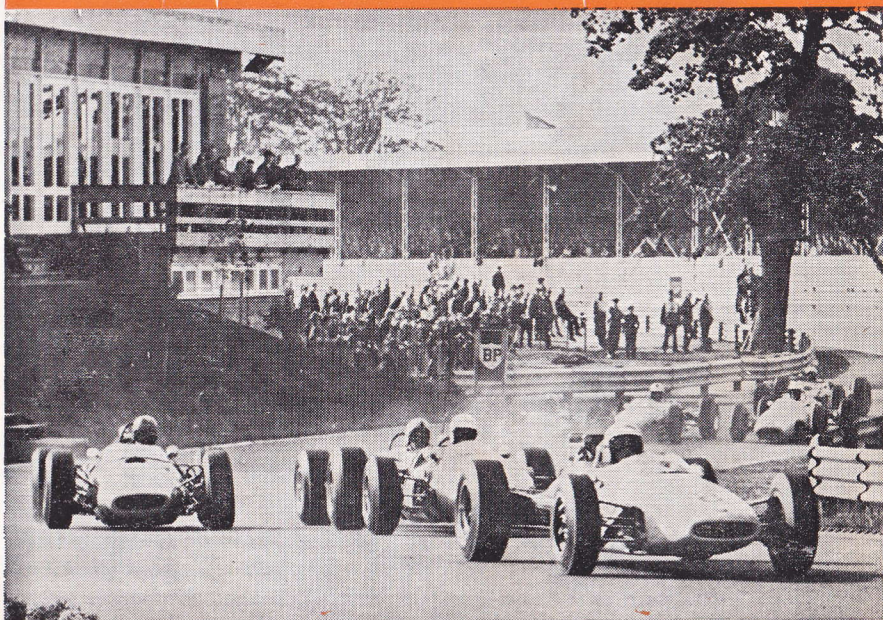


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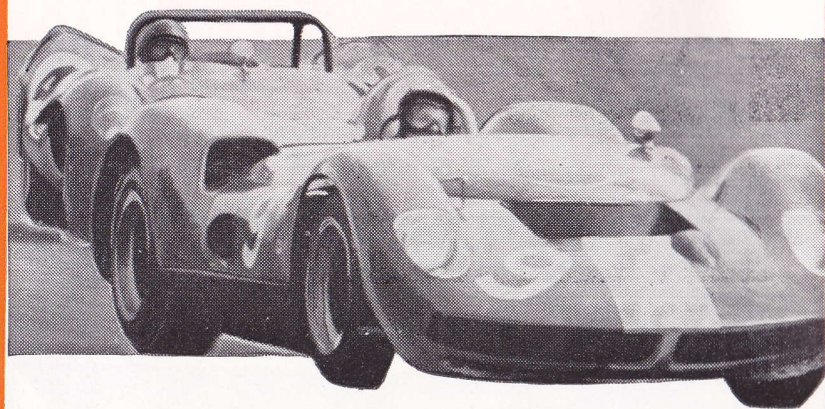


Adam Wyllie Memorial Trophy Sunday, 12th May

1968

Official
Programme
2/6

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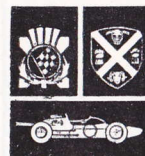


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The Adam Wyllie Memorial Trophy RACE MEETING

Sunday, 12th May, 1968

organised and promoted by
The Scottish Motor Racing Club Ltd.

PROGRAMME

- | | |
|----------|---|
| 9.45 am | Practice |
| 12.50 pm | Luncheon Interval |
| 1.15 pm | Concert by TULLIS RUSSELL BAND |
| 2.30 pm | Event 1 Saloons up to 1000cc, Race 1 |
| 2.50 pm | 2 Marque cars |
| 3.10 pm | 3 The EADIE CAIRNS TROPHY RACE
for Saloons over 1000cc |
| 3.30 pm | 4 Formula Ford Cars |
| 3.50 pm | 5 Saloons up to 1000cc, Race 2 |
| 4.10 pm | Demonstration Run by Ford GT40 |
| 4.20 pm | Event 6 The TUNNOCK TROPHY RACE
for Special G.T. Cars |
| 4.40 pm | 7 The ADAM WYLLIE MEMORIAL
TROPHY RACE for Formula Libre
Cars |
| 5.00 pm | Presentation of Trophies |
| 5.10 pm | Event 8 The HARTLEY WHYTE CHAMPION-
SHIP RACE (Saloons) |
| 5.30 pm | Concert by TULLIS RUSSELL BAND |

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Results Processors	W. H. CRABB & M. MALCOLM
Lap Indicator Marshal	G. KERR
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Stewards (for Club)	J. R. STEWART, R. KAY, N. T. LITHGOW
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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/4012

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LIST OF ENTRIES

Car No.	DRIVER/Entrant	cc	Make/Model	Home Town
1	A. CHARNELL ...	1600	Lola 55	Balerno
2	J. L. ROMANES ...	1865	Lotus 35	Edinburgh
3	W. FORBES ...	1991	Lotus 35	Aberdeen
4	W. N. A. DRYDEN ...	1594	Brabham BT21A	Longniddry
5	J. RUSSELL ...	4727	Formula Libre	West Calder
6	J. MILLAR ...	1991	Brabham B.M.W. ...	Bridge-of-Weir
7	A. D. T. FLETCHER/ Magnificent 7 ...	1600	Brabham BT18	Alva
8	P. GETHIN/ Frank Lythgoe Racing ...	1600	Chevron F2	Epsom
9	D. BERRY/ Frank Lythgoe Racing ...	1000	Chevron F3	Colwyn Bay
11	R. SCOTT ...	997	Lotus 41	Aberdeen
12	G. B. BIRRELL/ Ecosse Imp ...	998	Ecosse Imp	Milngavie
14	G. H. BIRRELL/ Ecosse Imp ...	998	Ecosse Imp	Milngavie
15	R. MacKAY/ H. Shannon ...	997	Brabham BT15	Thurso
16	H. HEEREY/ Midland Garage ...	998	Chevron F3	Stockport
17	H. HEEREY/ Midland Garage ...	1650	Cox GTM	Stockport
18	A. C. GOODFELLOW ...	1650	Cooper T76	Falkirk
19	A. C. GOODFELLOW ...	1600	Fireball Ford	Falkirk
20	F. PLACE/ D. B. Robinson ...	1930	Cooper T.76	Carterton
21	J. HENDRY/ Team Mefco ...	1559	Brabham F3	France
22	G. SILVERWOOD/ D. Buller-Sinfield ...	1098	Mercury GT	Mirfield
23	J. NICHOLSON/ Jaynick Racing ...	1600	Jaynick GT	Glasgow
24	J. NICHOLSON/ Jaynick Racing ...	1600	Jaynick Anglia	Glasgow
25	R. FORESTER-SMITH ...	1150	Lotus X1 GT	Edinburgh
26	B. HARRISON/ McCrae & Drew ...	1100	Mini Marcos GT	Clarkston
27	W. J. PAUL ...	1098	Lotus X1 GT	Bothwell
28	J. MACKIE ...	998	Marcos	Lochore
29	J. MILNE/ W. Shepherd ...	1139	M.G. Midget	Glasgow
30	A. SOUTER ...	1650	Fairford GT	Dundee
31	S. A. ROBINSON ...	4727	Ginetta G10	Darlington
32	S. A. ROBINSON ...	2912	Austin Healey	Darlington
33	E. LABINJOH/ J. Fisher ...	1100	Fisher GT	Edinburgh
34	A. K. MACLEAN ...	1558	Diva GT	Edinburgh
35	W. A. POOLE ...	1293	MG Midget	Birmingham

