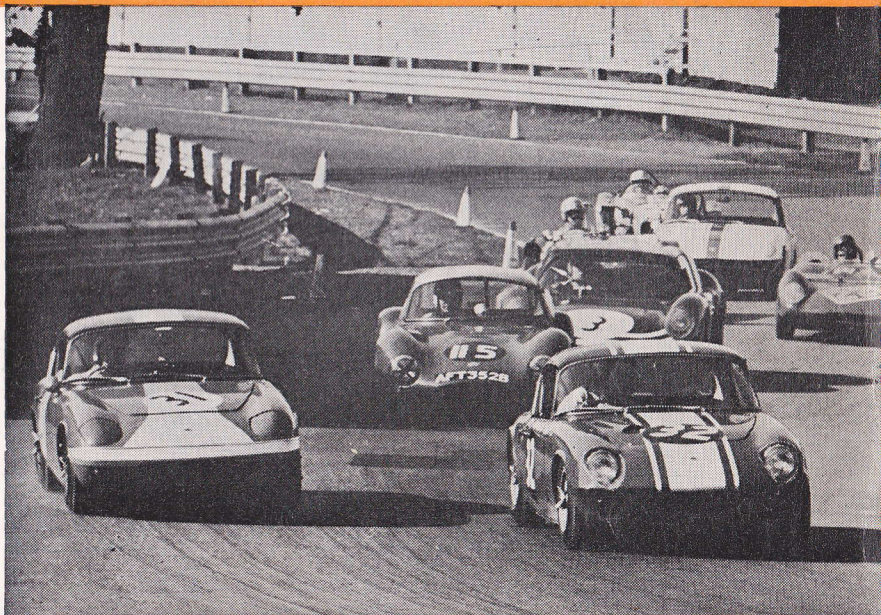


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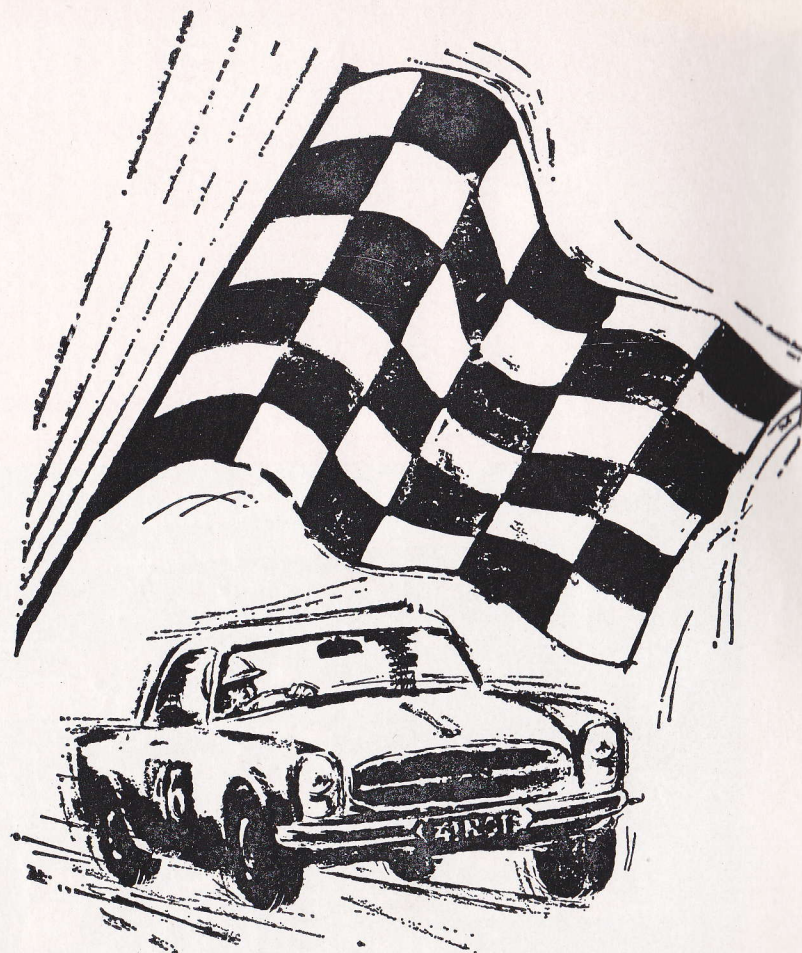


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1966

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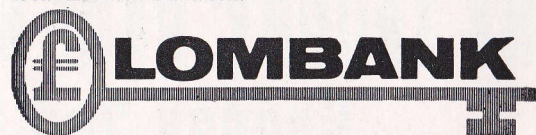
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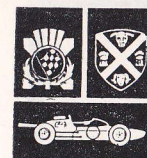
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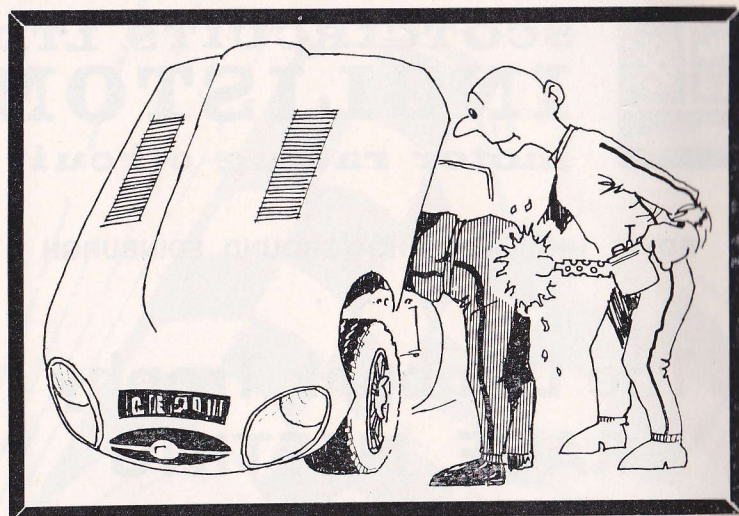
Sunday, 2nd October, 1966

organised by

The Scottish Motor Racing Club Ltd.

PROGRAMME

9.45am	Practice
12.50pm	Luncheon Interval
2.15	Event 1 Sports & Special GT Cars over 1200cc
2.35	2 LOMBANK TROPHY RACE, Part 1
3.00	3 Saloons up to 1200cc
3.20	4 DAILY RECORD TROPHY RACE for Racing Cars up to 1200cc
3.45	5 Saloons over 1200cc
4.05	6 Special G.T. Cars up to 1200cc
4.30	7 LOMBANK TROPHY RACE, Part 2
5.05	8 Hartley Whyte Championship Race
5.30	9 Sports Cars up to 1200cc



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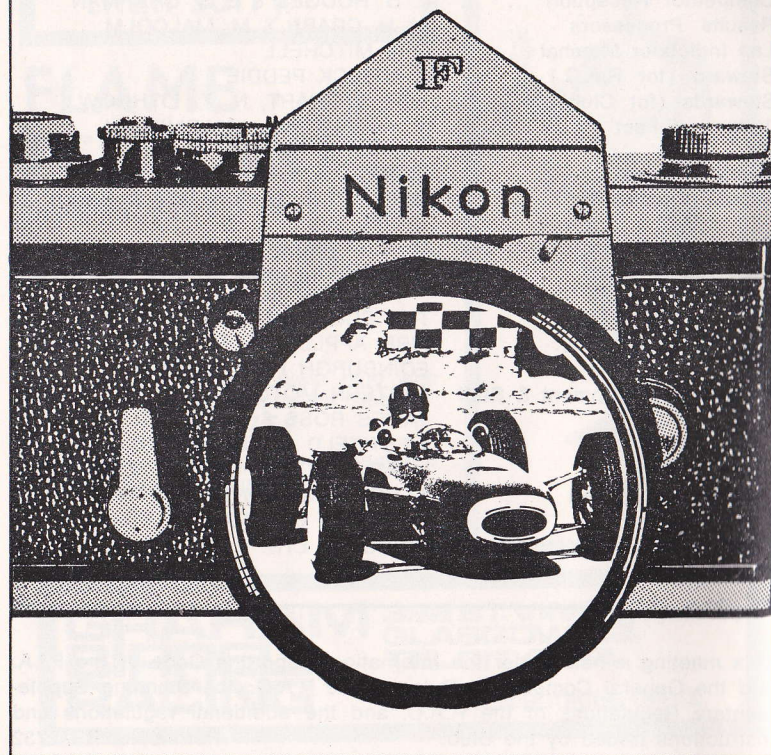
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LOMBANK LIMITED plays an important part in the Motor Industry of our country and it is therefore appropriate that we should offer a trophy for competitive motor racing from time to time. We think that this competition for the Lombank Trophy should take place on the only motor racing circuit in Scotland as our salute and mark of respect to those courageous gentlemen of Scotcircuits Limited and Scottish Motor Racing Club, who had the initiative and imagination to bring motor racing to Ingliston.

