



Organised by
Scottish Motor Racing Club

INGLIS顿 1971

11th April



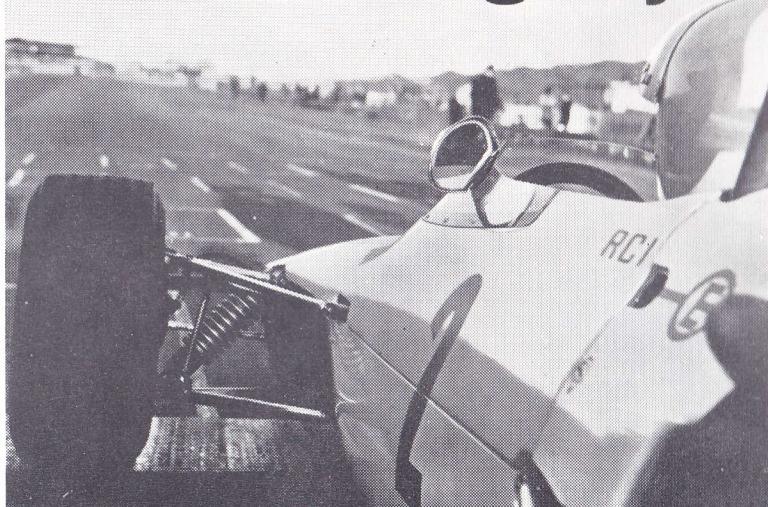
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CUP RACE MEETING**

Official Programme 20 p

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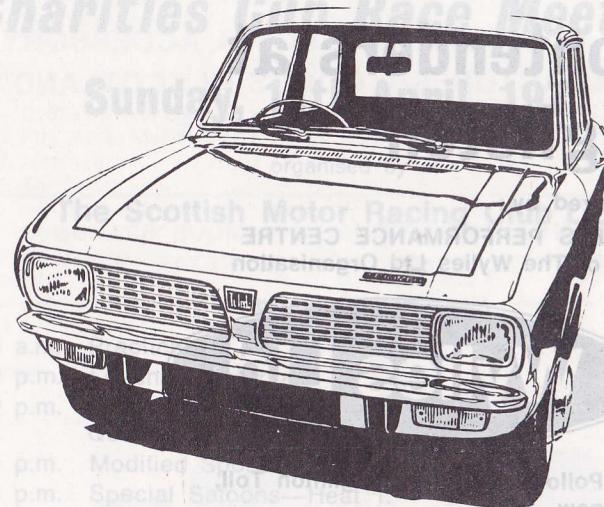
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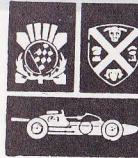
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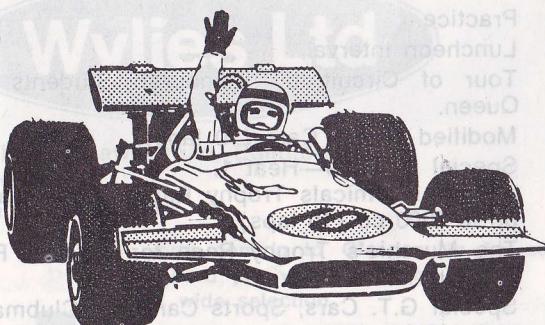
PROGRAMME

- 9.45 a.m. Practice.
- 1.00 p.m. Luncheon Interval.
- 2.00 p.m. Tour of Circuit by Edinburgh Students Charities Queen.
- 2.15 p.m. Modified Sports Cars (10 laps).
- 2.40 p.m. Special Saloons—Heat 1.
- 2.40 p.m. Lothian Chemicals Trophy Race for Special Saloons up to 1000 cc (10 laps).
- 3.05 p.m. The Murchie's Trophy Race for Formula Ford Cars (10 laps).
- 3.30 p.m. Special G.T. Cars, Sports Cars and Clubman's Cars, etc. (10 laps).
- 3.55 p.m. Special Saloons—Heat 2.
- 3.55 p.m. The Pratt Demolition Trophy Race for Special Saloons over 1000 cc (10 laps).
- 4.20 p.m. The Edinburgh Students' Charities Cup Race for Libre Cars (15 laps).
- 4.50 p.m. Presentation of Trophies.
- 5.00 p.m. Special Saloon Cars—Final.
- 5.00 p.m. The Hartley Whyte Championship Race (15 laps).
- 5.30 p.m. The Newcomers Tankard for Rally and Autocross Saloon Cars, etc.—Heat 1 (10 laps).

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Steward (for R.A.C.)	To be nominated.
Stewards (for Club)	R. KAY, J. A. DICK PEDDIE, N. T. LITHGOW and A. K. STEVENSON
Chief Marshal	A. H. B. CRAIG
Deputy Chief Marshal	P. J. TUGWELL
Chief Observer	R. TRAILL
Chief Flag Marshal	J. A. MILLAR
Chief Track Marshal	J. STORRY
Chief Medical Officer	Lt.-Col. A. McL. HORNE, R.A.M.C.(V).
Chief Paddock Marshal	E. R. HERRALD
Chief Spectator Marshal	D. MacLAUGHLAN
Chief Grid Marshal	G. MONTGOMERY
Starters	D. M. FRASER, I. CUNNINGHAM and W. A. MARTIN
Chief Crossing Marshal	ANGUS DICK
Chief Pits Area Marshal	K. H. ROBERTSON
Chief Timekeeper	Dr. L. JAMIESON
Chief Scrutineer	W. CLELAND
Chief Lap Board Marshal	G. KERR
Commentator	J. McINNES
Secretary to Meeting	A. M. LAMB
Competitor Reception	E. D. HODGES and E. S. CHAPMAN
Results Processors	W. H. CRABB and M. MALCOLM
Judges of Fact	L. BROWN, J. W. MacMILLAN, A. BARCLAY and E. LIDDELL
Chairman of Race Committee	J. L. ROMANES
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Photographs	

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/6921



A word from the Charities Appeal

EDINBURGH STUDENTS' CHARITIES APPEAL

is asking for your generous support again this year. You can't mistake us, we've brought our Queen and The Triumph (see left). We regret that Hazel isn't for sale but the car could be yours if you buy a ticket—or two! We will also be selling ESCAPEE Magazines—to keep you amused on the way home—and IMMUNITIES, to get you home safely.

Please help your local beneficiaries by giving generously today. Thank you.

Edinburgh Students' Charities Appeal would like to thank the organisers for their support and T. W. Merret (Goldsmiths & Heraldic Engravers) for their donation of a tankard.

Edinburgh Students' Charities Queen '71 is 20-years-old Hazel Gormley. She is shown here with Avril Stewart (on her left) and Catriona Walker (on her right). Hazel is a third-year student at Craiglockhart College of Education and among her interests are go-karting and skiing. She doesn't drive but hopes to take lessons in the near future.



TRIUMPH SPITFIRE MK II 1300 c.c.

Twin carb. will be accompanying Hazel today. Don't be shy—go and have a good look at them and whilst you're there, buy a raffle ticket.

BENEFICIARIES 1971

- Edinburgh Cripple Aid Society.
- Edinburgh Cyrenians.
- Edinburgh University Children's Holiday Venture.
- Edinburgh Youth Homes Ltd.
- Forth Radio Network.
- Haig Ferguson Memorial Home.
- The Lady Hoare Trust.
- National Society for Cancer Relief.
- Niddrie Adventure Playground.
- Police Dependant's Trust.
- Scottish Association for the Adoption of Children.
- Scottish National Council of Y.M.C.A.s.
- Scottish Poverty Action Group.
- Scottish Society for Autistic Children.
- Shipwrecked Mariners' Society.
- St. John Association of Scotland (Edin. Branch).
- St. Joseph's Private Hospital.
- The Royal Blind Asylum and School (Edinburgh).
- The Lord Provost's Benevolent Fund.
- Edinburgh University Settlement.
- Dr. Barnardo's Homes.
- Local Charities in South East Scotland.

LIST OF ENTRIES

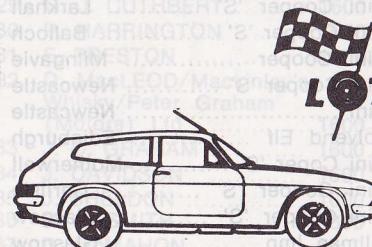
Car No.	DRIVER/Entrant	cc	Make/Model	from
1	T. DZIERZEK	1650	Lola T55	Kirkliston
2	G. LAMBERT	1598	Brabham BT18	Burnley
3	T. D. REID/Irish Racing Cars	1796	Brabham BT30	Tandragee
4	R. MACKAY/Wm. Dunnet & Co. Ltd.	1598	Brabham	Thurso
5	W. FORBES	5000	Lola T5000	Aberdeen
9	B. HARRISON/Lusol Ltd.	998	Vixen	Glasgow
10	I. C. McLAREN	998	Chevron B15	Broxburn
11	J. A. MURRAY McGRATH	998	Ecosse Imp	Edinburgh
12	J. BARR	997	Brabham BT21	Edinburgh
16	J. A. K. MILLAR	1600	Lotus 51	Currie
17	A. J. F. GEMMELL	1600	Lotus 51A	Edinburgh
18	S. C. RUSSELL	1600	Mallock U2 Mk. 9B	Banbury
19	B. HUNTER	1600	Hawke DL2A	Leith
20	T. HORROCKS	1600	Alexis FF	Preston
21	R. C. R. MALLOCK	1600	Mallock U2 Mk. 9B	Hanslope
22	N. R. GINN	1600	Lotus 69FF	Norwich
23	G. TODD	1600	March 718FF	Musselburgh
24	C. MacLEAN	1600	Hawke DL2B	Alness
25	D. MANNERS	1600	Vista Mk. 2	Darlington
26	J. de STEFANO	1600	Titan Mk. 6	London
27	C. CAMERON	1600	Merlyn FF	Old Kilpatrick
28	G. OLIVER /Car Bargain Centre (Hounslow)	1600	D.R.W.	London
29	G. J. CUTHBERT	1600	Hawke DL2B	Dundee
30	P. HARRINGTON	1600	Merlyn XIA	Skeunthorpe
31	E. PRESTON	1600	Hawke DL2B	Skelmorlie
32	D. MacLEOD/Mackinlay's Whisky/Peter Graham (Motors) Ltd.	1600	Dulon FF	Edinburgh
33	J. C. GRAHAM	1600	Crossle 16F	Glasgow
34	J. DAVIDSON	1600	Crossle 16F	Castle Reagh
35	J. SHELDON	1600	Palliser	Surrey
36	R. S. SMITH	5000	Attila Chevrolet	Renfrew
37	D. McMAHON	1800	Royale RP10	Milford
40	J. G. MacWILLIAM	1149	Mercury GT	Glasgow
41	G. MacDONALD	997	Carlin Ford GT	Edinburgh
42	R. WINCHESTER	1390	Fairford GT	Dundee
43	K. ROBERTSON	1150	Landar G6	Musselburgh
44	E. LABINJOH/J. Fisher	1100	Fisher 1100 Spyder	Edinburgh
46	P. MacNAUGHTAN	1600	Lotus 7	Edinburgh
48	J. MACKIE	1600	Mallock U2	Lochore
49	A. G. WATSON	1598	Mallock U2	Burntisland
50	G. TEMPLE	1500	Chevron B1	Morpeth
51	J. ABSALOM/C. Shutt	1150	Ginetta G4	Morpeth
52	J. BAIRD	1098	Ginetta G4	Edinburgh