Car No.	Driver/Entrant	cc	Make/Model	from
36	R. SIMPSON-SMITH	1100	Project-Ford GT	Airdrie
37	A. J. GRAY	2138	Morgan +4+	Edinburgh
38	J. GEMMELL	1098	MG Midget	Juniper Green
39	N. MacPHERSON	1098	A. Healey Sprite	Elgin
40	M. HOPPERTON	1147	MG Midget	Tarbert
41	R. FISCHER	1582	Porsche 1600 SC	U.S.A.
42	G. TAYLOR	791	Honda	Falkirk
43	W. N. A. DRYDEN/ H. & G. Robinson Rac.	818	Honda	Longniddry
44	M. M. REID	1140	Austin-Healey	Airdrie
45	D. S. LANGLEY	980	Austin-Healey	Milton of Campsie
46	A. W. HUTCHINSON	1293	Austin-Healey	Kennoway
47	A. W. COWAN	1558	Lotus Elan +2	Duns
49	G. H. BIRRELL/ Claud Hamilton Mtrs Ltd.	1298	Singer Chamois	Milngavie
50	G. B. BIRRELL/ Wyllies Ltd.	1790	Perdal Escort	Milngavie
51	D. MUTER	1293	BMC Cooper S	Bedlington
52	D. L. KERR	1300	Mini Cooper S	Edinburgh
53	A. BARRETT	1100	Morris Mini	Baillieston
54	I. R. OWER	1293	Mini Cooper S	Dundee
55	R. F. MORRISON	1275	Mini-Cooper S	Helensburgh
56	J. DRYDEN	1293	Mini Cooper S	Lundie
57	L. EMSLIE	1071	Riley Elf	Aberdeen
58	A. SMITH/ L. Emslie	997	Morris Cooper	Aberdeen
59	R. M. BROWN	1498	Ford Anglia	Largs
60	F. GUNN	1293	Mini-Cooper S	Milngavie
61	R. C. H. SIMEY	1498	Ford Anglia	Kirkcudbright
62	D. J. M. FISHER	1650	Lotus Anglia	Dunoon
63	R. M. CAIG	1650	Borgue Anglia	Borgue
64	D. B. SQUIRES	1600	Lotus 51	Loch Lomond
65	E. A. POWRIE	1600	F.F. Merlyn	Dundee
66	B. HUNTER	1600	Lotus 51	Edinburgh
67	T. D. WALKINSHAW	1600	Lotus 51	Prestonpans
68	M. A. PEEL	1600	Merlyn Mk X1	Garstang
69	R. C. R. MALLOCK/ A. M. R. Mallock	1599	Mallock U2	Roade
70	R. PITHERS	1600	Lotus 51	Wakefield
71	J. SKINNER/ Gorings Ltd.	1600	Jomo F. Ford	Reading
72	P. J. KIMBERLEY	1600	Russell Alexis	Wellesbourne
73	J. SCHONBERG/ S. Dunsterville	1600	Lotus 51	Glasgow
74	H. GILBERT	1600	Lotus 51	Aberdeen
75	D. J. GODDARD	1600	Lotus 51	Castleford
76	T. CLARK/Sportstune	1600	Lotus 51	North Berwick
77	G. H. BIRRELL	1600	Centro-Scot FF.	Glasgow
78	J. E. HOWDEN	920	Hillman Imp	Edinburgh
79	J. L. RITCHIE	998	Austin A.40	Cardross
80	R. LAWSON	998	Austin Mini	Kirriemuir
81	J. S. PINKERTON	998	Morris Mini	Glasgow

Car No.	DRIVER/Entrant	cc	Mak/Model	Home Town
82	C. REEVES	998	Mini-Cooper	Larkhall
83	E. PATERSON	850	Mini 850 Racer	Edinburgh
84	P. MARSH/ J. Harkness	850	Morris Mini	Carlisle
85	J. I. JOHNSON	1000	Austin Mini	Kalbarchan
86	J. SIME	997	Mini-Cooper	Paisley
87	N. R. GINN	848	Morris Mini 850	Helensburgh
88	A. CHARNELL	998	Singer Chamois	Balerno
89	A. BARTON	999	Morris Cooper S	Newcastle
90	W. L. MORRISON	998	Singer Chamois	Bridge of Allan
91	K. ALLEN	998	Mini-Cooper	Crossford
92	A. D. RECORDSON	999	Mini-Cooper	Edinburgh
93	T. D. PHILIP	998	Hillman Imp	Dundee
94	A. D. T. BONAR	996	Austin A.40	Leicester
95	D. J. STEWART	998	Hillman Imp	Perth
96	A. ORMISTON	999	Mini-Cooper S	Dunfermline
97	A. J. LITTLEJOHN	999	Mini-Cooper S	Elgin
98	A. J. R. CORMACK	998	Hillman Imp	Edinburgh
99	W. A. BORROWMAN/ Moir & Baxter Sportstune	999	Mini-Cooper S	Longniddry
01	K. ROBERTSON	999	Mini-Cooper S	Leith
02	R. J. S. HAINING	998	Hillman Imp	North Berwick

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INGLISTON TICKET OFFICE

For your Day's Enjoyment...

If the Scottish Motor Racing Club have achieved one thing at Ingliston, it is a great upsurge of interest among Scottish competitors for the Formula Libre class. Only four of the accepted entries have ventured from South of the Border—but such is the demand for a place on the starting grid at Ingliston that many English competitors were turned down on this occasion.

Heading the challenge from the South are the Chevrons entered by Frank Lythgoe Racing Ltd. and driven by **Peter Gethin** and **Dave Berry**. All three have raced at Ingliston in the past and Gethin won the "S.M.T. Trophy" in 1966. This time he will be at the wheel of an FVA Cosworth-engined Formula Two car as Frank Lythgoe would particularly like his team to win the trophy which commemorates another of his drivers, the late Adam Wyllie. This is probably the potentially fastest car ever to appear at this circuit and if the track is dry it seems very probable that the lap record set up in 1965 will be beaten. Berry is in an F3 car and will be hoping for better luck than the last meeting when he was involved in an incident at Merchants while challenging for second place. **Jock Russell** hopes to have his new car ready to replace that lost in a fire during the winter and rumour has it that the car will be one of the Ex-team Lotus Formula One chassis, fitted with his trusty Ford V8 engine.

In April **Bill Dryden** made a very impressive debut in his new Brabham Twin-Cam, giving **Willy Forbes** a good run for his money in the Aberdeen-based Lotus-BMW. Willy had a good start to the season in winning the "Edinburgh Students Charities Cup" and collecting nine points towards the "Callands Trophy" Championship. **John Romanes** and **John Millar** were both unable to make the starting line in April, and were confined to the spectators' role while awaiting delivery of engine for the former and a new car for the latter. Yet another in the same position was reigning Ingliston Champion **Andrew Fletcher** who had spent most of the preceding week sitting on Chris Steel's doorstep endeavoring to obtain his "go-faster" engine. It seems that with any luck at all, all three should make today's race. Making a particularly impressive debut in single-seater racing a month ago was Aberdonian **Richard Scott** with his Charles-Lucas-engined Lotus F3 and many think that we will be destined to see a lot of Richard in the prize-lists this year. Another Northerner who has changed to singleseaters is **Ronnie Mackay** from Thurso who bought John Millar's last year's F3 Brabham and has commissioned Hugh Shannon to undertake the preparation. Brothers **Graham** and **Gerry Birrell** will be at the wheel of the two Ecosse-Imps and we are sure there will be a lot of conjecture as to who will prove the faster. **Howard Heerey** has forsaken his Clubmans car for an F3 Chevron this year and we are delighted to welcome him back to Ingliston. Heerey is current joint holder of the sports-car lap record.

In the G.T.-car race, **John Nicholson** and his Jaynick version of the Lotus 23B will be the man to watch but we can foresee an interesting scrap further down the field between **John Milne** and **Arnold Poole** in their "Spridgets". Arnold is the kid brother of the infamous Alec of the same ilk from Dublin, whose Wolseley Hornet was so indecently fast at last year's Lombank Trophy meeting in October. **Stuart Robinson** from Darlington has the hairiest motor car with his Ginetta G10 and **Eddie Labinjoh** will be back with his Fisher G.T.

