



Promoted by



National Bank Chambers
Duns Berwickshire

THE EDINBURGH STUDENTS' CHARITIES CUP RACE MEETING

16th APRIL 1972

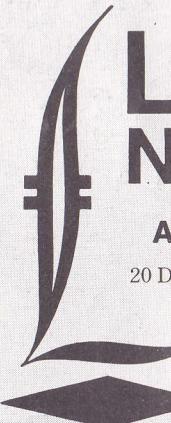
Official Programme 20p.

Organised by

S. M. R. C.
SCOTTISH MOTOR RACING CLUB LTD.

Formula Libre in Scotland.

This year Lombard North Central takes up the proud tradition of Lombank by sponsoring the Formula Libre Championship at Ingliston. For the advancement of motor sport and for your enjoyment.



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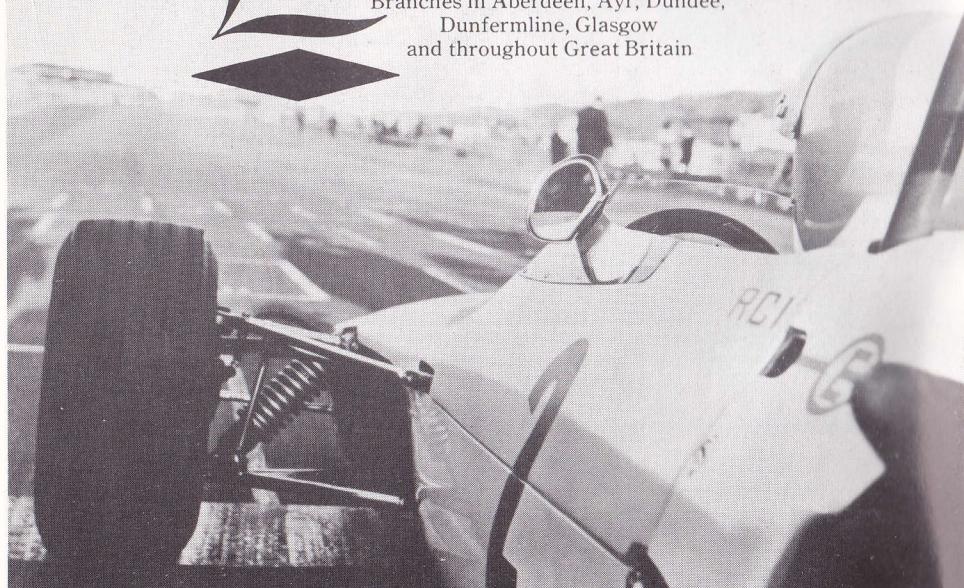
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22 Constitution Street
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(as a matter of COURSE)

INGLISTON LAP CONVERSION TABLE

secs.	m.p.h.								
45.0	82.40	49.0	75.67	53.0	69.96	57.0	65.05	61.0	60.79
45.1	82.22	49.1	75.52	53.1	69.83	57.1	64.94	61.1	60.69
45.2	82.04	49.2	75.37	53.2	69.70	57.2	64.83	61.2	60.58
45.3	81.85	49.3	75.21	53.3	69.57	57.3	64.71	61.3	60.49
45.4	81.67	49.4	75.06	53.4	69.44	57.4	64.60	61.4	60.39
45.5	81.49	49.5	74.91	53.5	69.31	57.5	64.49	61.5	60.29
45.6	81.32	49.6	74.76	53.6	69.18	57.6	64.38	61.6	60.19
45.7	81.14	49.7	74.61	53.7	69.05	57.7	64.26	61.7	60.10
45.8	80.96	49.8	74.46	53.8	68.92	57.8	64.15	61.8	60.00
45.9	80.78	49.9	74.31	53.9	68.79	57.9	64.04	61.9	59.90
46.0	80.61	50.0	74.16	54.0	68.67	58.0	63.93	62.0	59.81
46.1	80.43	50.1	74.01	54.1	68.54	58.1	63.82	62.1	59.71
46.2	80.26	50.2	73.86	54.2	68.41	58.2	63.71	62.2	59.61
46.3	80.09	50.3	73.72	54.3	68.29	58.3	63.60	62.3	59.52
46.4	79.91	50.4	73.57	54.4	68.16	58.4	63.49	62.4	59.42
46.5	79.74	50.5	73.42	54.5	68.04	58.5	63.38	62.5	59.33
46.6	79.57	50.6	73.28	54.6	67.91	58.6	63.28	62.6	59.23
46.7	79.40	50.7	73.14	54.7	67.79	58.7	63.17	62.7	59.14
46.8	79.23	50.8	72.99	54.8	67.66	58.8	63.06	62.8	59.04
46.9	79.06	50.9	72.85	54.9	67.54	58.9	62.95	62.9	58.95
47.0	78.89	51.0	72.71	55.0	67.42	59.0	62.85	63.0	58.86
47.1	78.73	51.1	72.56	55.1	67.30	59.1	62.74	63.1	58.76
47.2	78.56	51.2	72.42	55.2	67.17	59.2	62.64	63.2	58.67
47.3	78.39	51.3	72.28	55.3	67.05	59.3	62.53	63.3	58.58
47.4	78.23	51.4	72.14	55.4	66.93	59.4	62.42	63.4	58.49
47.5	78.06	51.5	72.00	55.5	66.81	59.5	62.32	63.5	58.39
47.6	77.90	51.6	71.86	55.6	66.69	59.6	62.21	63.6	58.30
47.7	77.74	51.7	71.72	55.7	66.57	59.7	62.11	63.7	58.21
47.8	77.57	51.8	71.58	55.8	66.45	59.8	62.01	63.8	58.12
47.9	77.41	51.9	71.45	55.9	66.33	59.9	61.90	63.9	68.03
48.0	77.25	52.0	71.31	56.0	66.21	60.0	61.80	64.0	57.94
48.1	77.09	52.1	71.17	56.1	66.10	60.1	61.69	64.1	57.85
48.2	76.93	52.2	71.03	56.2	65.98	60.2	61.59	64.2	57.76
48.3	76.77	52.3	70.90	56.3	65.86	60.3	61.49	64.3	57.67
48.4	76.61	52.4	70.76	56.4	65.74	60.4	61.39	64.4	57.58
48.5	76.45	52.5	70.63	56.5	65.63	60.5	61.29	64.5	57.49
48.6	76.30	52.6	70.49	56.6	65.51	60.6	61.19	64.6	57.40
48.7	76.14	52.7	70.36	56.7	65.40	60.7	61.09	64.7	57.31
48.8	75.98	52.8	70.23	56.8	65.28	60.8	60.99	64.8	57.22
48.9	75.83	52.9	70.09	56.9	65.17	60.9	60.89	64.9	57.13

INGLISTON LAP RECORDS

LIBRE CARS	secs.	m.p.h.
Over 1000 cc and Under 1000 cc	TD REID and J MILES	Brabham BT30 Chevron B19
Under 1000 cc	R SCOTT	Chevron B15
FORMULA FORD CARS	N R GINN	Lotus 69F
SPECIAL GT and SPORTS CARS	I MILES	Chevron B19
Over 1600 cc	E LABINJOH	Fisher Spyder
Under 1600 cc	E LABINJOH	Fisher Spyder
CLUBMAN CARS	R MALLOCK	Mallock U2
HISTORIC RACING CARS	M MORRIS	E R A
MODIFIED SPORTS CARS	A SOUTER	Lotus Elan
Over 1150 cc	J ABSALOM	Ginetta G4
Under 1150 cc	G B BIRRELL	Escort RS1600
SALOON CARS	J HANDLEY	Mini Cooper S
Over 1300 cc	A BARTON	Mini Cooper S
1001-1300 cc	J MILES	Chevron B19
Under 1000 cc	T D REID	Brabham BT30
OUTRIGHT LAP RECORD		



INGLISTON 1972 ADVANCE BOOKING FORM

Name in block letters
Address in full please

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

		14 MAY	23 JULY	20 AUG	17 SEPT	15 OCT	Total No	@	TOTAL
Highland Stand	Adult							£1.00	£
South Stand	Juvenile							£0.80	
Highland Stand	Adult							£0.80	
South Stand	Juvenile							£0.60	
Car Park								£0.30	

for which I enclose my cheque or postal order(s) made payable to SCOTCIRCUITS LTD in the sum of £
and I would prefer my Highland Stand seats to be in Block F E D B A (please tick as appropriate)

Tear out this page and send to: SCOTCIRCUITS LTD, National Bank Chambers, Duns, Berwickshire.

PLEASE REMEMBER THAT

Racing at Ingliston has been made possible by courtesy of The Royal Highland and Agricultural Society of Scotland. Please return this courtesy by respecting their property and refraining from climbing on buildings or scattering litter.

Your life could depend on any one of the 500 or so voluntary marshals who are running today's meeting. Please co-operate with them to ensure not only the enjoyment of every spectator but also your and their safety.

Dogs are not permitted in the Showground during race meetings. Please respect this rule and remember that any infringement could cost lives — yours included.

Dates to note in your diaries for the 1972 season at Ingliston are:—

14th May Closed Meeting 20th August Closed Meeting
23rd July National Meeting 17th September Closed Meeting
15th October National Meeting

Catering at Ingliston is now in the hands of Stadia Catering Services. Hot drinks, pies and bridies, rolls and sandwiches, are all available to the public at the Snack Bars situated in the Herdsman's Restaurant which lies North of the Highland Grandstand (three course lunches are also on offer there) and on the ground floor of the MacRobert Pavilion which is in the Central Enclosure and in the East Gate Yard which lies between Caravan and South Stand corners. S M R C members have the facilities of the MacRobert Pavilion first floor where lunch is served and also high tea after the end of racing and where the Club bar is open from 12.30 to 2.30 and from 6.30 to 9.30.

Grandstand Tickets are on sale as follows: for the Highland Grandstand at 50p each from the kiosk immediately behind the crossing point to the Central Enclosure in the centre of that stand; for the South Grandstand at 30p each at the approach to that stand. Tickets will not be on sale before 10.30 a.m. on race days.

Programme advertising and sales concessions details are available from Scotcircuits Ltd, National Bank Chambers, Duns, Berwickshire.

Trackside advertising is handled by Aerosigns (London) Ltd, Marlborough Hall, Lassel Street, London, SE10 to whom enquiries should be made.

Photographic goods are available from Reg Forester-Smith's immediately behind the Highland Grandstand.

Racing 'goodies' are on sale by Sports-Tune at an adjacent site there.

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.

You didn't expect us to race a house, did you?



You can ask Doug Niven all about the Escort, but it's no use asking him about our houses, so write to us for all the information you'll want to know (or send 50p for our comprehensive brochure)



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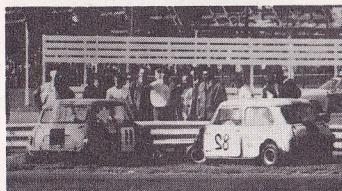
THE INGLISTON COMPETITION

Just a nice simple competition today and a chance to see how well you know your Ingliston names and faces. All you have to do is to name the gentlemen (well, that's one name for them) shown below. Sounds very easy, doesn't it? It is, too — if you don't let yourself be put off by the odd misleading photo! Just to give you a clue all of the names sought will either have entered for or be present at today's meeting:



A Name the driver

.....



B There are two drivers and one chief marshal in this photo. Name them!

.....

.....



C Name the "behind the scenes" senior official peering around Neil Ginn wearing the Mafia dark glasses outfit.

.....

Well then, nice and simple, wasn't it? If you think you know who's who at Ingliston you should have easily got them all right, shouldn't you? After all, if you can't identify three of the leading Mini drivers, the Chief Marshal and the Chairman of Scotcircuits Ltd, who can you identify?

S M R C Members will want to note that 6th May, 5th August, and 30th September have been provisionally fixed as Members Practice Days at which Club Members can "have a go" on the circuit for a mere 50p. The essentials for this practice day are minimal — just come along on the day between 1 and 6 p.m. bringing with you your Club Membership Card, a crash helmet, serviceable car, and, of course, 50p.

ANSWERS TO THE INGLISTON COMPETITION

A. Jimmy Veltch
B. Sedric Bell and Andy Barton are the drivers;
Archie Craig is the Chief Marshal
C. John Romane

1st

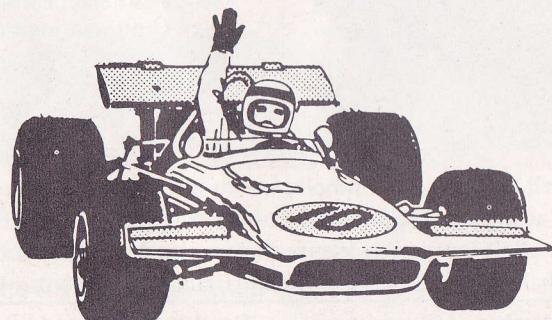
EVERY TIME (with accessories)

Jackie Stewart — Graham Hill

Chris Amon — Jackie Ickx

**KONI SHOCK ABSORBERS CIBIE LIGHTS
LES LESTON AUTOVITA PADDY HOPKIRK**

THESE ARE JUST A FEW OF THE NAMES IN THE SPORTS-TUNE ACCESSORY TEAM. CALL AND SEE WHAT THE EXPERTS CHOOSE, AT OUR CITY-CENTRE SHOWROOM (ALSO AT OUR SHOP BEHIND THE MAIN GRANDSTAND).



