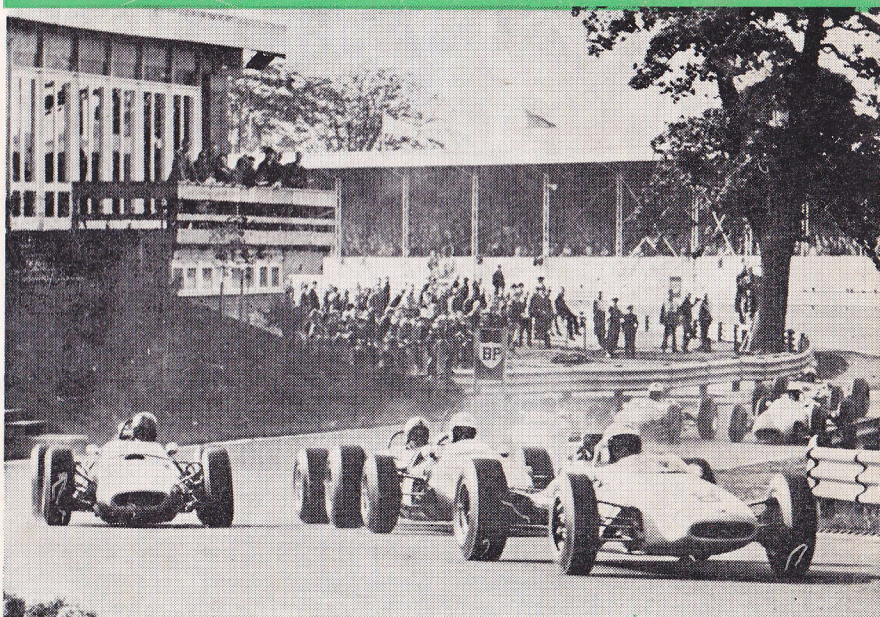


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INGLISTON MOTOR RACING CIRCUIT

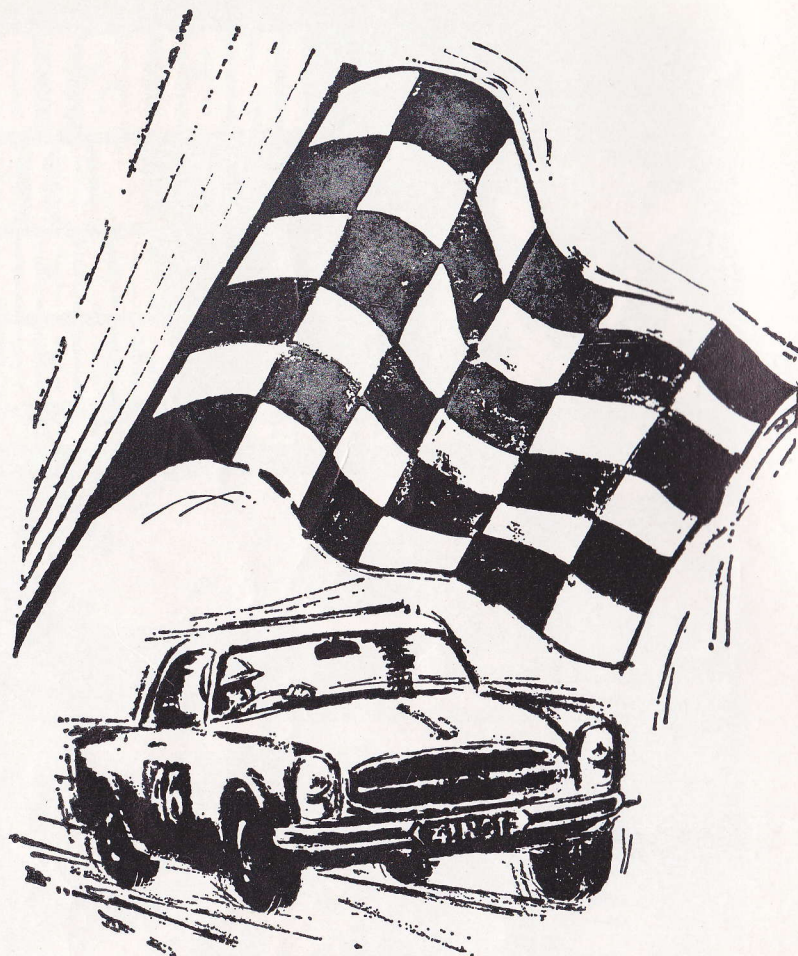
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THE SPRING RACE MEETING Sunday 9th April 1967

Official
Programme
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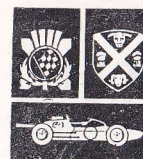
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* * *

THE SPRING RACE MEETING

Sunday, 9th April, 1967

organised by

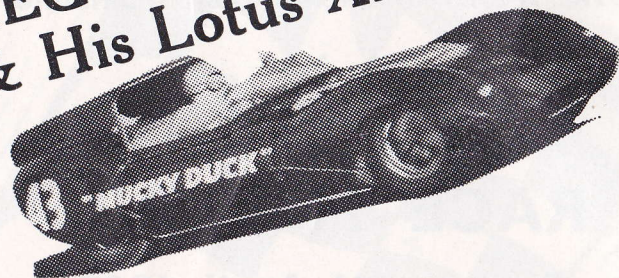
The Scottish Motor Racing Club Ltd.

* * *

PROGRAMME

9.45 am	Practice
12.45 pm	Luncheon Interval
2.00	FREE-FALL PARACHUTE DISPLAY
2.30	Event 1 Saloons up to 1200cc, Race 1
2.50	2 Sports & Special G.T. Cars up to 1200cc
3.10	3 ADAM WYLLIE MEMORIAL TROPHY RACE for Racing Cars—Part 1
3.35	4 Saloons over 1200cc
3.55	5 Sports & Special G.T. Cars over 1200cc
4.15	6 Saloons up to 1200cc, Race 2
4.35	7 Clubman's Cars
4.55	8 ADAM WYLLIE MEMORIAL TROPHY RACE—Part 2
5.25	9 Marque Cars
5.45	10 HARTLEY WHYTE TROPHY RACE for Saloons

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.

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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.)

