30 — 40.65 secs.

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

gb
Motor Accessories

JOIN THE TRAIL SOUTH...

**GRAHAM
BIRRELL** Motor
Accessories

120 BUSBY ROAD, CLARKSTON, GLASGOW

TEL. 644-3737.

SMT SERVICE to MOTORISTS

Throughout Scotland and N.W. England, every branch of SMT is geared to serve YOU the motorist. Only SMT have the experience, the skill, and the resources to offer you and your vehicle that extra care and attention, whether it's

SMT FOR VAUXHALL

—new cars from the Viva to the Viscount

SMT FOR BEDFORD

—light vans, conversions, trucks, heavies, and "artics"

SMT FOR "QUALITY TESTED" USED CARS

—a first class selection of used cars, vans and trucks offering you quality and value second to none

SMT FOR SELF DRIVE AND CONTRACT HIRE

—choice of 1967 models for hire at very reasonable rates, from one day to three years.

SMT IS AT YOUR SERVICE

SMT Scotland's BIGGEST MOTOR TRADING ORGANISATION

Aberdeen, Carlisle, Dundee, Dumfries, Edinburgh, Elgin, Falkirk, Glasgow, Inverness, Kirkcaldy, Musselburgh, Penrith, Perth, Stirling and Whitehaven.

S.M.T. TROPHY RACE

PART 2 — 25 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
1	W. J. FORBES	Lotus-BMW	1991
2	J. L. ROMANES	Lotus 35	1865
3	A. D. T. FLETCHER	Brabham BT18	1600
4	J. RUSSELL	Russel-Ford	4727
5	J. GERARD	Cooper 74	1598
6	D. POWELL	Brabham F. Lib.	1500
7	K. ST. JOHN	McLaren Climax	3000
9	P. GETHIN	Brabham F.3	997
10	C. WILLIAMS	Brabham F.3	997
14	T. CHARNELL	Lola 55	1598
15	B. F. CULLEN	Crossle F. Lib.	1525
16	A. C. GOODFELLOW	Fireball Ford	1600
17	G. MacWILLIAM	Merlyn Mk. 7	1860
18	R. SCOTT	Elva BMW	1991
19	P. GAYDON	Brabham F.3	997
22	T. SCHENKEN	Lotus 22	997
23	J. MILLAR	Brabham BT15	997

Reserves :

12	A. W. ROLLINSON/ F. Lythgoe	Brabham BTU	997
86	P. A. B. STEWART and W. TURNBULL	Cooper	1085

1st (£100) 1 2nd (£50) 10 3rd (£30) 5

4th (£20) 10 Fastest Lap : 10 — 38.2 secs.

Winner's Speed : m. s. : mph

S.M.T. Trophy : No. 1 W. FORBES 33.09.00

(Winner on aggregate of result in Events 3 and 8)

PRESENTATION OF THE TROPHIES
BY MRS. G. B. DRYDEN

If you value Safety, Comfort and good driving
you will want to know more about

Edward Lewis Westover Driving Shoes

Write, enclosing 1/- stamp, to

Edward Lewis, Westover Works, St. James, Northampton

for catalogue and details of the complete Edward Lewis Range
of Shoes and Scottish Stockists.

John McBain & Son Ltd.

FORD MAIN DEALERS

are proud of their association
with Jim Clark and with the
Border Reivers, the team founded
by their late Chairman, and are
proud to have been responsible
for the preparation of their cars.



McBain's for Service

CHIRNSIDE BERWICKSHIRE and BERWICK-ON-TWEED
phone Chirnside 351 and Berwick-on-Tweed 7459

EVENT 8

5.30 P.M.

HARTLEY WHYTE TROPHY CHAMPIONSHIP RACE

15 LAPS

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

Car No.	DRIVER/Entrant	Make/Model	Qualifying Time
60	G. BIRRELL	SINGER CHAMDIS	1.140
58	V.L. MORRISON	CHAMDIS SPORT	99.8
55	J. DRYDEN	MINI-COOPER 'S'	129.3
57	P.G. GAILLARD	MINI-COOPER 'S'	129.3
70	E.A. LABINJOH	MINI-COOPER 'S'	1300
49	D. FORSYTH	MINI-COOPER 'S'	99.9
61	T. CHAMBERLAIN	CHAMDIS SPORT	99.8
46	G.H. BREAKELL	ALFA ROMEO GTA	15.70
47	V.V. A. BORROWMAN	MINI-COOPER 'S'	12.10
71	R.T.S. HALLING	MINI-COOPER 'S'	99.9
98	J. FEWELL	MINI-COOPER 'S'	99.9
43	J.E. MILNE	MINI-COOPER 'S'	129.3

1st (£30) 60 2nd (£20) 58 3rd (£10) 70
4th (£5) Fastest Lap: — secs.

STOP PRESS!

Red Devils coming back to Ingliston!

The famous Parachute team will be giving one of their breathtaking displays of Sky-Diving over Ingliston at the new meeting.

Don't miss this exciting extra.