SPORTS-TUNE

**10, BRANDON TERRACE
EDINBURGH**

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Johann Gardner, a student nurse at the Western General Hospital, who is this year's Charities Queen, will present the Edinburgh Students Charities Cup to the winner of the Libre Race this afternoon, and will also be driven round the circuit in the Ford Capri before racing starts.

(Both photos of Johann are by courtesy of Edinburgh Evening News)

edinburgh students charities appeal

As in previous years Scotcircuits Ltd has very kindly given permission for members of Edinburgh Students Charities Appeal to take a collection during today's meeting.

Some of the students will circulate with collecting cans, and others will sell magazines and tickets for a car competition, the prize for which will be a Ford Capri Special. Only 1200 of these exciting cars have been built so this may be your last chance to get one! The car is built to 2000 GT XLR specification and comes complete with black vinyl roof, tail spoiler, rear window slats, inertia reel seatbelts, oh yes! — and a push-button radio. Tickets are only 10p each and all you have to do is estimate how far the car will go on one gallon of Texaco petrol.

Charities Week this year is from 23rd to 29th April and all the favourite events will take place as usual — the Jacobite Banquet, the Sponsored Walk, the Charities Cafe, the torchlight procession, Charities Ball and the Floats Procession. WE are also doing a Sponsored Canal Clean-up and holding a Marathon Discotheque which is going to make an attempt at the World Record. There will also be numerous exciting and surprising stunts — so be prepared and buy an immunity badge or you may be caught out at any time.

The students give up a great deal of time voluntarily and work very hard to make sure that Charities Week is a success, so please give generously — others more needy than you depend on it. This year the following charities will benefit from the proceeds of the Appeal:

*Edinburgh University Settlement
The Royal Blind School and Asylum (Edinburgh)
The Lord Provost's Benevolent Fund
The Hansel Village Nazareth House
Martin House Dr Barnardo's
C. U. R. E. Phoenix Club
Stockbridge House P—I—N
St Andrew's Ambulance Association
Epilepsy Society of Edinburgh and S.E. Region
Local Charities in S. E. Scotland*

OFFICIALS AND CREDITS

Clerk of Course	W J STEIN
Controller	R J GINN
Steward for R A C	P J TUGWELL
Stewards for Club	R KAY, W MARTIN, J A DICK PEDDIE
Chief Marshal	A H B CRAIG
Deputy Chief Marshal	J ROBERTSON
Chief Observer	R J TRAILL
Chief Flag Marshal	J A MILLAR
Chief Track Marshal	K H ROBERTSON
Chief Medical Officer	Lt-Col A HORNE, RAMC(V)
Chief Paddock Marshal	E R HERRALD
Chief Spectator Marshal	D McLAUCHLAN
Chief Grid Marshal	G MONTGOMERY
Starters	D M FRASER, I CUNNINGHAM and J W MACMILLAN
Chief Crossing Marshal	A DICK
Chief Pits Area Marshal	J JOHNSON
Chief Timekeeper	Dr L JAMIESON
Chief Scrutineer	W CLELAND
Chief Lap Board Marshal	G KERR
Commentator	J W McINNES
Secretary of the Meeting	A M LAMB
Competitor Reception	E D HODGES and J GOOD
Results Processors	W M CRABB and M MALCOLM
Judges of Fact	L BROWN, A BARCLAY, T SLEIGH, W STRUTH and E LIDDELL
Chairman of Race Committee	J L ROMANES
Catering	STADIA CATERING SERVICES
First Aid	THE BRITISH RED CROSS SOCIETY (Scottish Branch)
Fire Precautions	THE SCOTTISH AMBULANCE SERVICE 205 S GENERAL HOSPITAL RAMC(V) by kind permission of Col I SEYMOUR, TD
Breakdown Equipment & Staff	FIRE APPLIANCE SERVICES LTD EDINBURGH FIRE BRIGADE CLELAND OF BOGSIDE JAMES ROSS & SONS LTD WESTFIELD AUTOCAR LTD ROSSLEIGH LTD WM STEIN & CO LTD
Outside Advertising	AEROSIGNS (LONDON) LTD
Car Parking	NATIONAL CAR PARKS LTD
Photographers	E BRYCE and C L LOURIE
Cartoonist	T N THOMSON
Public Address	KENNEDY OF LANARK

This meeting is held under the International Sporting Code of the FIA 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/7883



THE EDINBURGH STUDENTS CHARITIES CUP

RACE MEETING

Sunday, 16th April, 1972

organised by

THE SCOTTISH MOTOR RACING CLUB LTD

PROGRAMME

9.45 a.m.	Practice
1.00 p.m.	Luncheon Interval
2.20 p.m.	Tour of the Circuit by the Charities Queen in the Capri 2000 GT to be won in the Charities Car Competition
2.30 p.m.	The Rothmans Trophy Race for Special Saloon Cars up to 1000 cc (15 Laps)
3.00 p.m.	The Marshall's Chunky Chicken Trophy Race for 210 and 250 Karts (10 Laps)
3.30 p.m.	The Firestone Trophy Race for Formula Ford Cars (20 Laps)
4.05 p.m.	The Laughing Duck Trophy Race for Special Saloon Cars over 1000 cc (15 Laps)
4.35 p.m.	The Edinburgh Students Charities Cup Race for Libre Cars (25 Laps)
5.00 p.m.	Presentation of Trophies
5.20 p.m.	Special GT, Sports, Clubmans and Modified Sports Cars (15 Laps)

LIST OF ENTRIES not including Karts

No	Driver / Entrant	Make / Model	cc	From	No	Driver / Entrant	Make / Model	cc	From
1	D N THOMSON	Ecosse - Imp	998	Edinburgh	58	S A ROBINSON	Sar GT	1598	Darlington
2	B HARRISON / Thistle Metallics Ltd	Vixen VBS	1400	Motherwell	61	A CHARNELL	Chevron — BMW B8	1991	Edinburgh
3	K ALLEN	Chevron B15	997	Crossford	64	J ABSALOM / Chris Shutt	Ginetta G4	1150	Felton
4	J BARR	Brabham BT28	997	Edinburgh	65	J BAIRD	Ginetta G4	1150	Edinburgh
5	J RUSSELL	Lotus 70	5000	West Calder	66	R FORESTER-SMITH / Marquis Motor Co.	Ginetta G4	1098	Edinburgh
6	T DZIERZEK	Brabham BT21	1558	Kirkliston	67	W L WOOD	M G Midget	1143	Edinburgh
7	B HUNTER	Lotus 69	1600	Leith	68	G R WILSON	M G Midget MkII	1140	Helensburgh
8	I C MCLAREN	Brabham BT35X	1790	Broxburn	71	M HOPPERTON	M G Midget	1340	Inverary
9	M SMITH	Mallock U2 XIB/BMW	1997	Storridge	72	R G HENDRY	M G Midget	1275	Edinburgh
10	J POLLOCK	Lotus 69 F2	1600	Carrickfergus	73	A FLEMING / W Shepherd	M G Midget	1293	Lundin Links
11	B NELSON / Desmond Mack Racing	Crossle 22F	1970	Belfast	74	M NUGENT	Lotus Elan	1800	Pomeroy
12	J McCLEMENTS / Desmond Mack Racing	Crossle 20F	1600	Belfast	75	J A HALL	Lotus Elan	1558	Edinburgh
14	T D REID / Irish Racing Cars	Brabham BT30	1600	Tandragee	76	A SOUTER	Lotus Elan	1594	Dundee
15	W T KINNEAR	Brabham BT23C	1598	Gilford	77	R D HUTCHISON	A H Sprite	1293	Glenrothes
16	E N TODD	Brabham BT23C	1594	Lisburn	78	T N THOMSON	Jaguar E Type	3781	Wishaw
17	J H BLADES	Lotus 69 Atlantic	1600	Whitley Bay	80	W N A DRYDEN / S M T	Vauxhall Firenza	2500	Edinburgh
18	J CURRIE	Chevron B17C	1600	Dumfries	81	G LYNN	Ford Cortina	3500	Annan
19	K WALKER	Brabham BT30	1598	Ilkley	82	D HUNTLY	Ford Escort	1598	Sunderland
21	R WINCHESTER	Dulon LD4C	1600	Edinburgh	83	C BRADLEY / D A Harris Ltd	Ford Escort	1800	Glasgow
22	P HARRINGTON / Archer & Sharpe Crane Hire / Kan	Cougar 72F1	1600	Scunthorpe	84	N HODGSON	Ford Escort	1860	Carlisle
24	C REEVES	Mallock U2 Mk 9B	1600	Larkhall	85	A D NIVEN / Celtic Homes Ltd	Ford Escort RS	2040	Whitsome
25	G TODD / Pinkie Mains Farm / McGregors Animal Feeds	Brabham BT28 FF	1600	Musselburgh	86	H TUER	Ford Escort TC	1598	Carlisle
26	C MacLEAN	Hawke DL2B	1600	Alness	87	M J MURLEY	Ford Escort	1598	Sunderland
27	R TURKINGTON	Merlyn 11A	1600	Cookstown	90	J VEITCH	BLMC Cooper S	1293	Edinburgh
28	J A K MILLAR	March 708	1600	Currie	91	J DRYDEN	BLMC Cooper	1293	Lundie
29	S LAWSON	Hawke DL2B	1600	Kirkliston	92	E W M McQUEEN	BMC Cooper S	1293	Elgin
30	G CUTHBERT	Lotus 69F	1600	Dundee	93	F GUNN	Arden Cooper S	1293	Milngavie
31	J MacGILVRAY	Crossle 20F	1600	Kirkmichael	94	E PATERSON	Colvend Mini	1293	Edinburgh
32	J MacGILVRAY	Shannon Anglia	1600	Kirkmichael	95	E M SMITH	Mini Cooper S	1293	Carlisle
33	A WILSON	Titan Mk 6	1600	Dumbarton	96	H WILKINSON	Anglia	1300	Ulverston
34	H ACHESON	Merlyn 20A	1600	Cookstown	97	J PINKERTON	Mini Cooper S	1293	Wroot
35	J W SIMPSON / Civil Service Motoring Association Ltd	Lotus 61M	1600	Thornton Heath	98	J CURRIE	Mini Ford	1300	Dumfries
36	D MACLEOD	Lotus 69F	1600	Cambridge	99	S A BELL / Cosmo Entertainments Club Carlisle			
37	B BIRRELL	Hawke DL2B	1600	Cirencester	100	P PITMAN	Arden Cooper S	999	Carlisle
38	P SMITH	Lotus 51	1600	Dundee	101	J C FYDA	BMC Cooper S	999	Kirkcudbright
39	D G MANNERS	Alexis Mk 15	1600	London	102	I FORREST	Agra Imp	998	Dundee
40	N BEATTIE / Libre Motors	Lotus 61M	1600	Dublin	103	R LAWSON	Hillman Imp	998	Kirkliston
41	J KEANEY / Steering Wheel Pub	Crossle 20F	1600	Dublin	104	G C GORDON	Austin Cooper S	999	Kirriemuir
42	H BEATTIE / Kevin McKeever Racing	Crossle 20F	1600	Dublin	105	H MacKINNON	BLMH Cooper S	999	Beardsden
43	P EASTWOOD	Merlyn 11A	1600	Lisburn	106	N D SMITH	BLMC Cooper S	999	Beardsden
44	P C MORRISON	Crossle 20F	1600	Inverness	107	A BARTON	BLMH Clubman	999	Aberdeen
45	C HARKNESS / M Templeton	Lotus 69F	1600	Ballymena	108	W G DONALD	BMC Cooper S	999	Newcastle
50	D McDONALD / Marquis Motor Co.	Diva 10F	1147	Edinburgh	109	G M FINDLAY	Hillman Imp	998	Tarland
51	E LABINJOH / J Fisher	Fisher Spider	1100	Edinburgh	110	J GRANT	BLMC Cooper S	999	Arbroath
54	R MACNAB	Mallock U2 Mk6B	1600	Kilmarnock	111	J BERWICK / A Wilson	Austin Cooper	998	Haddington
55	M S ROSS	Mallock U2 Mk8B	1598	Monifeith	112	C CHISHOLM	Hillman Imp	998	St Monance
56	J MACKIE / Team Castrol	Mallock U2 Mk8/11	1598	Dysart	113	B COYLE	Hillman Imp	998	Fort William
57	P MacNAUGHTAN	Lotus 7	1594	Edinburgh	114	J A HOWDEN	Chrysler Coupe	998	Glasgow
58	J R BLANCKLEY / S A Robinson	Sar GT	1598	Darlington	115	W BORROWMAN / Sports-Tune Accessories	Mini Cooper S	999	Balerno
					116	A SELLAR	Mini Cooper S	999	Longniddry
							Mini Cooper S	999	Burntisland