For this meeting we have managed to amass a reasonably full field of "Marque" cars—production road-going sports cars to the uninitiated. Arnold Poole should be favourite to win, but Stuart

Robinson's "big" Healey has already proved itself a winner at Ingliston. **Bill Dryden** will be at the wheel of an S800 Honda and should give **George Taylor**'s similar car a good race. **Miles Hopperton** and **Andrew Hutchinson** look all-set to renew last year's battles in their Spridgets and an interesting return to the Marque race will be **Andrew Cowan** who has forsaken rallying for the week-end to borrow Ian Scott Watson's Elan Plus Two. Another car not previously raced at Ingliston is **Andrew Gray**'s Morgan Plus Four Plus, one of only two of the controversial "hard-top" Morgans ever made.

Among the "big" saloons, the battle between the brothers Birrell will be renewed. Graham in the Perdal Escort entered by Wylies Ltd. and Gerry in his familiar Shannon-Chamois entered by Claud Hamilton Motors Ltd. Graham only just completed his Escort in the late "early hours" before the last meeting and it wasn't properly prepared for the rigours of racing. **Jim Dryden** certainly showed the way around at the last meeting, capturing the over-1000cc lap record at the same time with his Mini-Cooper S. This class should develop into a very competitive one this season and we are quite sure that **Ronnie Morrison** won't be content to allow the opposition to get too far ahead. Heading the list of the "faster" small saloons will be **Logan Morrison**, whose Singer Chamois equalled Dryden's lap record to set a new one for saloons up to 1000cc. This is a "Fraser-Imp" and potentially more potent than the Imps of **Robert Haining** and **D. J. Stewart** (the latter being the car George Douglas drove in April). **Ken Allen** and **Andrew Bonar** went so fast at the last meeting that they have been up-graded to the faster race for 1000cc saloons. **Bill Borrowman** will be out to prove that the Sportstune/Moir & Baxter "Box 1" is the match of the Chimps and the Orange Box should be well to the fore. **Eric Howden** should be difficult to beat in the "slower" race with his 875 Imp, challenged probably most closely by **John Ritchie**'s Austin A40.

Finally, the Formula Ford entry is fully subscribed and it is most encouraging to see how well this class has caught the competitor's eye this year. Man to beat should almost certainly be **Richard Mallock**'s Mallock U2, although **Mike Peel** will be out to turn the tables on **Brian Squires** who won last time out and **Jeff Schonberg** will be hoping that his engine remains in one piece this time—as will **Bernard Hunter** and **Tom Walkinshaw**—all three in Lotus 51's. **Ted Clark** might also be worth watching and **Harry Gilbert** finished 3rd in the Auto Auctions Trophy.

By and large, the entry list promises some good racing and it is unlikely that there will be many non-starters now that the 1968 racing season has really got under way.

★ ★ ★

It is still too early for the results of the first round of the various Championships to mean very much, but leading in the "Callands Trophy" Formula Libre Championship is **Willy Forbes**; in the "Hartley Whyte" Saloon Car Championship is **Jim Dryden**; in the "Sheila Whyte" Championship is **John Nicholson**; in the "Kings Cup" Formula Ford Championship is **Brian Squires**. Tying in the lead for the "B.M.R.C. Trophy" Club Members' Championship are **Jim Dryden** and **Willy Forbes**.

★ ★ ★

The Tullis Russell Mills Band was founded in 1919 as a spare time cultural pursuit for the employees of Tullis Russell & Co. Ltd., Markinch, Fife, makers of a wide range of high quality printing and technical papers. It quickly established a reputation as one of the foremost combinations in Scotland and in recent years has been consistently among the prize winners at the leading Scottish contests.

In February at nearby Bo'ness it came second in the Scottish Championships and thus qualified for the National Championships to be held in London in the Autumn.

The Band also broadcasts regularly on the Scottish Home Service and can be heard on the evening of Thursday, 6th June, in the programme 'Music for Brass'. During the summer it is also busily engaged at Parks, Fetes, Sports and Shows — its last visit here being the Royal Highland Show. This is the first occasion the Band has played for motor racing enthusiasts, the Conductor, Mr. Duncan Campbell and bandsmen hope you will enjoy their music.

★ ★ ★

If you are a newcomer to Ingliston, you should first look at the map on page 18. Doubtless you will feel in need of some refreshment during the day, and there are snack bars in the Herdsman's Restaurant to the North of the main grandstand, on the ground floor of the MacRobert Pavilion in the Central Enclosure, in the East Gate Courtyard and in the area between Gardeners' and Shepherds' Corners. Here you can find snacks served throughout the day but if you wish a full meal this is available to the general public in the Herdsman's Restaurant, to officials in a hurry in the Eglinton Restaurant, adjoining the Marketing Board Stands at the East End of the Grandstand, and to members of the Scottish Motor Racing Club in the beautiful MacRobert Pavilion in the central enclosure. Members should remember that the Club has also a Licensed Bar open during normal opening hours (Scottish licensing hours prohibit special licences on Sundays!) from 12.30 to 2.30 and from 6.30 to 9.30. High teas are served from 5.30 p.m. Lunches cost about 8/6d. in the Herdsman's and 10/- in the MacRobert. Finally, the Scottish Milk Marketing Board sell milk drinks of all types in their Milk Bar at the East end of the Grandstand.

★ ★ ★

You may be surprised to know that something like 400 voluntary officials are required to run a race meeting at Ingliston. Without their assistance there just would not be any racing and we would ask you to co-operate with them so as to ensure the enjoyment of every person, whether they be spectator, competitor or official. Your safety depends on them and we do ask you not to jeopardise theirs' or others by disregarding their instructions.

★ ★ ★

Many racegoers are enthusiastic photographers or cine-photographers and it could be that you will run out of film if it is a sunny day with the usual amount of excitement. Reg Forester-Smith will be

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AUTOSPORT

EVERY FRIDAY

pleased to sell you photographic goods from his shop behind the Highland Grandstand. He also takes photographs at every meeting and you may wish to purchase photographs of your favourite drivers or cars.

★ ★ ★

There is always a fascination for motor accessories and a demand for the necessities of racing — goggles, racing overalls, stopwatches, etc. These can be obtained from Graham Birrell's mobile shop just opposite the Forester-Smith shop behind the grandstand.

★ ★ ★

Quite a lot of activity happens throughout the day and some of this may seem strange to the newcomer. All motor sport in Britain is strictly controlled by the Motor Sport Division of the R.A.C. and the controls are aimed at making the sport just as safe as is possible. Responsible for making sure that the meeting runs to schedule and runs according to the regulations is the Clerk of Course, whom you will see driving round the circuit between races in a car carrying a white flag, checking that everything is in order for the next event.. His "nerve-centre" is the Race Control Building in the Central Enclosure (the rather splendid glass box below the clock-mast), where he keeps in touch by telephone throughout the day with all the points around the circuit. The track is divided into sectors, each under the control of an Observer, and each equipped with a telephone. The observer has with him a number of different marshals; some of these are responsible for keeping the track clear for racing and for undertaking rescue operations in the event of an accident, others for signalling to drivers by means of recognised flags to warn them of dangers or let them know that a car behind wishes to overtake. The Yellow Flag is used as a warning in the event of an incident ahead; the yellow and red striped flag indicates the presence of oil on the circuit's surface; the blue flag is used to indicate—when held stationary—the presence of a car close behind, and when waved the fact that a car is attempting to overtake. If you are in the main grandstand you may also see a black flag displayed with a number on a board; this is a signal to the car bearing that number that he must return to the pits on his next lap and it usually indicates either a fault in the car which is visible to the observers but perhaps not apparent to the driver or that the driver has committed some infringement of regulations.