I would like to convey to each and every competitor my best wishes for a fast, safe and exciting race — May the best man win !

To all spectators a very warm welcome and my best wishes for a happy day, abundant in good weather — thrills at Ingliston and no spills on the way home — Mind how you go !

ERIC J. P. C. L. KNIGHT,
Chairman & Managing Director.

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AUTOSPORT

EVERY FRIDAY

LIST OF ENTRIES

Car No.	DRIVER/Entrant	cc	Make/Model	from
1	W. N. DRYDEN/ Ecurie Ecosse	2496	Ecosse-Climax	Edinburgh
2	W. FORBES/ Ecurie Ecosse	998	Ecosse-Imp	Aberdeen
3	W. FORBES	1991	Lotus-BMW	Aberdeen
4	A. W. ROLLINSON/ Frank Lythgoe	1500	Brabham	Pelsall
5	A. W. ROLLINSON/ Frank Lythgoe	997	Brabham F3	Pelsall
6	D. BENNETT/ Frank Lythgoe	997	Brabham F3	Lymm
7	A. D. T. FLETCHER	997	Brabham F3	Culross
8	J. L. ROMANES	997	Lotus 35	Edinburgh
9	M. TEMPLETON/Irish Racing Cars	1598	Brabham	Ballymena
10	T. D. REID/Irish Racing Cars	4727	Crossle	Belfast
11	L. M. DUFFY	1598	Cooper	Dublin
12	J. C. C. LAMBERT	997	Brabham F3	London
14	T. OGILVIE-HARDY/ C. Lambert	997	Alexis F3	Birmingham
15	T. OGILVIE-HARDY/ C. Lambert	1498	Project XR	Birmingham
16	J. G. MacWILLIAM	1650	Merlyn	Glasgow
17	A. C. GOODFELLOW	1650	Cooper	Falkirk
18	D. BOOTON	997	Brabham F3	Shrewsbury
20	D. MARTLAND	1598	Chevron GT	Rufford
21	J. MILLAR	997	Brabham F3	Bridge-of-Weir
22	J. R. V. GREENWOOD	997	Greenwood-BMC	Worcester
23	E. J. CLARK/ R. McGillivray	997	Merlyn	North Berwick
24	D. POWELL	1500	Brabham	Ebbw Vale
25	J. E. MILNE/ W. Shepherd	998	Cooper F3	Glasgow
26	J. R. WILLIAMSON/ W. Shepherd	1100	Mini-Cooper S	Lundin Links
27	J. E. MILNE/ W. Shepherd	1138	M.G. Midget	Glasgow
28	A. W. HUTCHINSON/ W. Shepherd	998	Austin-Healey	Leven
29	G. H. BREAKELL	2000	Brabham F3	Blackburn
30	R. SMITH/ Curtis Speed Racing	1594	Lotus Cortina	Liverpool
31	W. N. DRYDEN/ J. N. Cuthbert	1594	Lotus Elan	Edinburgh
32	E. BLACKADDER	1594	Lotus Elan	Falkirk
33	J. VEITCH	1598	Diva GT	Newbridge
34	A. MACKINTOSH	1594	Wilson GT	Humbie
35	I. COCHRANE	1498	Lotus 7	Dalrymple
36	R. SCOTT	1991	Elva BMW	Aberdeen
37	A. W. COWAN/ H. C. Ballantine	1997	Marcos GT	Duns

Continued

LIST OF ENTRIES — Continued

Car No.	Driver/Entrant	cc	Make/Model	Home Town
38	M. A. PEEL	998	Cooper F3	Preston
39	D. BENNET/ R. Ashcroft Ltd.	1991	Chevron GT	Prestwich
40	J. CORFIELD	997	Lotus 23	Peterborough
41	J. CORFIELD	1098	Diva GT	Peterborough
42	R. STALLWOOD	1098	Lotus XI	Peterborough
43	R. FORESTER-SMITH	1098	Lotus XI	Edinburgh
44	S. McCracken/ J. Nicholson	1600	Jaynick-Anglia	Clarkston
45	J. NICHOLSON	1098	Lotus 23B	Clarkston
46	K. WRIGHT/ T. A. Thwaites	1147	Lotus XI GT	Dewsbury
47	D. M. ROSS	1071	Landar	Aberdeen
48	T. CONWAY/ N. D. Turner	1098	Lotus 7	Edinburgh
49	W. J. TURNBULL/ D. M. Bertram	1098	L.W.S.	Edinburgh
50	G. CROSSLEY	1098	Lotus XI	Morecambe
51	A. J. HUGH	997	Terrier	Edinburgh
52	P. D. NEWBY	997	Mallock U2	Scarborough
53	J. L. ALEXANDER	1040	Mini-Marcos	Clarkston
54	J. FISHER	1100	Fisher GT	Edinburgh
55	W. GREEN	997	Ginetta G12	Derby
56	J. FITZGERALD	1098	Austin-Healey	Dublin
57	J. ABSALOM	997	Ginetta G4	Morpeth
58	T. N. THOMSON	1147	Triumph Spitfire	Wishaw
59	I. McGOWAN/ R. D. McCutcheon	999	MiniJem	Wigtown
60	R. D. McCUTCHEON	999	Mini-Cooper S	Wigtown
61	T. SIMPSON	997	Marcos GT	Lochore
62	A. A. BARTON	1098	Mini-Marcos	Newcastle/Tyne
63	A. A. BARTON	998	Morris 1000	Newcastle/Tyne
64	D. J. MUTER/ Andy Barton	1293	Mini-Cooper S	Bedlington
65	G. CARR/ Andy Barton	997	Mini-Cooper	Houghton-le-Spring
66	D. MURRAY	1098	Marcos GT	Dundee
67	R. A. FALL	1275	Mini-Cooper S	Shipley
68	W. L. MORRISON	1293	Mini-Cooper S	Bridge-of-Allan
69	R. F. MORRISON	1275	Mini-Cooper S	Helensburgh
70	N. H. MORRISON	1098	Lotus XI	Glasgow
71	T. B. D. CHRISTIE	1293	Mini-Cooper S	Kirkcaldy
72	P. DALKIN/ D. J. M. Fisher	1860	Perdal-Cortina	Newcastle/T.
73	A. WRIGHT/ Perdal Developments	1999	Trianglia	Whitley Bay
74	G. B. BIRRELL/ Perdal Developments	1860	Perdal Anglia	Milngavie
75	G. H. BIRRELL/ Claud Hamilton Motors	1180	Perdal-Chamois	Milngavie
76	G. H. BIRRELL/ Claud Hamilton Motors	1340	Lotus 7	Milngavie
77	A. CHARNELL/ Hamilton Bros.	998	Hillman Imp	Prestwick

Continued

LIST OF ENTRIES — Continued

Car No.	DRIVER/Entrant	cc	Make/Model of Car	from
78	A. I. ROBERTSON	998	Hillman Imp	Kirkcaldy
79	T. A. THWAITES/ Paul Emery	998	Hillman Imp	Dewsbury
80	B. TRIGG	998	Mini-Cooper S	Burton-on-Trent
81	W. BORROWMAN/ Sports Tune	999	Mini-Cooper S	Edinburgh
82	J. FEWELL	999	Mini-Cooper S	Prestonpans
83	P. V. WRIGHT	997	Mini-Cooper S	Newtownards
84	J. W. PINKERTON	997	Farina A40	Houston
85	R. J. S. HAINING	999	Mini-Cooper	North Berwick
86	D. WOOD	997	Ford Anglia	Aberdeen
87	V. CONNOLLY	1147	Lotus 17	Felling/Tyne

INGLISTON LAP RECORDS

RACING CARS (Outright Lap Record) :

Formula Libre :

W. J. STEIN (Ecosse-Climax) 38.0" — 3rd Oct. (1965)

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

A. D. T. FLETCHER (Brabham F3) 39.5" — 14 Aug.

SPORTS CARS

over 1200cc :