Ingliston 1971 Championship Final Placings

Callands Trophy Formula Libre Championship

			pts
1st	T D Reid	Brabham BT30	35
2nd	J Miles	Chevron B19	21
3rd	J Wingfield	Brabham BT36	20
4th	B Nelson	Crossle 18F	17
5th	W Forbes	Lola T142	11
6th	G B Birrell	Chevron B19	10

Kings Cup Formula Ford Championship

1st	N R Ginn	Lotus 69F	36
2nd	R C R Mallock	Mallock U2Mk9B	21
3rd	D Macleod	Dulon LD4C	19
4th	D Magee	Palliser FF	12

Hartley Whyte Saloon Car Championship

1st	W N A Dryden	Viva GT	33
2nd	J Birrell	Escort TC	20
3rd	A Barton	Mini Cooper S	13

Sheila Whyte Tankard Championship for Special GT and Sports Cars

1st	J Miles	Chevron B19	18
2nd	E Labinjoh	Fisher 1100 Spyder	18
3rd	D McMahon	Royale RP10	12

H & G Robinson Racing Trophy Championship for Modified Sports Cars

1st	J Absalom	Ginetta G4	27
2nd	M Hopperton	M G Midget	25
3rd	A Souter	Lotus Elan	25
4th	J B Fletcher	Lotus Elan	15

B M R C Trophy Members Championship

1st	N R Ginn	Lotus 69F	51
2nd	T D Reid	Brabham BT30	39
3rd	W N A Dryden	Viva GT	36
4th	A Barton	Mini Cooper S	36
5th	M Hopperton	M G Midget	31

The A K Stevenson Trophy

N R Ginn	Lotus 69F
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INGLISTON '72 — THE CHAMPIONSHIP YEAR

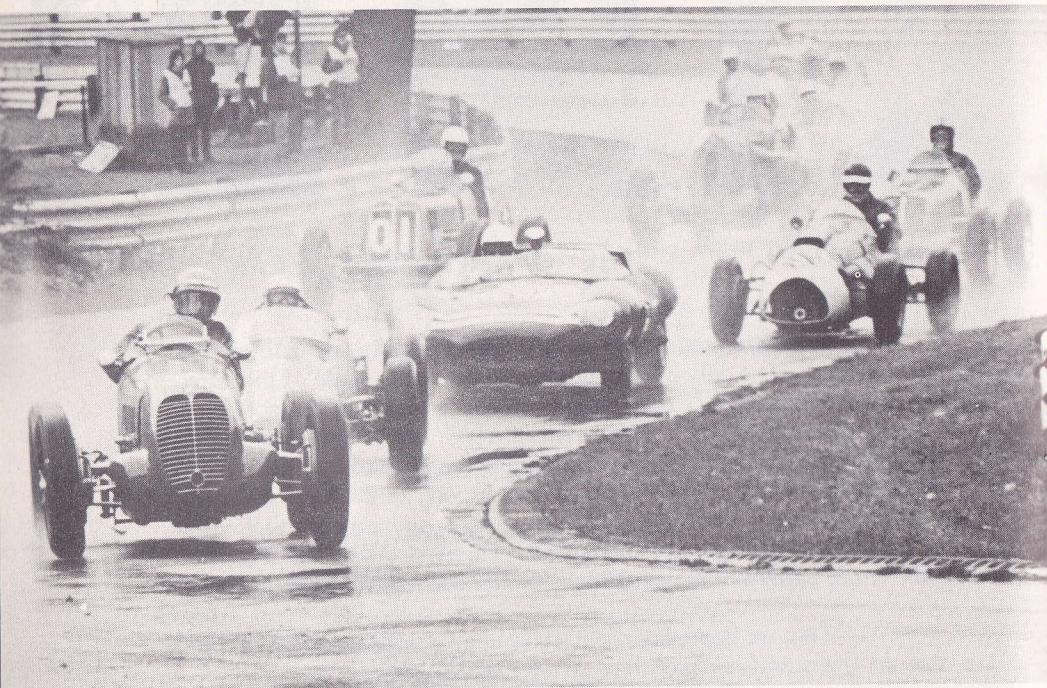
Trying to predict the year at Ingliston is like trying to predict the weather. The only difference is really that in the case of the latter you stand a fair chance of being correct if you predict the exact opposite of the weather forecast! What then will 1972 see in Scottish Motor Racing? Change — almost certainly. For one thing today's entry includes a most encouraging number of newcomers to the sport, all the more welcome in that the influx of novices over the past year or so has been much lower than the number needed to offset the "retirals" from racing. For another the entire pattern of racing at Ingliston has been subtly modified.

This, we hope, has been achieved by a reslanting of all but one of the Ingliston Championships, as we shall explain.

The B M R C Trophy Members Championship open to Club Members in every event at Ingliston in 1972 remains exactly as last year. The premier championship is now The Lombard North Central Championship for Libre Cars where the prize fund has been increased and the class division line raised from 1000 cc to 1500 cc. In both The Hartley Whyte Scottish Saloon Car Championship and The Sheila Whyte Tankard Championship for GT, Sports and Clubman's Cars a new system of scoring opens each up to enable three different classes to compete for the increased prize funds. The Formula Fords too share in this prize fund redistribution, or rather, increase.

In all, the total of the championship prize funds this year is to be more than twice that of last year and the change in the balance between them and individual race rewards should, Scotcircuits believe, mean that the promotion of motor racing at Ingliston in 1972 is made more attractive for spectators and competitors alike.





The LOMBARD NORTH CENTRAL CHAMPIONSHIP

Scotcircuits Ltd and The Scottish Motor Racing Club Ltd as promoters and organisers respectively of motor racing at Ingliston are very happy that Lombard North Central with whom they have both enjoyed an association that reaches back to the very start of motor racing at Ingliston should have taken on the mantle of sponsors of the premier championship there. (*Mind you the name worries your scribe a bit: Lombard are not in his experience 'libre' nor does he accept any suggestion that North Central means 'Scottish'. There it is then, the Scottish Libre Championship sponsored by Lombard North Central.*)

For 1972 the championship is open to all single-seater cars (including FF cars), sports, clubmans and special GT cars and each libre event at the circuit will carry prize money of £100 – £50 – £30 – £15 – £5. Every libre event will score towards the championship (scoring being 9–6–4–3–2–1 plus one for finishing each race) and the best four of six scores will count. The championship prize fund has been increased from £600 to £900 split £450 – £200 – £100 – £60 – £40 with the balance of £50 going to the highest placed "up to 1500 cc" car (and in this context Formula Fords are deemed to be "up to 1500 cc").

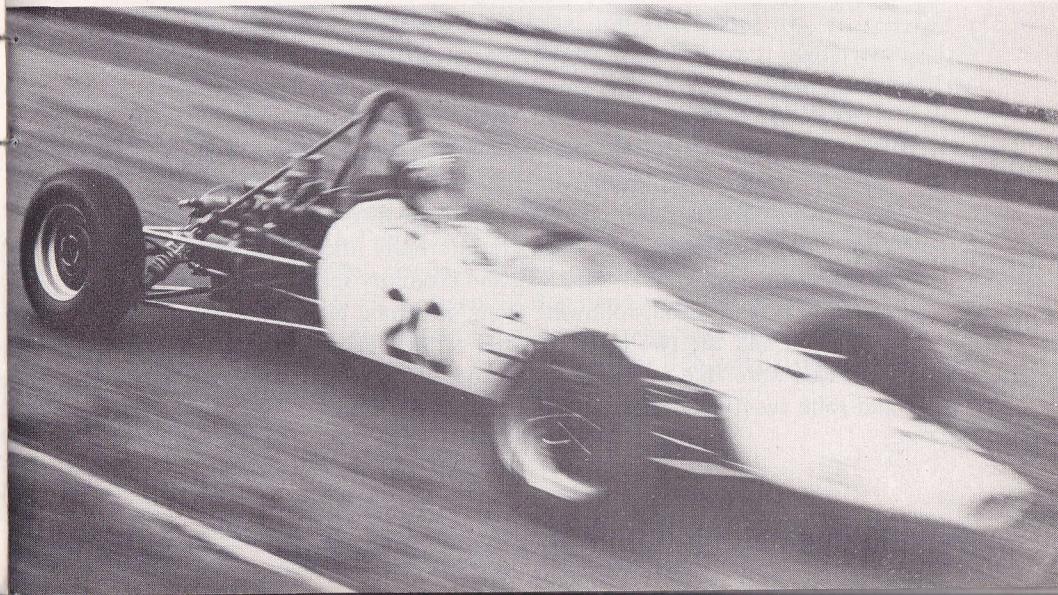
The HARTLEY WHYTE Scottish Saloon Car Championship

Sponsored by a long-time friend of the sport in Scotland, Major Hartley Whyte of Whyte & Mackay Whisky the 1972 Scottish Saloon Car Championship incorporates some of the most far reaching innovations seen at the Ingliston Circuit in years. The traditional "Hartley Whyte Final" disappears and only two special saloon car events will be run each meeting. But each race scores towards the Championship, with the best four scores from the six meetings counting. A new system of scoring gives competitors in each of the three classes (up to 1000 cc, 1001 – 1300 cc, and over 1300 cc) an equal chance of reaping the pickings. Scoring will be 6–4–3 – 2–1 in each class plus one for finishing. The prize fund goes up from £100 to £600 split £300 – £150 – £75 – £50 – £25.

The SHEILA WHYTE Tankard Championship

Open to Special GT, Sports, Clubman's and Formula 1200 cars, this championship is sponsored by Mrs Hartley Whyte. Again the revised regulations bring three classes into the reckoning (up to 1150 cc, 1151 – 1600 cc, and over 1600 cc). Scoring will be 5–3–2–1 in each class plus one for finishing; the best four of six scores to count. This prize fund goes up too, from £100 to £250 split £125 – £75 – £35 – £15. It is to be hoped that with these incentives about we shall see in Scotland rather more initiative and development in the smaller GT classes.

The changes in the regulations for both these championships are radical. If you think we are going on a bit about this then try working out what they would have meant last year. We calculate that Andy Barton would have creamed the "Hartley" with Sedric Bell four points adrift!



INGLIS顿 NOTES

Many members of the general public may not be aware that it is possible for them to come to Inglis頓 in the morning on race days to watch the competitors practising. For the drivers, the ten or more laps practice session for each event is useful in making quite sure the car is handling just right, in getting the feel of a new car, or, in the case of newcomers to Inglis頓, in familiarising themselves with the circuit. Each car is also timed during practice, since it is these lap times which determine what the drivers' grid positions are to be in the race itself. What this means, of course, is that the competitors are really trying their hardest to clock a fast lap time, thus ensuring a favourable place on the starting grid. The morning is accordingly never dull — indeed, since there is always a small drop-out of competitors between practice and the race itself, it is often the case that some of the most exciting action occurs in the morning. The spectator in the morning will certainly see many more of the original entrants and their vehicles than will the person who arrives at two o'clock. The early bird will also be able to assess each competitor's form and to make up his own mind as to their chances in the afternoon's sport.

What does all this extra entertainment cost? Absolutely nil! The charge for admission to the Showground, etc., is exactly the same whether you spend eight hours watching the racing or eight minutes! Between the end of practice and the beginning of the afternoon's sport a variety of lunches can be obtained, ranging from a mug of soup and a hot pie to a delicious three-course luncheon. Club members may also retire to the bar in the MacRobert Pavilion between 12.30 and 2.00 and over the soothing influence of the brew of their choice join in the speculation as to the afternoon's racing.

In short, why not make a day of it and come along in the morning. It costs you no more and gives double the entertainment value. We're ready at nine when the gates open — are you?

* * *

For those of you who are wondering just who is doing the silly and when on the front cover, the answer is Formula 2 man John Wingfield at the last National Meeting at Inglis頓 in October of last year. John was leading the Mays Travel Trophy Race at the time when he lost it in a big way at the Esses and promptly spun into the barrier. Poor old Brian Nelson, following along in second place, was unable to avoid him and the two came together at the side of the track. While both cars were able to restart the incident cost them both their places and John eventually finished second and Brian fifth.

Newcomers to Motor Racing may well be puzzled by some of the activities going on during the afternoon. Between races 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 of the safety precautions. You will always know this car by the white (or is it yellow now?) 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 on to the track and complete a warming-up lap, forming up on a dummy grid at the entry to the Arena. The siren will again be sounded at 1 minute when the cars move forward on to 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".

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 possible. Responsible for making sure that the meeting runs to schedule and runs according to the regulations is the Clerk of the Course. 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 them 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.