Starting procedure is designed to be as fair as possible to everyone. With highly-tuned cars, it is very difficult to keep the engines running indefinitely without trouble so a system which is universally used throughout the country is operated. Three minutes before the start of a race a siren is sounded and the cars then make a warming-up lap and form up on a "dummy" grid at Merchants' Turn. All except single-seaters must then switch off their engines and are checked for oil leaks. At the one-minute signal, engines are started and cars driven forward onto the starting grid. This means that anyone unable to start can be pushed off the circuit without holding up proceedings on the main grid. 30 secs. before the "off," the starter walks across the circuit, mounts his rostrum and drops the Saltire Flag. The end of the race is indicated by displaying the Chequered Flag to the winner and holding it out for all others to see; drivers then proceed at reduced speed into the Pits at Merchants' Turn.



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You may wonder where to get grandstand seats. These are available—or at least all those which have not been sold in advance—from a kiosk immediately behind the Crossing Point to the Central Enclosure in the centre of the main grandstand, with the exception of those for the Shepherds' Grandstand, which are available from a kiosk in the East Gate Courtyard. Prices for all tickets are 10/., except for those in the East Wing of the Highland Stand which are 5/-.

★ ★ ★

Programmes are available from three different kiosks. One at the Main North Gate, one behind the main grandstand and one in the East Gate Courtyard (where the Shepherds' Grandstand tickets are sold).

★ ★ ★

Racing at Ingliston has been made possible by the courtesy of the Royal Highland and Agricultural Society, whose wonderful Showground this is. Can we ask you to respect their property and refrain from climbing on buildings or scattering litter? Thank-you!

★ ★ ★

Many of you will notice the colourful trackside advertisements. If you have business interests, it may be that you would like to make use of these advertising facilities which are seen in all by probably some 100,000 persons in a year. Particulars may be obtained from Aerosigns (London) Ltd., Marlborough Hall, Lassel Street, London S.E.10. You may also feel that programme advertising would be a useful media and particulars may be obtained from Scotcircuits Ltd., National Bank Chambers, Duns, Berwickshire.

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

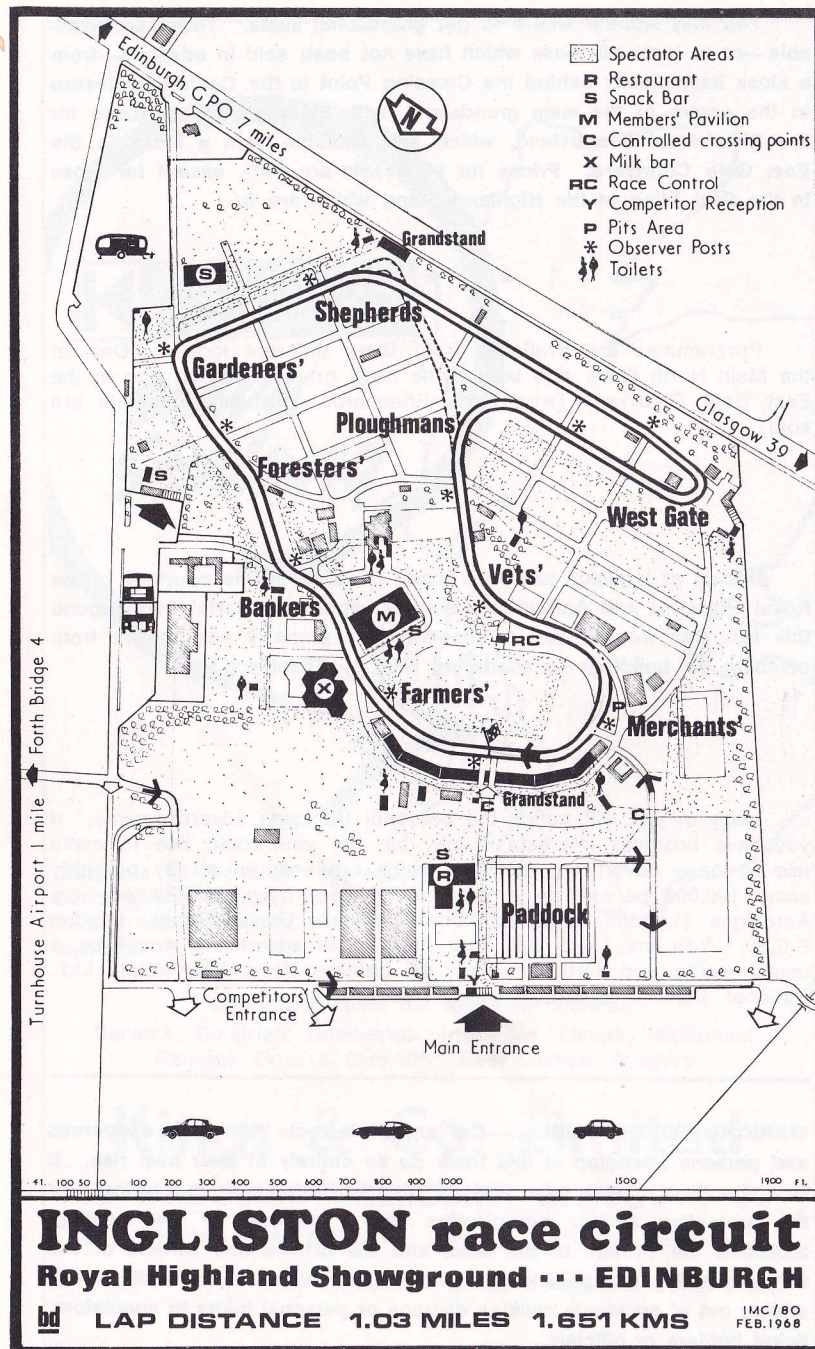
INGLISTON TO BE EXTENDED!

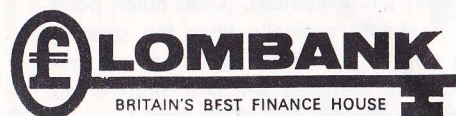
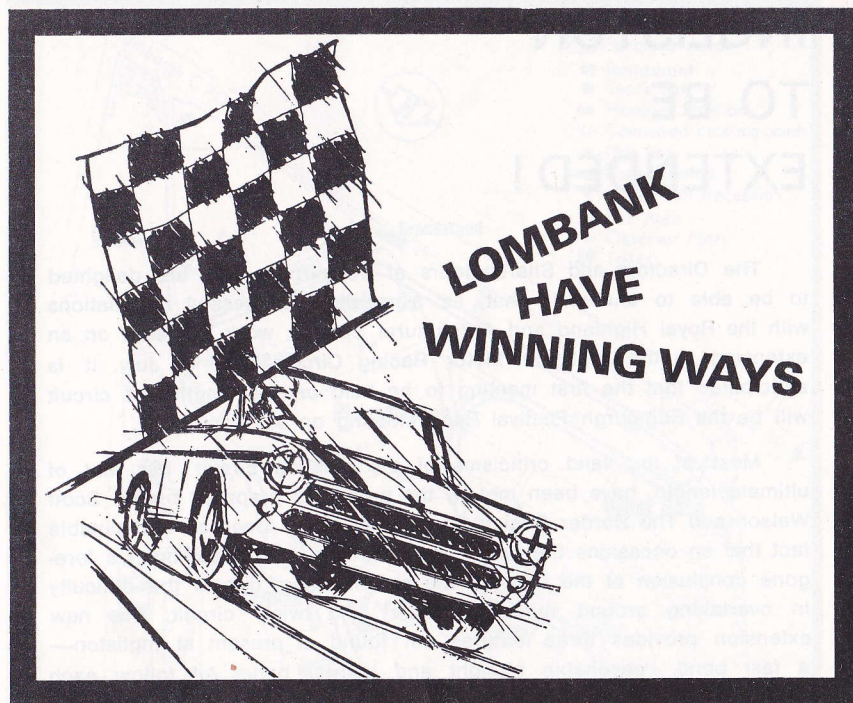
The Directors and Shareholders of Scotcircuits Ltd. are delighted to be able to announce that, as a result of successful negotiations with the Royal Highland and Agricultural Society, work will start on an extension to the Ingliston Motor Racing Circuit early in July. It is anticipated that the first meeting to be held on the lengthened circuit will be the Edinburgh Festival Race Meeting on 8th September.