Car No.	DRIVER/Entrant	cc	Make/Model	from
53	T. RUTHERFORD	1147	A.H. Sprite Mk. III	Lenzie
54	I. HALL	1116	A.H. Sprite MK. I	Bristol
55	W. L. WOOD	1140	M.G. Midget	Edinburgh
56	B. K. HARRISON/H. & G. Robinson Racing	1107	Honda S800	Gosforth
57	G. R. WILSON	1098	M.G. Midget	Kirkcaldy
59	J. HANLEY	1293	M.G. Midget	Comber
60	R. D. WYLLIE	1998	Triumph GT6	Annan
61	R. HUTCHISON	1293	A.H. Sprite	Glenrothes
62	A. SOUTER	1598	Lotus Elan	Dundee
63	S. LAWSON	1558	Lotus Elan	Kirkliston
64	M. HOPPERTON	1690	M.G. Midget	Inverary
65	J. MILNE/W. Shepherd	1293	M.G. Midget	Lundin Links
66	A. FLEMING/W. Shepherd	999	Mini Cooper	Lundin Links
67	J. A. HALL	1558	Lotus Elan	
68	B. CROSKIN/F.T. Ignition Systems	1340	A.H. Sprite	Chichester
69	T. N. THOMSON	3781	Jaguar 'E' Type	Wishaw
70	R. M. BROWN	1700	Anglia TC	Largs
71	J. MacGILVRAY	1650	Anglia	Kirkmichael
72	A. D. NIVEN/Team Forbes	1850	Perdal Escort	Greenlaw
73	M. MILLER	1600	Anglia TC	Aberdeen
74	G. B. BIRRELL/Wlyies	1800	Escort RS1600	Glasgow
75	J. BIRRELL/Wlyies	1970	Escort TC	Glasgow
76	R. M. CAIG	1650	Escort TC	Borgue
77	W. R. HUNTLY	1598	Escort TC	Fulwell
79	J. DRYDEN	1293	Mini Cooper 'S'	Lundie
80	C. REEVES	1293	Mini Cooper 'S'	Larkhall
81	J. CONWAY	1293	Mini Cooper 'S'	Balloch
82	F. GUNN/A. Barton	1293	Mini Cooper	Milngavie
83	O. CORRIGAN/A. Barton	1293	Mini Cooper 'S'	Newcastle
84	A. BARTON	999	Mini	Newcastle
85	E. PATERSON	1275	Colvend Elf	Edinburgh
86	R. C. S. BROWN	1293	Mini Coper 'S'	Motherwell
87	N. HODGSON	1293	Mini Cooper 'S'	Carlisle
88	J. PINKERTON	1293	Mini Cooper 'S'	Glasgow
89	B. COYLE	998	Hillman Imp	Glasgow
90	R. J. LECKIE	998	Hillman Imp	Aberdeen
91	K. ALLEN	999	Mini Cooper 'S'	Carlisle
92	J. GRANT	999	Mini Cooper 'S'	Haddington
93	C. LIVINGSTONE	1000	Renault	Inverary
94	A. SELLAR	999	Mini Cooper 'S'	Burntisland
95	S. A. BELL	999	Mini Cooper Arden	Carlisle
96	W. N. A. DRYDEN/S.M.T.	2000	Viva GT	Edinburgh
97	J. YOUNG	999	Mini Cooper 'S'	Burntisland
98	J. C. FYDA	998	Agra Imp	Banff
99	A. G. AINSLIE	999	Mini	Hawick
100	J. E. HOWDEN	998	Chrysler Coupe	Edinburgh

Car No. DRIVER/Entrant cc Make/Model from

101 R. FORESTER-SMITH/	H. Shannon	998	Shannon Imp	Edinburgh
102 J. FEWELL		999	Mini Cooper 'S'	Prestonpans
103 W. BORROWMAN/Sports Tune/Moir & Baxter Ltd.		999	Mini Cooper 'S'	Longniddry
104 J. HANNAH		998	Mini	Wishaw
105 J. A. J. CURRIE		999	Currie Clubman	Dumfries
106 A. BARRETT		999	Mini Cooper 'S'	Ballieston
107 W. G. DONALD		998	Hillman Imp	Tarland
108 N. D. SMITH		999	Mini Cooper 'S'	Aberdeen
109 A. T. GALLACHER		1601	Escort RS1600	Girvan
110 D. C. BLACK		1986	Volvo 1225	Glasgow
111 A. A. SMITH		1995	Riddell Escort	Pitcaple
112 R. S. SMITH		1328	Mini Cooper 'S'	Pitcaple
113 D. G. ROBERTSON		1293	Mini Cooper 'S'	Paisley
114 J. CALDER/K. Robertson		1293	Mini Cooper 'S'	Musselburgh
115 P. M. PITMAN		1293	Currie Cooper 'S'	Dumfries
116 O. ROSS		1098	Austin A40	Helensburgh
117 A. A. McFARLANE		1293	Mini Cooper 'S'	Newton Mearns
118 R. GAULD		1293	Mini Cooper 'S'	Insch
119 L. HIND		998	Mini	Edinburgh
120 J. KIRK		998	Hillman Imp	Caldercruix
121 K. PITTR		998	Hillman Imp	Glasgow

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The Kings Cup F.F. Championship

A BACKGROUND TO THE TROPHY'S SPONSORS

KINGSS & CO. LTD. was formed in 1899 when a small Company known as Robert King of Burnhouse, Beith, Ayrshire, was bought by James Nicholl Cuthbert and one or two of his associates. They traded as Quarrymasters and Contractors mainly in Ayrshire until the start of the first World War when the business was further expanded to include the felling and cutting of timber in the North of Scotland. However, by the early 1920's the road work was demanding much more capital and personal supervision, and so the timber mills were disbanded and by 1924 the first major road contract was won. This was for the reconstruction of the roadway system in Skye and the value of the contract was about £100,000. It was here that the Company first moved away from steam-waggons to petrol-driven ones, but, however it was not until 1944 that the last of the steam Fodens left the roads.

From 1927, when the Borders branch was added, first at St. Boswells and later at Earlston, until 1939, many changes took place and numerous permanent Quarries with modern crushing plants were opened mainly to assist the contracting side of the business.

The second World War saw great activity on aerodrome runways, supply depots, Army camps and anti-tank defences throughout Scotland, with the odd sortie into the North of England. It was just after this date that the founder died and the Company was being managed by the second generation of Cuthberts, namely Mr. Stewart, Mr. William and Mr. Norman.

Under the guidance of this younger team much modernisation took place, which showed dividends in that many important contracts were won with the North of Scotland Hydro Electric Board, The Air Ministry and local Authorities.

The first grandson of the Founder, and his namesake, joined the Board in 1961, followed in 1963 by the death of the Managing Director, Mr. Stewart.

In 1965 the Company ceased to be privately owned and became a member of the Derbyshire Stone Group, followed by a merger with Tarmac in 1968, to become a member of the £100 million Tarmac Derby Group.

THE KINGS CUP FORMULA FORD CHAMPIONSHIP

Won last year by the Irish Demon, Damien Magee, after the most exciting Formula Ford season yet at the Ingliston Circuit, the Kings Cup Formula Ford Championship again promises to be one of the features of 1971. Sponsored by Kings & Co. Ltd., the Championship covers all Formula Ford races at Ingliston this year and offers, as well as the handsome Kings Cup, prize money totalling £200. For those who wish to compile their own progress table during the season, points are awarded to the best placed F.F. cars running in these races on the basis: Highest-placed F.F. car—9 points; 2nd—6 points; 3rd—4 points; 4th—3 points; 5th—2 points; and 6th—1 point. The best four scores will be counted for each competitor—should this result in a tie, the final result will be determined by reference to the highest number of highest placings. Lazier members of the public can follow the progress of the Championship through the Ingliston programmes for each meeting, which will give full details.

Trophy to the worthy winner at the end of the year.

THE CALLANDS TROPHY

This beautiful solid silver quaich was presented by Major Edward G. Thomson along with very generous prize money to be won by the Formula Libre champion of Ingliston. Competitors can enter all six eligible events but only their four best scores count towards the championship. This year the championship promises to be even more keenly fought, competitive sports cars, etc., being given the chance to fight it out with their single seated brethren.

Major Thomson is a great motor racing enthusiast and has done a great deal for this sport in Scotland and for Scottish drivers. Until recently he had a very fine private collection of interesting cars, including the 1938 Mille Miglia-winning 2.9 Alfa Romeo, a type 50 Bugatti and many others such as Rolls-Royces and Bentleys, and many of these were auctioned some months ago at Gleneagles for charity.

He was a director, then Chairman and now President of Ben Line, who operate fast cargo liners between U.K. ports and the Far East. After the war the Ben Line had only six vessels left and Major Thomson had considerable courage in introducing these fast cargo liners which were built in Scotland. Shipping giants such as P. & O. and Blue Funnel have since had to catch up their lead.

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The 'H. & G. Robinson Racing Trophy' Championship

for Modified Sports Cars 1971

Established in 1923 by the original Messrs. H. & G. Robinson, the Company has held many famous franchises such as Lea Francis, Delage, Packard, Seabrooks, Aston Martin, Lagonda, Triumph, Vauxhall, Standard, and Jowett, and, in the pre-war days, many of the replacement parts for these hand-built vehicles were actually made at the garage and complete custom coachwork conversions were carried out to individual requirements.

As these marques either made a dignified exit from a market that was becoming increasingly favourable to the low-priced mass-produced vehicles or became parts by name only of large Groups dedicated to satisfying these new demands, a new franchise was sought after providing an original product in which H. & G.'s might participate to a much greater extent than beforehand possible. In 1953 such a one was discovered by the name of the Volkswagenwerk AG who were then commencing the importing of a revolutionary new car in shape and concept—the now well-known VW "Beetle." After a very slow start, this marque was eventually established and, through the pioneering work of the then small number of VW Distributors, the franchise has now attained a very eminent position in the imported car market and ranks highest in imported car sales in this country.

However, the policy of this Company continues to be one of establishing new, advanced, totally original franchises, and one that, in our opinion, entirely fits this description is the product of the Car Division of Japanese genius Sochiro Honda's family concern.

Honda Motors first step into the motor vehicle market in this country was made with the thoroughbred S.800 sports cars using totally original parts and, therefore, qualifying as a real Sports Car. The power unit is the ultimate in reciprocating engine design, and a competition job gives the same power per litre as an average Formula One engine. Looking to the future, this car should have great value as a collector's piece, and is a very sound investment with a pure pedigree. You will see the amazing performance of the S.800 engine in the Coupe Modified Sports Car this afternoon as it screams around Ingliston.

Both the S.800 and N.600 saloon cars are now being imported into Scotland at the Grangemouth docks, distributed by H. & G. Robinson to the Northern part of the U.K., and this should provide a very good service to the often neglected Scotland and the North of England area. The latter model, considering that it must be delivered over 12,000 miles from the factory, is available at a very reasonable price, and is a very good performer in standard trim as an increasing number of happy people are discovering, but with very good fuel economy.

We are expecting another close and exciting season in the Mod-sports car class, and look forward to presenting the H. & G. Robinson Trophy to the worthy winner at the end of the year.

H. & G.

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It is with great regret that we record the sudden and tragic death of Geoff Waugh, both Clerk of the Course at Ingliston and the Chairman of the Scottish Motor Racing Club. A founder member of the Scottish Motor Racing Club over twenty years ago—before its rebirth in the 1960's and the merger with the Border Motor Racing Club—Geoff was one of the band of enthusiasts who, after the war, brought Motor Racing to Scotland. In those days he would regularly be seen in a Healey Silverstone in both racing and Club Rally events but he later travelled abroad before returning to this country some years ago.

A dentist by profession, he had surgeries in both Penicuik and Fairmilehead and regularly commuted between the two in his familiar white Triumph GT6. The car was, of course, well known at Ingliston as the Course Car and its absence today will be a sad reminder of the Circuit's loss.

Geoff displayed a remarkable talent for the job of Clerk of the Course and he brought to this, the most demanding position at any Motor Race Meeting, a flair that was too often disguised by the unobtrusive manner in which he carried out his duties. The job requires a cool and clear head, a knowledge of both motor racing and the circuit itself, the ability to make immediate decisions and the courage to carry these through and adhere to them—Geoff possessed all of these qualities and more, and added to them a character which earned him both the affection and respect of all who knew him. The depth of the loss which is felt by both the Ingliston Circuit and the sport in Scotland is a measure of the man and a monument to his contributions to motor sport.