* * *

We take the opportunity of extending a big "Thank you" to Alf Horne, one of the mainstays of motorsport in Scotland for many years now. Alf has been Controller at Inglis頓 for so long now that he is almost accepted as a fixture. It is accordingly with regret that his retirement from his duties in Race Control are announced since his vast experience and efficiency have proved invaluable to a long line of Clerks of the Course. Alf is replaced by Bob Ginn who will be well known to Inglis頓 regulars already as the father and encourager of 1971 Formula Ford Champion, Neil Ginn. Let us hope that Bob will be able to keep up the superlative standard laid down by his predecessor!



Keith Schellenberg, unruffled by the recent abortive "siege" of Udny Castle, demonstrates that there's more to this 'ere motor racing lark than lying flat on your back and twitching your wrists a couple of times!

Once again, the historic and sports car event at last October's Meeting proved to be a howling success with, for the first time, a couple of the "hairy" era of sports cars splitting up the historic single-seater field. The single-seaters still dominated, however, Neil Corner taking his Aston Martin DBR4 to a comfortable win from Nick Faure's D-type Jag. The historic single-seaters event is on the cards again this October and this will make the last National Meeting of 1972 an absolute must!

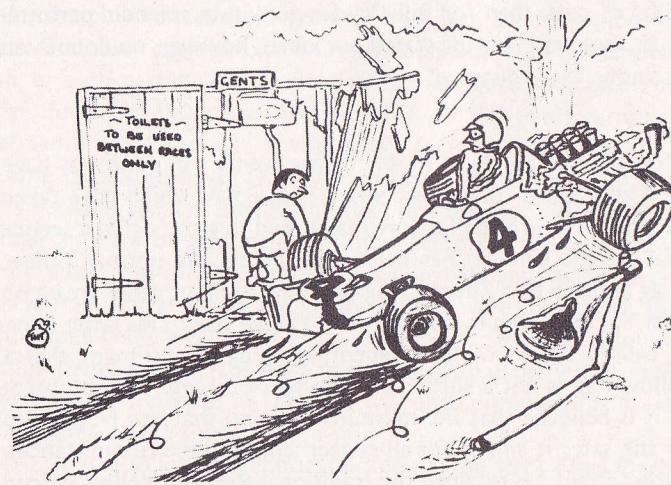
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As usual the Editor is making his by now standard beginning of season plea to those of you in the crowd today who feel tempted to put pen to paper. Actually, it's all a ruse to give the Editor more time to himself since the more you write the less he has to! Without really saying that that might not be a bad thing, the Editor merely wonders whether those of you who have been regulars at the Circuit over the past few years are not now almighty tired of the exceedingly boring driveline with which he fills the pages of this programme. In these circumstances, therefore, not only would it do the Editor good, but it would also be a public service if those budding authors among you were to submit articles on motorsport for publication. Any of you who now feel prompted to dash off a few lines should submit your articles (not more than 2000 words please) to The Editor, The Ingliston Programme, National Bank Chambers, Duns, with a stamped addressed envelope. Why not give it a try?

And speaking of the Birrells (which we weren't just at all) it is worth noting with regret the announcement of Graham's retirement from racing (for the time being at least!). A popular figure in motor sport in Scotland for many years, and a regular supporter of Ingliston from the year dot, Graham is probably best remembered not for the walk-away Wylie's victories but rather for the tremendous battles he put up in the old "back-yard" and Anglia days. A driver with true Club spirit, Graham seemed to be on the eve of greater things at two points but each time the chance slipped away. The first was his Ecurie Ecosse drives in the F2 Brabham BT23C in 1969/70 but a fair old stretch of bad luck did not help him to recover the fortunes of that ailing team. Indeed it may well be that the rumoured policy of that equipoise served Graham's career ill. For 1970/71 a chance DART misfired — sadly! Be that as it may Graham was always, as the other competitors will tell you, a hard man to beat at Ingliston and his retirement is certainly a loss to the circuit. He will not easily be replaced there.

* * *

Today should see some 45 of the fastest Karts in the country tearing around the track at what must seem incredible speeds for such diminutive machines. This Meeting is really by way of a trial — if the event proves successful and popular, then it is hoped that further Kart Races will be staged at the Ingliston Circuit during 1972. The future of this type of racing is of course very much dependent upon the response of you spectators and competitors — in short, if you like it let us know.



For those of you who mourn the loss of the "Hartley Whyte Final" a word of consolation. Many people have suggested that this was the best race of the day at previous Ingliston Meetings. On occasions it was indeed; on other occasions, however, some of the better cars had run themselves out of the honours in earlier heats and the "Hartley" became a procession of the fittest. Indeed, it has been even known to hear drivers stating that, so long as they came in the first six in the heat, they were happy, having assured themselves of a place on the grid for the Final. The abolition of the "Hartley Whyte Final" and substitution of two saloon car races counting towards the Scottish Saloon Car Championship changes all this and the theory (and the hope) is that drivers will give everything they have to the single saloon race. In short, instead of holding something back for the Final, everything will be happening in Events 1 and 4 today. Needless to say, since many people were wont to leave after the Presentation in the old days, there will be more spectators to see the (we hope) "better" race in the middle of the afternoon. And just as an afterthought, the new Saloon Car Championship Regulations make it much fairer for smaller capacity cars. It has been argued, also, that the high prize money should go to the "fastest" cars. The Editor would have thought, however, that a Championship was designed for the "fastest" driver. Since it is not fair, however, to call the driver of a BDA Escort faster than the driver of a 999 cc Mini, the only just way of deciding who the fastest driver is is to set like against like and give points to the best drivers in each class. Indeed, we would submit that it was more meritorious for Andy Barton to come second in the October "Hartley Whyte Final", beating as he did all but one of the "over 1000 cc" cars, than for Bill Dryden to win it, splendid performance though that was. Having stated our views, however, no doubt you will let us know if you disagree!

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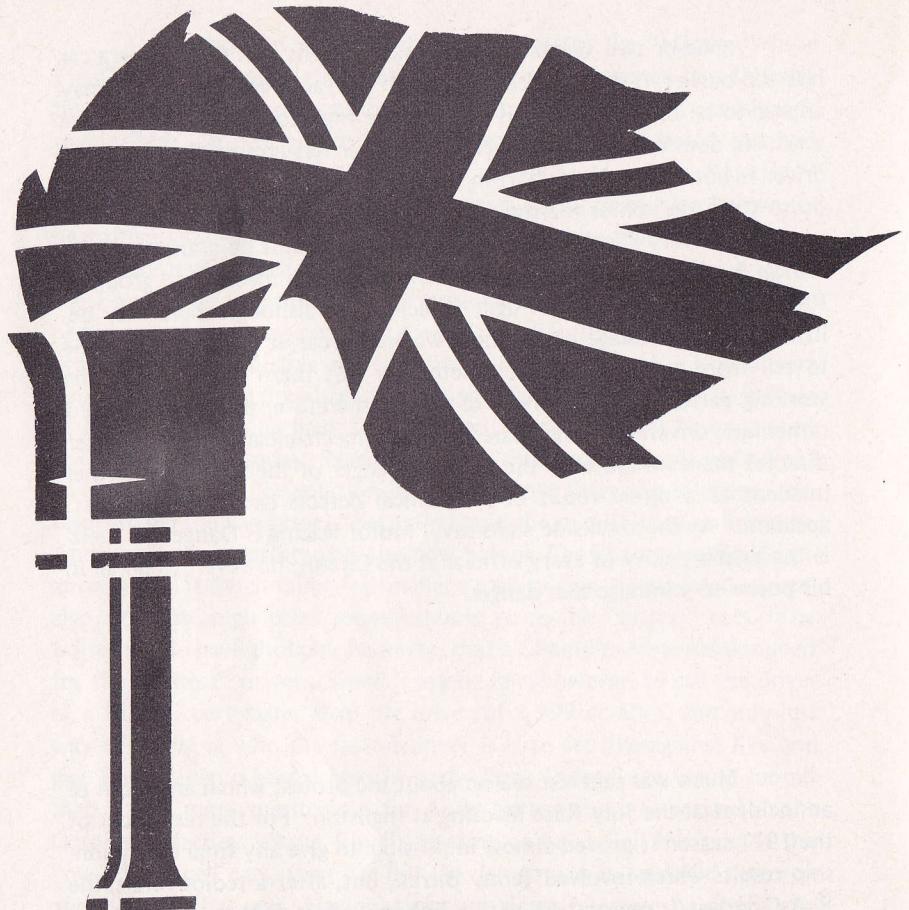
Regular spectators at motor racing events will doubtless have noticed the alterations to the recognised flag signals which have taken place this year. The White Flag (originally used to signify that a service vehicle was on the Circuit) has been replaced by the normal Yellow warning flag and the Red Striped Flag (warning of oil or other grease on the Circuit) has also been replaced by the Yellow flag. This latter alteration has caused considerable comment, it being felt by many that a simple yellow flag is not a sufficient warning of oil, etc. Certainly, at Ingliston, it is believed that the more information that can be given to the driver the safer it will be for all concerned. In these circumstances, the Ingliston Circuit has retained the traditional Red and Yellow striped oil flag and this will still be used to signify oil or grease on the track.

One or two spectators have asked us why it is that, when a car hits the barrier, it does not continue with the race even although it may appear to be undamaged. It is a rule at the Ingliston circuit that, where a vehicle does come into contact with the barriers around the track, the driver is not allowed to restart in the race until he has obtained leave to do so from the senior marshal at that point. Even if the damage to the car appears very slight, however, that leave will not be granted unless the car has been cleared by a competent official on mechanical grounds. Racing cars are extremely fragile vehicles and, although there may be little apparent damage on the bodywork of a car, it is often impossible to tell from a cursory glance whether or not there is damage to the working parts. In the interests of safety, therefore, the Circuit would rather hold drivers until their cars have been mechanically cleared, rather than let them restart with the possible danger of their having a further incident as a direct result of mechanical defects caused in the first accident. As the trackside signs say, "Motor Racing is Dangerous" — it is the primary duty of every official at the Circuit, however, to do all in his power to minimise that danger.

* * *

Much was said last season about the protest which arose out of an incident at the July Race Meeting at Ingliston. For the remainder of the 1971 season it proved almost impossible to give any final championship results which involved Jenny Birrell, but, after a tedious wait, the R A C at last "came across" with a Tribunal on 16th November. To be fair to both parties, and to clear the air (we hope) we can do no better than quote the finding of that Tribunal — "Mrs Jenny Birrell, of Cumbernauld, was fined £25 having been found guilty of reckless driving during the Race Meeting at Ingliston on 18th July 1971. In reaching this decision the Tribunal found that this was not a deliberate act but rather an error of judgment." Almost certainly, the dust had well and truly cleared by the time the Tribunal arrived and, as far as everyone (including Dougal Niven and Jenny Birrell) were concerned, the most important point arising out of the incident was the stupendous delay in action being taken. It is only to be hoped that the wider powers now given to the Stewards at Ingliston will enable them to deal with such complaints on the spot.

Just to keep spectators up to date, the 1971 Final Placings — in all the Championships — are printed elsewhere in this Programme.



ROTHMANS BRITISH OLYMPIC APPEAL FUND

The House of Rothmans has been closely associated with sporting activity for many years, and it is certainly no stranger to motor racing, so it is only natural that we should be involved in supporting the British Olympic Appeal's Committee's activity to help raise the money needed to send our athletes to Munich and gain some Gold Medals for Britain.

The details of the supporting scheme are outlined in a recent letter from the British Olympic Association Appeal's Committee:-

ROTHMANS SUPPORT BRITISH OLYMPIC APPEAL

Rothmans of Pall Mall are to support the British Olympic Appeal Fund and aim to contribute at least £25,000 through tokens in Rothmans King Size Filter packets, saved by smokers during the months of March to July, 1972. Each token will be worth 1p to the Appeal Fund.

Rothmans, who have done so much for sport throughout the world, will in this way assist Britain's national team in making what is hoped will be this country's strongest ever entry in an Olympic contest.

The British Olympic Appeal Fund, which has been established for the support of the Great Britain Olympic teams for Munich 1972, and which aims to raise over £200,000, will be supported by a big campaign sponsored by Rothmans.