Most of the valid criticisms of the existing circuit, bar that of ultimate length, have been met by the proposals prepared by Ian Scott Watson and The Border Design Centre Ltd. It has been an indisputable fact that on occasions the result of a race has in the past been a foregone conclusion at the drop of the starter's flag, due to the difficulty in overtaking around Ingliston's short and twisty circuit. The new extension provides three features not found at present at Ingliston—a fast bend, reasonable straight and hairpin bend. All follow each other in the above order and as the real skill of a driver becomes evident in his ability to come out of a fast bend that bit faster than his opponent, the following straight should give him room to complete the manoeuvre. On other occasions it is possible to overtake another car on braking for a really slow corner such as the hairpin and, due to the low speed of a car round the latter it is extremely difficult to prevent a car overtaking under such circumstances. One other point about this new extension is that it should radically alter the gearing required hitherto. Many cars use only 2nd and 3rd gear on the present circuit but it seems most probable that they will now require top gear for the new straight and first gear for the hairpin. As will be seen from the map on the opposite page, the length is increased to just over one mile.

Although the circuit extension will be completed this year it is not intended to bring the new spectator area into operation until July 1969. Thereafter the other serious shortcoming of Ingliston will be overcome when the potential spectator capacity is increased to 25,000.

Plans for the much longer extension shown erroneously in last year's R.A.C. Motor Sport Year Book have been abandoned due to the likely six-figure cost but Scotcircuits confidently feel that the present proposals will provide all that is necessary to make Ingliston The best club circuit in Europe.





... FIRST IN FINANCE

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Tel: 01-684 6911

Edinburgh Office

Lombard House, 20 Dublin Street, Edinburgh 1
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Glasgow Office

Lombard House, 18 Newton Place, Glasgow C3
Tel: 041-DOUGLAS 3091

Other offices at Aberdeen, Ayr, Dundee and throughout
Great Britain

THE JIM CLARK FOUNDATION

We were particularly pleased to receive the following statement from Mr. James Clark, father of the late Jim Clark, O.B.E.

"My son was concerned during his lifetime not only with motor racing but also with motoring and motoring safety in all its aspects.

"His membership of the Ministry of Transport's Road Safety Advisory Council was only one indication of this. It has therefore been decided as a fitting tribute to Jim and to all that he did for motoring to establish an international Jim Clark Foundation, the objects of which will be to foster, finance, and initiate research into motoring safety in this country and abroad.

"The aim of the Foundation, which will be a properly constituted independent Trust, will be to support and develop studies in traffic engineering, medical and applied scientific research in relation to road safety. It will bring together, across international boundaries, experts in all these fields so that many activities can contribute to the main stream of knowledge. Discussions have taken place which will lead to the appointment of a number of eminent Trustees.

"My family have received many letters of sympathy and kindness since my son's death. Many of these have suggested some sort of permanent association linked with his name and we feel that this Foundation is the most appropriate, and one that he would have chosen. A meeting will be held soon, to which friends and colleagues of Jim who have inspired us to launch this Foundation will be invited so that detailed plans can be developed.

"Meanwhile, contributions will be gratefully received at the Jim Clark Foundation, c/o The National Commercial Bank of Scotland, Duns, Berwickshire."

We feel sure that all will agree that this is a most worthy and just tribute to our late President and will wish to join both Scotcircuits and the Scottish Motor Racing Club in giving the Jim Clark Foundation every support, financial and otherwise.

MAGNIFICENT SEVEN ACTION CLUB

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CAR-RACING ★

**OLD FISHMARKET CLOSE
HIGH STREET, EDINBURGH**

MONDAY TO THURSDAY 7-11 p.m.

FRIDAY 7 p.m.-2 a.m.

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

SUNDAY 2 p.m.-12

INGLISTON LAP RECORDS

RACING CARS (Outright Lap Record) :

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

Up to 1000cc :
C. M. WILLIAMS (Brabham F3) 38.2" — 23rd July
(1967)

Formula Vee :
N. BRITTAN (Beach) 42.6" — 3rd Sept.
(1967)

FORMULA FORD

M. A. PEEL (Merlyn) 44.0" — 14th April
and D. B. SQUIRES (Lotus) (1968)

SPORTS CARS

over 1200cc :
H. HEEREY (Chevron) 40.2" 3rd Sept.
(1967)

Up to 1200cc :
J. WATSON (Crosslè) 42.0" — 3rd Oct.
and T. THWAITES (Lotus 23B) (1965)

SPECIAL GRAND TOURING CARS

Over 1200cc :
J. H. BLADES (Lotus 47) 40.6" — 23rd July
(1967)

Up to 1200cc :
J. NICHOLSON (Lotus 238) 42.0 3rd Sept.
(1967)

SALOON CARS

Over 1000cc :
J. Dryden (Mini-Cooper) 42.0" — 14th April
(1968)

Up to 100cc :
W. L. MORRISON (Singer Chamois) 42.0" — 14th April
(1968)

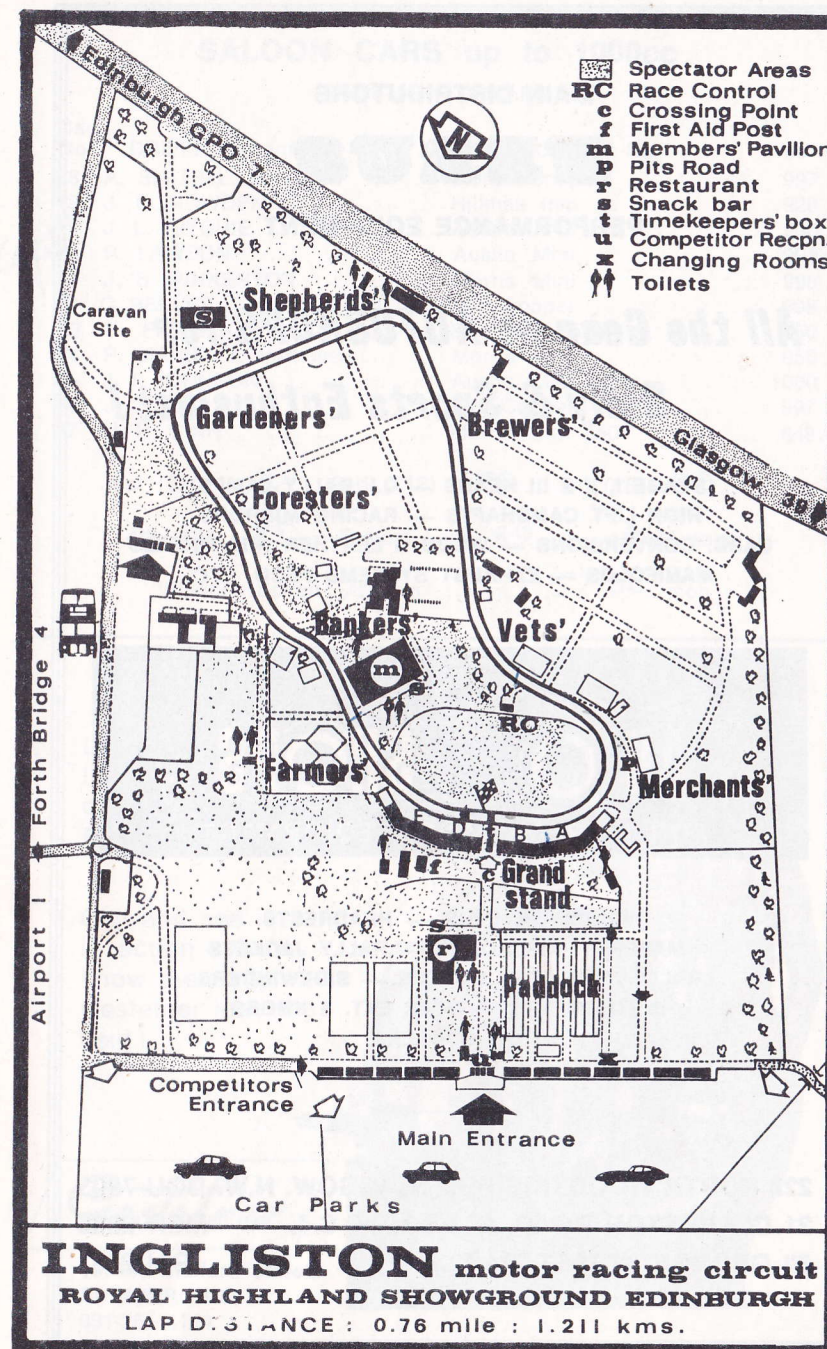
MARQUE CARS

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

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	52.4	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	53.6	51.0	59.6	45.9
41.0	66.7	47.4	57.7	53.8	50.9	59.8	45.8
41.2	66.4	47.6	57.5			60.0	45.6