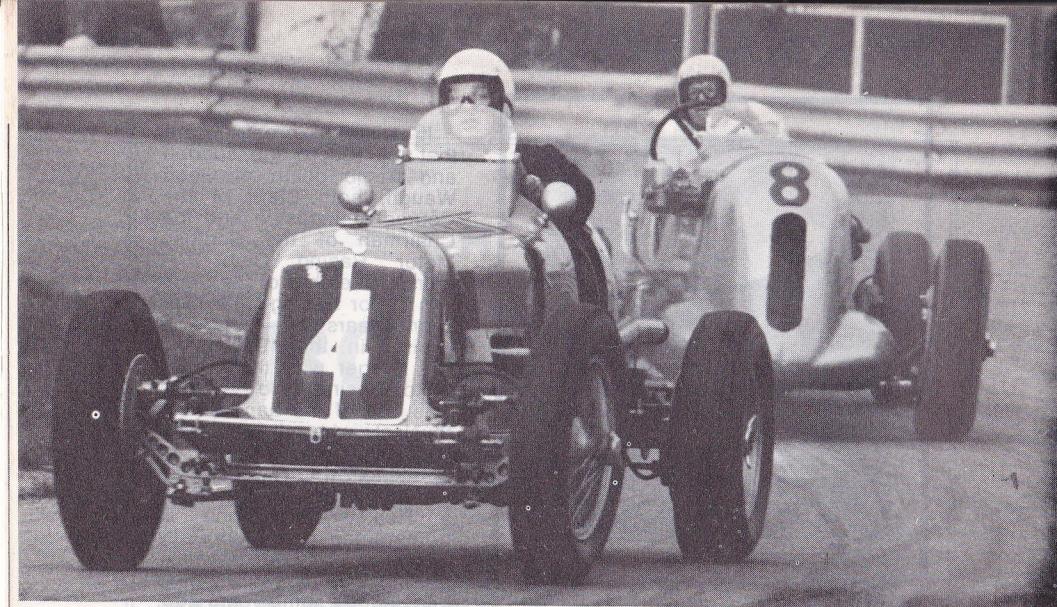
INGLISTON NOTES

You may be surprised to know that something like 500 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 their's or others' by disregarding their instructions.



Please remember that—

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



"The Agony and the Ecstasy" . . . Keith Schellenberg with three-arms-and-two-legs-full at the October Meeting last year.

Details of programme advertising and facilities for selling goods at Ingliston are available from Scotcircuits Ltd., National Bank Chambers, Duns, Berwickshire.

Details of trackside advertising may be obtained from Aerosigns (London) Ltd., Marlborough Hall, Lassel Street, London, S.E.10.

For those who run out of film this afternoon, photographic goods are available from Reg. Forester Smith immediately behind the grandstand.

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

Racing "goodies" are on sale from Sports-tune immediately behind the Grandstand.

★ ★ ★

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

★ ★ ★

Tickets for the main Grandstand, price 50p each, are available from a kiosk immediately behind the Crossing Point to the Central

Enclosure in the centre of the main Grandstand; why not treat yourself to a spot of luxury and buy a seat (or two)? For those who prefer the South Grandstand, tickets, price 30p, are available at that stand.

★ ★ ★

Feeling peckish? Hot drinks, pies and bridies and roll sandwiches are available at the Snack Bars situated in the Herdsman's Restaurant on the ground floor of the MacRobert Pavilion, in the East Gate Yard and in the area between Caravan and Southstand corners. If you feel like a quick "pinta" why not get your milk drinks in the Milk Bar at the east end of the Grandstand. Cigarettes are on sale from the Players Kiosk situated behind the main Grandstand.

For those whose idea of a meal extends beyond a "pie and a pint" D. S. Crawford Ltd. provide Club Members with three-course luncheons in the MacRobert Pavilion for 67½p. Other members of the public can lunch in the Herdsman's Restaurant (north of the main Grandstand) where they may enjoy, *inter alia*, the following dishes: Soup or Fruit Juice 7½p, Braised Steak 35p, Grovenor Pie with Chips 30p, Gammon Salad 35p, Haddock and Chips (high teas only) 30p. Apple Tart with Fresh Cream 11p, Fruit Salad with Fresh Cream 15p. Dinner is also served to Club Members in the MacRobert Pavilion after the close of racing and the Club Bar remains open there from 12.30 to 2.30 and 6.30 to 9.30.

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

Have YOU heard yet—the finest achievement by Scottish drivers since Jackie Stewart went Formula 1? Niven and Lamb shatter Spain with a Scottish triumph in the gruelling Mojocan Grand Prix—full report commences page 51.



Dates to note in your diaries for the 1971 Season at Ingliston are :

16th MAY THE MAY RACE MEETING
 18th JULY THE JULY RACE MEETING (National)
 15th AUGUST THE AUGUST RACE MEETING
 17th SEPTEMBER THE SEPTEMBER RACE MEETING
 10th OCTOBER THE OCTOBER RACE MEETING (National)

Scottish Motor Racing Club members will also want to note that 8th May and 2nd October have been provisionally fixed as Members' Practice Days (at which club members can "have a go" on the circuit for a mere 50p).

★ ★ ★

The 1970 October Meeting at Ingliston must surely have been one of the best ever seen at the track and one reason for this was the unique sight and sound of eleven pre-war historic racing cars thundering round the circuit giving a fair old imitation of the golden era at Brooklands. Some reservations were voiced prior to the race as to whether the drivers of these "old-timers of the tracks" would merely parade round for fifteen boring processional laps, husbanding the strength of their cars. After all, the critics said, if the total cost of the historic machinery was totted up it would provide a world class Formula 1 grid at Ingliston—not the sort of ironmongery you would wish to chance by flinging it around at top speed.

Not a bit of it. The historic drivers entertained us to one of those rare treats in motor racing where every single competitor, be he the leader or five laps behind, drove to the utmost of his, and his car's capabilities. For once they were not enveloped in an all-embracing metallic cigar and we were able to enjoy the sight of bodies, arms and elbows leaning out of the cockpits at acute angles as they fought with monsters that seemed to have minds of their own. Poor old Keith Schellenberg especially, almost certainly the hero of the race, struggled manfully with eight litres of Bentley power: used as he is to fighting the elements in bob-sleigh and power-boat racing, Keith could only take so much of it and the Pit Road marshals were staggered to see him storm in at half time, gasp out a few laps rest, and then fling himself into the fray. How he finished, and how the Grandstand is still standing, are still mysteries not only to race officials but also to Keith himself.

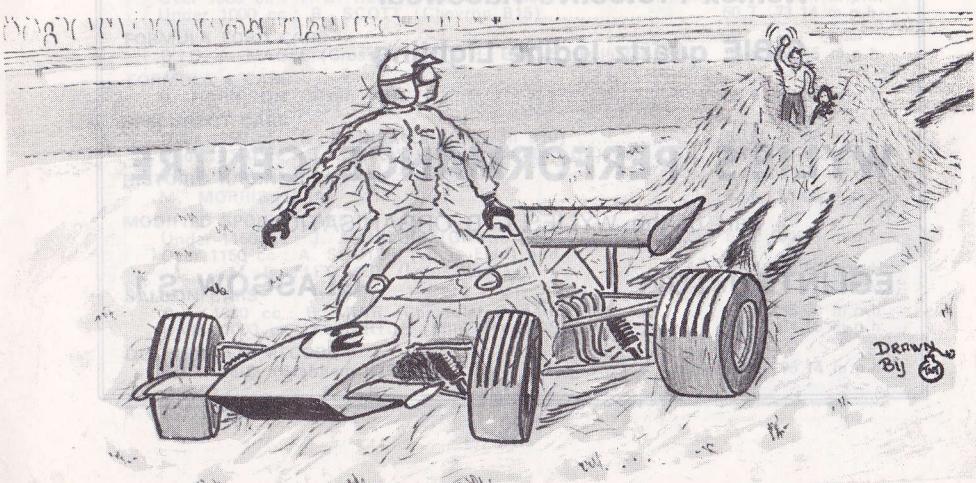
The sheer magnificence of the race, the nostalgic smell of methanol racing fuel (supplied, naturally, by Scotcircuits' chairman, John Romanes', Lothian Chemical Company), the sight and sound of supercharged monsters from another era, and the enthusiastic public response have made this event a must for the 1971 Ingliston calendar. If possible, a return bout is planned for the October National Meeting—definitely not an event to be missed !

Due to its short and twisty nature the Ingliston circuit is obviously not the most ideal for world class Formula 1 racing (although it has proved itself a fine and demanding Formula 2 venue) and International motor racing has accordingly been sadly lacking from the Scottish calendar. This very nature has, however, possibly served the sport in Scotland more effectively than might have a circuit more on the lines of Brands Hatch and Silverstone, Ingliston having proved itself a training ground unmatched elsewhere in the U.K. By the time young Scottish drivers have mastered the intricacies of their local circuit they are more than ready to take on, and beat, the best in the world at any venue and it is to be hoped that Ingliston will prove to be the foundation from which future Jackie Stewarts will spring.

This facet of the circuit (and, perhaps its very raison d'être) is often overlooked. In the heat of a motor racing season and, to reverse this tendency, it is intended that the spotlight be turned through the pages of the Ingliston Programme this year on those Scottish drivers from whom we can confidently expect to see a future World Champion. The obvious man to spring to mind after his recent magnificent drives in F2 and F3 is Gerry Birrell and there can be no doubt that a Formula 1 drive is now close at hand for this erstwhile Ingliston regular. Many other Ingliston favourites are knocking on the F1 doors, however, and these include Tom Walkinshaw, Dick Scott and Alan Rollinson. Closer to home, the spectacular rise to prominence of Borderer, Dougy Niven, gives rise to speculation while the other Birrell Bros. Graham, will be trying out the continentals on the hairy sports car front. Interesting names and interesting people that we hope to hear more of in the 1971 Ingliston Programmes.

★ ★ ★

For those of you who reckoned that October was the best meeting ever and the big saloon car event the best race ever, you ain't seen nothink yet! The date to note in your diaries is 16th May, and the place—Ingliston. The occasions? The return of Brian "Yogi" Muir with the Wiggins Teape Chevy Camaro in which he took the October Hartley Whyte by storm. Thirsting for revenge will no doubt be Dougy Niven (who spent a brief spell in October heading Yogi) in the Perdal Escort, the Birrell faction and all the other Ingliston regulars. And who knows what other great big hairy monsters the promoters will dig up to try Yogi's patience. It looks like another nail biting, ulcer perforating session—value for anyone's money. Don't miss it. Sunday, 16th May—the Burmah Trophy Race Meeting at Ingliston. With the Probe 2001 on hand for a demo too it'll be yet another meeting to remember.



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EGLINTON TOLL

GLASGOW S 1

INGLIS顿 LAP CONVERSION TABLE

1 LAP = 1.03 Miles

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	50.8	73.14	54.7	67.79	58.7	63.17	62.7	59.14
46.8	79.23	50.7	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	58.03
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

INGLIS顿 LAP RECORDS

FORMULA LIBRE CARS

Over 1000 cc : T. D. REID (Brabham BT30) 48.7 76.14 m.p.h.
Under 1000 cc : R. SCOTT (Chevron B15) 50.7 73.14 m.p.h.

FORMULA FORD CARS

D. G. A. MAGEE (Crossle 16F) & R. EVANS (Pallister BRM) 55.8 66.45 m.p.h.

FORMULA 4 CARS

B. HARRISON (Vixen VB1) 56.6 65.51 m.p.h.

SPECIAL GT CARS

Over 1150 cc : G. B. BIRRELL (Chevron B16) 51.8 71.58 m.p.h.
Under 1150 cc : J. G. McWILLIAM (Mercury GT) 56.2 65.98 m.p.h.