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

Permit No. RS/3040

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LIST OF ENTRIES

Car No.	DRIVER/Entrant	cc	Make/Model	from
1	W. FORBES	1991	Lotus 35	Aberdeen
2	J. L. ROMANES	1875	Lotus-Martin	Edinburgh
3	A. D. T. FLETCHER	1600	Brabham BT 18	Culross
4	J. RUSSELL	4727	Russel Ford	West Calder
5	B. F. CULLEN	1500	Crossle Ford	Limerick
6	A. C. GOODFELLOW	1600	Cooper FJ	Falkirk
7	J. G. McWILLIAM	1860	Merlyn	Glasgow
8	P. A. B. STEWART	1340	Cooper BMC	Lundin Links
9	A. N. OTHER/ Ecurie Ecosse	998	Ecosse Imp	
10	A. N. OTHER/ Ecurie Ecosse	998	Ecosse Imp	
11	J. VEITCH	997	Cooper F3	Newbridge
12	J. MILLAR	997	Brabham	Bridge of Weir
14	M. A. PEEL	998	Cooper F3	Garstang
15	J. ANDERSON	998	Lola	Dennyloanhead
16	G. H. BREAKELL	2000	Brabham BT8	Blackburn
17	R. SCOTT	1991	Elva BMW	Aberdeen
18	B. COLLERSON	997	Merlyn Mk 10	Australia
19	R. MacGILLIVRAY	997	Brabham F3	Paisley
21	J. S. CALVERT	1594	Lotus Elan	Seaham
22	J. R. BALLANTINE	1554	Diva GT	Bo'ness
23				
24	J. C. LAWSON	1498	Lotus 7	Annfield
25	I. R. SINCLAIR	1498	Lotus 7	Airdrie
26	T. E. BLACKADDER	1964	Lotus Elan	Falkirk
27	T. McNAY	1098	L.W.S.	Thornhill
28	G. E. WHITTINGHAM	1498	Lotus 7	Durham
29	J. CORFIELD	1148	Diva GT	Peterborough
30	R. SMITH/ Curtis Speed Racing	4727	Ford Mustang	Liverpool
31	N. BRITTAN/ Curtis Speed Racing	1148	Diva GT	London
32	A. BARTON	1148	Mini Marcos	Newburn
33	J. MILNE/W. Shepherd	1139	MG Midget	Glasgow
34				
35	R. FORESTER SMITH	1150	Lotus XI	Edinburgh
36				
37	J. L. ALEXANDER	1040	Mini Marcos	Clarkston
38	T. THWAITES	1098	Lotus 23B	Dewsbury
39	T. THWAITES/ Paul Emery	998	Hillman Imp	Dewsbury
40	J. ABSALOM	1098	Ginetta	Morpeth
41	D. CULLEN	997	Ginetta	Airdrie
42	J. NICHOLSON/ Jaynick Racing	1098	Lotus 23B	Glasgow
43	S. McCRACKEN/ Jaynick Racing	1600	Jaynick-Anglia	Larkhall
44	G. CROSSLEY	1097	Lotus XI	Poulton Le Fylde
45	N. H. MORRISON	1098	Lotus XI	Glasgow
46	N. H. MORRISON	3781	Jaguar E	Glasgow
47	D. ARNOTT/ D. J. Taylor	1148	Lotus XI	Sunderland
48	R. A. MURDOCH	1098	Lotus XI	Ayr

Continued

LIST OF ENTRIES — Continued

Car No.	Driver/Entrant	cc	Make/Model	Home Town
49	G. TAYLOR	998	Mallock U2	Falkirk
50	I. A. B. HARRIS	1390	Mallock U2	Glasgow
51	P. D. NEWBY	1000	U2 Mk 4	Scarborough
52	A. J. HUGH	997	Terrier Mk 2	Edinburgh
53	I. COCHRANE	1498	Lotus 7	Ayr
54	T. G. TEMPLE	997	Lotus 7	Morpeth
55	Miss J. HUTCHINSON	1498	Terrier Mk 2	Newcastle
56	R. J. PREST	1498	Lotus 7	Durham
57	M. HOPPERTON	1147	MG Midget	Tarbert
58	J. C. FORSYTH	1100	Austin Healey	Haddington
60	M. PARKIN	1558	Lotus Elan	Edinburgh
61	A. W. HILL	1216	Lotus Elite	Ardrossan
62	A. W. HUTCHINSON	1293	Austin-Healey	Kennoway
63	D. M. GRANT	1798	M.G.B.	Newton Mearns
64	I. W. N. KIRKWOOD	998	Austin-Healey	Newcastle/Tyne
65	C. D. GRUBER	1098	M.G. Midget	Edinburgh
66	S. ROBINSON	2996	Austin-Healey	Darlington
67	J. GEMMELL	1098	M.G. Midget	Edinburgh
68	J. FISHER	1100	Fisher GT	Edinburgh
69	E. LABINJOH	1450	Mini Cooper	Edinburgh
70	P. G. GAILLARD	1293	Mini Cooper S	Helensburgh (U.S.)
71	T. B. D. CHRISTIE	1293	Mini Cooper S	Kirkcaldy
72	R. F. MORRISON	1293	Mini Cooper S	Helensburgh
73	D. J. MUTER/ Andy Barton	1293	Mini Cooper S	Bedlington
74	A. WRIGHT/ P. Dalkin	1650	Perdal Anglia	Whitley Bay
75	S. J. CHRISTINE/ P. Dalkin	1650	Perdal Anglia	Dunoon
76	D. FISHER/ P. Dalkin	1690	Perdal Cortina	Dunoon
77	D. N. SMITH (Res. R. G. Smith)	1822	Ford Anglia	Bowness/Windermere
78	W. H. ROBERTSON	1500	Vauxhall Viva	Edinburgh
79	T. D. WALKINSHAW	1598	Lotus Cortina	Prestonpans
80	K. WRIGHT/ T. Thwaites	1594	Lotus Cortina	Dewsbury
81	G. BIRD/T. Thwaites	997	Ford Anglia	Dewsbury
82	P. V. WRIGHT	1293	Mini Cooper S	Newtonards
83	J. R. BLANCKLEY (Res. W. Blanckley)	1798	Austin A40	New Penshaw
84	W. L. MORRISON	1293	Morris Cooper S	Bridge of Allan
85				
86	G. H. BIRRELL/ Claud Hamilton	1150	Shannon Chamois	Milngavie
87	A. CHARNELL	998	Singer Chamois	Edinburgh
88	A. I. ROBERTSON	998	Hillman Imp	Kirkcaldy
89	R. D. McCUTCHEON	998	Hillman Imp	Wigtown
90	I. McCOWAN/ R. D. McCutcheon	1098	Minijem GT	Wigtown
91	A. W. COWAN	998	Singer Chamois	Duns
92	G. DOUGLAS	998	Shannon Imp	Scone
93	A. J. R. CORMACK	998	Hillman Imp	Edinburgh
94	D. M. ROSS	970	Mini Cooper S	Aberdeen