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EVENT 1

2.30 P.M.

SALOON CARS up to 1000cc

RACE 1 — 10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
58	A. SMITH/L. Emslie	Morris Cooper	997
78	J. E. HOWDEN	Hillman Imp	920
79	J. L. RITCHIE	Austin A.40	996
80	R. LAWSON	Austin Mini	998
81	J. S. PINKERTON	Morris Mini	998
82	C. REEVES	Mini-Cooper	998
83	E. PATERSON	Mini 850 Racer	850
84	P. MARSH/J. Harkness	Morris Mini	850
85	J. I. JOHNSON	Austin Mini	1000
86	J. SIME	Mini-Cooper	997
87	N. R. GINN	Morris Mini 850	848

1st (£20) 86 2nd (£12) 78 3rd (£8) 80

4th (£4) 85 Fastest Lap: 86 — 46 secs.

Winner's Speed: 78 m. s.: 57-86 mph

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line of thoroughbred
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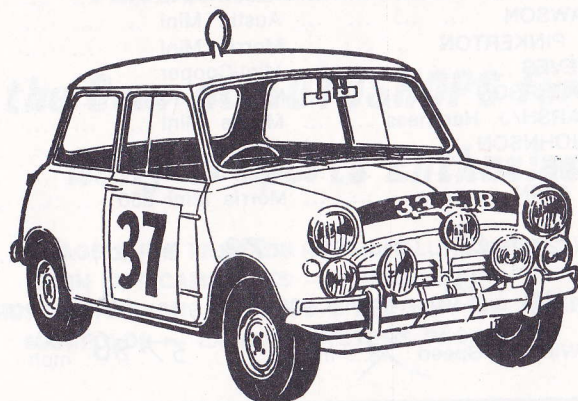
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COMELY BANK 107 GLASGOW ROAD
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Associate Co. George Fowler (Motors) Ltd. NORTH BERWICK

EVENT 2

2.50 P.M.

MARQUE CARS

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
32	S. A. ROBINSON	Austin Healey	2912
35	W. A. POOLE	MG Midget	1293
37	A. J. GRAY	Morgan +4+	2138
38	J. GEMMELL	MG Midget	1098
39	N. MacPHERSON	A. Healey Sprite	1098
40	M. HOPPERTON	MG Midget	1147
41	R. FISCHER	Porsche 1600 SC	1582
42	G. TAYLOR	Honda	791
43	W. N. A. DRYDEN/ H. & G. Robinson Racing	Honda	818
44	M. M. REID	Austin-Healey	1140
45	D. S. LANGLEY	Austin-Healey	980
46	A. W. HUTCHINSON	Austin-Healey	1293
47	A. W. COWAN	Lotus Elan+2	1558

1st (£20) 47 2nd (£12) 32 3rd (£8) 35

4th (£4) 42 Fastest Lap: 47.43 — 50.3 Secs.

Winner's Speed: 8 m. 44 s.: 52.4 mph

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EVENT 3

3.10 P.M.

EADIE CAIRNS TROPHY RACE

for SALOON CARS over 1000cc

10 LAPS

Car No.	DRIVER/Entrant	cc	Make/Model of Car	from
24	J. NICHOLSON/Jaynick Racing	Jaynick	Anglia	1600
49	G. H. BIRRELL/ Claud Hamilton Motors Ltd.	Singer	Chamois	1298
50	G. B. BIRRELL/Wyllies Ltd.	Perdal	Escort	1790
51	D. MUTER	BMC	Cooper S	1293
52	D. L. KERR	Mini	Cooper S	1300
53	A. BARRETT	Morris	Mini	1100
54	I. R. OWER	Mini	Cooper S	1293
55	R. F. MORRISON	Mini-Cooper	S	1275
56	J. DRYDEN	Min-Cooper	S	1293
57	L. EMSLIE	Riley	Elf	1071
59	R. M. BROWN	Ford	Anglia	1498
60	F. GUNN	Mini-Cooper	S	1293
61	R. C. H. SIMEY	Ford	Anglia	1498
62	D. J. M. FISHER	Lotus	Anglia	1650
63	R. M. CAIG	Borgue	Anglia	1650

1st (£20) ... 49 ... 2nd (£12) ... 50 ... 3rd (£8) ... 56 ...

4th (£4) ... Fastest Lap : 50 ... — 48.1 secs.

Winner's Speed : 7 m. 25 s. 61.42 mph

A WORD FROM EADIE CAIRNS

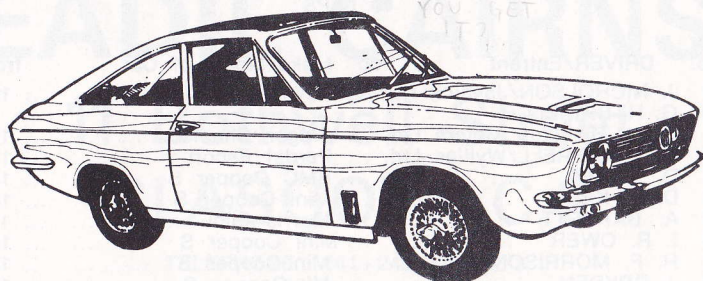
Eadie Cairns, who are shippers of fine wines and purveyors of spirits are well renowned in Scotland for the quality of their products.

They are the shipping and wholesale department of one of the largest family businesses in the Scottish Licensed Trade and were established in 1859. The present managing director, Mr. John Milne, well known in motor racing circles, is the third generation of the family to control this company.

Other famous names within the group are the celebrated 101 Restaurant, The Square Peg and the Amphora all in Glasgow, the Kirkhouse Inn at Strathblane and many other famous licensed establishments situated in the West of Scotland from Stirlingshire to Ayr.

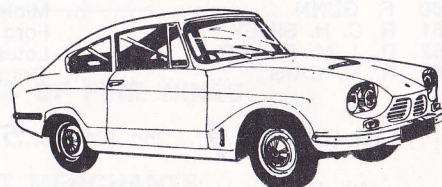
Eadie Cairns were one of the first wine merchants to realise the ever increasing public demand for table wines in the West have successfully concentrated their efforts in this direction. They are sole agents for Romate Spanish Sherries, Burgundies of Coron Pere & Fils, Smith Woodhouse Ports, together with other continental growers of great repute. This enables them to draw on large stocks of wines held on the continent, thus giving their many customers the finest of wines at reasonable prices. Anyone having an interest in this subject could do no better than contact Eadie Cairns.