W. FORBES (Elva B.M.W.) 40.4" — 29th Aug. (1965)

Up to 1200cc :

J. WATSON (Crosslè) 42.0" — 3rd Oct. (1965)

CLUBMAN'S CARS

H. HEEREY (Chevron) 42.1" — 4th Sept.

SPECIAL GRAND TOURING CARS

Over 1200cc :

W. N. A. DRYDEN (Lotus Elan) 41.0" — 24th July

Up to 1200cc :

A. A. BARTON (Mini-Marcos) and
J. CORFIELD (Diva GT) 43.0" — 24th July

SALOON CARS

Over 1200cc :

H. W. RATCLIFFE (Mini-Cooper) 42.6" — 17th April

Up to 1200cc :

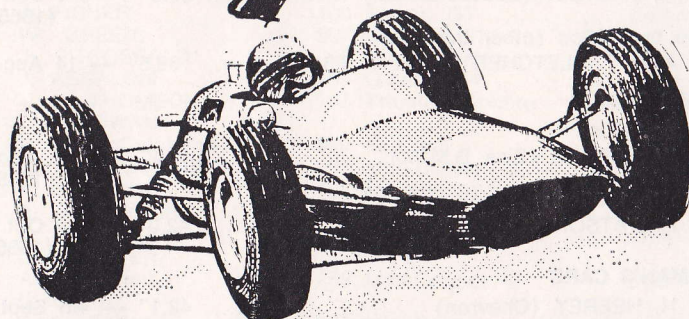
N. BRITTAN and R. F. CALCUTT
(Hillman Fraser-Imps) 43.2" — 4th Sept.

VINTAGE CARS :

A. K. McCOSH (Bentley) 50.6" — 19th Sept. (1965)

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ON ALL MOTORING EVENTS



THE SCOTSMAN

Stay in the lead with J. C. Bowman's
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For your Day's Enjoyment...

It gives us especial pleasure that our sponsors for this, our second National Race Meeting at Ingliston, should be Lombank Ltd., for this famous finance house was quick to appreciate the need for a motor racing circuit in Scotland and equally quick to appreciate the benefits of such a venture being undertaken by a company with its direction in the hands of persons with such an inside knowledge of motor racing as the directors of Scotcircuits Ltd.—so much so, in fact, that they have taken an interest in the company right from the outset. Today we welcome Lombank's Managing Director, Mr. Eric Knight, and Mrs. Knight as honoured guests and we feel sure that the winner of the "Lombank Trophy" will equally be honoured to receive it from his hands.

★ ★ ★

The entry-list for the "LOMBANK TROPHY" races for Formula Libre cars looks on paper to be one of the most evenly-matched we have had as yet at Ingliston, and promises some close racing. Favourite to be first past the chequered flag must, of course, be **Alan Rollinson**, Frank Lythgoe's driver, who has been so successful at Ingliston during the past two seasons. If our memory serves us right, Rollinson has started in 15 races at Ingliston during these two seasons—and won eleven outright! In fact this year he has yet to be beaten and undoubtedly **Willy Forbes** will be out to make up for the run of bad luck he has experienced this year by being the first to do so! The Aberdeen driver has potentially the faster car but it lacks the handling of the English car and possibly something in the development, for it was a brave move by Forbes to be first to install a B.M.W. engine in the Lotus 35. **Bill Dryden** has been quietly learning his way with the Ecurie Ecosse Climax-engined car and could well have mastered it by now. Bill is that steady breed of canny Scot who has learned to walk before he runs and has been steadily improving since he took over the "hot seat" from Bill Stein, happily well on the way to full recovery from his Brands Hatch accident, in the Princess Margaret Rose Hospital in Edinburgh. We feel sure Bill will be sitting with his eyes glued to the television set! Certainly the most powerful car at Ingliston is **Tommy Reid's** Irish-built Crossle. Tommy was another to suffer injury earlier this season and has only recently restarted racing, but this likeable Irishman was very very quick at Ingliston last season in his Lotus and could well take the Lombank Trophy to the Emerald Isle. Unknown to Scottish enthusiasts is **Dave Powell**, who represents Wales today, with his Brabham similar to Alan Rollinson's. Thus we have a truly National flavour in the main race—England, Scotland, Ireland and Wales all being represented! Supporting the Irish challenge will be **Malcolm Templeton** and **Luke Duffy** mounted respectively in Brabham and Cooper formula libre cars—Templeton the Ulsterman having rather more experience at Ingliston than Duffy the Dubliner. Chairman of the organising club, **John Romanes**, will be supporting the Scottish challenge among the formula libre cars with his Martin-Ford engined Lotus 35 and it would give all our members particular pleasure to see our popular chairman among the prize winners at this meeting. The remainder of the entry in the "Lombank Trophy" race are also entered in the "DAILY RECORD" Trophy Race for single-seaters up to 1200cc. Spearhead of this challenge, and the man currently in second position for the "Scotsman" Trophy Championship, is **Andrew Fletcher**, the very successful Fifer, with his F3 Brabham. Fletcher has been the outstanding Scottish driver at Ingliston this year; although his luck deserted him at the first National Ingliston meeting in July, he has already been in the first three nine times this season (1 win, 4 seconds and 3 thirds) out of 12 races

—no mean feat in a car developing little more than half the power of many of his adversaries!

His sparring-partner at all the meetings has been the 4.7-litre Russell-Ford of Jock Russell, missing from the entry-list this time, which he has managed to beat every time with an engine one-fifth the size. However, he has the stiffest of stiff competition from Rollinson's newer F3 Brabham and from **Chris Lambert's** similar car. Lambert is at present leading the Les Leston F3 Championship, having won no less than eight races this season and been placed 3rd in the International F3 Race at Zandvoort and 4th at the Belgian Zolder circuit in the past month. His team-mate, **Terry Ogilvie-Hardy**, is bringing the ex-1965-works F3 Alexis and his "home-built" Project XR, a formula libre entry. Ogilvie-Hardy is fresh from a good placing at the Czechoslovakian Brno circuit last month. The other two leading contenders for English F3 honours at Ingliston are **Derek Booton** and **Derek Bennett**, each mounted in Repco-Brabhams. Bennett has been very successful in his remarkable Chevron-G.T. (which he is also driving today), but this must be one of his first single-seater drives, by courtesy of Frank Lythgoe! Most interest Scottish entry in this class is the very impressive Edinburgh-built Ecosse Imp, which David Murray has entrusted to Willy Forbes after his 3rd place last month. All in all, the three single-seater races have every promise of very exciting racing

Big question will be the outcome of the principal award of the year at Ingliston, "THE SCOTSMAN" Trophy Championship for Racing Cars. Leading in a very comfortable position is Alan Rollinson, after chalking up no less than six wins this year (the best four count) with his two Brabhams. Not only leading, but defending his championship for it was he who was winner of the single-seater championship in 1965 when he secured the "Lombank Trophy." Given all the luck in the world, Andrew Fletcher could in fact yet win were he to win both Lombank and Daily Record Trophies today. Although this is an outside chance, there is no doubt it would be a most popular win for Fletcher has undoubtedly been the outstanding Scottish driver this year at Ingliston. Were the luck of Willy Forbes to change and he to win both trophies (in Lotus and Ecosse-Imp respectively) he could in fact equal Rollinson's score but would concede the trophy as ties are decided by the "largest number of highest placings" and Rollinson's six wins would tip the balance. However, he could overtake Fletcher for second spot with a win in the formula libre class if the Fifer fails to win the "Daily Record" race. Hence all three drivers will be determined to give of their best—with £500 in prize money to be divided among the first three place-men!

The supporting races, too, will determine the 1966 resting-place for no less than three other Ingliston championships. The better-known of these is of course the "HARTLEY WHYTE TROPHY" Championship for saloons. At each of the meetings this year the fastest six in each of the classes has competed in a Championship race towards the end of the programme, and points in this have gone towards the saloon championship. At present, last year's Scottish Speed Champion, **Tom Christie**, holds a slender 1-point lead over his two nearest rivals, the brothers **Graham** and **Gerry Birrell**—all respectively in Mini-Cooper S. Perdal Anglia and Singer Perdal-Chamois, but all three have been overtaken in overall lead by **Ronnie Morrison** with his Cooper S. However Christie and Graham Birrell have in fact only scored in three out of the four events which can be counted. A win by Christie, Morrison and Graham Birrell would secure the championship but Gerry Birrell would have to ensure that Ronnie Morrison didn't finish second to be sure of victory. With a £50 first prize for the championship and the same for the winner of the race, there should be quite a lot of tension in the saloon pits to day!