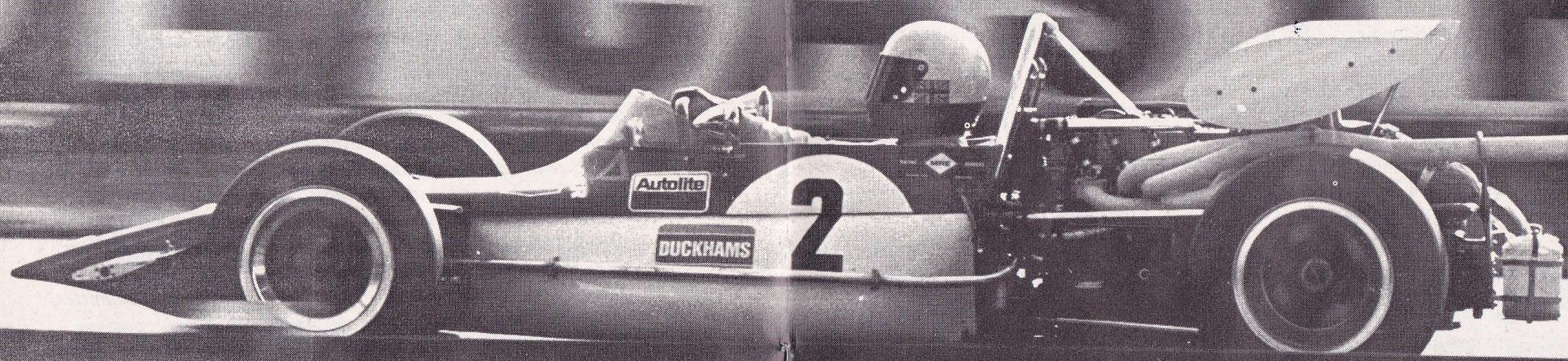
Smokers will be invited to place tokens from packs of Rothmans King Size in special collecting boxes sited in tobacconists shops, public houses, hotels, and other place where cigarettes are sold.

Rothmans hope that the public interest created by this scheme will generate massive support for Britain's entry, and encourage others to contribute to the British Olympic effort.

Lord Rupert Nevill, Chairman, British Olympic Appeal's Committee, said in London today:

"Although the movement has many loyal supporters throughout the country who have done sterling work over many years, there is no doubt that this generous and welcome gesture by one of the world's leading companies which has already done so much in many spheres of sport, will assist us in our endeavour to raise the standard of Britain's participation to a higher level than ever before. We look forward to our collaboration with Rothmans at both a national and local level, and are confident that this joint effort will produce the kind of results which will give our team the feeling that the country is really behind them."

During the Race Meeting today FREE car stickers and badges on "HELP WIN MEDALS FOR BRITAIN" will be given with every packet of **ROTHMANS KING SIZE** cigarettes at 29p for 20.



October 1971 saw a rather sparse "up to 1000 cc" saloon car field at Ingliston with only 8 starters and 7 finishers. At that time we wondered just what the reason was for the decline in small saloon entries. Perhaps the answer has been found over the close season since, with small saloons now in a position to compete for the Hartley Whyte Championship on equal terms with their bigger brethren, the up to 1000 cc grid has well and truly blossomed for this, the first Ingliston Meeting of 1972.

For those of you who believe that the new regulations in the Hartley Whyte Scottish Saloon Car Championship will not give the small saloons an equal chance, you have only to compute the championship for 1971 in accordance with the 1972 Regs. — the winner would have been Andy Barton with 28 points and second place man would have been Sedric Bell with 24. Indeed the highest placed "over 1300 cc" last year on the 1972 basis was Dougal Niven's Escort in 4th place while the 1971 Hartley Whyte Champion, Bill Dryden, could only achieve 6th place. All of which does not mean, of course, that the new Regs. favour the small saloons — spectators will recall that neither Dougal nor Bill had a particularly happy season with their cars although Bill did find his Viva handling a lot better by the end of the year.

Having said all that, you will note that both **Andy Barton** and **Sedric Bell** are back again to start off the battle for the new Championship. With no Ingliston form to go on yet this year predictions are of course not possible but, judging by the performances already put up by Andy this year at North of England circuits, we would go a long way to backing him. Spectators will no doubt recall that the small saloon class shows more form variation than perhaps any other type of racing at Ingliston — one day one driver is on top; at the next meeting he may be 3rd or 4th! The man to do the relegating might be Sedric Bell from Carlisle with his Arden Mini while other regulars **John Fyda** (who will also be seen in today's kart race) and **Brian Coyle** will be out to upset the lead. John even has authority on his side! According to his entry form, anyone wishing information about the history of his car should refer to the Old Testament!

Apart from all the old regulars, it is encouraging to note a good gaggle of new faces in the small saloon field. One out and out novice is **Jim Berwick** from Anstruther while two other new names to the Editor are **George Findlay** and **Ian Forrest**. Another known name, but one which we have not seen for a good long time, is that of **Dick Lawson** from Kirriemuir who last raced a Mini at Ingliston in 1968 — now he is returning with a full 999 cc Cooper S tuned by Richard Longman. All and all, a cordon bleu (which the Editor has always understood to mean a form of Police protection!) recipe for instant success.

2.30 p.m.

EVENT 1

THE ROTHMANS TROPHY RACE
for Special Saloon Cars up to 1000 cc — 15 Laps

99	S A BELL / Cosmo Entertainments Club Carlisle	Arden Cooper S	999
100	P PITMAN	BMC Cooper S	999
101	J C FYDA	Agra Imp	998
102	I FORREST	Hillman Imp	998
103	R LAWSON	Austin Cooper S	999
104	G C GORDON	BLMH Cooper S	999
105	H MacKINNON	BLMC Cooper S	999
106	N D SMITH	BLMH Clubman	999
107	A BARTON	BMC Cooper S	999
108	W G DONALD	Hillman Imp	998
109	G M FINDLAY	BLMC Mini	998
110	J GRANT	BLMC Cooper S	999
111	J BERWICK / A Wilson	Austin Cooper	998
112	C CHISHOLM	Hillman Imp	998
113	B COYLE	Hillman Imp	998
114	J A HOWDEN	Chrysler Coupe	998
115	W BORROWMAN / Sports-Tune Accessories	Mini Cooper S	999
116	A SELLAR	Mini Cooper S	999

1st (£20) 107.....2nd (£15) 101.....3rd (£10) 115.....4th (£5) 114.....

Fastest Lap 107..... 58.2 secs.

1449.6
1454.3
1514.2
1517.2

A round of the Hartley Whyte Scottish Saloon Car Championship





We're clucking about karting!

(PLEASE EXCUSE OUR NATURAL ENTHUSIASM)

Ladies and gentlemen! D B Marshall, Scotland's leading poultry producer, whose products emanate one mile from Scotland's only motor racing circuit

TAKE GREAT PLEASURE IN ANNOUNCING

The first ever Marshall's Chunky Chicken Trophy Race in a mass-start Go-Kart event in an S M R C race meeting at Ingliston.

We trust you will enjoy it every bit as much as you will enjoy D B Marshall's succulent products.

We wish great Karting and exciting biting to you all!

D B MARSHALL

Scotland's leading Poultry Producer

D B Marshall (Newbridge) Ltd
Newbridge
Midlothian

Telephone: Kirkliston 341

THE MARSHALL'S CHUNKY CHICKEN TROPHY RACE

Britain's largest independent chicken business, D B Marshall (Newbridge) Ltd, Edinburgh, now produces around 22,000,000 chickens a year.

Processing of this vast quantity of chickens is carried out at four factories, two situated at Newbridge (Midlothian), one at Cambuslang (Lanarkshire), the other at Coupar Angus (Perthshire).

Marshall's is the story of a man who by hard work, perseverance and initiative, turned a small holding into a large, efficient, independent business.

The story really begins in 1931, when 'Danny' Marshall, as he is affectionately known in the poultry industry, came to Fairview, Ingliston.

There he developed specialised poultry and established one of the largest egg-laying farms in Scotland.

In 1959 the Company, as it is known today, D B Marshall (Newbridge) Ltd, was formed.

The brand name of Chunky Chicken was adopted, and it remains the brand under which all broiler chicken sales are marketed today.

Mr Marshall is a quiet spoken man, whose office is always open to his 1,500 employees.

He views his Company as both work and hobby and is determined to keep his interest independent and thriving.

During recent years the Company has been actively involved in producing a greater variety of further processed products.

These include Chicken Roll, a wide range of portions, boneless chicken, cooked chicken, stuffed chicken, and the Dinewell range of frozen ready-meals.

More and more people find chicken convenient and cheap so that our business has grown and will continue to grow in the future.

We are proud to serve the finest retail and major wholesale companies in Scotland and England.

Our chickens sell from Lands End to John o' Groats.

Wherever you see our chicken symbol you can rely on a quality Scottish product.

Karting in Great Britain is divided into six classes of which two are represented here today, these being Class 210 National — green number plates, and 250 International — yellow number plates.

Class 210 National has long been the most popular class in Scotland, and these Villiers-powered machines give an excellent performance for very reasonable cost. The average price to put a kart on the track is £300. In this class there is great scope for home tuning, and we find that most Villiers drivers are real authorities on 2-stroke tuning.

Class IV Super Karts are powered almost entirely by Spanish Montessa or Bultaco engines, which, even in standard form, produce a healthy 24 hp at 9000 rpm. The top speed of these Karts is quite fantastic — at Oulton Park speeds over 115 mph have been recorded, and the circuit lapped at 81.5 mph.

Karts unfortunately make the normal person think of the putt putt fairground variety. This has a tendency to cause extreme indignation in the average karter, since nothing could be further from the truth. Many of us have realised for some years that Karting is the ideal nursery for providing the potential Grand Prix Driver with his training and experience without committing him to crippling expense, whilst at the same time, remaining a sport in its own right.

Eventually Kart racing could become a universally acknowledged way of starting on the ladder towards Formula 1. By going from karts to Formula Ford to Formula 3 etc., a few names from the long list of Kart drivers graduated to racing cars are Petersen, Fittipaldi, Elford, Vandervell, Williamson and Brise, and two Scottish drivers G Cuthbert and J Fyda.

Edgars — *Shape The World Of Karting*

FOR **210** **VILLIERS** **AND** **250** **INTERNATIONAL**

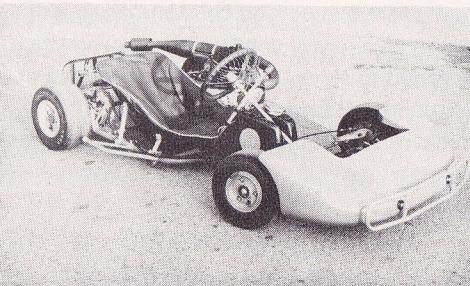
HUSTLER **£ 150**

EX WORKS

IN

KIT

FORM



SUPPLIES OF THIS KART AND THE CLASS ONE GNAT AVAILABLE FROM YOUR SCOTTISH DEALER: EDGAR BROTHERS, 241 Leith Walk, Edinburgh 6

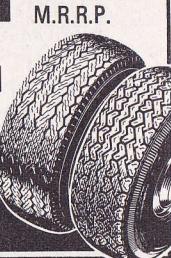
Suppliers of Bultaco and Villiers Engines

3.00 p.m.
EVENT 2
THE MARSHALL'S CHUNKY CHICKEN TROPHY RACE
for 210 and 250 Karts — 10 Laps

16	A D MANCINI	Blow Hustler	210
80	J THOMSON	Blow	210
77	R THOMSON	Blow	210
213	G T BETT	GT / Blow	210
151	A D BOYD	Korvette	210
111	F BROOKE	Blow	210
58	D A DUFFIELD	Blow	210
177	D LESLIE	Blowkart Hustler	210
89	D W LESLIE Jnr	Blowkart Hustler	210
123	M HALSALL	Blow GT	210
140	J McLELLAN	Korvette	210
13	A CORRIERI	Zip	210
30	G RAMAGE	Blow Hustler	210
65	G SMITH	Blow	210
36	R WHITFIELD	Falcon	210
162	A G KENNEDY	Cutlass	210
59	J KERR	Blow Victor III	210
142	G R SUTHERLAND	Korvette	210
14	F WILLIAMS	Blow	210
194	K WILSON	Zip Brands	210
70	T BROWN	Special	210
104	T L SWAN	Blow Victor IIIA	210
1st (£20) 2nd (£12) 3rd (£8) 4th (£5)			
85	A K SMITH	Zip	250
158	J ANDERSON	Zip	250
145	W A BREARLEY	Barlotti	250
26	P J BIAGI	Blow Hustler	250
27	J D LEITCH	Blow Hustler	250
112	L CRANSTON	Korvette	250
47	R C INGRAM	Zip Silverstone	250
129	F L DENBY	Barlotti	250
99	D KERR	Barlotti Dino	250
159	D F MANN	Zip	250
71	J W PETRIE	Blow	250
81	J C FYDA	Zip	250
166	W CHAMBERS	Zip	250
113	J K STEWART	Zip	250
5	A J ALLINSON	Blow Hustler	250
56	B MacKINVEN	Zip Silverstone	250
185	D McCUTCHEON	Blow Victor	250
92	G D SUTHERLAND	Korvette	250
22	J WATSON	Blow	250
93	S BONNER	Korvette	250
135	W C CLARK	Blow Meteor	250
36	B SUTHERLAND	Sprint	250
1st (£20) 2nd (£12) 3rd (£8) 4th (£5)			

Now's the time to buy tyres!

UP TO **40% OFF** ON NEW TYRES



M.R.P.