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GT47 1300

Bond Equipe
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FORMULA FORD CARS

A QUALIFYING ROUND FOR THE KINGS CUP

10 LAPS

Car No.	Driver/Entrant	Make/Model of Car	cc
19	A. C. GOODFELLOW	Fireball Ford	1600
64	D. B. SQUIRES	Lotus 51	1600
65	E. A. POWRIE	F.F. Merlyn	1600
3 66	B. HUNTER	Lotus 51	1600
67	T. D. WALKINSHAW	Lotus 51	1600
68	M. A. PEEL	Merlyn Mk XI	1600
2 69	R. C. R. MALLOCK/ A. M. R. Mallock	Mallock U2	1599
70	R. PITHERS	Lotus 51	1600
71	J. SKINNER/Cowrings Ltd.	Jomo F. Ford	1600
72	P. J. KIMBERLEY	Russell Alexia	1600
73	J. SCHONBERG/ S. Dunsterville	Lotus 51	1600
74	H. GILBERT	Lotus 51	1600
75	D. J. GODDARD	Lotus 51	1600
76	T. CLARK/Sportstune	Lotus 51	1600
77	G. H. BIRRELL	Centro-Scott FF	1600

1st (£20) 74 2nd (£12) 68 3rd (£8) 64

4th (£4) 70 Fastest Lap : 74 — 42.2 secs.

Winner's Speed : 1 m. secs. : 62.92 mph

DATES FOR YOUR DIARY

14th July — The July National Race Meeting with
the Red Arrows

11th August — The King Hussein Trophy Meeting

8th September — The Edinburgh Festival Meeting

6th October — The Lombank Trophy Race Meeting

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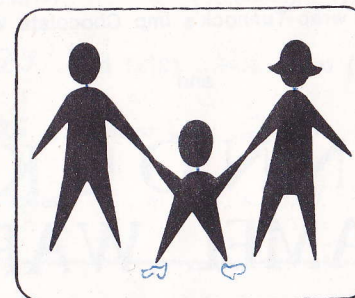
SALOON CARS up to 1000cc

RACE 2 — 10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
88	A. CHARNELL	Singer Chamois	998
89	A. BARTON	Morris Cooper S	999
90	W. L. MORRISON	Singer Chamois	998
91	K. ALLAN	Mini-Cooper	998
92	A. D. RECORDSON	Mini-Cooper	999
93	T. D. PHILIP	Hillman Imp	998
94	A. D. T. BONAR	Austin A.40	996
95	D. J. STEWART	Hillman Imp	998
96	A. ORMISTON	Mini-Cooper S	999
97	A. J. LITTLEJOHN	Mini-Cooper S	999
98	A. J. R. CORMACK	Hillman Imp	998
99	W. A. BORROWMAN/ Moir & Baxter Sportstune	Mini-Cooper S	999
01	K. ROBERTSON	Mini-Cooper S	999
02	R. J. S. HAINING	Hillman Imp	998

1st (£20) 90 2nd (£12) 95 3rd (£8) 89
4th (£4) Fastest Lap : 39 — 42.8 secs.
Winner's Speed : 7 m. 9 s. 61.87 mph

Demonstration run by Ford G.T. 40



THE EDINBURGH AND DISTRICT BRANCH OF THE
Scottish Spina Bifida Association
INVITE YOU TO VISIT OUR MOBILE DISPLAY WITHIN
THE INGLISTON GROUNDS.

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To wrap Tunnock's Imp Chocolate Wafers.

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Thousands has visited Tunnock's, and have seen Eight Large Wafer
Ovens, all bought at a cost of £8500 each.

WE HOPE TO HAVE OUR NEW MULTI-STOREY BAKERY COMPLETED
SOON.

EVENT 6

4.20 P.M.

TUNNOCK TROPHY RACE for SPECIAL G.T. CARS

A QUALIFYING ROUND FOR THE SHEILA WHYTE TANKARD

10 LAPS

Car No.	Driver/Entrant	Make/Model of Car	cc
17	H. HEEREY/Midland Garage	Cox GTM	1150
222	G. SILVERWOOD/ D. Buller-Sinfield	Mercury GT	1096
123	J. NICHOLSON/Jaynick Racing	Jaynick GT	1600
25	R. FORESTER-SMITH	Lotus X1 GT	1150
26	B. HARRISON/McCrae & Drew	Mini Marcos GT	1100
27	W. J. PAUL	Lotus X1 GT	1098
28	J. MACKIE	Marcos	998
329	J. MILNE/W. Shepherd	MG. Midget	1139
30	A. SOUTER	Fairford GT	1650
31	S. A. ROBINSON	Ginetta G10	4727
33	E. LABINJOH/J. Fisher	Fisher GT	1100
34	A. K. MacLEAN	Diva GT	1558
35	W. A. POOLE	MG Midget	1293
36	R. SIMPSON-SMITH	Project-Ford GT	1100

1st (£20) ...23... 2nd (£12) ...22... 3rd (£8) ...33....

4th (£4) ...25... Fastest Lap: ...23... — 40.6 secs.

Winner's Speed: m. s.: 65.45 mph

A WORD ABOUT TUNNOCK'S

We are very pleased to have the support today of Tunnock's Ltd., the well-known confectionery manufacturers from Glasgow. Boyd Tunnock, son of the Managing Director, is well known as a competitor in rallies and other non-racing motoring events.

Tunnock's employ 670 people and are highly mechanised, whilst they are at present awaiting completion of a modern multi-storey bakery. Every day some 7½ tons of plain chocolate and 7 tons of full-cream milk chocolate are produced at their factory — and that represents an awful lot of eating!

Look out Today for Wylie's sponsored **escort**



**A formidable
Contender at Ingliston**



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Glasgow, S.1.**

Main FORD Dealers

It's worth coming to Glasgow to be sure
of the Ford you want — from Wylie's wide
selection.

ADAM WYLIE MEMORIAL TROPHY RACE

A QUALIFYING ROUND FOR THE CALLANDS TROPHY

30 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
1	A. CHARNELL	Lola 55	1600
2	J. L. ROMANES	Lotus 35	1865
3	W. FORBES	Lotus 35	1991
24	W. N. A. DRYDEN	Brabham BT21A	1594
5	J. RUSSELL	Formula Libre	4727
6	J. MILLAR	Brabham-BMW	1991
7	A. FLETCHER/Magnificent 7	Brabham BT 18	1600
8	P. GETHIN/ Frank Lythgoe Racing	Chevron F2	1600
9	D. BERRY/ Frank Lythgoe Racing	Chevron F3	1000
11	R. SCOTT	Lotus 41	997
312	G. B. BIRRELL/Ecurie Ecosse	Ecosse Imp	998
14	G. H. BIRRELL/Ecurie Ecosse	Ecosse Imp	998
15	R. MacKAY/H. Shannon	Brabham BT15	997
16	H. HEEREY/Midland Garage	Chevron F3	997
20	F. PLACE/D. B. Robinson	Cooper T76	1930

Reserves :

18	A. C. GOODFELLOW	Cooper T76	1650
21	J. HENDRY/Team Mefco	Brabham F3	1559
69	A. M. R. MALLOCK	Mallock U2	1599

1st (£753..... 2nd (£40)8..... 3rd (£25)9.....

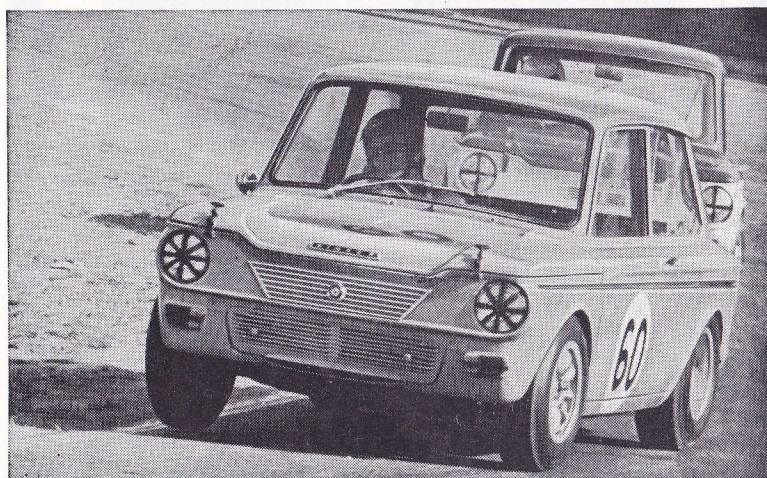
4th (£15) Fastest Lap :8..... — 37.....Secs.