HISTORIC RACING CARS

M. MORRIS (ERA) 62.8 59.04 m.p.h.

MODIFIED SPORTS CARS

Under 1150 cc : J. ABSALOM (Ginetta G4) 57.2 64.83 m.p.h.
Over 1150 cc : A. SOUTER (Lotus Elan) and
J. B. FLETCHER (Lotus Elan) 57.4 64.60 m.p.h.

SAUOON CARS

Over 1000 cc : B. MUIR (Chevrolet Camaro) 56.4 65.74 m.p.h.
Under 1000 cc : A. BARTON (Mini Cooper S) 57.8 64.15 m.p.h.

OUTRIGHT LAP RECORD

T. D. REID (Brabham BT30) 48.7 76.14 m.p.h.

Ingliston 1971 Advance Booking Form

Name (BLOCK LETTERS, PLEASE)

Address

Phone

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

		16 May	18 July	15 Aug	12 Sept	10 Oct	Total Number	@	TOTAL
Highland Stand	Adult							£1.00	£1.00
South Stand	Juvenile							£0.80	£0.80
South Stand	Adult							£0.80	£0.80
South Stand	Juvenile							£0.60	£0.60
Car Park								£0.30	£0.30

I enclose Cheque/P.O./Cash for

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B	A	

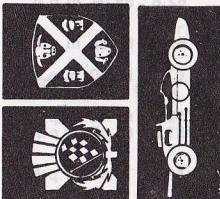
of the Highland Stand.

Please tick appropriate box.

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F	E	D

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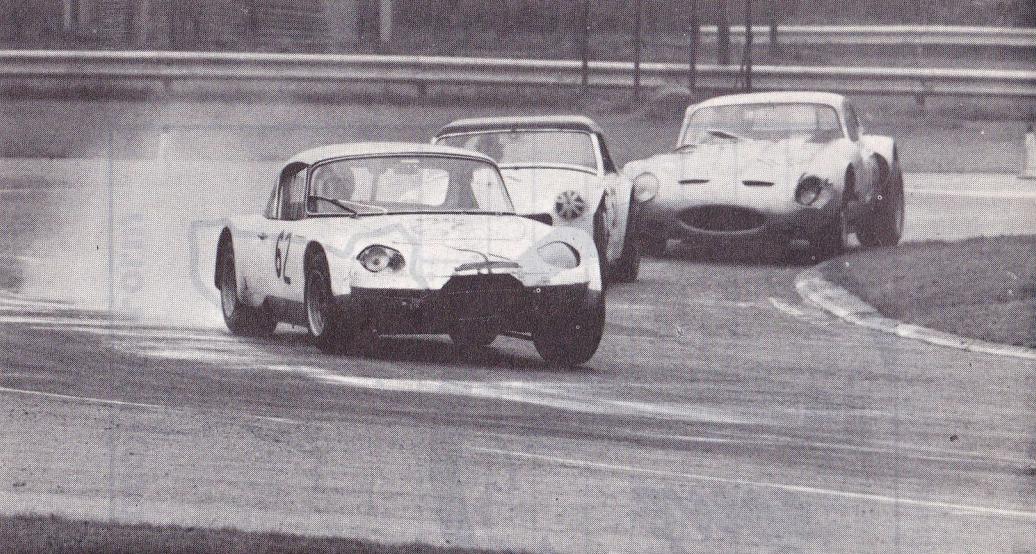
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Once again the inscrutable team of Gosforth Honda tweakers are sponsoring the Modified Sports Car Championship this year and, like last year, a first class season-long battle is expected for the H. & G. Robinson Racing Trophy. The 1970 winner, John Absalom (and Mod-sports lap record holder), is back once again this season with the same car that he used to dominate this class of racing not only at Inglinton but also at pretty well all the circuits in the country. With 4 lap records and 19 firsts to his credit in 1970 John is a force to be reckoned with again this year. Alex Souter was one of the men to provide the competition in 1970 and he also returns with his race Elan, raring to pip John to the post this time out.

The dark horses of the day may well come from Roddy Wyllie and H. & G. Robinson themselves. An ex-saloon car driver, Roddy has now acquired the ex-Peter Cox Triumph G.T.6 which won 5 out of 6 races entered last year. This Group 6 and Modsport Prototype car was successful in last season's 2 litre European Sportscar Championship and it will be more than interesting to see how it takes to the diminutive Inglinton circuit. The H. & G. Robinson Racing Honda (now driven by the F4 lap record holder, Brian Harrison) is, on the other hand, more of a diminutive car in itself but H. & G. have blown the 791 cc engine and hope for a repeat of their 1968/69 successes with this car. The other "blowers" in the race are fitted to John Milne's incredibly rapid Midget and to Miles Hopperton's Midget. Miles has passed his old Midget on to Newcomer Bill Wood, and has built up the present car over the winter months. How successful this will be is hard to tell but, in Miles' hands, it could well upset a few of the other competitors' plans.

Newcomers to the circuit today include Stuart Lawson with an Elan, Jim Baird with Peter MacNaughton's old Ginetta, and Tim Rutherford with the old Dave Langley Sprite. From the South comes Bruce Croskin with the ex-Peter Kitchin Sprite in which Bruce has notched up some successes since he started racing last year while from Ireland returns John Hanley with his Midget.

A varied field, with plenty of old favourites and a dash of new blood, promises an entertaining and exciting start to the 1971 Modsport Season. Certainly, with so many superchargers about, the noise should be reminiscent of the old Brooklands' days. One other "supercharged" regular who is, perhaps surprisingly, entered today is the cartoon-king, Tommy Thomson—having been married yesterday the odds are that he'll be well and truly "blown" by today. Best wishes from all at the circuit, Tommy.

EVENT 1

2.15 P.M.

MODIFIED SPORTS CARS

10 LAPS

Up to 1150 cc

Car No.	DRIVER/Entrant	Make/Model of Car	cc
1-51	J. ABSALOM/C. Shutt	Ginetta G4	1150
52	J. BAIRD	Ginetta G4	1098
53	T. RUTHERFORD	A.H. Sprite MK. III	1147
54	I. HALL	A.H. Sprite Mk. I	1116
55	W. L. WOOD	M.G. Midget	1140
56	B. K. HARRISON/H. & G.	Honda S800	1107
57	G. R. WILSON	M.G. Midget	1098
1st (£30)	2nd (£15)	3rd (£5)	

Over 1150 cc

59	J. HANLEY	M.G. Midget	1293
60	R. D. WYLLIE	Triumph GT6	1998
61	R. HUTCHISON	A.H. Sprite	1293
2-62	A. SOUTER	Lotus Elan	1598
63	S. LAWSON	Lotus Elan	1598
64	M. HOPPERTON	M.G. Midget	1690
65	J. MILNE/W. Shepherd	M.G. Midget	1293
67	J. A. HALL	Lotus Elan	1558
68	B. CROSKIN/F.T. Ignition Systems	A.H. Sprite	1340
69	T. N. THOMSON	Jaguar 'E' Type	3781

1st (£30) 51 2nd (£15) 62 3rd (£5)

Fastest Lap 62 57.6 secs. 54.29 mph

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John Romanes, who has been actively involved with motor sport since 1946, is Managing Director of Lothian and Chairman of Scotcircuits. He is also Chairman of the race organising committee and a great deal of the "behind the scenes" work is done by him.

Jim Brailsford is a Director of Lothian and has been involved with Ingliston since the beginning and is an Observer at all meetings.