Today's "Hartley Whyte" race will, incidentally, be the longest saloon-car race ever staged in Scotland. However, there are other competitors who will also have their eyes on the chequered flag if not the championship itself, and leader among these must be **Tony Fall**, the B.M.C. works rally driver, who has this year won the Scottish and Polish International rallies and the Circuit of Ireland. Tony is not often seen in a race, but he will be following in the footsteps of two other works rally-drivers today at Ingliston, **Logan Morrison** and **Andrew Cowan**, respectively from Rover and Rootes teams, Logan in a similar car and Andrew in Harry Ballantine's Marcos in the Special G.T. class. **Peter Dalkin**, the "dal" bit of Perdal, will be at the wheel of Duncan Fisher's Perdal Cortina, now fitted with an experimental 1860cc twin-cam engine. **Tony Charnell** and **Alistair Robertson** will be on the warpath again with their Hillman Imps and no doubt **Bill Borrowman** will be trying to keep "The Orange Box" in front of all in the first of the saloon races. **Ian Pinkerton** has re-built his Farina-Austin A40 after its spectacular roof-top motoring at the Edinburgh Festival meeting.

Among the Special G.T. Cars, **John Corfield** will be keeping his fingers crossed in the hope that **Bill Dryden's** Elan isn't first past the post in the first race, for a win by the Edinburgh driver would mean a tie for the "SHEILA WHYTE TANKARD" Championship. It won't be very easy for Dryden, the Edinburgh driver, to win, for he will be up against two very potent rivals in his class in the personage of **Geoff Breakell** and **Derek Bennett** respectively in the ex-Syd Taylor 1965 Tourist Trophy-winning Brabham BT8 and the incredible Chevron-G.T., whereas entries are such that Corfield has only to contend with special G.T. cars in his race. However, he, too, has his problems for **Willy Green** is bringing up his fantastically-successful G12 Ginetta, fitted with Cosworth SCA engine. Three wins in his first three races is a pretty formidable record! Should Dryden win and Corfield finish lower than 3rd, then the tankard would stay in Edinburgh: should Corfield finish 1st or 2nd in Event 6 then the tankard will go to Peterborough. **Andy Barton** looks set to finish third with his Mini-Marcos in the championship, irrespective of his finishing place in the race, for **Ernie Blackadder** cannot catch him.

Two interesting newcomers to Ingliston will be **Ian McGowan's** Mini-Jem, a Mini-based fibreglass-bodied car built in London in small numbers to compete with the Mini-Marcos. In the last race of the season there should be a battle-royal between the similar Lotus 23s of John Corfield and **John Nicholson**, and we are always delighted to see the most regular attendee at Ingliston meetings during the past two seasons, **Geoff Crossley**, who has come to all but one meeting all the way from Morecambe. Also of interest in this race is yet another Mini-based car, the Landar of Aberdonian **David Ross**.

★ ★ ★

Ingliston's second season thus draws to a close. Competitors and spectators alike have grown to like the short circuit with amenities described by the editor of "Autosport" in a recent editorial as "easily the finest in Britain." We are truly proud of the reputation for friendly and efficient organisation which we have built up during these two years and for this thank the 400 volunteers who have helped to establish such a name for Ingliston. It was nice to hear the "patron" of one internationally-known English team, on his first visit to Ingliston, say that he thought Ingliston "quite the finest motor-racing set-up he had ever seen"—and this before his two entries collected their large bag of prize-money! We have always endeavoured to be fair to our competitors, and all now know that we are genuinely interested in ensuring that they get a reasonable share of the gate.

In actual fact, competitors at Ingliston during 1966 have received

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a total of no less than £10,000 in prize money and expenses allowances over the six meetings held this year. We are proud also of our safety record, for we have found that "terminal velocities" are in fact so low at Ingliston that injury has as yet been unknown in a car involved in a crash. Finally, we are glad that we now have an established clientele of enthusiasts who will turn out in typical "Ingliston" weather just to watch their heroes on the track — in fact our average attendance at the twelve car race meetings since the track opened in April 1965 is in excess of 10,000. All this help and support from officials, competitors and spectators will ensure that we can continue to develop and improve Ingliston as Scotland's Motor Racing Centre.



Please note that the Championship Tables published in the programme are all provisional and are for guidance only. Before the results can be announced careful re-scrutiny will be undertaken and the awards will be presented at the Annual Dinner Dance of the Scottish Motor Racing Club in the MacRobert Pavilion, Ingliston, on Friday, 18th November—one of Scotland's premier social motor club occasions. Club Members will be receiving a circular about tickets shortly.



As a result of the popularity of the arrangements for members of the Scottish Motor Racing Club, High Tea will continue to 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/- 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 (9/9d.) 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. 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. Graham Birrell has a mobile accessory shop alongside at which all sorts of "Bolt-on goodies" can be purchased. In addition, they have produced a special Ingliston Lap Chart Book at 5/- each, which will enable you to keep a check on the progress of each race.



You may well feel in need of some refreshment during the day. There are four snack bars in addition to the Herdsman's Restaurant open to the public; one adjoins the Herdsman's, one on the ground floor of the McRobert Pavilion, one at the East Gate and one near Gardeners'



INTERNATIONAL SCOTTISH RALLY

IMP 1st 2nd 3rd 4th
UP TO 1300 cc. GT. CARS

Rosemary Smith & Valerie Domleo

1st Coupe des Dames
and 3rd Overall

For Rosemary Smith & Imp it was the eighth Coupe des Dames in major International Rallies in twelve months

(Results subject to official confirmation)

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Corner. Three course lunches are available from 6/6d. in the Herdsman's. We regret that our caterers have had to slightly increase the cost of cups of tea and coffee.

★ ★ ★

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."

★ ★ ★

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.

★ ★ ★

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.

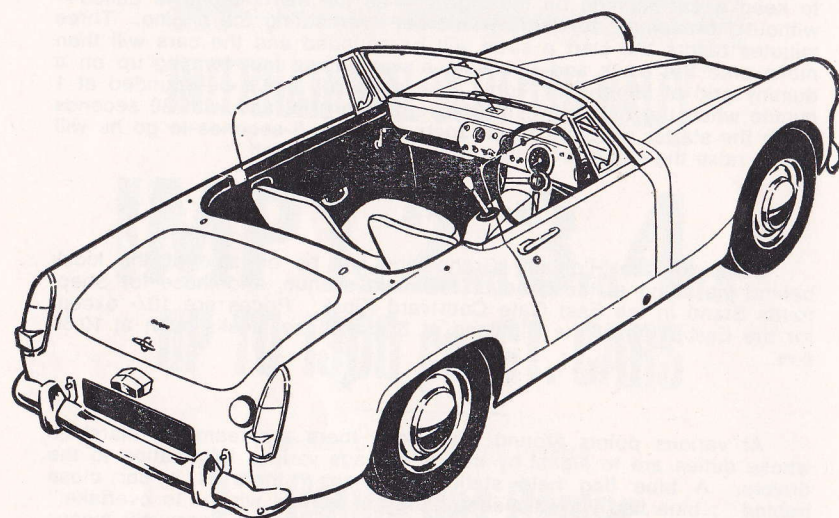
★ ★ ★

There is a growing demand for trackside advertising at Ingliston, especially now that the meetings are 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.

★ ★ ★

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.

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.

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The State of the Parties... (Ingliston)

The following is a note of the leading positions in the various 1966 Class Racing Championships, after the first five meetings. You can prepare your own table with the aid of the commentator and the scoring system printed below each table.