Examples – Crossply

TO FIT CARS	TUBELESS CROSSPLY SIZE	ONE TYRE	TWO TYRES	FOUR TYRES
MINI	5-20-10	£4.25	£8.24	£15.72
MARINA, 1100's 1300's ESCORT, IMP, ANGLIA VIVA etc.	5-50-12	£5.62	£10.88	£21.04
CORTINA, VICTOR, MINX HUNTER, AVENGER	5-60-13	£5.87	£11.16	£22.00
CAPRI, SUPER MINX '61-'66 etc.	6-00-13	£5.22	£10.12	£19.28
MINOR 1000	5-20-14	£4.84	£9.40	£17.88

OTHER CROSSPLY SIZES AT PROPORTIONATELY LOW PRICES

Examples – Radial

TO FIT CARS	TUBELESS RADIAL SIZE	ONE TYRE	TWO TYRES	FOUR TYRES
MINI	145-10	£5.26	£10.20	£19.44
MARINA, 1100's, 1300's ESCORT, IMP, ANGLIA VIVA etc.	155-12	£5.87	£11.38	£21.68
CORTINA, VICTOR, MINX HUNTER, AVENGER VICTOR, CORSAIR, CAPRI	165-13	£6.50	£12.60	£24.00
ZEPHYR, ZODIAC	185-14	£9.75	£18.90	£36.00

OTHER RADIAL SIZES AT PROPORTIONATELY LOW PRICES

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Aberdeen 0224 23864
96-108 Loanbank Quadrant
Govan 041 445 4411/2
22 Bridge Street
Paisley 041 889 9461
Mill Street
Rutherglen 041 647 2461

South Trinity Road
Edinburgh 031 552 5878/9
26 Brougham Street
Greenock 0475 24959
17/21 High Street, Portobello
Edinburgh 031 669 6056
16 Walton Street
Shawlands 041 632 4654/3930

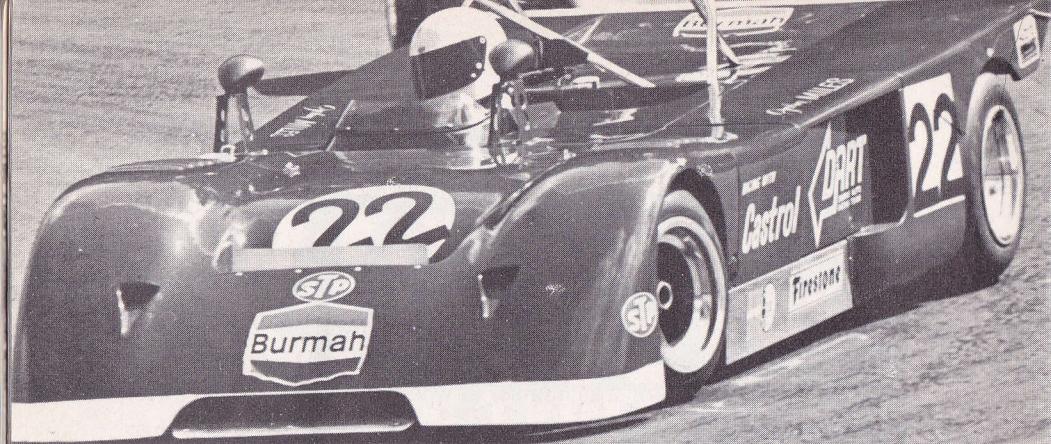
Firestone

THE FIRESTONE TROPHY RACE

You may be interested to know that all racing tyres are of cross-ply construction. You may also be surprised to hear that they are tubeless as well. Firestone are justifiably proud of their record in racing, having been world champions in 1970. The number of works teams that run on Firestone tyres reflects the very high regard amongst vehicle manufacturers for their tyres. Teams such as Ferrari, Lotus, B R M, Porsche, Surtees and a host of others all are on Firestone tyres. The tremendous speeds which the world's racing drivers set means highest stress plus the torture which tyres get at every turn make it imperative that they should be of the highest quality, ensuring maximum safety. It has been suggested by certain people that the only tyre to use for safety is a radial tyre. This is, of course, absolute nonsense. The lessons learnt by Firestone on the track find their way rapidly into everyday tyres such as the ones that you arrived on today. The testing of new ideas, new constructions, new compounds is a continual one and it is of interest that Firestone commenced the racing season in 1971 using B17 compound racing tyres. They then went to B23, then to B25 and looked at yet a further compound for the British Grand Prix last July. This is the pace of development in racing tyres and it is Firestone's proud boast that their car tyres are not far behind this development.

Bob Martin, Firestone's International Racing Director, says "This could be a great year for Firestone" and not only will he be attending all the major Grands Prix but a number of hillclimbs and sprint events as well as Formula 5000, some Formula Atlantic and some Super-Vee meetings. Of course, Firestone will also be found in most other events, including Formula Ford and Formula F100, in which they reign supreme.

The Torino and F100 tyres which are used in the two later formulae are now available at the Firestone Tyre and Auto Stores in Edinburgh, Glasgow and Aberdeen.



Don't be surprised if some of the entries noted on the opposite page do not appear on the grid this afternoon! So many Formula Fords have entered this Meeting at Inglislon that it has proved necessary to eliminate some of them earlier in the day. Two practice sessions have been held accordingly this morning and the fastest 15 Fords have come forward to race this afternoon. In short, only the very best will be on show for your entertainment.

One of the favourites must be Peter Harrington with his Cougar, a new car designed and built by Peter which astonished competitors at Croft on 12th March this year by completely dominating the two Formula Ford races. Peter, however, will have some stiff opposition from Graham Cuthbert whose improvement during last season was so noticeable that he now becomes a leading contender for the Inglislon Formula Ford Championship in 1972. Other regulars in with a good chance include Don Macleod who, having sold his old Dulon to ex-GT man Roy Winchester, has now bought one of the all-conquering Lotus 69s, and Geoff Todd who has screwed a 1600 cc FF engine into a Brabham BT28 (Formula 3) chassis. Switching from the boxes to the open wheelers, Clive Reeves has bought Dick Mallock's U2 Mk9B and he will be a man to look out for once he has sorted out the new type of car.

Foreigners in profusion there may be, but one local lad with a list of impressive overseas wins is the son of the Deputy Controller, Bob Birrell. Bob has bought the ex-Graham Cuthbert Hawke DL2B and lists among his successes six club wins in Singapore / Malaya during 1970/71 and the distinction of being the first Formula Ford home in the 1971 Singapore Grand Prix, Selangor G P and Penang G P. Just by way of an anti-climax, he has also won a race at Mondello Park! As for the other foreigners, the whole of Ireland seems to be over here today — Harry Acheson with his split new Merlyn, Ray Turkington with a 1969 Merlyn, Paul Eastwood with a similar car, Jim McClements with the latest Crossle, Ron Keaney and Henry Beattie in similar cars and Noel Beattie in a Lotus 61M. Add to that, Crawford Harkness with a Lotus 69 (the man who gave everyone a fright last October) and you have the makings of a thundering good race. And to boot, there are several new names and faces!

EVENT 3

3.30 p.m.

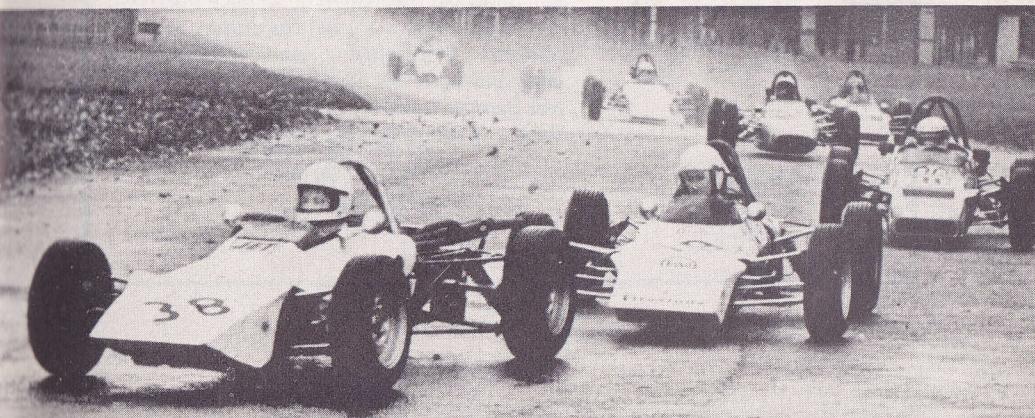
THE FIRESTONE TROPHY RACE for Formula Ford Cars — 20 Laps

21	R WINCHESTER	Dulon LD4C	1600
5 - 22	P HARRINGTON / Archer & Sharpe Crane Hire / Kan	Cougar 72F1	1600
24	C REEVES	Mallock U2 Mk 9B	1600
11 - 25	G TODD / Pinkie Mains Farm / McGregors Animal Feeds	Brabham BT28 FF	1600
3 - 26	C MacLEAN	Hawke DL2B	1600
27	R TURKINGTON	Merlyn 11A	1600
12 - 28	J A K MILLAR	March 70B	1600
4 - 29	S LAWSON	Hawke DL2B	1600
30	G CUTHBERT	Lotus 69F	1600
9 - 31	J MACGILVRAY	Crossle 20F	1600
33	A WILSON	Titan Mk 6	1600
8 - 34	H ACHESON	Merlyn 20A	1600
35	J W SIMPSON / Civil Service Motoring Association Ltd	Lotus 61M	1600
36	D MACLEOD	Lotus 69F	1600
10 - 37	B BIRRELL	Hawke DL2B	1600
38	P SMITH	Lotus 51	1600
39	D G MANNERS	Alexis Mk 15	1600
7 - 12	J McCLEMENTS / Desmond Mack Racing	Crossle 20F	1600
40	N BEATTIE / Libre Motors	Lotus 61M	1600
41	J KEANEY / Steering Wheel Pub	Crossle 20F	1600
42	H BEATTIE / Kevin McKeever Racing	Crossle 20F	1600
6 - 43	P EASTWOOD	Merlyn 11A	1600
13 - 44	P C MORRISON	Crossle 20F	1600
1 - 45	C HARKNESS / M Templeton	Lotus 69F	1600
2 - 46	Ray POLLOK		

1st (£20) 2nd (£15) 3rd (£10) 4th (£5)

Fastest Lap secs.

A round in the Inglislon Formula Ford Championship



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THE LAUGHING DUCK TROPHY RACE

Ingliston
16th April 1972
4.05 p.m.



Today's "over 1000 cc" Saloon Car race sees a first class quality entry but, before giving details of the drivers, let us merely remind you that this race will in fact be two separate races in one. Each of two classes represented, 1001-1300 cc and over 1300 cc, will be racing in their respective classes for separate prize money and also for separate points for the Hartley Whyte Scottish Saloon Car Championship with its £300 first prize. Spectators should accordingly remember that the overall race position is not everything — keep a weather eye peeled for two separate dices for the lead in the two races.

In the 1300 cc class the favourite, on his form so far this season, must surely be **Jimmy Veitch** who has returned to his old love, the Mini, and who seems to be much happier now that he has done so. At the Easter race meeting at Croft, Jimmy was showing all the other 1300s the way home and he will do so again today. Out to stop him, however, will be **Eric Smith**, the only 1300 cc driver at Ingliston (apart from Jimmy, that is, in the old days) to get near John Handley's 1300 cc lap record. And if either Jimmy or Eric makes a slip, **Jim Dryden** and **Frank Gunn** will be there to capitalise.

Up amongst the heavy machinery, the two favourites on their 1972 form must be **Norman Hodgson** and **Derek Huntley**. Norman, with his BDA engined Escort, demolished Mick Hill's Boss Capri lap record at Croft a few weeks back while Derek has installed an FVA powerhouse in his Escort (thereby putting himself at the pole there at Easter). Indeed, at that meeting Norman Hodgson again exercised his preference for aviating, a petrol seep on to his tyres causing him to take to the banking! The local challenge, from **Bill Dryden** and **Dougal Niven**, will certainly keep these two guessing. Bill, whose Firenza was only a sparkle in his eye a few weeks ago, will be hoping to repeat Gerry Marshall's domination with a similar car at the October meeting. Dougal on the other hand has laid his hands on an ex-Alan Mann Escort (languishing lately in tropical parts), has inserted a BDA, and now hopes really to get moving for 1972. So far this season however he has been dogged by gearbox troubles but a replacement gearbox may well be today's answer. Just to eke out the grid (we've been waiting to say that for two years now!) there are Twincam Escorts from **Charles Bradley**, **Henry Tuer** and, if glued together again after a monumental at that Croft meeting, **M J Murley**.

14-70

EVENT 4

4.05 p.m.

THE LAUGHING DUCK TROPHY RACE

for Special Saloon Cars over 1000 cc — 15 Laps

over 1300 cc

80	W N A DRYDEN / S M T	Vauxhall Firenza	2500
32	J MacGILVRAY	Shannon Anglia	1600
81	G LYNN	Ford Cortina	3500
82	D HUNTLY	Ford Escort	1598
83	C BRADLEY / D A Harris Ltd	Ford Escort	1800
84	N HODGSON	Ford Escort	1860
85	A D NIVEN / Celtic Homes Ltd	Ford Escort RS	2040
86	H TUER	Ford Escort TC	1598
87	M J MURLEY	Ford Escort	1598

1st (£20) 80 2nd (£10) 84

3rd (£5) 86 83

Fastest Lap 80

secs.