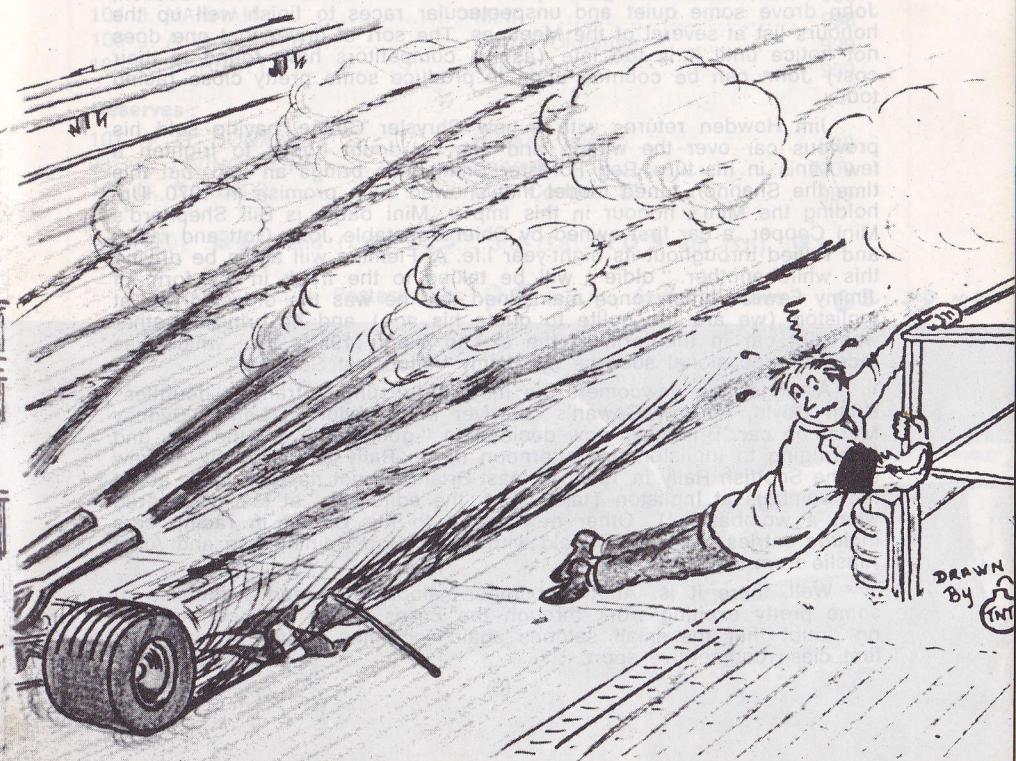
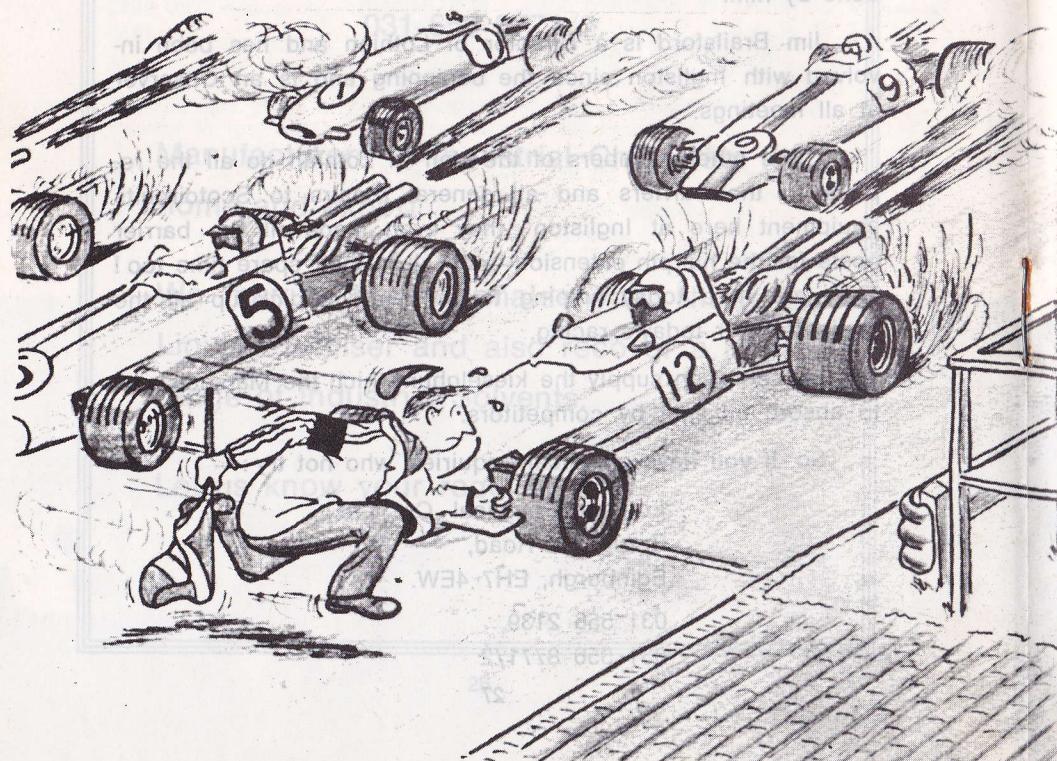
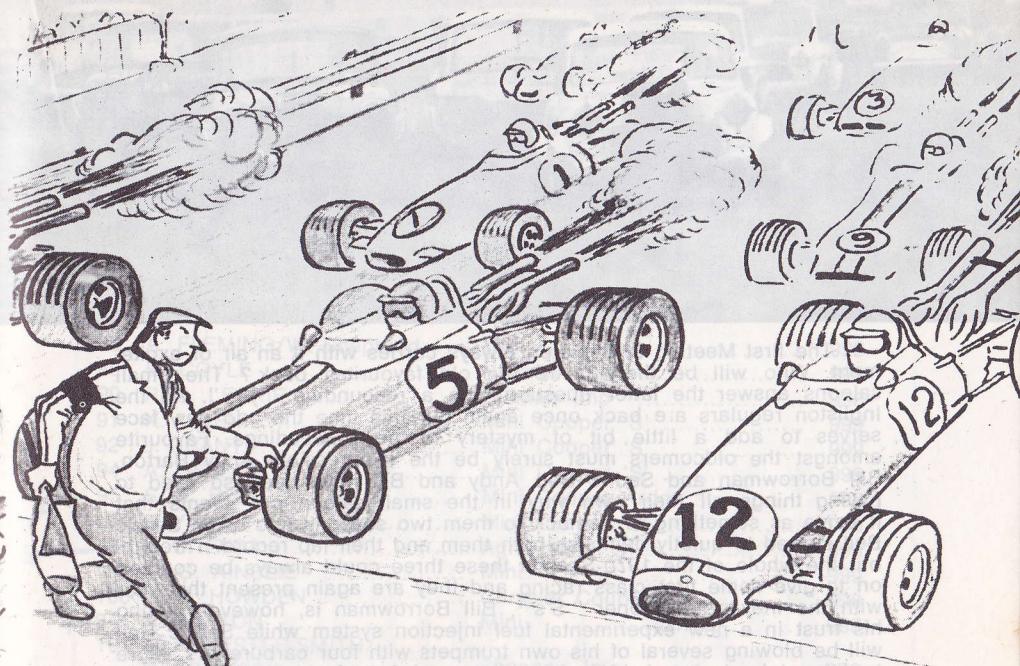
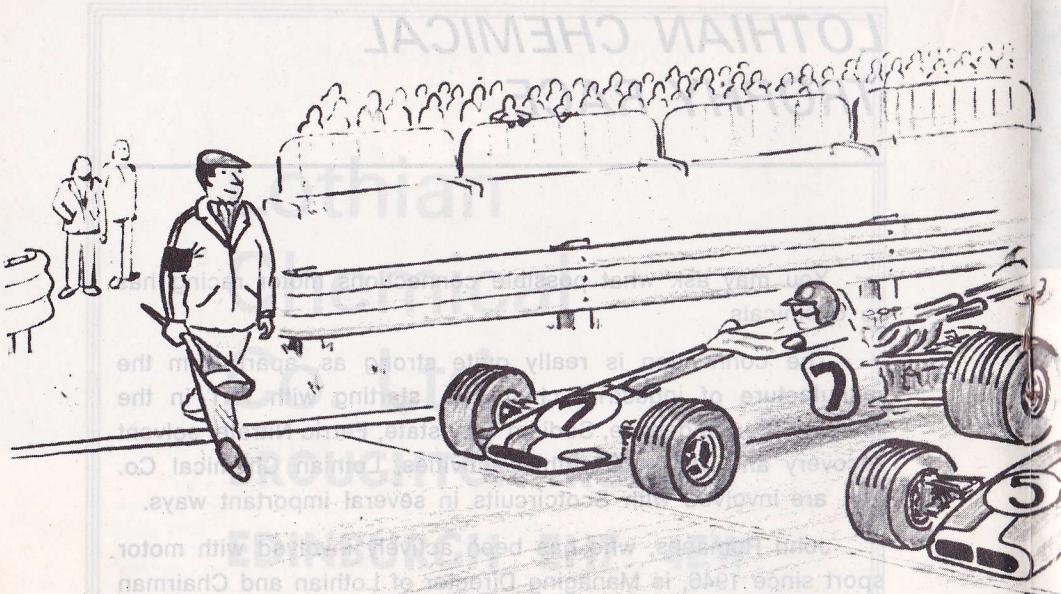
Three other members of the staff of Lothian do all the repairs to the barriers and all general repairs to Scotcircuits equipment here at Ingliston; they even made all the barrier posts for the hairpin extension—and all in their spare time too! They are here today helping to put out and pick up all the equipment for today's racing.

Lothian even supply the kieselghur which the Marshals use to absorb oil spilt by competitors.

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The first Meeting at Ingliston always carries with it an air of excitement. Who will be there? Are the old favourites back? The small saloons answer the latter question with a resounding "yes". All the Ingliston regulars are back once again but this time the odd new face serves to add a little bit of mystery to the proceedings. Favourite amongst the newcomers must surely be the irrepressible Andy Barton, Bill Borrowman and Sedric Bell. Andy and Bill have been so used to having things all their own way in the small saloon car events that it came as something of a shock to them two seasons ago when Sedric Bell started to quietly demolish both them and their lap record. Throughout the whole of the 1970 Season these three could always be counted on to give some first class racing and they are again present this year with the inevitable Cooper "S's". Bill Borrowman is, however putting his trust in a new experimental fuel injection system while Sedric Bell will be blowing several of his own trumpets with four carburettors. More traditional in design (with a mere twin carb.) is Andy Barton although he does, somehow or other, seem to be able to make his cars go consistently just that bit faster. Breaking up the Mini conclave, however, is John Fyda with his Agra Imp. Unknown at the start of last Season, John drove some quiet and unspectacular races to finish well up the honours list at several of the Meetings. The sort of driver that one does not notice until it is too late (as his competitors have found to their cost) John can be counted upon to produce some pretty close racing today.

Jim Howden returns with a new Chrysler Coupe, having sold his previous car over the winter, and Jim no doubt hopes to frighten a few Minis in his turn. Reg Forester Smith also brings an Imp, but this time the Shannon tuned model that showed such promise in 1970. Upholding the Mini's honour in this Imp v. Mini battle is Bill Shepherd's Mini Cooper, a car first owned by Chief Constable John Gott and raced and rallied throughout its eight-year life. Al Fleming will again be driving this while another "oldie" will be taking to the track in the form of Jimmy Fewell. Jimmy once maintained that he was the oldest driver at Ingliston (we are too polite to quote his age) and he brings another well-kent car in the form of the ex-Ted Clark (1965) Mini which was raced to occasional success by Jimmy Veitch last Season.

Amongst the newcomers the most interesting entrant is doubtless Brian Coyle, Andrew Cowan's co-driver in the winning London-Sydney Marathon car. Brian has now decided to "go racing" for the year and is bringing to Ingliston this afternoon the ex-Rally Imp used by Andrew on the Scottish Rally in 1968. At least Brian will not have to worry about the wombats at Ingliston (take heart, the editor has at last discovered what a wombat is!). Other newcomers to the Circuit in racing cars include entries from Bill Donald with the ex-Bob Haining Imp and Allan Ainslie from Denholm.

Well, there it is. Another bumper saloon entry and a promise of some pretty exciting work through the Esses. There can certainly be no doubt that the small saloons again look like giving a season of first class competitive sport.

EVENT 2

2.40 P.M.

Special Saloon Cars — Heat 1
LOTHIAN CHEMICAL TROPHY RACE
for Special Saloons up to 1000 cc

10 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
66	A. FLEMING/W. Shepherd	Mini Cooper	999
89	B. COYLE	Hillman Imp	998
90	R. J. LECKIE	Hillman Imp	998
91	K. ALLEN	Mini Cooper 'S'	999
92	J. GRANT	Mini Cooper 'S'	999
94	A. SELLAR	Mini Cooper 'S'	999
95	S. A. BELL	Mini Cooper Arden	999
97	J. YOUNG	Mini Cooper 'S'	999
98	J. C. FYDA	Agra Imp	998
99	A. G. AINSLIE	Mini	999
100	J. E. HOWDEN	Chrysler Coupe	998
101	A. BARTON	Mini	999
102	R. FORESTER-SMITH/ H. Shannon	Shannon Imp	998
103	J. FEWELL	Mini Cooper 'S'	999
104	W. BORROWMAN/Sports-Tune/ Moir & Baxter Ltd.	Mini Cooper 'S'	999
105	J. HANNAH	Mini	998
106	J. A. J. CURRIE	Currie Clubman	999
	A. BARRETT	Mini Cooper 'S'	999

Reserves :

107	W. G. DONALD	Hillman Imp	998
93	C. LIVINGSTONE	Renault	1000
108	N. D. SMITH	Mini Cooper 'S'	999

1st (£20) **84** 2nd (£12) **95** 3rd (£8) **103** 4th (£6) **91**

5th (£4) Fastest Lap **95** **62.7** secs. **63.79 MPH**



DRINK MURCHIES MILK
AND YOU'RE ONTO A WINNER

EACH BOTTLE TOP WORTH 1P

Save the special tops of Murchies Milk and you can save money on their delicious Fresh Cream and Fruit Filled Yogurt. From 1st April all Murchies Milk Bottles have carried a special top and each one is worth 1p.

Cash them in at your Murchies stockist — one top for every purchase — it's the neatest way to save money and give your family the best of dairy goodness.

TOPS ARE VALID UNTIL MAY 12th

MURCHIES MILK
EVERY TOPPER
WORTH A COPPER

The MURCHIE'S TROPHY RACE for Formula Fords

In the last five years, sales of Yogurt have increased dramatically. Originally regarded as more of a slimming aid, it has now become popular in Britain with people of all ages and sizes. 'Ideal as a snack at any time or at any meal', Yogurt does indeed provide those who have to watch their figure with a tasty and nourishing food but to those with no weight problems it is as equally popular. Yogurt has proved particularly popular among office workers who find the sweet available if they want it with a different Fresh Fruit Flavour almost every day of the working week, an ideal substitute for fattening and often expensive cakes and buns.

Murchie's Creameries Limited of Lochrin Place, Edinburgh, were the first dairy to introduce Swiss-Style Real Fruit Yogurt into Scotland. They have now obtained a sizeable part of the Scottish Market with their progressive approach to design and quality and flavour adopting a policy of using Real Fruit Filling in their Yogurt.

They also have a number of firsts to their credit. Mr. Finlay Murchie first started business with a small milk-round over 60 years ago with a high-stepper horse and milk float. These days are far behind but he is still in harness and chairman of the family business at 90. He is always progressive but today's milk collection is a far cry from the days when milk was delivered in cans. The milk now arrives at their modern automated creamery in four bulk tankers, each holding 4,600 gallons or 36,000 pintas. Up until 1914 when the first horseless vehicle was purchased, expansion of the company continued and they were the first with a fully automated cream production plant in Edinburgh and also the first to offer pasteurised milk to their customers in the Edinburgh area. This first resulted in the use of the Greek word 'Alpha' as a trade name for their milk and this still appears on all their bottles. Murchie's, who supply factories, hotels and dairies with Milk, Butter, Cream Yogurt, etc., are the largest milk wholesalers in the East of Scotland. They handle, for example, more than 200,000 pintas per day. The company are able to offer a service to the whole of Scotland through their depots at Inverness, Aberdeen, Dundee, Kirkcaldy and Hawick and regular deliveries are also made to the Glasgow area, Newcastle and North and West of Scotland.