Winner's Speed : 19. m. 7.2 s. : 71.54 mph

**PRESENTATION OF THE TROPHIES
AND LAP OF HONOUR BY WINNERS**



Join
Klaud's Klan
and
**GET
MOTORING
REAL
MOTORING**



How to join? Simple. Come along to Claud Hamilton Motors, the Singer specialists. Get to know the exciting Chamois range. And discover the low cost, high pleasure way to real motoring.

Three models.
Chamois saloon, £704 inc pt.
Chamois Coupé, fast back styling, £748 inc p.t.
Chamois Sport, with 51 bhp engine, £785 inc pt.

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Showrooms open Sundays 11 am - 5 pm

AUTHORISED DEALER  **ROOTES**

EVENT 8

5.10 P.M.

HARTLEY WHYTE TROPHY CHAMPIONSHIP RACE

15 LAPS

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

Car No.	DRIVER/Entrant	Make/Model of Car	cc
1-00	W.L. MORRISON	SINGER CHAMOIS	998
2-40	G.H. BIRRELL	SINGER CHAMOIS	1208
3-05	D.J. STEWART	HILLMAN IMP	998
20	A. BARTON	MORRIS COOPER S	999
50	G.B. BIRRELL	PERDAL ESCORT	1700
09	W.A. BODROWMAN	MINI-COOPER S	999
02	R.J.S. HAINING	HILLMAN IMP	998
56	J. DRYDEN	MINI-COOPER S	1203
07	A.J. LITTLEJOHN	MINI-COOPER S	999
52	D.L. KERR	MINI-COOPER S	1300
53	A. BARRETT	MORRIS MINI	1100
54	I.R. OWER	MINI-COOPER S	1203

1st (£25) ... 00 ... 2nd (£15) ... 5.3 ... 3rd (£10) ... 5.2 ...

(ONLY 3
CARS
FINISHED)

4th (£5) Fastest Lap : — secs.

Winner's Speed : m. s. : mph

GRAND PRIX

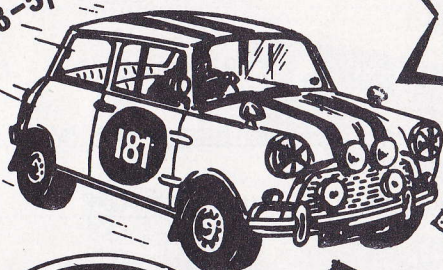
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ACCESSORIES

PECO
BIG BORES

RACING WIREBOBS



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RALLY JACKETS
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ACCESSORIES

SCREEN TINTS
AIR HORNS
ARMSTRONG
ROADHOLDERS



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Ingliston 1968 Advance Booking Form

Name (BLOCK LETTERS PLEASE)

Address

S.M.R.C. Full Membership No(s) Phone

(if discount of 5/- per full member is claimed)

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

	Highland Grandstand			Shepherds Grandstand			Car Park			SMRC Discount	TOTAL
	Adults 15/-	Children 12/6		Adults 15/-	Children 12/6		Tickets 5/-				
	No.	Cost		No.	Cost		No.	Cost	Value		
14 July											
11 Aug											
8 Sept.											
6 Oct.											
										CHEQUE/POSTAL ORDER/CASH Total £	

Preference for Block
in Highland Grandstand

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

REG FORESTER-SMITH & His Lotus X1



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with a full G.T. Top

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INGLSTON PHOTOGRAPHS AND MANY OTHER GOODIES.

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OUR EQUIPMENT SAFEGUARDS THIS MEETING

Fire Appliance Services Ltd.

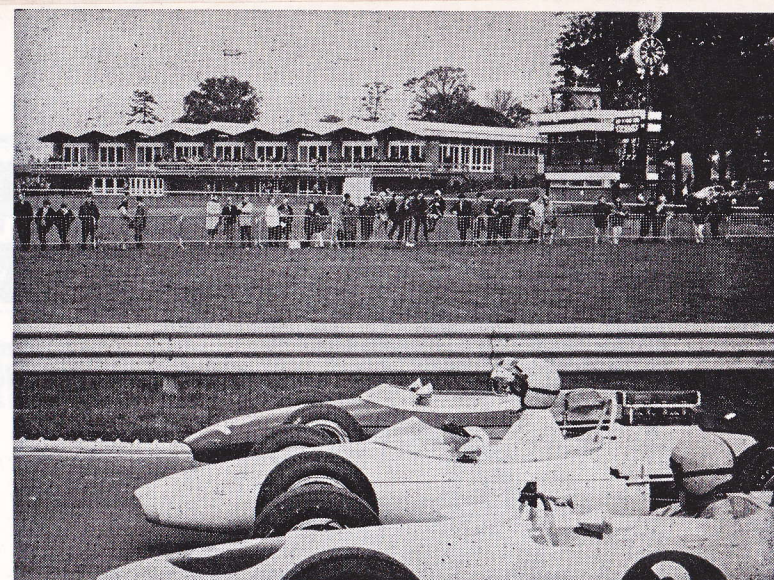
ST. BOSWELLS, ROXBURGHSHIRE

Tel. 3 2 3 3

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



*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 2000 it is now acknowledged as one of Britain's foremost clubs. Members of the club — including one of its founder-members Jim Clark, formed Scot-circuits Ltd. — the promoting company at Ingliston — in 1964 and the two bodies work closely together.

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

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

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

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

Membership Application Form overleaf



Scottish Motor Racing Club

incorporating Border Motor Racing Club

Application for
1968 Membership

BLOCK CAPITALS

Full Name

Address

Phone Occupation

Do you wish to receive Race Regulations
(A surcharge made be made for this service) 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 1968 (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			

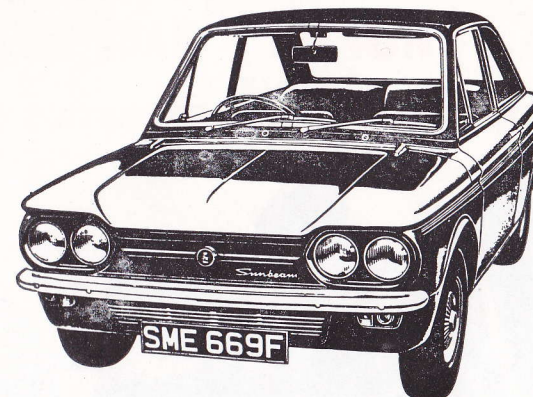
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Berwickshire**

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think they've given up sports cars**

Reassure your wife with a new Sunbeam Stiletto.

Show her how luxuriously saloon it is—four deep seats, the front
ones reclining, plenty of room, and swish twin headlights.

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from our showroom (try the Sunbeam Imp Sport, too). Today.

**Ex works price inc. P.T. Seat belts extra.*

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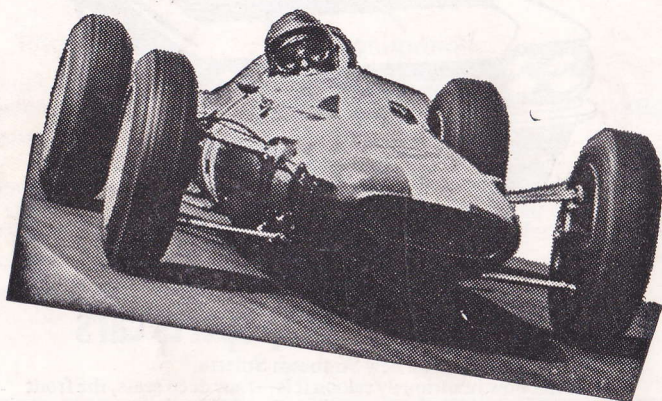
AUTHORISED DEALER ROOTES

HASTE YE BACK AGAIN!

Our next Meeting is the

S.M.T. TROPHY RACE MEETING

WITH THE RED ARROWS AEROBATICS TEAM



Sunday, 14th July : 2.30 p.m.

Advance Booking Form Inside

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