1001 — 1300 cc

80
84
90
95

90	J VEITCH	BLMC Cooper S	1293
91	J DRYDEN	BLMC Cooper	1293
92	E W M McQUEEN	BMC Cooper S	1293
93	F GUNN	Arden Cooper S	1293
94	E PATERSON	Colvend Mini	1293
95	E M SMITH	Mini Cooper S	1293
96	H WILKINSON	Anglia	1300
97	J PINKERTON	Mini Cooper S	1293
98	J CURRIE	Mini Ford	1300

1st (£20) 90 2nd (£10) 95

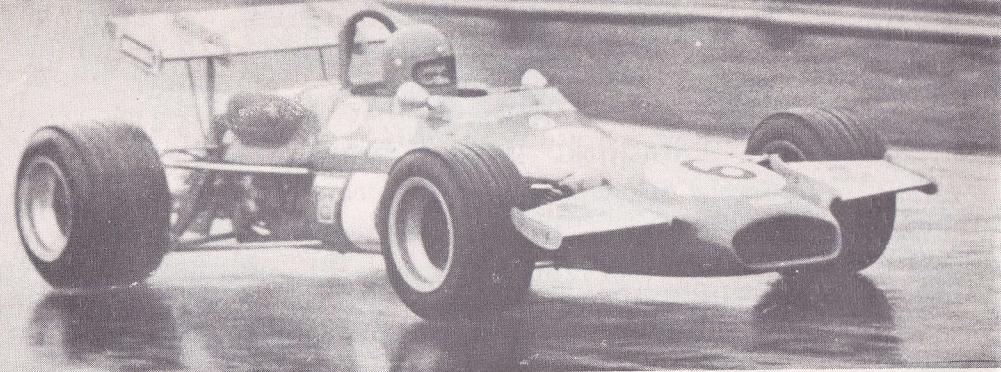
3rd (£5) 97

Fastest Lap

secs.

A round in the Hartley Whyte Scottish Saloon Car Championship





With a £900 prize fund (1st prize — £450) at stake in the Lombard North Central Championship, today sees a thundering good entry in the first Libre race of the season. Favourite by reason of his having won the 1971 Championship is **Tommy Reid** who must by now know the way round Ingliston so well that it would seem only fair to let entrant **Mick Mooney** have a drive by proxy. Joint favourite, however, by reason of his 1972 form to date (and by his having won the 1970 Championship and having come fourth last year) is **Brian Nelson** who has equipped himself with the very latest and greatest from his friend **John Crossle**. As if that was not enough Brian has also talked **Brian Hart** into letting him have a 2-litre mill and he must surely be set, weather permitting, to challenge the outright lap record jointly held by Tommy and **John Miles**. The Irish opposition is however pretty stiff with **John Pollock's** Lotus 69 FVA, **Nelson Todd's** Brabham Twincam BT23C and **W T Kinnear's** similar car all clamouring to cash in on the Irish domination of Ingliston libre events.

At long last, after too long in the wilderness, Scotland has come back with a "team" to challenge the Irish, headed by the rumbling (we mean the car not the person) **Jock Russell** with the monster Lotus 70. **Iain McLaren** backs him up with the ex-Sir Nick Williamson's Brabham BT35X hillclimb car while an old favourite, missing from the circuit for the past twelve months, **Bernie Hunter** provides the twincam opposition with his Lotus 69 Atlantic. While not Scottish, **Johnny Blades** could almost be said to qualify as "half-a-Scot" since he lives so close (he'll probably slay the Editor for that) and he has converted his immaculate Lotus 69 to Formula Atlantic trim too. And in amongst all that will be **Malcolm Smith's** 2-litre BMW Mallock which could produce the odd Sassenach shock or two.

In the smaller capacity class, competing for the special £50 Championship bonus, we also see a much better Scottish representation than ever before. **John Barr** returns with his Brabham BT28 while ex-saloon man **Ken Allen** fields the old **Iain McLaren** Chevron B15. Favourite here though in the Editor's eyes is the much underrated driver, **Brian Harrison**, who put up some spirited performances last year in his 1000 cc Imp-powered Vixen. For 1972 Brian has done an Alec Poole and turbocharged the Vixen and today should see whether the move has been justified or not. If it has there are one or two twincams who could find themselves being surprised!

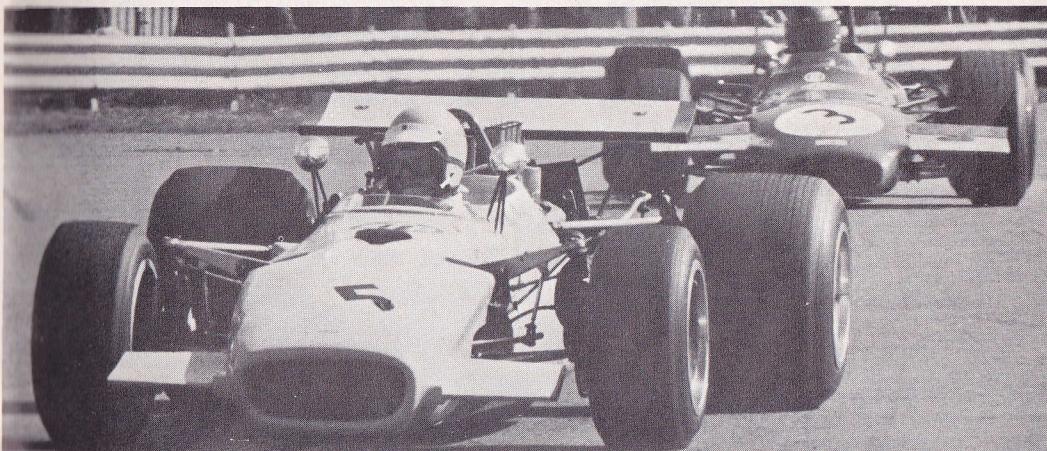
4.35 p.m.

9- 20 *P. McKNALLY*
THE EDINBURGH STUDENTS CHARITIES CUP RACE
for Libre Cars — 25 Laps

2- 62 — *P. BERKE*
up to 1500 cc

11- 1	D N THOMSON	Ecosse - Imp	998
12- 2	B HARRISON / Thistle Metallica Ltd	Vixen VB5	1400
3	K ALLEN	Chevron B15	997
15- 4	J BARR	Brabham BT28	997
25	G TODD / Pinkie Mains Farm/ McGregors Animal Feeds	Brabham BT28 FF	1600
27	R TURKINGTON	Merlyn 11A	1600
14-45	C HARKNESS / M Templeton	Lotus 69F	1600
over 1500 cc			
5	J RUSSELL	Lotus 70	5000
6	T DZIERZEK	Brabham BT21	1558
7- 7	B HUNTER	Lotus 69	1600
8- 8	I C McLAREN	Brabham BT35X	1790
6- 9	M SMITH	Mallock U2 XIB/BMW	1997
4-10	J POLLOCK	Lotus 69 F2	1600
1-11	B NELSON / Desmond Mack Racing	Crossle 22F	1970
3-14	T D REID / Irish Racing Cars	Brabham BT30	1600
13-15	W T KINNEAR	Brabham BT23C	1598
10-16	E N TODD	Brabham BT23C	1594
5-17	I H BLADES	Lotus 69 Atlantic	1600
Reserves			
·58	S A ROBINSON	Sar GT	1598
18	J CURRIE	Chevron B17C	1600
19	K WALKER	Brabham BT30	1598
1st (£100)	11	2nd (£50)	<i>14</i>
5th (£5)Fastest Lap	3rd (£30)	<i>17</i>
		4th (£15)	<i>62</i>
	secs.	

a round in the Lombard North Central Championship





With not quite enough entries to make up either a full grid for Modified Sportscars or for Special GTs etc the organisers have thrown both classes together and the result is the last event on today's Programme. All in all, however, there is a good representative field and the race should be a fitting substitute for the old "Hartley Whyte Final".

In the Modsports class many of the old regulars are back this season including 1971 H & G Robinson Racing Championship winner, **John Absalom**, with his incredibly fast Ginetta G4. The winner of the Modsports Championship in 1970 as well, John can now list to his credit some 38 wins between 1969 and 1971, as well as six lap records. In 1972, however, he was sorely pressed for the Championship by **Alex Souter** from Dundee with his Twincam Lotus Elan and **Miles Hopperton** with his supercharged M G Midget. Indeed, things were so close at the last meeting last year that any of these three could have won the Championship — Alex on hearing of John's "write-off" before the meeting sportingly wrote his off at Oulton Park and thereby put himself out of the running! Miles, not to be outdone in sportsmanship, promptly non-started as well! Giving these three a good run for their money, however, will be the two Lotus Elans of **Jim Hall** and **Michael Nugent**. Michael has installed an 1800 BRM power-house and this car could well be one to watch.

On the GT / Clubmans front, the two favourites must surely be **Tony Charnell** and **Malcolm Smith**, both sporting 2-litre BMW engines. Tony brings the Chevron B8 which he raced so successfully last year while Malcolm Smith, a newcomer to the circuit, brings his Mallock U2. Other Mallocks, a car which appears to be getting increasingly popular, come from **John Mackie**, **Melvin Ross** and **Roy MacNab**. While short on cc, a man to watch out for will be **Ed Labinjoh** with his now almost legendary Fisher Spyder. In 1971 Ed tied on points with **John Miles** (Chevron B19) for the Sheila Whyte Tankard Championship, losing out only on the "highest number of highest placings" tie-breaker clause. With the new "equality-style" regs. for the GT Championship this year, however, we would go a long way to tipping Eddie as the 1972 Champion.

EVENT 6

5.20 p.m.

SPECIAL GT, SPORTS AND CLUBMAN'S CARS MODIFIED SPORTS CARS

Special GT, Sports and Clubman's Cars

1 -	51	E LABINJOH / J Fisher	Fisher Spider	1100
14 -	54	R MACNAB	Mallock U2 Mk6B	1600
✓ -	55	M S ROSS	Mallock U2 Mk8B	1598
3 -	56	J MACKIE / Team Castrol	Mallock U2 Mk8/11	1598
8 -	57	P MACNAUGHTAN	Lotus 7	1594
	9	M SMITH	Mallock U2 XIB/BMW	1997
2 -	61	A CHARNELL	Chevron — BMW B8	1991
		Reserve		
	50	D McDONALD / Marquis Motor Co.	Diva 10F	1147
	58	J R BLANCKLEY / S A Robinson	Sar GT	1598

1st (£20) 2nd (£15) 3rd (£10) 4th (£5)

Fastest Lap : secs.

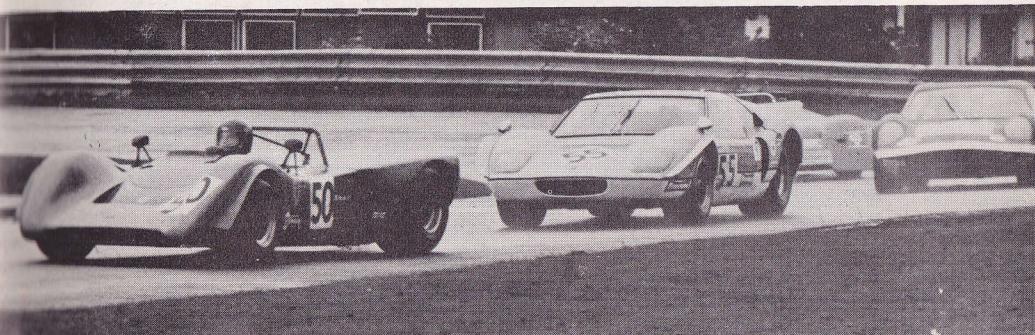
Modified Sports Cars

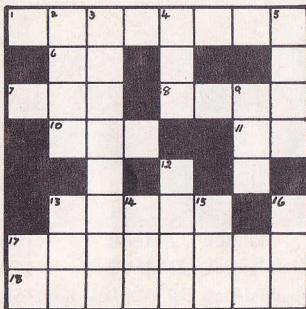
4 -	64	J ABSALOM / Chris Shutt	Ginetta G4	1150
	65	J BAIRD	Ginetta G4	1150
12 -	66	R FORESTER-SMITH / Marquis Motor Co.	Ginetta G4	1098
	67	W L WOOD	M G Midget	1143
9 -	68	G R WILSON	M G Midget MkII	1140
6 -	71	M HOPPERTON	M G Midget	1340
10 -	73	A FLEMING / W Shepherd	M G Midget	1293
	74	M NUGENT	Lotus Elan	1800
13 -	75	J A HALL	Lotus Elan	1558
	76	A SOUTER	Lotus Elan	1594
7 -	77	R D HUTCHISON	A H Sprite	1293
	78	T N THOMSON	Jaguar E Type	3781
15 -	72	R G HENDRY	M G Midget	1275

1st (£20) 2nd (£15) 3rd (£10) 4th (£5)

Fastest Lap : secs.

a round in the Sheila Whyte Tankard Championship





Regular spectators will recall the Editors last feeble effort at a crossword. This one is even worse! (After all, who ever saw such a dismal lay-out). The moral of the story being, of course, yet another crafty dodge to try to con you, the public, into doing it all for us again by submitting a decent crossword for a change! How about it? Any budding crossword compiler in the crowd feel like helping out? Pop any submissions in an envelope to the Editor, the Ingliston Programme, National Bank Chambers, Duns, Berwickshire. Having said all that it's hey ho for the present pathetic offering.