Two distribution services: First—Yogurt, butter and Cream Van Sales Service, with 16 Van Salesmen continually calling on customers, in order to supply their requirements with Real Fruit, Fresh Yogurt, Fresh Dairy Cream and Fresh Butter. Second—Their Milk Delivery Service, seven days per week, delivers daily as far North as Edzell and as far South as Hawick supplying many, many households with their daily pintas. Murchie's, who are justifiably proud of their records of firsts, can add service to their list. With the help of their recently appointed distribution Manager, Mr. Fergus, they are now offering their customers a first class daily delivery service of all products ranging from skimmed milk, Fresh milk, Carton Milk, Butter and Yogurt, cream and orange juice—in fact, All Dairy Produce.

This is also the first time that Murchie's have sponsored a race at Ingliston—'Drink Murchie's Milk and you are on to a Winner'.

3.05 P.M.

EVENT 3

THE MURCHIE'S TROPHY RACE

for Formula Ford Cars

10 LAPS

Car	No. DRIVER/Entrant	Make/Model of Car	cc
16	J. A. K. MILLAR	Lotus 51	1600
18	S. C. RUSSELL	Mallock U2 Mk. 9B	1600
2 - 19	B. HUNTER	Hawke DL2A	1600
20	T. HORROCKS	Alexis FF	1600
3 - 21	R. C. R. MALLOCK	Mallock U2 Mk. 9B	1600
1 - 22	N. R. GINN	Lotus 69FF	1600
23	G. TODD	March 718FF	1600
24	G. MacLEAN	Hawke DL2B	1600
25	D. MANNERS	Vista Mk. 2	1600
26	J. de STEFANO	Titan Mk. 6	1600
27	C. CAMERON	Merlyn FF	1600
28	G. OLIVER/Car Bargain Centre (Hounslow)	D.R.W.	1600
29	G. J. CUTHBERT	Hawke DL2B	1600
30	P. HARRINGTON	Merlyn XIA	1600
31	E. PRESTON	Hawke DL2B	1600
32	D. MacLEOD/Mackinlay's Whisky/Peter Graham (Motors) Ltd.	Dulon FF	1600
33	J. C. GRAHAM	Crossle 16F	1600
34	J. DAVIDSON	Crossle 16F	1600
35	J. SHELDON	Palliser	1600

Reserves :

17 A. J. F. GEMMELL Lotus 51A 1600

1st (£40) 22 2nd (£25) 21 3rd (£15) 35 4th (£10) 32

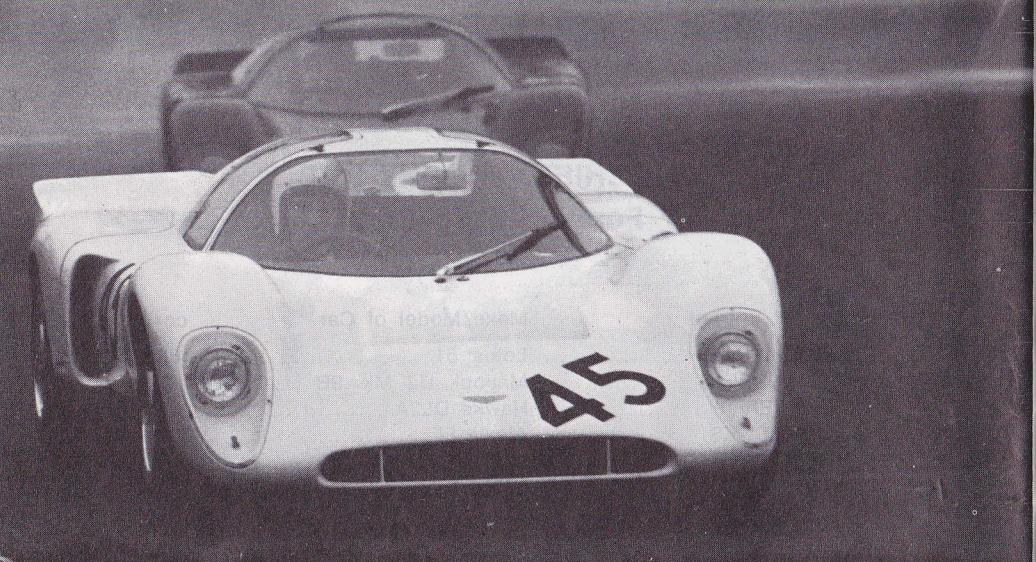
Fastest Lap 22 54.5 secs. 67.66 MPH



After a slow start at the Ingliston Circuit, the Formula Ford class soon established itself as one of the favourites during the 1970 Racing Season. Ideally suited for close and competitive racing, these "cheap" (well, at least, that was the intention!) single-seaters have given Scottish crowds some of the finest racing they have seen in a long time and today's entry augers well for another first class Season. One of the more successful drivers in 1970 was Londoner Geoff Oliver and he is back today with his ex-works DRW. Also making the trek from the big smoke is John de Stefano and he can claim to be a Formula Ford Champion in his own right, having taken the Northern FF Championship last year. This year he fields the Titan which he drove last year but with a much modified power-house: sporting an experimental engine prepared by Antonio Bianchi, John hopes to extend that Championship streak North of the Border.

A fair old representation of split new Fords will be out to foil the Southerners, however, and new Hawkes are seen from Colin MacLean, Graham Cuthbert and Ewan Preston. Colin, you will remember, has been seen before at Ingliston in the Modsport class while, to Graham Cuthbert, Ingliston (and any other Circuit for that matter) is very much a new experience. Ex-saloon car driver Geoff Todd brings a split new March 718 while Neil Ginn races a Lotus 69 FF. After a shakey start last Season, Neil showed himself to be a very promising driver and his recent third place at Croft suggests that 1971, may be his year. Most interesting car of the day, however, is the Vista Mark II, built for Dave Manners. A Darlington farmer by profession, Dave has for some years driven remarkably well with an out-dated Formula Ford and he at last gets the chance to try some more modern machinery.

Out to prove that Formula Ford racing is still a cheap concern is the family Mallock. Steven Russell brings the latest Mallock U2 and avers that this car has been built, using completely new parts, for under £1,000. Richard Mallock himself also brings a Works U2 and it will be interesting to see whether price will be any bar to their competitiveness. Certainly, the two Mallocks have shown promise already this Season, having come first and second at Silverstone on 14th March. Just to ring the changes there are Merlyns from Colin Cameron and Peter Harrington, Crossles from Jack Davidson and Campbell Graham, while Terry Horrocks brings his Alexis. Bernie Hunter is also back with his Hawke, out to prove that it's not all scrap from Leith! In short, all the ingredients are here for another cracking good race.



The inclusion amongst the GT class last year of Clubman's cars and sports cars certainly made a considerable difference to the entry position. Towards the end of 1969 it was evident that there was little money in Scotland available for sophisticated Grand Tourers and the grids for this class became depressingly low. The injection of new blood in the form of Clubman's competitors seems to have reversed this trend and many of these drivers were keen to compete during 1970 on what was often somewhat uneven terms. A change in the class dividing line from 1150 cc's to 1600 cc's has, however, evened the position up for these drivers and it is to be hoped that this alteration in the regulations will bring even more exciting racing to the Circuit.

The entry of the day, GT wise, is Derek McMahon's Group 6 Royale. While, on paper, this should be the clear winner today, Derek tells us that the car is fairly new to him and, when he took it out for its first outing recently in Ireland, he found that it had a marked propensity to going round backwards! If he can hold it in a straight line today the outcome should be fairly clear cut but there is one fly in the ointment in the form of garage proprietor Robin Smith. After a successful Season in 1970 with his Project TC, Robin has bought the ex-Pierpoint Chevrolet Attila. Once again, Robin may find that this goes better sideways than it does straight on and with five litres of Chevy power we can look forward to seeing some Schellenberg-style tactics from him. Certainly, if the Attila gets out in front at the start, it will almost require one of Norman Pratt's earth moving machines to get past it!

Clubman's Cars are ably represented today by Geoff Temple, with the original Chevron, and Inglis regulars John Mackie and Sandy Watson, both with Mallock U2's. While the Mallocks have the edge on capacity, our money will be on Geoff Temple who has been competing for so long that he has every trick of the trade up his sleeve. A remarkably speedy driver, Geoff could be counted on for some very competitive work during 1970. Ed Labinjoh and Grahame MacWilliam both return with the Fisher Spyder and Mercury GT respectively while Keith Robertson (of Thistle Minis) tries out the ex-Ronnie Morrison Landar. And speaking of Ronnie, the grapevine has it that he has a remarkably potent 1,000 cc Escort for the 1971 Season—could be just the thing to put the fear of God into the Mini brigade!

As has been the practice in past Seasons, the fastest modified sports cars will be invited to compete in this event should the grid fall too low and spectators will recall that they can, if pushed, give the under-1600 GT's a very close race indeed.

EVENT 4

3.30 P.M.

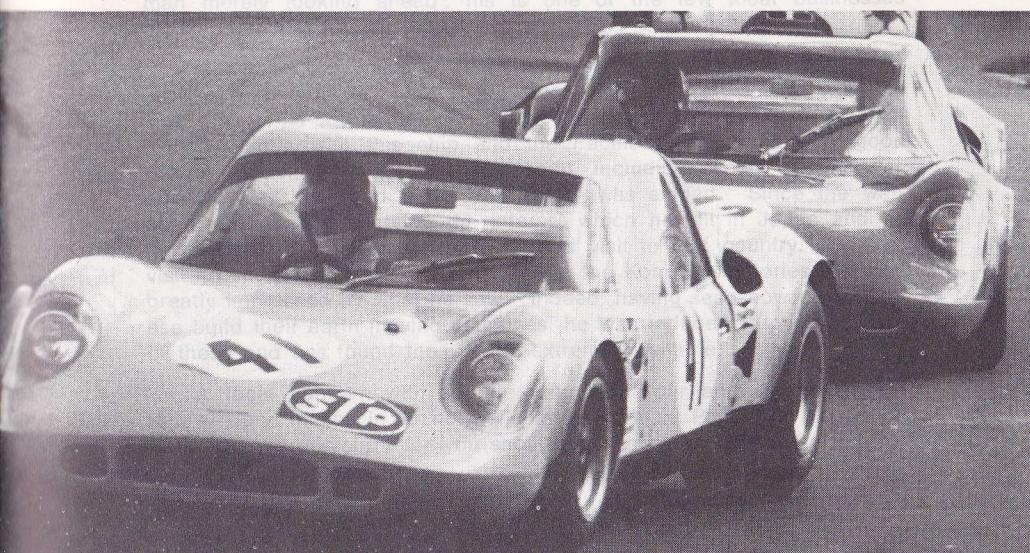
SPECIAL G.T. CARS
Sports Cars and Clubman's Cars, etc.

10 LAPS

No.	DRIVER/Entrant Car	Make/Model of Car	cc
26	R. S. SMITH	Attila Chevrolet	5000
37	D. McMAHON	Royale RP10	1800
40	J. G. MacWILLIAM	Mercury GT	1149
41	G. MacDONALD	Carlin Ford GT	997
42	R. WINCHESTER	Fairford GT	1390
43	K. ROBERTSON	Landar G6	1150
44	E. LABINJOH/J. Fisher	Fisher 1100 Spyder	1100
46	P. MacNAUGHTON	Lotus 7	1600
48	J. MACKIE	Mallock U2	1600
49	A. G. WATSON	Mallock U2	1598
50	G. TEMPLE	Chevron B1	1500
62	4. SOUTAR	LOTUS ELAN	1598
54	1. HALL	A.H. SPRITE MK.1	1116

1st (£40) 37 2nd (£25) 50 3rd (£15) 62 4th (£10) 56
 Fastest Lap 37 56 secs. 66.21 mph.