Continued

LIST OF ENTRIES — Continued

96	A. D. T. BONAR	998	Austin A40	Thorntonhall
97	J. W. PINKERTON	996	Austin A40	Houston
98	D. FORSYTH	999	Mini Cooper S	Tranent
99	W. BORROWMAN/ Sports Tune	999	Mini Cooper S	Edinburgh
00	J. A. J. CURRIE	999	Mini Cooper S	Dumfries
01	R. M. CAIG	1198	Perdal Anglia	Borgue
02	D. WOOD	1000	Ford Anglia	Aberdeen
03	J. FEWELL	850	Mini S	Prestonpans
04	E. PATERSON	1028	Mini	Edinburgh
05	R. F. CROAN	1150	Vauxhall Viva	Edinburgh
06	K. ROBERTSON	1098	Mini	Haddington
07	R. J. McKENNA	997	Mini Cooper	Edinburgh
08	D. MURRAY	998	Mini Cooper	East Kilbride
09	J. SIME	997	Mini Cooper	Paisley
110	R. D. WYLLIE	998	Mini Cooper	Annan
111	C. LIVINGSTONE	1100	Renault Gordini	Inveraray
112	K. H. ALLEN	998	Mini Cooper	Carlisle
113	G. CARR	997	Mini Cooper	Silksworth
114	P. McN. HENDERSON	997	Mini Cooper	Carstairs

INGLISHTON 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)	
J. C. C. LAMBERT (Brabham F3)	
	(1966)

SPORTS CARS

over 1200cc :	
W. FORBES (Elva B.M.W.)	40.4" — 29th Aug.
Up to 1200cc :	(1965)
J. WATSON (Crosslè)	42.0" — 3rd Oct.
	(1965)

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AUTOSPORT

EVERY FRIDAY

For your Day's Enjoyment ...

We are delighted to welcome you to this, our first meeting of the 1967 season at Ingliston. To-day's meeting is one of a series of four at which every competitor is a member of the Scottish Motor Racing Club, who have organised the meetings at Ingliston from the outset.

Although we have a number of English competitors, an Australian, an American and two Irishmen, it is interesting to realise just how many of those competing are home drivers—and this is particularly noticeable in the Adam Wyllie Memorial Trophy races. The three main challengers for the chequered flag today are all Scots — WILLIE FORBES, from Aberdeen, and the winner of the "Lombank Trophy" Race last October at Ingliston after a most brilliant display of driving; ANDREW FLETCHER, from Fife, and now driving a very competitive Formula Libre Brabham in place of the F3 car of the same make with which he tied for second place in the "Scotsman Trophy" Championship last year and his sparring partner of 1966, JOCK RUSSELL, in the very powerful Russell-Ford which he built-up from various Lotus parts at his West Calder home. An interesting further challenger is Irishman BRIAN CULLEN, from Limerick, in his Irish-built Crossle-Ford. The Crossles have proved themselves very competitive in recent years and this version would seem to be more suited to Ingliston than that Tommy Reid used last year. JOHN ROMANES, chairman of the Scottish Motor Racing Club, is another who should be among the first few finishers with his Lotus-Martin.

Among the smaller-engined single-seaters there are quite a number of newcomers. The two Ecosse-Imps should prove very fast, especially after a winter of development. At the date of going to press no drivers have been named but it is expected that selection will have taken place at the promoting club's open practice day when David Murray intends to give one or two promising Scottish drivers a trial. MIKE PEEL is bringing his Brabham from Lancashire and will probably find tough opposition in JIMMY VEITCH's ex-John Fenning F3 Cooper. An unknown quantity—and one which might well be a big surprise, is Australian BARRY COLLERSON, doing a European season after several wins in Australia and late last year in the Balkans. RONNIE MCGILLIVRAY is now driving Andrew Fletcher's very quick F3 Brabham and JIMMY ANDERSON is Lola-mounted. JOHN MILLAR is back again with his faithful Brabham.

Among the two-seaters GEOFF BREAKELL is the most promising, with RICHARD SCOTT expected to challenge hard. Breaknell comes from Lancashire and Scott is an Aberdonian (his car used to be the property of Willie Forbes and Breaknell's was Syd Taylor's T.T.-winning car). It is nice to welcome back JOHN CALVERT in an Elan, after a rather unsuccessful foray into single-seater racing in 1966. JOHN CORFIELD, who had an almost unbroken run of wins at Ingliston last year, is back again with his faithful Diva, but at this meeting will have to meet stiff opposition from NICK BRITTAN similarly mounted. Brittan built up quite a reputation last year in the Fraser-Imp cars and Ingliston regulars will remember his winning ways last September. JOHN NICHOLSON and TREVOR THWAITES look all set for a continuation of the dices which they had all over England last year in their 23B Loti. GEOFF CROSSLEY has scarcely missed a meeting at Ingliston since its inception in 1965, and his Lotus XI—a real veteran—is almost part of the Ingliston scenery. JOHN MILNE is back again with the beautiful Dick Jacobs-style M.G. Midget, with which he won the 1966 Scottish National Speed Championship in such a worthy manner. Undoubtedly one of the most exciting cars in this class will be the Ford Mustang of ROBIN SMITH, Nick Brittan's team-mate. Perhaps too highly-

powered for Ingliston, it should nevertheless be difficult to beat in the saloon class in which it is also entered.