THE B.M.R.C. TROPHY CHAMPIONSHIP 1966

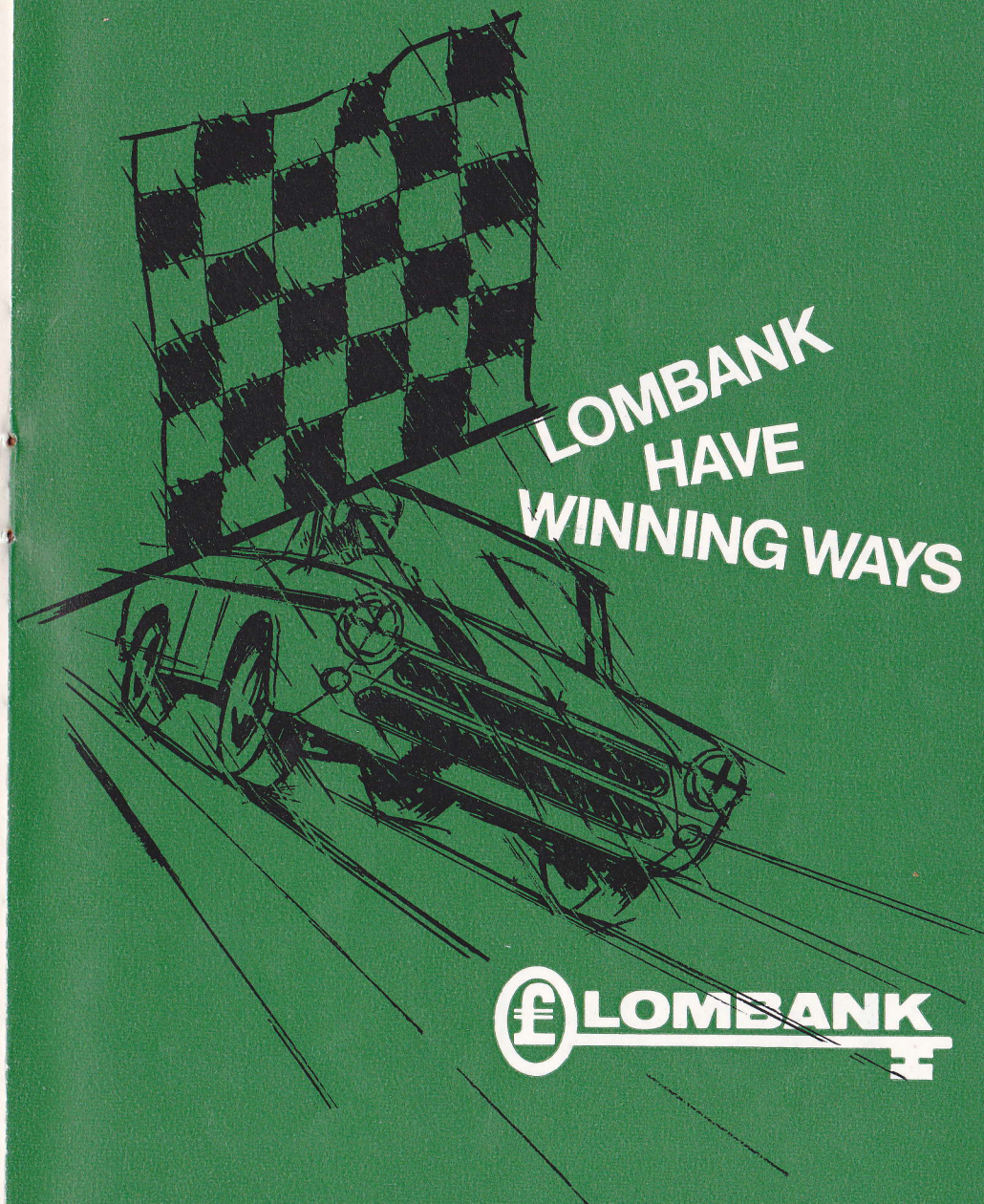
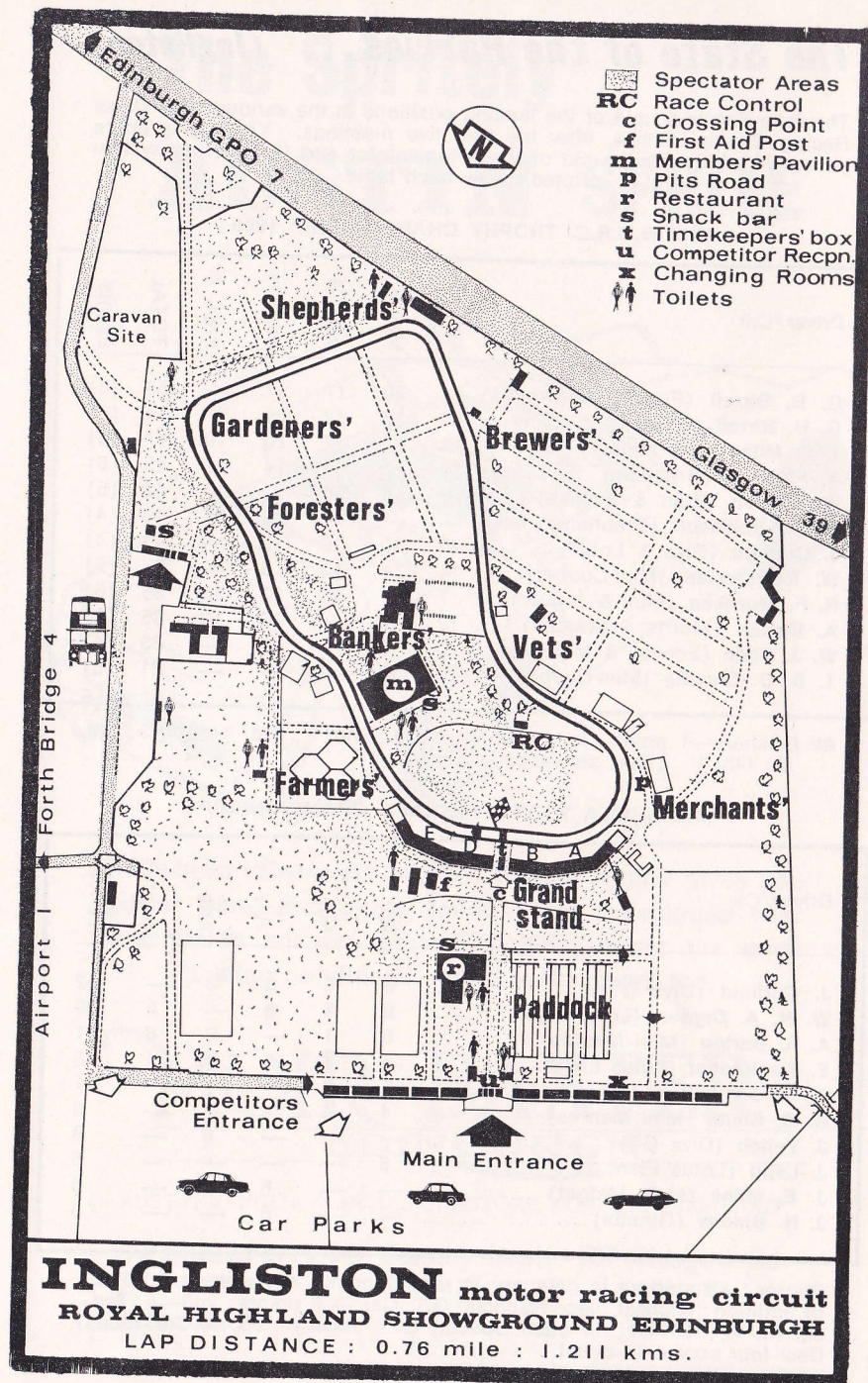
Driver/Car	Apr. 17 CYEON	May 8	July 24	Aug. 14	Sept. 4	TOTAL	Events
G. B. Birrell (Ecosse-Imp&Anglia)	—	20	17	17	—	55	(6)
G. H. Birrell (Chamois & Elan) ...	10	10	12	25	7	54	(6)
J. E. Milne (MG Midget) ...	10	10	7	10	10	47	(5)
A. Fletcher (Brabham) ...	10	7	—	14	12	43	(6)
W. Dryden (Elan & Ecosse) ...	10	5	10	—	17	42	(5)
A. W. Rollinson (Brabhams) ...	—	—	—	20	20	40	(4)
J. Corfield (Diva & Lotus) ...	10	10	10	10	—	40	(4)
W. Borrowman (Mini-Cooper) ...	14	4	13	5	—	36	(6)
R. F. Morrison (Mini & Jaguar) ...	7	7	—	12	12	36	(6)
A. Barton (Morris & Marcos) ...	12	5	—	8	10	35	(6)
W. J. Stein (Ecosse & Marcos) ...	20	13	—	—	—	33	(4)
T. B. D. Christie (Mini-Cooper) ...	15	12	4	—	—	31	(5)

All finishers—1 point. In addition—1st, 9; 2nd, 6; 3rd, 4; 4th, 3; 5th, 2; 6th, 1. (Best six races only.)