Bonus of £20 to first "up to 1600 cc" car to finish.



THE PRATT DEMOLITION TROPHY RACE

NORMAN PRATT

Demolition and Site Clearance Contractors
Plant for Hire
"Calgary," North Greendykes,
Broxburn,
West Lothian. Tel.: Broxburn 2771

Sponsoring this afternoon's Pratt Demolition Trophy Race for saloon cars over 1000cc's, and proving that sponsorship is not just a medium for the commercial giants, is the small local concern of Norman Pratt. Situated in Broxburn, Norman Pratt's Demolition and Site Clearance business has proved itself to be one of the more forward looking firms in the area. Mr. Pratt commenced his business career in 1947 and the story of the business's expansion since that date has about it some of the aura of a "rags to riches" fairy tale.

That is not to say that Norman Pratt is a millionaire! Mr. Pratt would be the first to disagree. It is, however, worth pointing out that, from that humble start with £50 of capital Mr. Pratt has forged a commercial concern that now employs five lorries and five clearance machines — and when one considers the expense of earth moving machinery these days the extent of this expansion will be appreciated. Nor is Norman Pratt prepared to rest on his laurels—having built up a viable business in the local Broxburn area he is now expanding towards the Edinburgh district and already has contracts in the City to justify the move. Diversification is another matter of immediate concern to the Broxburn firm and it is hoped that contracts in the new fields of public works will soon be secured, thus giving the business a wider base on which to build. In short, Norman Pratt is not just another local man merely looking ahead: his is one of the few local businesses actively building for the future.

Much of the success of the Broxburn firm stems from its principal's service during the last World War when Norman Pratt served with the Royal Navy as an Engine Room Mechanic abroad H.M.S. "Duke of York." While with this ship and the Pacific Fleet he had the good fortune to visit many parts of the world, including Japan, and he was aboard that ship when the Peace Treaty was signed. Since the war, Mr. Pratt has not forgotten the interest which he felt in Japan and he has, indeed, just returned from his third visit to that country. On that visit he spent some considerable time at the Komatsu factories and was greatly impressed by what he saw. Indeed, having seen how the Japanese build their earth moving machines, he was induced to purchase two of these and has found them to be extremely reliable.

A local concern with an international flavour and an eye on the future—very much, in a nutshell, what Norman Pratt's is all about. Certainly, the very firm for you should you have any demolition or site clearance requirements.



Today could almost be looked upon as a "limber-up" for the local drivers while they sort themselves out for a renewal of the October battle against Brian Muir. Brian returns to Inglinton in May with his record-breaking Chevy Camaro and the Niven/Birrell faction will be eager to "sort him out, good and proper" (as they politely put it). This Meeting will also, we hope, answer a lot of interesting questions about the potential of the various Escorts and other heavy machinery likely to be seen at the circuit over the next seven months.

Top of the list is almost certainly the 1970 Hartley Whyte Saloon Car Champion, Dougal Niven, entered this year by the enterprising Border race and rally concern, Team Forbes. The Escort itself is now prepared by Perdal Developments (from whence the car originally came) and a needle match between Perdal and Wylies is almost inevitable, the more so since Wylies' crack racing mechanic, Jeff Wilson, is now with the Newcastle firm. Jim Pinkerton's money (well, someone has to be the oracle) is on Dougy Niven, however, after his superb drive at Croft two weeks ago where he gave the Mick Hill GT40 a fair old run for its money. Second in the first saloon car race, after a monumental battle in which Doug took the lead on the corners only to relinquish it on the straights, he was leading for the first four laps of the second race when fuel problems brought him into the pits. With improved handling and a higher power output the Team Forbes car is a hot favourite for the 1971 Hartley Whyte Trophy again.

The Wylies faction, deprived of their master mechanic, have turned to Brian Hart for solace and it is quite conceivable that they will not be disappointed. Jenny's car will almost certainly be present today and a lot of people would welcome her over the line first, so popular has this lively lass become. At the end of last year Jenny seemed to be getting the power problem sorted out and she came close on several occasions to giving agricultural Doug a red face. The RS 1600 may not be ready for today, however, but it is hoped that an appearance of the car will give us a preview of some of the exciting saloon racing we can expect during the rest of the Season.

In the "up to 1300 cc" Mini brigade a good batch of well-known faces reappear, not the least of whom is Jim Dryden with the inevitable Cooper 'S'. Having been shown just what Minis can do by Alec Poole last October, Jim will be raring to prove that you don't have to turbo-charge it to take off. Clive Reeves, remarkably successful last season with merely an autocross car, has now acquired an out-and-out racer and he is trying it out for a Meeting or two while he gets used to the power. After that, who knows! There's even been talk of him turbo-charging it—could be an interesting sight! Messrs Ginn and Corrigan, the "Barton brigade", also provide big Minis while Eric Patterson re-Max Brown and John MacGilvray. Just for the record, keep an eye on Max Brown—he could prove worth watching!

EVENT 5

3.55 P.M.

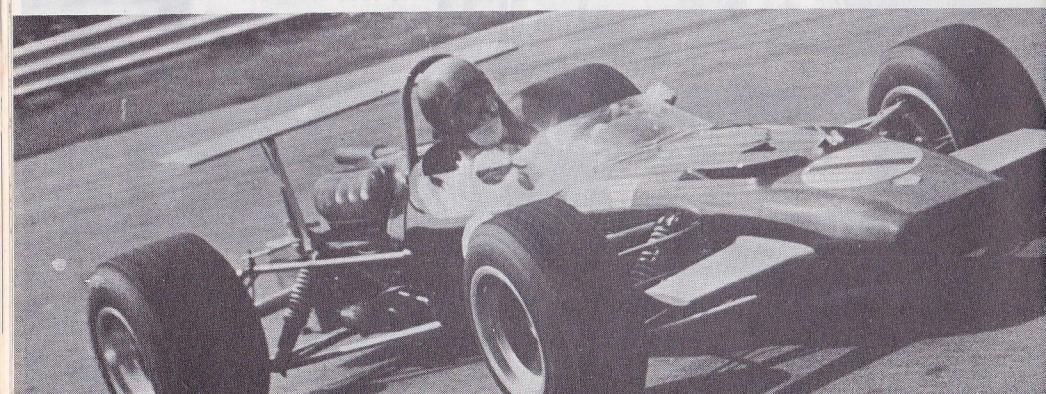
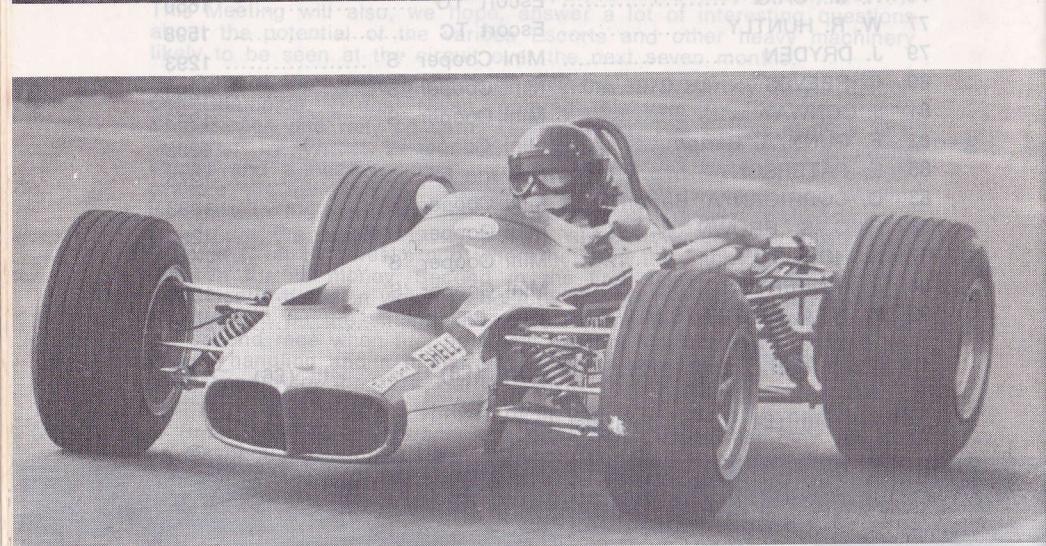
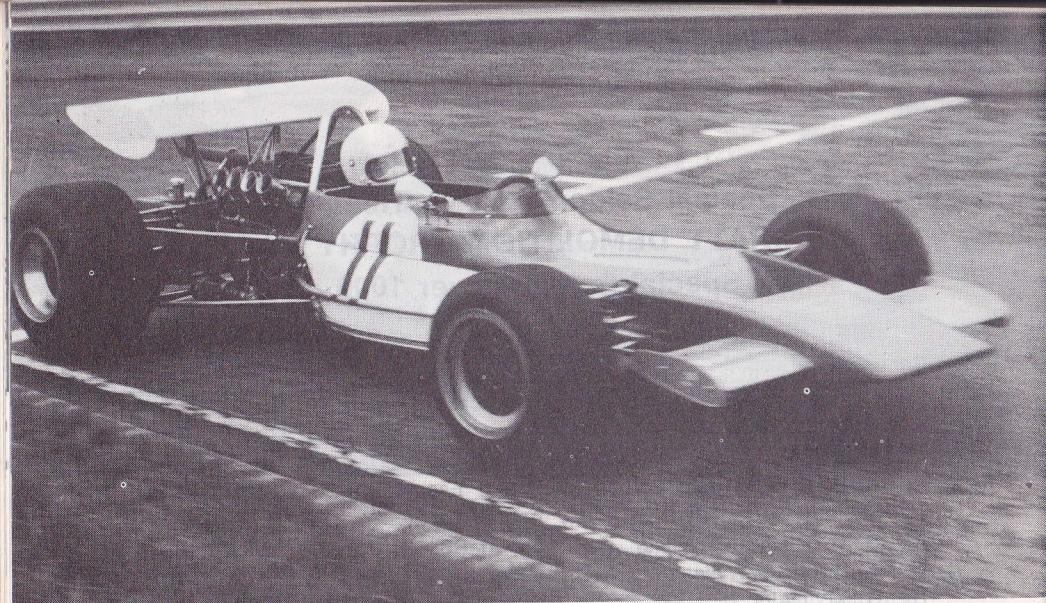
Special Saloon Cars — Heat 2
THE PRATT DEMOLITION TROPHY RACE
for Special Saloons over 1000 cc

One of

10 LAPS

Car	No. DRIVER/Entrant	Make/Model of Car	cc
70	R. M. BROWN	Anglia TC	1700
71	J. MacGILVRAY	Anglia	1650
2-72	A. D. NIVEN/Team Forbes	Perdal Escort TC	1850
73	M. MILLER	Anglia TC	1600
74	G. B. BIRRELL/Wylies	Escort RS1600	1800
1-75	J. BIRRELL/Wylies	Escort TC	1970
76	R. M. CAIG	Escort TC	1650
77	W. R. HUNTLY	Escort TC	1598
79	J. DRYDEN	Mini Cooper 'S'	1293
80	C. REEVES	Mini Cooper 'S'	1293
81	J. CONWAY	Mini Cooper 'S'	1293
3-82	F. GUNN/A. Barton	Mini Cooper	1293
85	E. PATERSON	Colvend Elf	1275
83	O. CORRIGAN/A. Barton	Mini Cooper 'S'	1293
86	R. C. S. BROWN	Mini Cooper 'S'	1293
87	N. HODGSON	Mini Cooper 'S'	1293
88	J. PINKERTON	Mini Cooper 'S'	1293
96	W. N. A. DRYDEN/S.M.T.	Viva GT	2000