The Clubman's Class is for stark and relatively inexpensive two-seaters with their engines in the front driving the rear wheels. Although we don't have a Chevron this year, U2 Mallocks are represented by GEORGE TAYLOR, IAN HARRIS, and PETER NEWBY; Terriers by JILL HUTCHINSON and JACK HUGH and Lotus by IAN COCHRANE, TOM TEMPLE and R. J. PREST.

The Marque class, for road-type "production sports cars" such as are made in large quantities for sale to the general public, is supported by a medley of cars including NIGEL MORRISON's E-Type Jaguar, MICHAEL PARKIN's standard Lotus Elan, the "Spridgets" of GEMMELL, HUTCHINSON, GRUBER, and KIRKWOOD. Also running will be STAN ROBINSON's Austin-Healey 3000 and DUNCAN GRANT's M.G.B.

However, it is the saloons which provide probably most of the excitement at Ingliston, and every class was wildly over-subscribed for entries as usual. Although many familiar cars will be on the grid, such as RONNIE MORRISON, last year's winner of the "Hartley Whyte Trophy," TOM CHRISTIE, DAVEY MUTER and LOGAN MORRISON in their 1293 S-Type Mini-Coopers, we find that ALF WRIGHT has forsaken his Trianglia for a more conventional Ford Anglia, and DAVE SMITH is this year similarly-mounted. DUNCAN FISHER is back again with his Perdal Cortina and STUART CHRISTINE is now driving Graham Birrell's old Anglia. Brother GERRY BIRRELL is still relying on his Chamois, now powered by a Coventry Climax engine, this year prepared by Gerry in co-operation with Hugh Shannon and entered once again by Claud Hamilton Motors. JOHN BLANCKLEY has an M.G.B.-engined Austin A40 and there are two Lotus Cortinas entered by TOM WALKINSHAW and KEN WRIGHT.

Among the smaller-engined class, there has been a marked swing from Minis to "Chimps"—that delightful collective nickname for Singer Chamois and Hillman Imps. TONY CHARNELL is back again, as is ALASTAIR ROBERTSON, and they have now been joined by RONNIE McCUTCHEON, ANDREW COWAN and GEORGE DOUGLAS. Cowan's car is one of last year's all-conquering Fraser-Imps—seen in Nick Brittan's hands last year. IAIN PINKERTON is back again with his rapid ex-Bevan Austin A40, and is joined by ANDREW BONAR with his ex-Bevan Austin A40. The faithful Minis are represented by BILL BORROWMAN, DAVE FORSYTH and DAVID ROSS, while support to the Ford front is given by DENIS WOOD and BOB CAIG. Among the "slower" small saloons, BOB CROAN has the ex-Bill Dryden Vauxhall Viva and COLIN LIVINGSTONE his Renault-Gordini to join battle with a selection of non-S-Type Mini-Coopers and so-called standard Minis. Of these JIMMY FEWELL and GRAHAM CARR should be among the faster.

★ ★ ★

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 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' 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 Shep-

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herds 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.

★ ★ ★

As a curtain-raiser at this meeting, there will be a display by the "Red Devils" Parachute Headquarters Division. This famous elite team of "sky-divers" will drop from a De Havilland Rapide some 5000 ft. above the circuit, falling free and "steering" themselves as they descend to position themselves for a landing in the arena in front of the main grandstand before they open their parachutes. Should the cloud base be too low for such a dropping height, the team have been known to bale out as low as 2000 feet above ground—which doesn't leave much room for error! The display will start at 2.0 p.m. and will be accompanied by a commentary by the commanding officer.

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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with the
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Keeping your money in the mattress has its advantages. The threepenny bits don't get cold at night and there's a certain satisfaction in hearing the crackle of pound notes when you turn over in bed. Of course, another reason used to be that all the banks were so far away. Used to be.

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National Commercial Bank
OF SCOTLAND LIMITED

A word from the Daily Record

The "Daily Record" is back again in Scotland's motor racing scene—geared to keep pace with the thrills and spills of Ingliston this season.

After a long and successful link with Charterhall Race Circuit in the past, the "Record" is proud to announce full backing of Ingliston—Scotland's only race circuit—by sponsoring the Scottish Formula Libre Championship this year.

It has always been the policy of this paper—which has the biggest new and used car advertising in Britain every Friday—to promote motor sport in Scotland.

At present this country has a big say in international motor racing with such fine "home products" as ex-World Champion Jim Clark and fellow Scot and track "burner" Jackie Stewart.

And it is obvious that, without such facilities as Ingliston the avenues leading to success for the Scots drivers of the future would be almost non-existent. This, then, is why the "Record" believes in Ingliston . . . the track which will breed the stars of International races to come.

In recognition of top drivers the paper is awarding a magnificent trophy plus a host of other prizes. The Championship will be fought out over six races starting April 9, on a points system similar to that of the World Championship.

The first meeting, Sunday, April 9, is certain to get off to a "flying start" with parachutists of the "Red Devils" Parachute Headquarters Division jumping in from the sky before the flag drops on a pack of snarling competition cars.

Be at Ingliston, and watch for other action packed "extras" at future meetings.

For 1967, everyone concerned with this first class race track are aiming at boosting last year's attendance figures of around 10,000 at each meeting beyond the 15,000 target.

With a host of racing stars from Scotland, England, Ireland competing in the best of racing and performance cars this task will be made easier. One to watch this season will be the dynamic Ecurie Ecosse/Imp racer which was on "trial" at the track during last season.

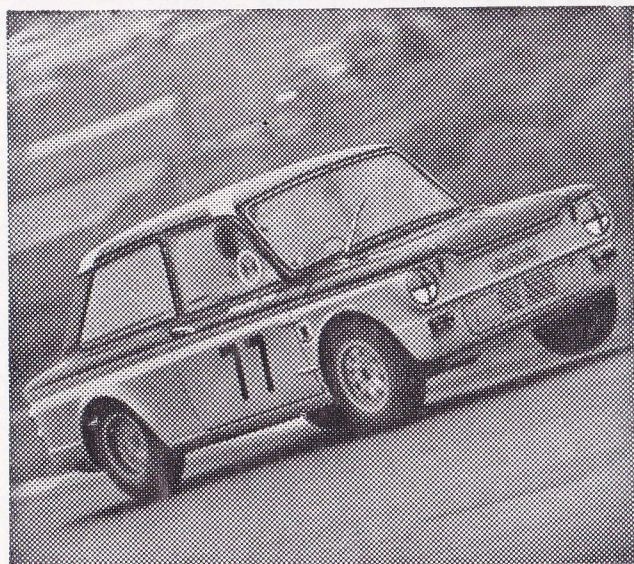
With a Scot in the "cockpit" of a Scottish built car, this would be a tremendous "double" success against the strong English challenge, which has dominated Ingliston in the past.