ACROSS

1. B 19s with stripes? (8)
6. The circuit's come back when asked for starting money and what it's not! (2)
7. A little of the Ingliston Regs. turned into a unit of energy. (3)
8. Form one with a mate. (4)
10. A singular navigational system of use on rallies perhaps, or just plain old fashioned naughtiness? (3)
11. It's British anyway — wine up to the ears! (2)
13. Safer racing allays these. (5)
17. What you have to do to get ahead. (8)
18. A shy girl, perhaps, — doubtful if she's made up so gaudily. (8)

DOWN

2. Part of the power under the bonnet but only half a starter in France. (4)
3. A posh mechanic full of alcohol? (8)
4. Part of a shipping sponsor going backwards into decay. (3)
5. Put a guard on it lest it break out in the yumps! (4)
9. Frank Gardner's wife, perhaps — or just an invitation. (3)
12. Star drivers equate their skill with a Master of them. (4)
13. In favourite parlance an engine. (3)
14. A backward rebellion in the air? (3)
15. Has up? (3)
16. An affirmative reverse of 5 across. (3)
17. What to do backwards when the flag drops. (2)

Well then, that there's it. Pretty poor we feel sure you will agree. The remedy is, as always, up to you to provide suitable material more worthy to grace the pages of so august a periodical as the Ingliston Programme. Certainly, you couldn't do any worse! (Yes, we know that there's no such word, or even meaningful initials, as KL for those of you who were muttering dark curses about misleading crosswords — all of which, it is hoped, is another misleading clue for all you characters puzzled out of your wits by the above effort!)

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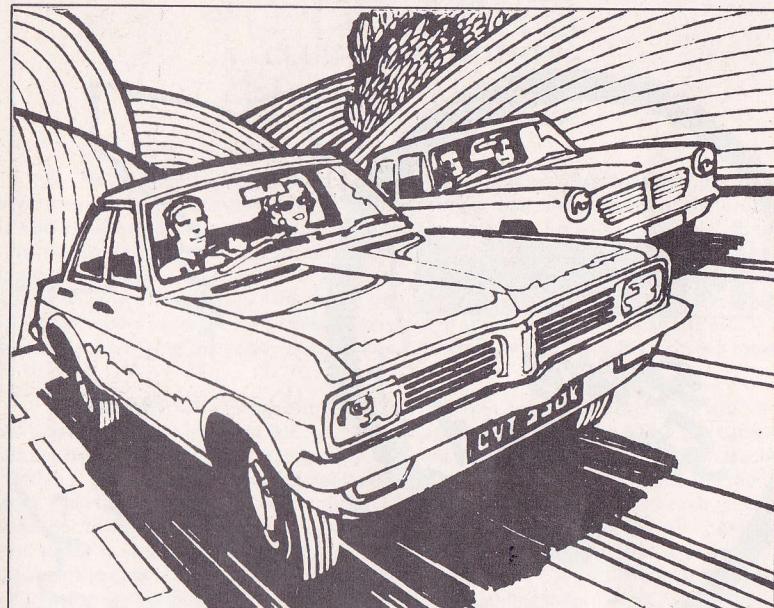
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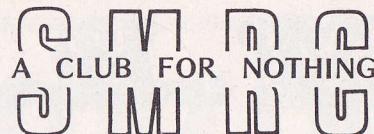
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No, we don't mean that the Scottish Motor Racing Club does nothing, nor do we mean that it is worth nothing! We mean simply that membership of the Club can still be effected for a capital outlay of next to nothing. Sounds impossible, doesn't it. In this day and age one just doesn't join clubs "free". That's where you're wrong, though: Indeed, those of you who were bright enough to take the plunge before this Meeting were in a position to effectively "double your money" since the total savings to Club Members available on admission charges to Ingliston and publications etc. amount to £4 during the year while the annual membership of S.M.R.C. costs a mere £2.10.

Naturally, we can't go on giving away all that money all year! It is still possible, however, to join S.M.R.C. at most advantageous rates. For 1972, the Club Member has exclusive right to the greatly discounted season tickets at Ingliston, each of which is freely transferrable (thereby allowing its use by another member of the family even if you cannot make it yourself). These Season Tickets, at £5 each, entitle the holder to free car parking and a grandstand seat at the remaining five 1972 Meetings, all of which would cost you the total of £6.50 were you to pay for similar benefits "through the gate" in the usual way. Add to that saving of £1.50 the free subscription to "Top Gear" (the present Club outlet) and you are adding a further £1.20 to the value already received. The total — £2.70; more than the annual subscription of £2.10 and even if you are joining for the first time (in which case an additional entrance fee of £1 is exigible) you are still making a profit if you take into account the other non-pecuniary benefits of club membership! We can't be fairer than that, can we?

Now that you have been satisfied on the financial side, just what else do you get for your money (apart, that is, from being associated with the biggest and most enterprising motor club in Scotland). As a member you will naturally have the use of the magnificent MacRobert Pavilion, complete with its 400 seater restaurant, balconies overlooking the Circuit, full members' licensed bar and excellent toilet facilities. You will also have free access to the Paddock at Ingliston, access to which is barred to the public in general. Your free copy of the Club's monthly news sheet, presently incorporated in "Top Gear" will keep you abreast of all club developments and will give you reports of each Ingliston Meeting (to keep you up to date if you do happen to be unfortunate enough to miss any). For those of you with a yearn to have a go yourselves, special Members Practice Days are organised regularly throughout the summer when Club Members have the opportunity of trying out their own cars on the Ingliston Circuit.

Social activities are not forgotten either and, from time to time during the winter months, the Club holds Film Shows, Noggin and Natter Nights, Dance and Talks. Indeed, Special Sub-Committees have been set up by the Club to encourage social activities throughout the length and breadth of Scotland. As always, the highlight of the Club's social year will be the annual Dinner/Dance, the Guest of Honour in 1971 being none other than Ken Tyrrell, the winner of the Constructors' Championship and noted entrant. In his capacity as President of the Club, Jackie Stewart was also on hand to demonstrate just how far you can get if you practise often enough at the Members Practice Days! And, by members, we mean also "family" members (being relatives of full members resident in the household) who are able to enjoy all the privileges of full membership bar the distribution of literature and ability to enter for competitive events.

MEMBERSHIP APPLICATION FORM OVERLEAF

S. M. R. C.

SCOTTISH MOTOR RACING CLUB LTD.

Application for 1972 Membership

Please send the completed form and your remittance to
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I. Mr./Mrs./Miss (delete as appropriate) (Christian Names) (Surname)

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please, in BLOCK
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postcode, if any.)

hereby apply for Membership of THE SCOTTISH MOTOR RACING CLUB LTD. and agree, if elected, to be bound by the Memorandum and Articles of Association thereof for the time being.

..... / / 72

Signature, please.

(Please tick appropriate boxes)

- I would like to be considered as a potential marshal at Ingliston race meetings rallies.
- I would like to pay future subscriptions by Bankers Order.
- Please send me an Application Form for Family Membership for my who resides with me.
- Please send me, if elected, the following Club insignia :

..... Car Badge	@ £1.75	£
..... Windscreen Badge	@ £0.15	£
..... Repeat Motif Tie	@ £1.00	£
..... Blazer Badge	@ £2.25	£
..... Overall Badge	@ £0.65	£
..... Single Motif Tie	@ £1.00	£
..... Lapel Badge	@ £0.25	£
..... Cuff Links (Pr.)	@ £1.10	£

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HASTE YE BACK TO THE MAY RACE MEETING

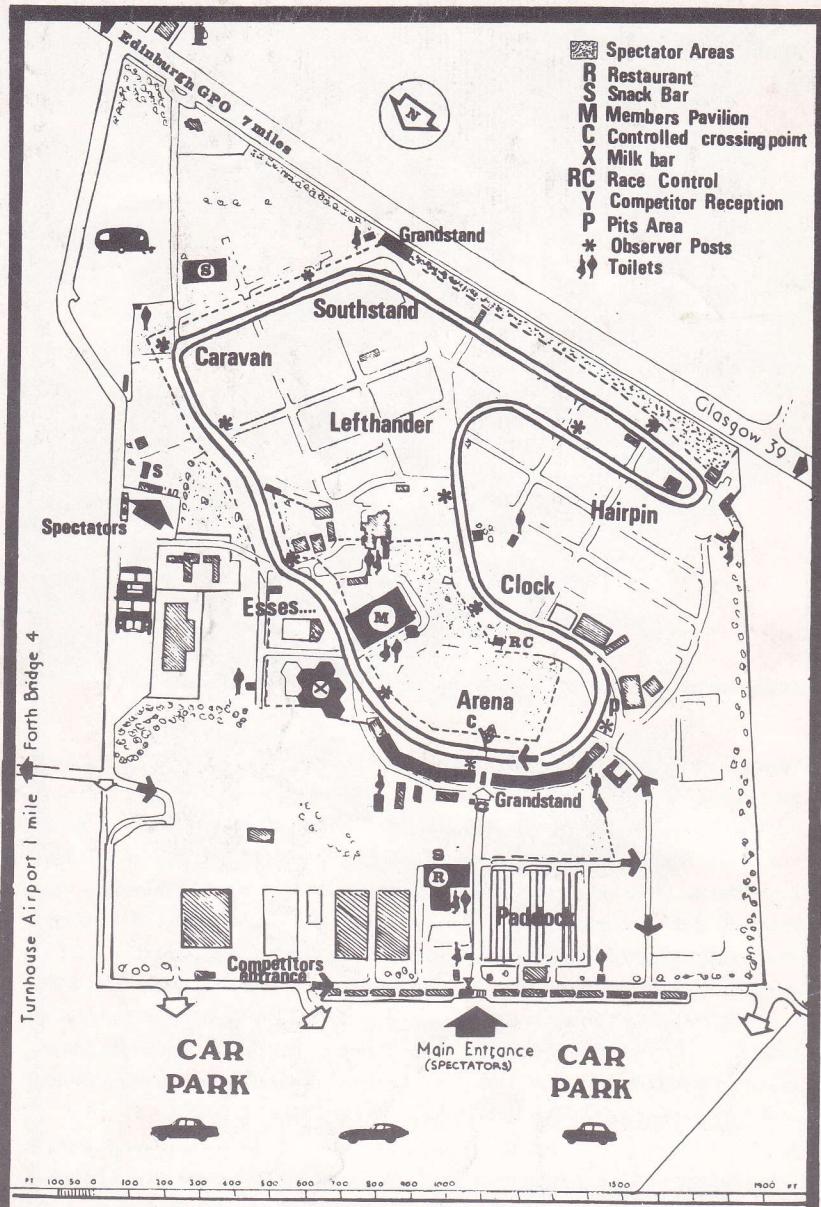
SUNDAY, 14th MAY

BE
SURE OF
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IN THE STAND
ADVANCE BOOKING FORM INSIDE

Sunday 14th May sees the first appearance North of the Border of Group 1 Saloon Car Racing, a relatively new class of racing which promises not only competitive but also inexpensive sport to the drivers and a fair measure of 'thrills and spills' for the spectators. Open to standard production saloon cars in four price classes (with only minor modifications to the cars being permitted — the fitting of a roll-bar, replacement of driver's seat, etc) it is expected that the new form of racing will bring back to the tracks a much more representative field of saloons. Already the class seems to have proved popular down South and, with the May event at Ingliston counting for the 1972 Castrol Production Saloon Car Championship (the major Group 1 Championship in Britain) spectators will be looking forward to a regular 'ding-dong' between the leading production saloons in Britain as they battle for points.

The May Meeting will also see the second round of the local Championships being fought as the regular drivers try to establish supremacy as early as possible in the season. Races for libre cars, Formula Fords, special saloons, sports, G.T. and Clubman's cars and modified sports cars will be on the card and sponsorship is already pledged from Player's, Auto Auctions, Burmah and the Royal Highland & Agricultural Society of Scotland. And with four weeks yet to go before the Meeting who knows what else the promoters will dream up to entertain you!

DON'T FORGET — INGLISTON — Sunday 14th MAY — 2.00 p.m.



INGLISTON race circuit

ROYAL HIGHLAND SHOWGROUND . . . EDINBURGH

Lap distance

1.03 miles 1.651 kms

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