**THE MILK TROPHY RACE MEETING
SUNDAY, 13th AUGUST, 1967.**

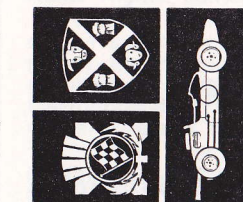
Booking Form on Page 41

JAYNICK LTD.

CIT 5168

GLASGOW'S
CITY
CENTRE
SPEED
SHOP

228 St. Vincent St.,
Glasgow C.2.



Ingliston 1967 Advance Booking Form

Name (BLOCK LETTERS PLEASE)

Address

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

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

	Highland Grandstand			Shepherds Grandstand			Car Park		SMRC Discount Value	TOTAL
	Adults 15/-	Children 12/6		Adults 15/-	Children 12/6	Tickets 5/-				
	No.	Cost	No.	Cost	No.	Cost	No.	Cost		
13 Aug										
3 Sep.										
1 Oct.										
Preference for Block in Highland Grandstand										CHEQUE/POSTAL ORDER/CASH Total £

Return with remittance to SCOTCIRCUITS LTD NATIONAL BANK CHAMBERS DUNS BERWICKS.

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

Manufacturers of

F.A.S. SAFEGUARD FIRE EXTINGUISHERS,
HOSE REELS, FIRE ALARMS, DETECTORS,
STEEL FIRE ESCAPES, MAINTENANCE, Etc.

OUR EQUIPMENT SAFEGUARDS THIS MEETING

Fire Appliance Services Ltd.

ST. BOSWELLS, ROXBURGHSHIRE

Tel. 3 2 3 3

Keep Your Equipment Fighting Fit — Let F.A.S. look after it.

**FOR
CONVERSIONS
IT'S**



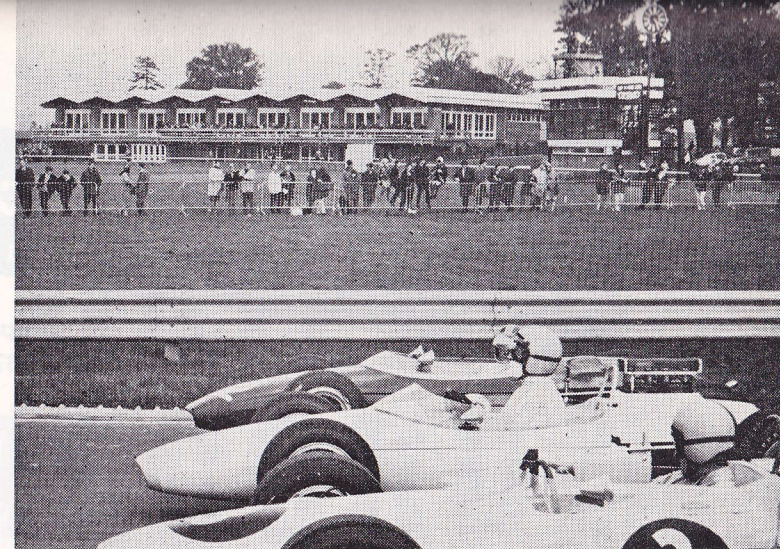
**THE PIT STOP
10 KYLE STREET, AYR**

TEL. 65994 AYR

Scotland's Original Accessories Specialist



*The MacRobert
Pavilion
overlooking
the circuit.*



Why you should join the SCOTTISH MOTOR RACING CLUB

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

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

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

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

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

Membership Application Form overleaf.



Scottish Motor Racing Club

incorporating Border Motor Racing Club

Application for
1967 Membership

BLOCK CAPITALS

Full Name

Address

Phone Occupation

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

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

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

I enclose remittance for the total detailed under.

Please send details of Family Membership.

Date 1967 (Signed)

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

CHEQUE/P.O./BANKER'S ORDER £

Return with remittance
to

**National Bank Chambers · Duns
Berwickshire**

DAILY RECORD

BEATS THE LOT!

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

THE DAILY RECORD IS—

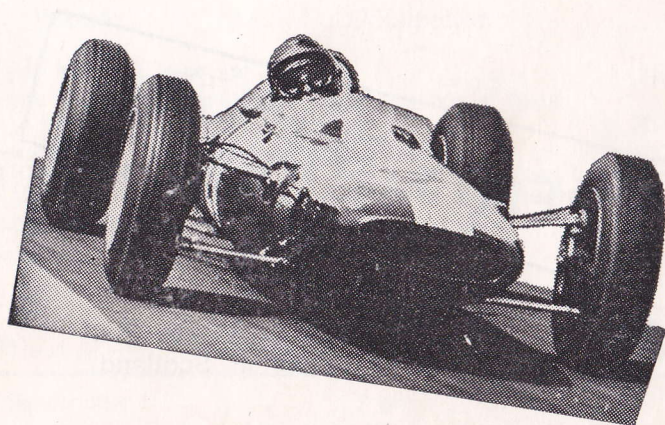
SUPREME IN MOTOR RACING

HASTE YE BACK AGAIN !

Our next Meeting is

The Milk Trophy

RACE MEETING



Sunday, Aug. 13th : 2.30 p.m.

Advance Booking Form Inside

**BE SURE OF YOUR SEAT IN
THE STAND !**