The "Record" will be covering every aspect of the "live" meeting PLUS news and views about the drivers and cars between competitions.

Keep track of the battle for the Championship. Get the "Record" for action pictures of Ingliston plus a detailed report and points position the day after each meeting.

On Friday every week you can also read the new look Road Test on cars British and Continental ranging from family saloons to the most potent of sports cars. If you are a car club member you will be interested to learn of all the latest moves and accessories in the motor trade.

And don't forget we are always on hand to spread the news of sporting activities or newsworthy items connected with motoring. Just contact us by writing or telephoning.



IMP PROVED AGAIN!

Alan Fraser Racing Team

POSITION: 1st AND 2nd
PLACE AND DATE: BRANDS HATCH 12th MARCH 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

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A word about the INGLISTON CHAMPIONSHIPS

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

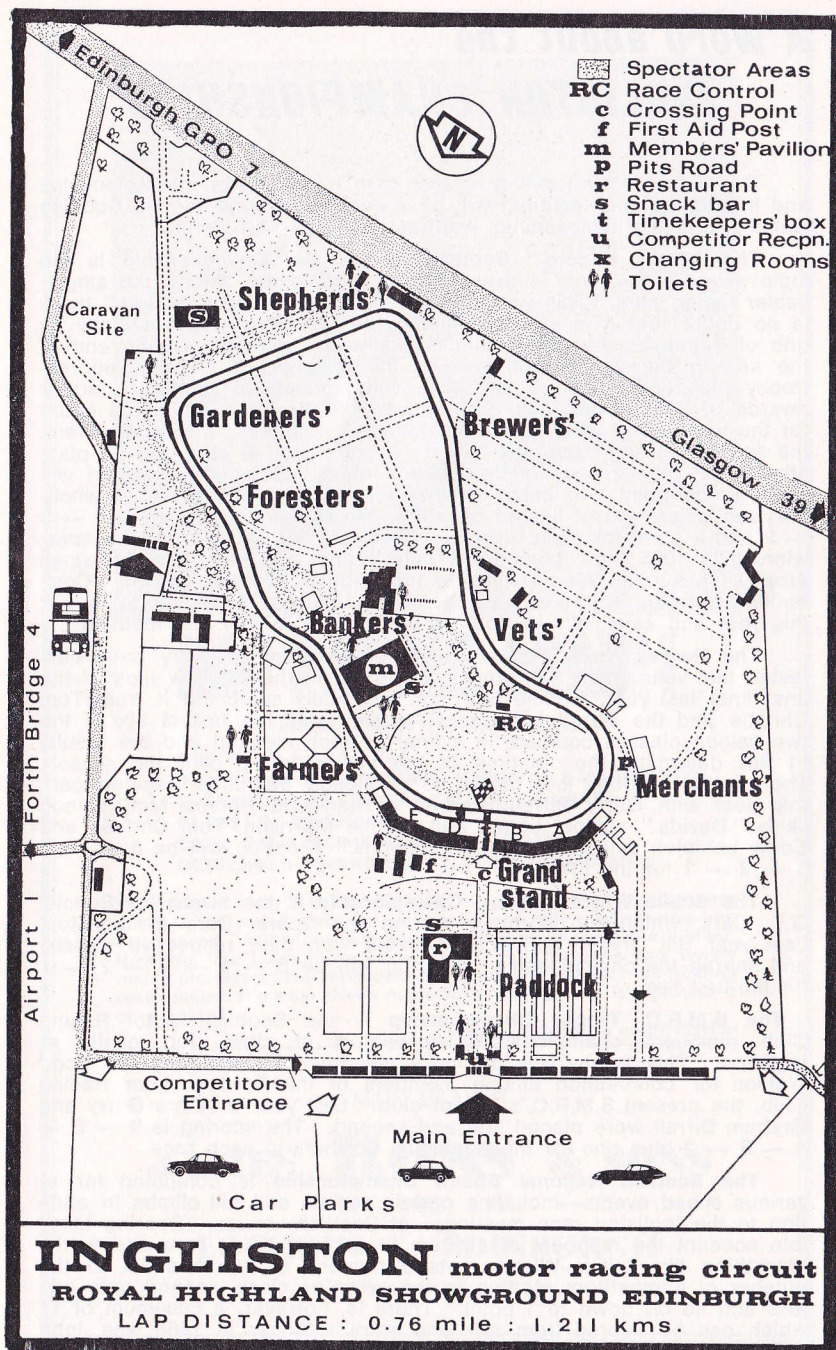
The "Daily Record" Scottish Racing Car Championship is the main award of the year and will be hotly contested among the single-seater racing cars. This year sponsored by "The Daily Record," there is no doubt that it is already reaping the benefit of good publicity by one of Scotland's biggest-circulation 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 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 Sheila 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.