THE SHEILA WHYTE TANKARD CHAMPIONSHIP

Driver/Car	Apr. 17	May 8	July 24	Aug. 14	Sept. 4	TOTAL
J. Corfield (Diva GT) ...	8	8	8	8	—	32
W. N. A. Dryden (Lotus-Elan) ...	8	5	8	—	8	29
A. A. Barton (Mini Marcos) ...	6	1	—	6	8	21
E. Blackadder (Lotus Elan) ...	4	4	×	6	4	18
S. McCracken (Lotus Elan) ...	5	6	—	—	—	11
R. G. Smith (Mini Marcos) ...	4	4	—	—	—	8
J. Veitch (Diva GT) ...	—	—	—	8	—	8
J. Lepp (Lotus Elan) ...	6	—	—	—	—	6
J. E. Milne (M.G. Midget) ...	—	—	6	—	—	6
J. H. Blades (Ginetta) ...	—	—	6	—	—	6

Scores: All starters in category in race 1 point; all finishers 1 point. In addition: Highest placed Special G.T. Car — 6 points; 2nd—4; 3rd—3; 4th—2; 5th—1 (in each Special G.T. class in Sports Car races). Best four scores to count.





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Lombank are famous for making credit finance arrangements for car purchase and for keeping them on a simple, human basis.

YOU CAN RELY ON LOMBANK

You will find that your dealer and your Lombank branch manager will go out of their way to study your requirements and recommend a wise purchase.

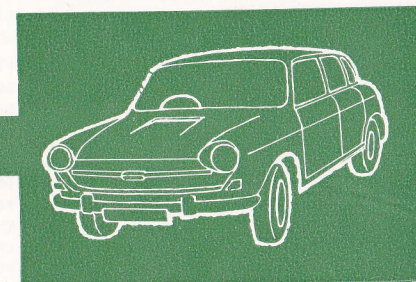
LOMBANK AND THE MOTORIST

The interest Lombank has in the motorist does not end with credit facilities for car purchase. They also sponsor these races and rallies:—

BRSCC Saloon Car Championship, winning entrant.

RAC International Rally of Great Britain.

RSAC International Scottish Rally.



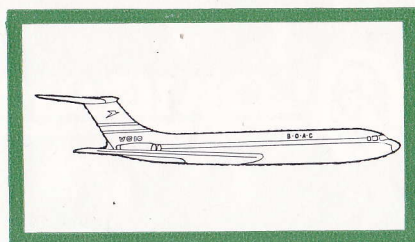
NEXT TIME YOU BUY A CAR — BUY IT THE LOMBANK WAY

You can afford things earlier in life with LOMBANK

The Lombank range of modern, confidential credit facilities can be adapted to help in almost every sphere of life where capital is required. Here are just a few examples.

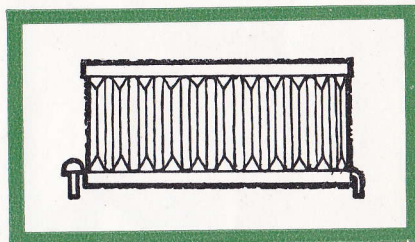
TRAVELLING BY AIR

Lombank are proud to be associated with B.O.A.C., B.E.A. and many OTHER INTERNATIONAL AIRLINES, in providing the official "Fly Now—Pay Later" scheme. Air travel for business and pleasure may be financed with an initial deposit and the balance paid by monthly instalments. You can buy your own aircraft through Lombank too.



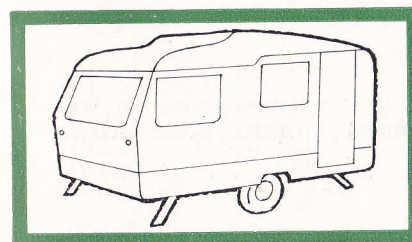
INSTALLING CENTRAL HEATING

In conjunction with leading companies, Lombank have devised a scheme whereby you can afford the clean, carefree, central heating system of your choice now; whilst the instalment costs are spread over a convenient period.



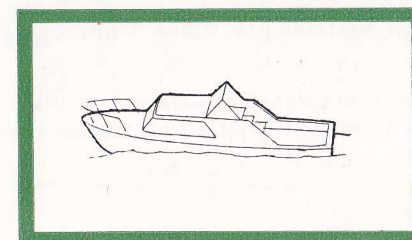
BUYING A CARAVAN

A holiday home on wheels can be yours simply and with the minimum financial outlay through Lombank. Lombank are experts at making credit finance arrangements for caravan purchase. Your trader has all the details.



BUYING A BOAT

Boats are a hobby of the future and Lombank have a special Marine Division to deal with all matters connected with marine mortgage, building progress payments and hire purchase.



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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.	m.p.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	53.6	51.2	59.6	45.8
41.0	66.6	47.4	57.8	53.8	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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10 BRANDON TERRACE

(Near Canonmills Clock)

WAV 3507

EVENT 1

2.15 P.M.

SPORTS & SPECIAL GT CARS over 1200cc

12 LAPS

Car No.	Driver/Entrant	Make/Model of Car	cc
20	D. MARTLAND	Chevron GT	1598
29	G. H. BREAKELL	Brabham BT8	2000
31	W. N. DRYDEN/J. Cuthbert	Lotus Elan	1594
32	E. BLACKADDER	Lotus Elan	1594
33	J. VEITCH	Diva GT	1592
34	A. MACKINTOSH	Wilson GT	1594
35	I. COCHRANE	Lotus 7	1498
36	R. SCOTT	Elva-BMW	1391
37	A. W. COWAN/ H. C. Ballantine	Marcos GT	1997
39	D. BENNETT/R. Ashcroft Ltd.	Chevron GT	1991
76	G. H. BIRRELL/ Claud Hamilton Motors	Lotus 7	1340

1st (£25) 2.9 2nd (£15) 3.1 3rd (£10) 3.2

4th (£5) 2.0 Fastest Lap : — Secs.

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

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

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EVENT 2

LOMBANK TROPHY RACE

2.35 P.M.

PART 1 — 25 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
1	W. N. DRYDEN/Ecurie Ecosse	Ecosse-Climax	2496
3	W. FORBES	Lotus-BMW	1991
4	A. W. ROLLINSON/ Frank Lythgoe	Brabham	1500
7	A. D. T. FLETCHER	Brabham F3	997
8	J. L. ROMANES	Lotus 35	1865
9	M. TEMPLETON/ Irish Racing Cars	Brabham	1598
10	T. D. REID/Irish Racing Cars	Crossle	4727
11	L. M. DUFFY	Cooper	1598
12	J. C. C. LAMBERT	Brabham F3	997
15	T. OGILVIE-HARDY/ C. Lambert	Project XR	1498
16	J. G. MacWILLIAM	Merlyn	1650
17	A. C. GOODFELLOW	Cooper	1650
18	D. BOOTON	Brabham F3	997
24	D. POWELL	Brabham	1500

Reserves:

6	D. BENNETT/Frank Lythgoe	Brabham F3	997
21	J. MILLAR	Brabham F3	997
29	G. H. BREAKELL	Brabham BT8	2000
2	G. B. BIRRELL	Ecosse-Imp	998

1st (£100) ... 3 ... 2nd (£50) ... 4 ... 3rd (£30) ... 1, 2 ...
4th (£20) ... 1 ... Fastest Lap: — — — — — Secs.

"THE SCOTSMAN TROPHY" INGLISTON CHAMPIONSHIP

Driver/Car	Apr. 17	May 8	July 24	Aug. 14	Sept. 4	TOTAL	No. of Events
A. W. Rollinson (Brabs. F2/F3)	—	—	—	11,7	7,7	32	(4)
A. D. T. Fletcher (Brabham F3)	7	8	—	8	5	28	(4)
W. J. Stein (Ecosse-Climax)	11	11	—	—	—	22	(2)
J. S. Calvert (Brabham F3)	5	—	5	5,4	—	19	(4)
W. Forbes (Lotus/Ecosse Imp)	8	1	6	—	4	19	(4)
J. Russell (Russell-Ford)	—	6	2	6	4	18	(4)
J. Millar (Brabham F3)	4	5	4	—	4	17	(4)
A. C. Goodfellow (Cooper-Ford)	2	4	5	3	—	14	(4)
J. Cardwell (Lotus F2)	—	—	8	—	—	8	(1)
D. H. Preston (Brabham)	6	1	—	—	—	7	(2)
W. Dryden (Ecosse-Climax)	—	—	—	1	5	6	(2)

Notes: Scoring—All finishers in each race—1 point.
In addition:

Lombank Trophy Races:—(Aggregate results)—1st, 9; 2nd, 6;
3rd, 4; 4th, 3; 5th, 2; 6th, 1.