INGLISTON LAP CONVERSION TABLE

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

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

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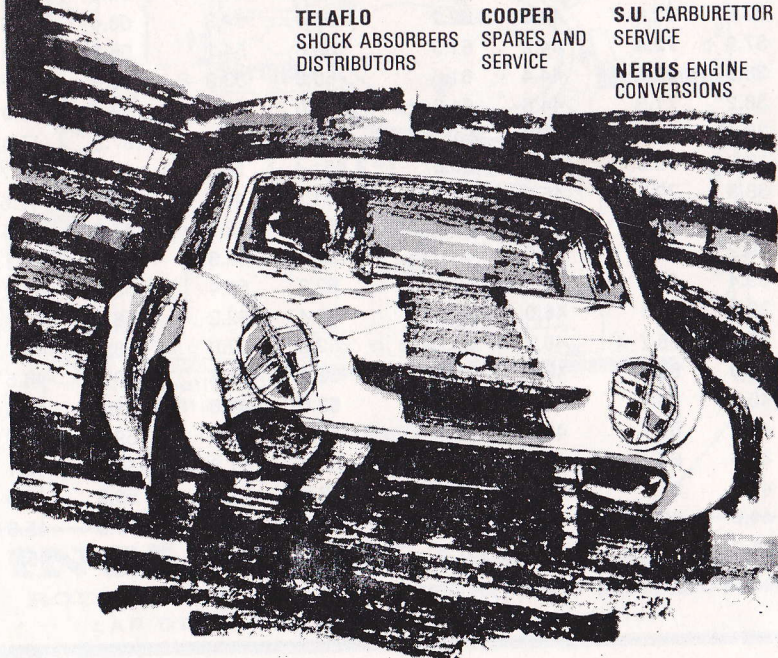
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CONVERSIONS



EVENT 1

2.30 P.M.

SALOON CARS up to 1200cc

RACE 1 — 10 LAPS

Car No.	Driver/Entrant	Make/Model of Car	cc
81	G. BIRD/T. Thwaites	Ford Anglia	997
01	R. M. CAIG	Perdal Anglia	1198
02	D. WOOD	Ford Anglia	1000
03	J. FEWELL	Mini S	850
04	E. PATERSON	Mini	1028
05	R. F. CROAN	Vauxhall Viva	1150
06	K. ROBERTSON	Mini	1098
07	R. J. McKENNA	Mini Cooper	997
08	D. MURRAY	Mini Cooper	998
09	J. SIME	Mini Cooper	997
110	R. D. WYLLIE	Mini Cooper	998
111	C. LIVINGSTONE	Renault Gordini	1100
112	K. H. ALLEN	Mini Cooper	998
113	G. CARR	Mini Cooper	997
114	P. McN. HENDERSON	Mini Cooper	997

1st (£20) 03 2nd (£12) 113 3rd (£8) 09

4th (£4) 06 Fastest Lap: — secs.

Winner's Speed: m. s.: mph

EVENT 2

2.50 P.M.

SPORTS & SPECIAL G.T. CARS up to 1200cc

10 LAPS

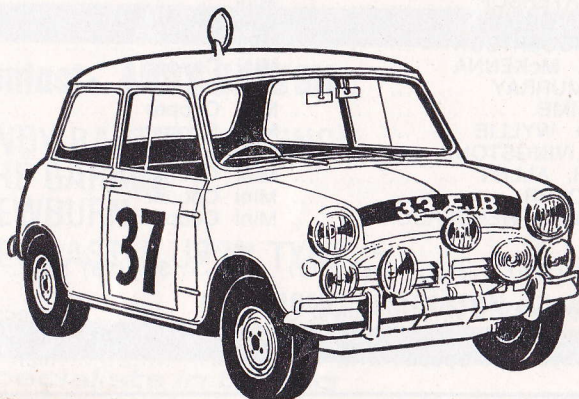
Car No.	Driver/Entrant	Make/Model of Car	cc
29	J. CORFIELD	Diva GT	1148
31	N. BRITTAN/ Curtis Speed Racing	Diva GT	1148
32	A. BARTON	Mini Marcos	1148
33	J. MILNE/W. Shepherd	MG Midget	1139
35	R. FORESTER SMITH	Lotus XI	1150
37	J. L. ALEXANDER	Mini Marcos	1040
38	T. THWAITES	Lotus 23B	1098
40	J. ABSALOM	Ginetta	1098
41	D. CULLEN	Ginetta	997
42	J. NICHOLSON/Jaynick Racing	Lotus 23B	1098
44	G. CROSSLEY	Lotus XI	1097
45	N. H. MORRISON	Lotus XI	1098
47	D. ARNOTT/D. J. Taylor	Lotus XI	1148
48	R. A. MURDOCH	Lotus XI	1098
68	J. FISHER	Fisher G.T.	1100
90	I. McGOWAN/ R. D. McCutcheon	Minijem GT	1098

1st (£20) 2nd (£12) 48 3rd (£8)

4th (£4) 42 Fastest Lap: — secs.

Winner's Speed: m. s.: mph

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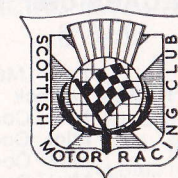
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CAL. 3573

DEA 1344

COR. 1351

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



EVENT 3

3.10 P.M.

ADAM WYLLIE MEMORIAL TROPHY RACE

PART 1 — 25 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
1	W. FORBES	Lotus 35	1991
2	J. L. ROMANES	Lotus-Martin	1875
3	A. D. T. FLETCHER	Brabham BT 18	1600
4	J. RUSSELL	Russell Ford	4727
5	B. F. CULLEN	Crossle Ford	1500
6	A. C. GOODFELLOW	Cooper FJ	1600
7	J. G. McWILLIAM	Merlyn	1860
8	P. A. B. STEWART	Cooper BMC	1340
9	A. N. OTHER/Ecurie Ecosse	Ecosse Imp	998
10	A. N. OTHER/Ecurie Ecosse	Ecosse Imp	998
11	J. VEITCH	Cooper F3	997
12	J. MILLAR	Brabham	997
14	M. A. PEEL	Cooper 67	998
16	G. H. BREAKELL	Brabham BT8	2000
18	B. COLLERSON	Merlyn Mk 10	997
19	R. MCGILLIVRAY	Brabham F3	997

Reserves :

15	J. ANDERSON	Lola	998
17	R. SCOTT	Elva BMW	1991

1st (£50) 3 2nd (£30) 16 3rd (£20) 10

4th (£10) 12 Fastest Lap : — secs.

Winner's Speed : m. secs. : mph

EVENT 4

3.35 P.M.

SALOON CARS over 1200cc 10 LAPS

30	R. SMITH/ Curtis Speed Racing	Ford Mustang	4727
43	S. McCRACKEN/Jaynick Racing	Jaynick Anglia	1600
69	E. LABINJOH	Mini Cooper	1450
70	P. G. GAILLARD	Mini Cooper S	1293
71	T. B. D. CHRISTIE	Mini Cooper S	1293
72	R. F. MORRISON	Mini Cooper S	1293
73	D. J. MUTER/Andy Barton	Mini Cooper S	1293
74	A. J. WRIGHT/P. Dalkin	Perdal Anglia	1650
76	D. FISHER/P. Dalkin	Perdal Cortina	1690
77	D. N. SMITH (Res. R. G. Smith)	Ford Anglia	1822
79	T. D. WALKINSHAW	Lotus Cortina	1598
80	K. WRIGHT/T. Thwaites	Lotus Cortina	1594
82	P. V. WRIGHT	Mini Cooper S	1293
83	J. R. BLANCKLEY (Res. W. Blanckley)	Austin A40	1798
84	W. L. MORRISON	Morris Cooper S	1293

Reserves:

78	W. H. ROBERTSON	Vauxhall Viva	1822
75	S. J. CHRISTINE/P. Dalkin	Perdal Anglia	1650

1st £20 2nd (£12) 3rd (£8)

4th (£4) Fastest Lap : secs.

Winner's Speed : m. s. : mph



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EVENT 5

3.55 P.M.

SPORTS & SPECIAL G.T. CARS over 1200cc 10 LAPS

Car No.	Driver/Entrant	Make/Model of Car	cc
16	G. H. BREAKELL	Brabham BT8	2000
17	R. SCOTT	Elva BMW	1991
21	J. S. CALVERT	Lotus Elan	1594
22	J. R. BALLANTINE	Diva GT	1554
24	J. C. LAWSON	Lotus 7	1498
25	I. R. SINCLAIR	Lotus 7	1498
26	T. E. BLACKADDER	Lotus Elan	1964
28	G. E. WHITTINGHAM	Lotus 7	1498
30	R. SMITH/ Curtis Speed Racing	Ford Mustang	4727
53	I. COCHRANE	Lotus 7	1498
56	R. J. PREST	Lotus 7	1498

1st (£20) 2nd (£12) 3rd (£8)

4th (£4) Fastest Lap : secs.

Winner's Speed : m. s. : mph



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EVENT 6

4.15 P.M.

SALOON CARS up to 1200cc

RACE 2 — 10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
39	T. THWAITES/Paul Emery	Hillman Imp	998
86	G. H. BIRRELL/ R. D. McCutcheon	Shannon Chamois	1150
87	A. CHARNELL	Singer Chamois	998
88	A. I. ROBERTSON	Hillman Imp	998
89	R. D. McCUTCHEON	Hillman Imp	998
91	A. W. COWAN	Singer Chamois	998
92	G. DOUGLAS	Shannon Imp	998
93	A. J. R. CORMACK	Hillman Imp	998
94	D. M. ROSS	Mini Cooper S	970
96	A. D. T. BONAR	Austin A40	998
97	J. W. PINKERTON	Austin A40	996
98	D. FORSYTH	Mini Cooper S	999
99	W. BORROWMAN/Sports Tune	Mini Cooper S	999
00	J. A. J. CURRIE	Mini Cooper S	999

1st (£20) 2nd (£12) 3rd (£8)

4th (£4) Fastest Lap : — secs.

Winner's Speed : m. s. : mph

EVENT 7

4.35 P.M.

CLUBMAN'S CARS

10 LAPS

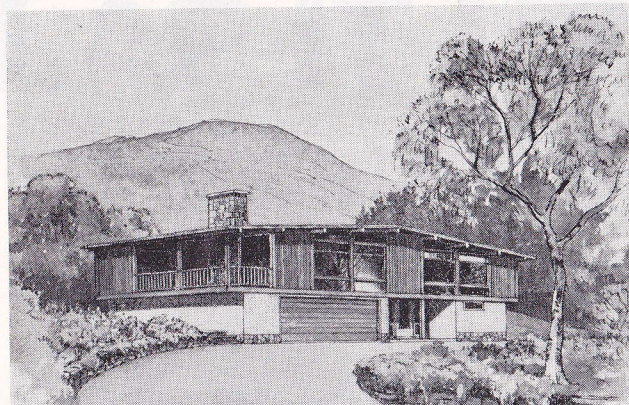
Car No.	DRIVER/Entrant	Make/Model of Car	cc
24	J. C. LAWSON	Lotus 7	1498
25	I. R. SINCLAIR	Lotus 7	1498
27	T. McNAY	L.W.S.	1098
28	G. E. WHITTINGHAM	Lotus 7	1498
49	G. TAYLOR	Mallock U2	998
50	I. A. B. HARRIS	Mallock U2	1390
51	P. D. NEWBY	U2 Mk 4	1000
52	A. J. HUGH	Terrier	997
54	T. G. TEMPLE	Lotus 7	997
55	Miss J. HUTCHINSON	Terrier Mk II	1198
56	R. J. PREST	Lotus 1	1498

1st (£20) 2nd (£12) 3rd (£8)

4th (£4) Fastest Lap : — secs.

Winner's Speed : m. s. : mph

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ADAM WYLLIE MEMORIAL TROPHY RACE

PART 2 — 25 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
1	W. FORBES	Lotus 35	1991
2	J. L. ROMANES	Lotus-Martin	1875
3	A. D. T. FLETCHER	Brabham BT 18	1600
4	J. RUSSELL	Russell Ford	4727
5	B. F. CULLEN	Crossle Ford	1500
6	A. C. GOODFELLOW	Cooper FJ	1600
7	J. G. McWILLIAM	Merlyn	1860
8	P. A. B. STEWART	Cooper BMC	1340
9	A. N. OTHER/Ecurie Ecosse	Ecosse Imp	998
10	A. N. OTHER/Ecurie Ecosse	Ecosse Imp	998
11	J. VEITCH	Cooper FIII	997
12	J. MILLAR	Brabham	997
14	M. A. PEEL	Cooper 67	998
16	G. H. BREAKELL	Brabham BT8	2000
18	B. COLLERSON	Merlyn Mk 10	997
19	R. MCGILLIVRAY	Brabham F3	997

Reserves :

15	J. ANDERSON	Lola	998
17	R. SCOTT	Elva BMW	1991

1st (£50) 2nd (£30) 3rd (£20)
4th (£10) Fastest Lap : — secs.