Racing Cars up to 1200cc:—

1st, 6; 2nd, 4; 3rd, 3; 4th, 2; 5th, 1.

Only the best four scores count towards the Championship.

Lap it up!



Relish the performance – 0-50 in under 15 seconds. Savour the luxury-fitted carpets and contoured seats. And love the economy – 40-45 m.p.g. Come and lap up the Singer Chamois at our showrooms today!

You'll enjoy today's star attraction. See the Birrell brothers put the Chamois through its sizzling paces.

Singer Chamois

Claud Hamilton

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SINGER MAIN DEALERS FOR GLASGOW AND WEST OF SCOTLAND

SALOONS up to 1200cc

12 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
26	J. R. WILLIAMSON/ W. Shepherd	Mini-Cooper S	1100
60	R. D. McCUTCHEON	Mini-Cooper S	999
63	A. A. BARTON	Morris 1000	998
65	G. CARR/Andy Barton	Mini-Cooper	997
75	G. H. BIRRELL/ Claud Hamilton Motors	Perdal Chamois	1180
77	A. CHARNELL/Hamilton Bros.	Hillman Imp	998
78	A. I. ROBERTSON	Hillman Imp	998
79	T. A. THWAITES/Paul Emery	Hillman Imp	998
80	B. TRIGG	Mini-Cooper S	998
81	W. BORROWMAN/Sports Tune	Mini-Cooper S	999
82	J. FEWELL	Mini-Cooper S	999
83	P. V. WRIGHT	Mini-Cooper S	999
84	J. W. PINKERTON	Farina A40	999
85	R. J. S. HAINING	Mini-Cooper	999
86	D. WOOD	Ford Anglia	997

1st (£25) *4.5* 2nd (£15) *4.7* 3rd (£10)

4th (£5) *6* Fastest Lap : — Secs.

Winner's Speed : m. s. : mph

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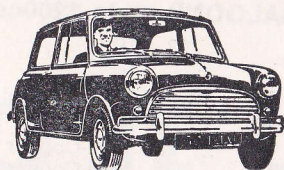


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EXCITING DRIVING.

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Retail Dealer for M.G., RILEY and WOLSELEY.

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EVENT 4

3.20 P.M.

DAILY RECORD TROPHY RACE, for Racing Cars up to 1200cc

20 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
2	W. FORBES/Ecurie Ecosse	Ecosse-Imp	998
5	A. W. ROLLINSON/ Frank Lythgoe	Brabham F3	997
6	D. BENNETT/Frank Lythgoe	Brabham F3	997
7	A. D. T. FLETCHER	Brabham F3	997
12	J. C. C. LAMBERT	Brabham F3	997
14	T. OGILVIE-HARDY/ C. Lambert	Alexis F3	997
18	D. BOOTON	Brabham F3	997
21	J. MILLAR	Brabham F3	997
22	J. R. V. GREENWOOD	Greenwood-BMC	997
23	E. J. CLARK/R. J. McGillivray	Merlyn	997
25	J. E. MILNE/W. Shepherd	Cooper F3	998
38	M. A. PEEL	Cooper F3	998

1st (£75) 12 2nd (£40) 5 3rd (£20) 7

4th (£10) 38 Fastest Lap : — Secs.

Winner's Speed : m. s. : mph

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anywhere. Expert servicing by the people who know more than
most about Jaguars. We have everything for every Jaguar driver.
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welcome.

Our enthusiastic staff can be relied on to "hot-up" pretty well
any engine and we can supply, in kit-form for the "do-it-yourself"
type, a complete single-seater racing car of 1,000 c.c. at half the
price of other new racing cars.



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"Jaguar Specialists."

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Telephone FOU 2785.

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performance of your B.M.C. car

contact: ANDY BARTON

ANDY BARTON (RACING)
THE GARAGE
NEWBURN
NEWCASTLE UPON TYNE, 5.

TELEPHONE: LEMINGTON 67-4449

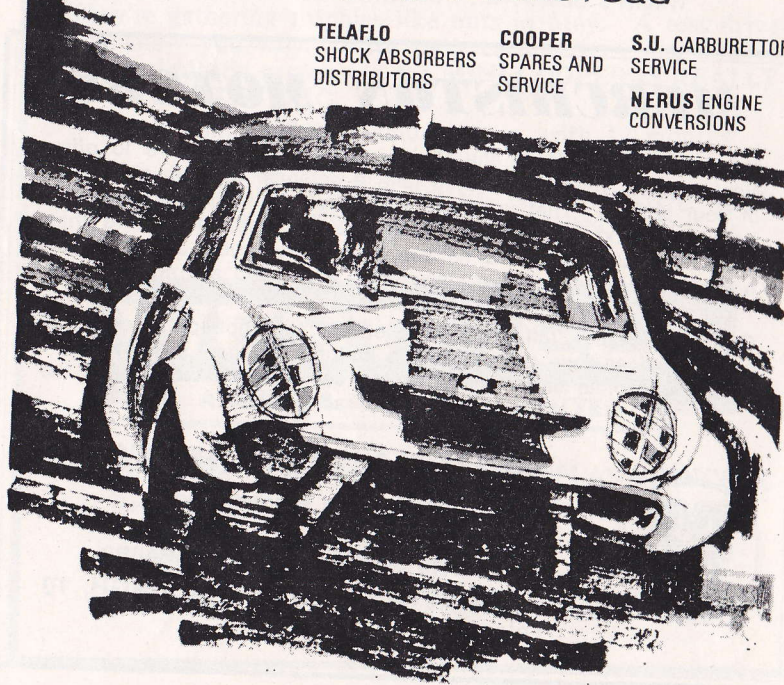
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EVENT 5

SALOONS over 1200cc

3.45 P.M.

12 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
44	S. McCracken/J. Nicholson	Jaynick-Anglia	1300
30	R. SMITH/Curtis Speed Racing	Lotus-Cortina	1594
64	D. J. MUTER/Andy Barton	Mini-Cooper S	1293
67	R. A. FALL	Mini-Cooper S	1275
68	W. L. MORRISON	Mini-Cooper S	1293
69	R. F. MORRISON	Mini-Cooper S	1275
71	T. B. D. CHRISTIE	Mini-Cooper S	1293
72	P. DALKIN/D. J. M. Fisher	Perdal-Cortina	1860
73	A. WRIGHT/Perdal Developts.	Trianglia	1999
74	G. B. BIRREL/ Perdal Developments	Perdal Anglia	1860

1st (£25) 6.7 2nd (£15) 6.6 3rd (£10) 4.4

4th (£5) 3.0 Fastest Lap: — Secs.

Winner's Speed: m. s. mph

EVENT 6

SPECIAL GT CARS up to 1200cc

4.05 P.M.

12 LAPS

Car No.	Driver/Entrant	Make/Model of Car	cc
27	J. E. MILNE/W. Shepherd	M.G. Midget	1138
28	A. W. HUTCHINSON/ W. Shepherd	Austin-Healey	998
41	J. CORFIELD	Diva GT	1098
53	J. L. ALEXANDER	Mini-Marcos	1040
54	J. FISHER	Fisher GT	1100
55	W. GREEN	Ginetta G12	997
56	J. FITZGERALD	Austin-Healey	1098
57	J. ABSALOM	Ginetta G4	997
58	T. N. THOMSON	Triumph Spitfire	1147
59	I. McGOWAN/ R. D. McCutcheon	MiniJem	999
61	T. SIMPSON	Marcos GT	997
62	A. A. BARTON	Mini-Marcos	1098

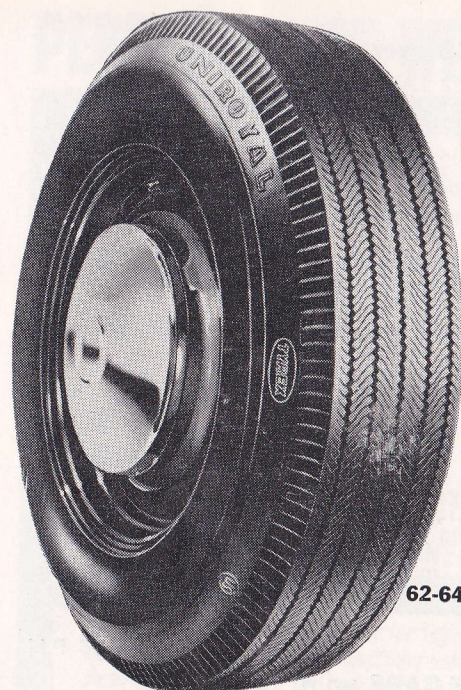
Reserve

66	D. MURRAY	Marcos GT	1098
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1st (£25) 6.2 2nd (£15) 2.4 3rd (£10) 5.3

4th (£5) Fastest Lap: — Secs.