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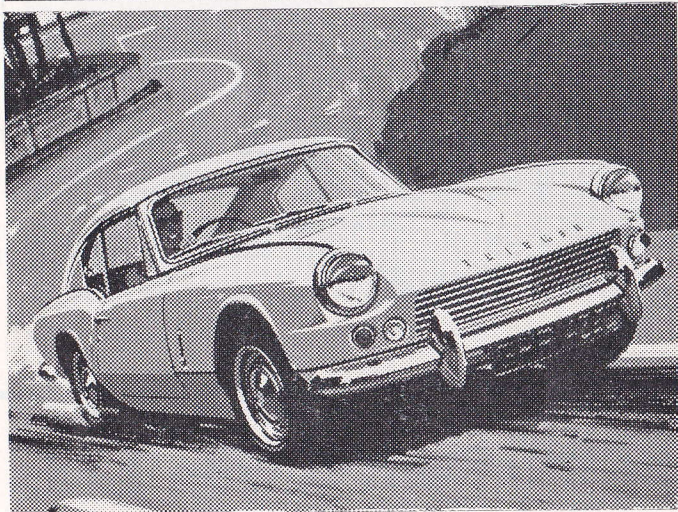
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We have all the facts and figures

The Triumph GT6 puts 95 bhp to work in the overtaking speeds. Figures like 50 to 70 mph in 7.5 seconds mean you overtake swiftly, calmly and with a reassuring margin. The GT 6 is built on a steel chassis to give inner strength. It has 6 cylinders, all independent suspension and front disc brakes. Appointments include a leather covered steering wheel, pile carpet and walnut fascia.

*We can't promise a race track, but we can promise full details of the new GT6 and the sort of service you'd expect from friends of the family. Please ring or write soon.

Triumph GT6 £985.1.0d. ex works inc. p.t.



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and at Glasgow, Stirling, Aberdeen, Dundee, Perth, Kirkcaldy,
Hawick & Newcastle-on-Tyne.

EVENT 9

5.25 P.M.

MARQUE CARS

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
46	N. H. MORRISON	Jaguar E	3781
57	M. HOPPERTON	MG Midget	1147
58	J. C. FORSYTH	Austin Healey	1100
60	M. PARKIN	Lotus Elan	1558
61	A. W. HILL	Lotus Elite	1216
62	A. W. HUTCHINSON	Austin Healey	1293
63	D. M. GRANT	M.G.B.	1798
64	I. W. N. KIRKWOOD	Austin Healey	998
65	C. D. GRUBER	M.G. Midget	1098
66	S. ROBINSON	Austin Healey	2996
67	J. GEMMELL	M.G. Midget	1098

1st (£20) 2nd (£12) 3rd (£8)

4th (£4) Fastest Lap : — secs.

Winner's Speed : m. s. : mph

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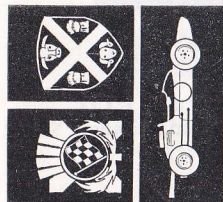
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Ingliston 1967 Advance Booking Form



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 Tickets 5/-		SMRC Discount Value	TOTAL
	Adults 15/-	Children 12/6		Adults 15/-	Children 12/6		No.	Cost		
7 May	No.	Cost		No.	Cost					
23 Jul.	No.	Cost		No.	Cost					
13 Aug	No.	Cost		No.	Cost					
3 Sep.	No.	Cost		No.	Cost					
1 Oct.	No.	Cost		No.	Cost					

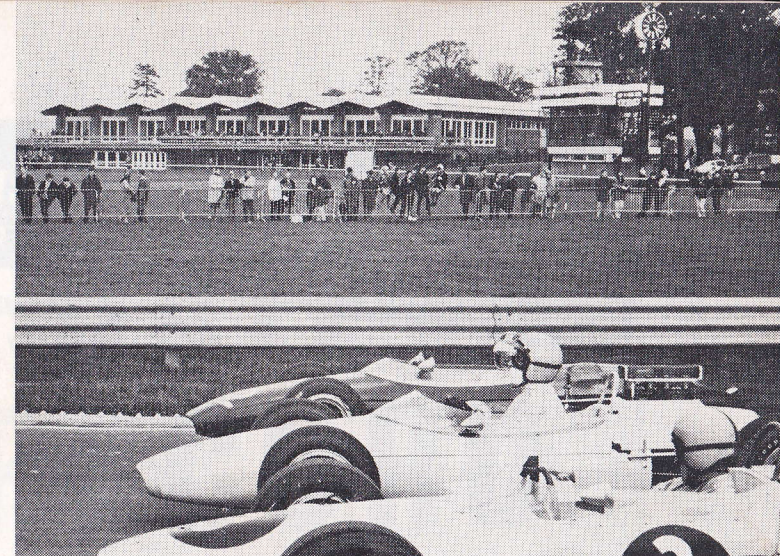
CHEQUE/POSTAL ORDER/CASH Total £

Preference for Block in Highland Grandstand ☐

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



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 Scotcircuits 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 £

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to

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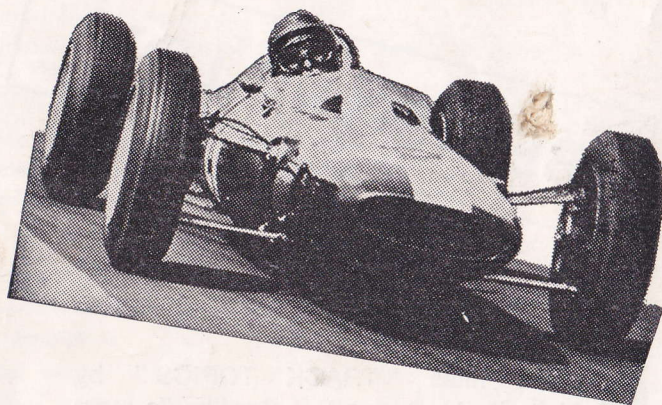
SUPREME IN MOTOR RACING

HASTE YE BACK AGAIN !

Our next Meeting is the

**Edinburgh Students'
Charities Cup**

RACE MEETING



Sunday, 7th May : 2.30 p.m.

Advance Booking Form Inside

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