Winner's Speed: m. s. mph



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EVENT 7

LOMBANK TROPHY RACE

4.30 P.M.

PART 2 — 25 LAPS

Car No.	Driver/Entrant	Make/Model of Car	cc
1	W. N. DRYDEN/Ecurie Ecosse	Ecosse-Climax	2496
3	W. FORBES	Lotus-BMW	1991
4	A. W. ROLLINSON/ Frank Lythgoe	Brabham	1500
7	A. D. T. FLETCHER	Brabham F3	997
8	J. L. ROMANES	Lotus 35	1865
9	M. TEMPLETON/ Irish Racing Cars	Brabham	1598
10	T. D. REID/Irish Racing Cars	Crossle	4727
11	L. M. DUFFY	Cooper	1598
12	J. C. C. LAMBERT	Brabham F3	997
15	T. OGILVIE-HARDY/ C. Lambert	Project XR	1498
16	J. G. MacWILLIAM	Merlyn	1650
17	A. C. GOODFELLOW	Cooper	1650
18	D. BOOTON	Brabham F3	997
24	D. POWELL	Brabham	1500

Reserves:

6	D. BENNETT/Frank Lythgoe	Brabham F3	997
21	J. MILLAR	Brabham F3	997
29	G. H. BREAKELL	Brabham BT8	2000
2	G. B. BIRRELL	Ecosse-Imp	998

1st (£100) ... 3 ... 2nd (£50) ... 4 ... 3rd (£30) ... 27

4th (£20) ... Fastest Lap: ... — ... Secs.

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

RESULTS ON AGGREGATE

1st (Lombank Trophy) ... 3

2nd ... 3rd ... 4th

Winner's Time (on aggregate) ... 3.33

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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INTERNATIONAL SCOTTISH RALLY

IMP 1st 2nd 3rd 4th

UP TO 1300 cc. GT. CLASS

Rosemary Smith & Valerie Domleo

1st Coupe des Dames

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For Rosemary Smith & Imp it was the eighth Coupe des Dames in major International Rallies in twelve months

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FOUNTAINBRIDGE 1555

HARTLEY WHYTE CHAMPIONSHIP RACE

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

25 LAPS

1st (£50) *6.7* 2nd (£30) *7.2* 3rd (£20) *4.4*

4th (£10) Fastest Lap : — Secs.

Winner's Speed : m. s. : mph

THE HARTLEY WHYTE SALOON CAR CHAMPIONSHIP

Driver/Car	Apr. 17	May 8	July 24	Aug. 14	Sept. 4	TOTAL
T. B. D. Christie (Mini Cooper) ...	8	6	2	—	—	16
G. B. Birrell (Pardal Anglia) ...	—	8	6	1	—	15
G. H. Birrell (Pardal Chamois) ...	—	1	5	8	1	15
R. F. Morrison (Mini Cooper S) ...	5	5	—	4	5	18
W. L. Morrison (Mini Cooper S) ...	3	5	—	—	4	12
W. J. F. Heaney (Mini Cooper S) ...	—	—	8	—	—	8
W. Borrowman (Mini Cooper S) ...	4	1	3	—	—	8
H. W. Ratcliffe (Mini Cooper) ...	6	—	—	—	—	6
D. J. Muter (Mini Cooper S) ...	—	—	—	6	1	7
A. Charnell (Hillman Imp) ...	—	—	—	5	1	6
N. Brittan (Hillman Imp) ...	—	—	—	—	8	8
R. Calcutt (Hillman Imp) ...	—	—	—	—	6	6

All starters 1 point ; all finishers 1 point.

In addition : 1st, 6 pts. ; 2nd, 4 pts. ; 3rd, 3 pts. ; 4th, 2 pts. ; 5th, 1 pt.

(In Hartley Whyte Championship Races only.)

Best four scores to count.

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EVENT 9

5.30 P.M.

SPORTS CARS up to 1200cc

12 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
40	J. CORFIELD ...	Lotus 23 ...	997
42	R. STALLWOOD ...	Lotus XI ...	1098
43	R. FORESTER-SMITH ..	Lotus XI ...	1098
45	J. NICHOLSON ...	Lotus 23B ...	1098
46	K. WRIGHT/T. A. Thwaites ...	Lotus XI GT ...	1147
47	D. M. ROSS ...	Landar ...	1071
48	T. CONWAY/N. D. Turner ..	Lotus 7 ...	1098
49	W. J. TURNBULL/ D. M. Bertram ...	L.W.S. ...	1098
50	G. CROSSLEY ...	Lotus XI ...	1098
51	A. J. HUGH ...	Terrier ...	997
52	P. D. NEWBY ...	Mallock U2 ...	997
70	N. H. MORRISON ...	Lotus XI ...	1098
87	V. CONNOLLY ...	Lotus 17 ...	1147

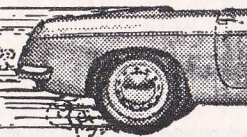
1st (£25) 2nd (£15) 3rd (£10)

4th (£5) Fastest Lap — Secs.

Winner's Speed : m. s. : mph



THAT WAS



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HASTE YE BACK AGAIN!

Not, however, until 1967 when we again will be running six race meetings at Ingliston. Provisionally these will be as under:—

9th Apr. Spring Race Meeting
7th May Edinburgh Students' Charities Cup Race Meeting
23rd July S.M.T. Trophy National Race Meeting
13th Aug. The Milk Race Meeting
3rd Sep. Edinburgh Festival Race Meeting
1st Oct. Autumn National Race Meeting

If you are not already on our mailing list for advance information and advance booking forms, please complete the tear-off form on the foot of this page and return it to us.

P.S.—If you are in London between 4th and 14th January, 1967, come and see us on Stand 9 at the RACING CAR SHOW in the National Hall, Olympia.

To SCOTCIRCUITS LTD., National Bank Chambers, Duns, Berwickshire.

Please add me to your mailing list for advance details of next season's meetings.

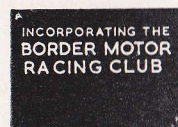
Name Jim Clark

Address

Telephone Number IRP/6.



WHY YOU SHOULD JOIN THE Scottish Motor Racing Club Limited



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.

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.

Date 1966 (Signed)

Subscription	2 gns.	£2	2	0
Car Badge (vitreous enamel) 25/-				
Label Badge (brooch type) 4/-				
Repeat-Motif Tie (Terylene) 19/6				
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You can Contract
Hire a £450 car
for as little as
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and WE PAY
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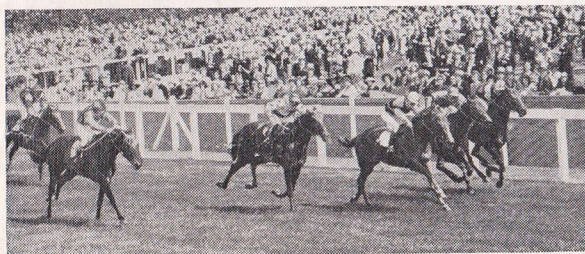
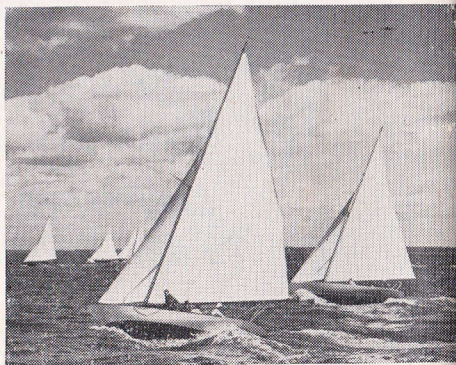
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