1st (£20) 7.5 2nd (£12) 3rd (£8) | 4th (£6) 7.0 |5th (£4) Fastest Lap | secs. |



The Edinburgh Students' Charities Cup Race

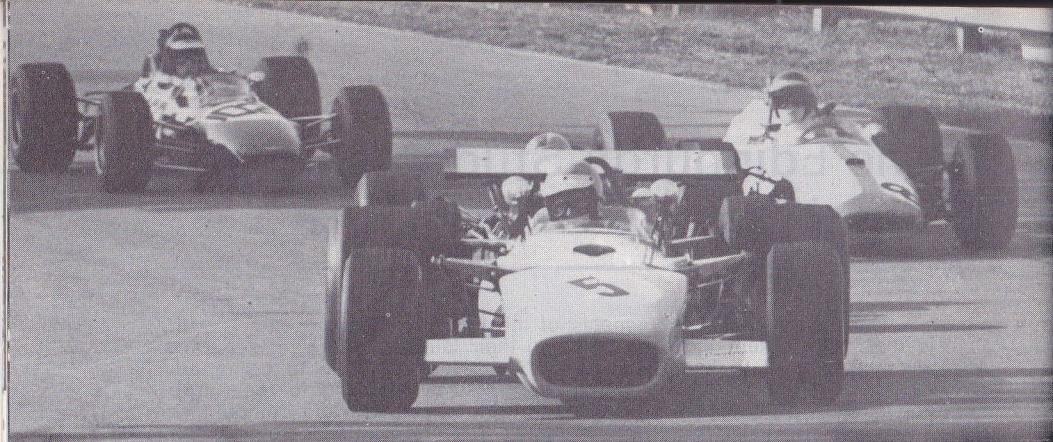
One of the refreshing aspects of the Ingliston Motor Racing Circuit is that, not content merely to rest on their laurels, the Organisers are always prepared to keep apace with (and, indeed, often to be in advance of) modern trends in motor sport. Always looking to the future and taking into account the feelings of both spectators and competitors (Oh ! brother, just think of the comment that last part will arouse), the Circuit appreciates that, to survive, it must adapt to changing circumstances. Nor is it slow to innovate as numerous experiments in the past and the present Newcomers Tankard have proved.

All of which is an exceedingly long-winded way of preparing the public for the news that the Libre event at Ingliston has been modified this Season. Nothing earth-shattering, mind you ! Due to the shortage of single-seaters in Scotland (although, thankfully, more single-seaters do appear to be finding their way north of the Border) Libre grids have of late been depressingly small. It is accordingly proposed that suitable GT and sports cars be allowed to compete in Libre events and this could well make a tremendous difference to these races. Spectators will, of course, bear in mind that many modern sports racing cars have identical engines with their Formula 2 brethren and the results of mixing them all together could be explosive.

Providing he does not drive it backwards into a barrier, it is almost certain that the first of these cars to compete in a Libre event (for several years, at any rate) will be Derek MacMahon's Group 6 Royale. For competition Derek has his fellow countryman, Tommy Reid, one of the most popular drivers to come across the water to Ingliston during the past two years and the existing outright lap record holder. Unfortunately, the rest of the Irish brigade are occupied elsewhere, Ken Fildes being busy at Mondello while Brian Nelson attempts to sort out the English at Thruxton. There is a feeling in the air, however, that Brian may well be in evidence in May.

Somehow foiled of the Callands Trophy Championship for the past two years, Tommy Reid is determined to take this back over the water with him in 1971. Out to make life difficult will no doubt be the 1969 Callands Champion, Willie Forbes, who returns to the Circuit today with his F5000 Lola. Incidentally, this car is for sale and if anyone feels the urge Willie will doubtless be pleased to talk with them down in the Paddocks. One unkind gentleman even went so far as to suggest that Willie sell it to a local Aberdeen farmer as a tractor—the idea was only rejected when it was found that the perishing thing would not run on diesel !

Another Northerner is Thurso and Wick man Ronnie Mackay. For many years now Ronnie has been breathing up the exhaust pipes of the leaders with slightly out-dated machinery and this year he is determined to reverse the position. Having acquired a split new Brabham BT30, Ronnie will certainly be a force to be reckoned with this year and he is long overdue for the success his talents deserve. There is, however, some doubt as to whether he will be present today since his commitments at Thruxton may prevent his appearance. Ronnie is also awaiting a Test Drive for the new Hawke Formula Atlantic and, if he likes the car, this works drive could well keep him fairly busy throughout the year. Nevertheless, let us hope that we shall be seeing more of this greatly under-rated Scottish driver this year.



We did mention that one or two single-seaters were to be seen in Scotland. One of these is the ex-Dick Scott Formula 3 Chevron which has been bought by Ian McLaren and Ian brings this along today. Another "old-style" Formula 3 has been bought by Edinburgh Laundrette owner John Barr, and he brings his Brabham BT21 this afternoon. The grapevine also has it that two Twin Cam Single-Seaters (a Tecno and a Lotus 35) have been sold in the Edinburgh area but no sight has been had of these by anyone in the sport in Scotland—let us hope that the new owners will be bringing them along to the Circuit as soon as they have them in racing trim. We could certainly do with an injection of fresh blood!

One new name to Ingliston is Geoff Lambert from Burnley with a Twin Cam Brabham, the ex-Rod Pickering and David Hepworth car. While this is unlikely to provide competition for the Formula 2 brigade it is almost certain to give the McLaren and Barr cars something to worry about. Also hoping to put a scare into the "old-style" Formula 3's is the Formula 4 class lap record holder, Brian Harrison, who has upgraded his engine to libre trim. As usual the faster Formula Fords will be invited to compete should further numbers be required to fill out the grid.

INGLISTON NOTES—Continued

Spectators and competitors alike will no doubt wish to join us in conveying best wishes to George Forbes (the principal of Team Forbes), who is presently languishing in a hospital bed in Galashiels. While driving over to see Donald Heggie (a well-enough known name to rally enthusiasts) to discuss the Team's entry for the Circuit of Ireland, George was involved in a car accident which is likely to keep him in a hospital bed for some weeks to come. Let us hope, however, that we shall soon be seeing this irrepressible rally-star back in action again. Certainly, it would be a shame if his plans to enter the whole rally side of Team Forbes (himself, Donald Heggie and Bill Taylor) for the second heat of the Newcomer's Tankard were to come to nothing. Best wishes, George, and a speedy recovery . . .

★ ★ ★

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.

EVENT 6

4.20 P.M.

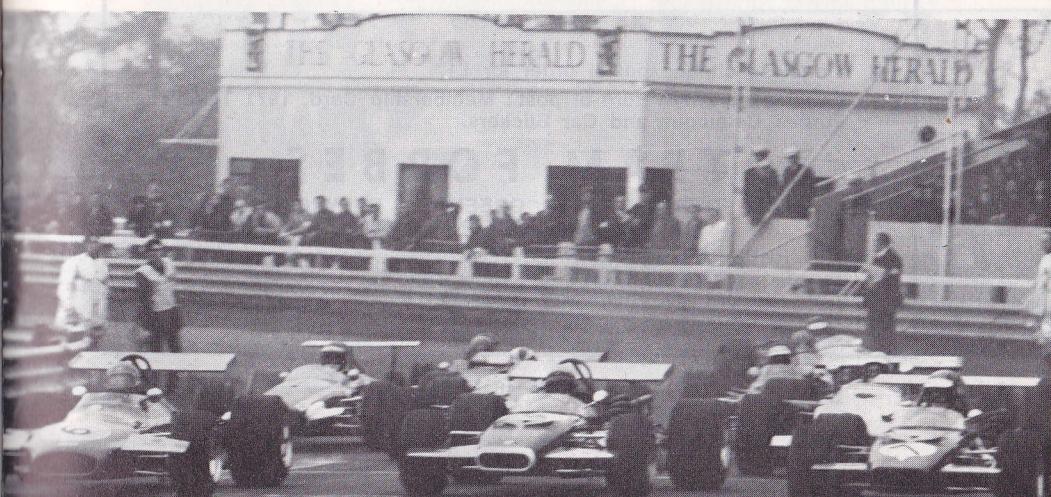
THE EDINBURGH STUDENTS'
CHARITIES CUP RACE SHIP RACE
for the fast each Class

Car No.	DRIVER/Entrant	Make/Model of Car	cc
1	T. DZIERZEK	Lola T55	1650
2	G. LAMBERT	Brabham BT18	1598
3	T. D. REID/Irish Racing Cars & Co. Ltd.	Brabham BT30	1796
4	R. MACKAY/Wm. Dunnet	Lola T5000	5000
5	W. FORBES	Brabham BT30	6.6L 1.5000
9	B. HARRISON/Lusol Ltd.	Vixen	998
10	I. C. MCLAREN	Chevron B15	998
11	J. A. MURRAY McGRATH	Ecosse Imp	998
12	J. BARR	Brabham BT21	997
22	N. R. G. INN	GOT.US. 6.9 FP.	1600
37	D. M. MAHON	ROYALE B.R. 10.	1800
19	B. HUNTER	HAWKE D.C. 21.	1600
33	J. C. GRAHAM	CROSSLE. 1.600 F	1.600

1st (£100) 5 2nd (£60) 37 3rd (£40) 22 4th (£20) . . .

5th (£10) . . . Fastest Lap . . . secs.

Bonus of £20 for first up to 1000 cc or Formula Ford Car to finish.





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EVENT 8

EVENT 7

THE NEWCOMERS' TANKARD

5.30 P.M. Special Saloon Cars — Final THE HARTLEY WHYTE CHAMPIONSHIP RACE

for the fastest Saloons in each Class

15 LAPS

Car	Make/Model of Car	cc
75 J. BIRRELL	ESCORT T.C.	1970
84 A. BARTON	MINI	999
82 F. GUNN	MINI COOPER	1293
95 S. A. BELL	MINI COOPER ARDEN	999
79 J. DRYDEN	MINI COOPER S	1293
70 R. M. BROWN	ANGLIA T.C.	1700
91 K. ALLEN	MINI COOPER S	999
88 J. PINKERTON	MINI COOPER S	1293
98 J. C. FYDA	AGRA IMP	999
89 B. COYLE	HILLMAN IMP	998
87 N. HODGSON	MINI COOPER S	1293
73 M. MILLAR	ANGLIA T.C.	1600
71 J. M. GILVERAY	ANGLIA	1650

1st (£100) 75 2nd (£50) 84 3rd (£25) 21 4th (£15)

5th (£10) 6th (£5)

Bonuses of £20 and £10 for the first two up to 1000 cc cars home.



Regulars at the Ingliston Circuit may well have been somewhat concerned during the past two years at the lack of newcomers entering the sport. In both 1969 and 1970, the influx of new young racing drivers was so low that the organisers at the circuit began to fear for the future of the Sport in Scotland. Having produced such motoring giants as Jackie Stewart and the late Jim Clark, Scotland can be proud of her place in the motor racing world and, as the finest training circuit in Great Britain, Ingliston feels a certain duty to stimulate and encourage young drivers to emulate their countrymen's example. And so it was that the idea for the Newcomers' Tankard was born. Spectators will appreciate that, to be at all competitive in modern-day racing, it is necessary to spend large sums of money and, in even the traditionally cheap saloon car class of racing, success cannot now be assured for anything less than £2,000. Newcomers to the sport are accordingly very often discouraged in the knowledge that, since they cannot afford to lay out such large sums (or do not wish to until they have gauged their potential), they must spend their introduction to the sport at the back of the grid.

Many ideas were considered with a view to providing a relatively cheap form of racing. The obvious was for standard road models to be invited to compete—for many reasons this idea was found to be impracticable but the closest alternative seemed to fit the bill. All over Scotland enthusiasts compete in local Autocrosses and in forest stage rallies and it occurred to the Promoters that here was a group of sportsmen, all possessing high-powered machinery, who may well be eager to jump at the chance of competing on even terms on a racing circuit. The Newcomers' Tankard is the result. This event, which is to be run in the form of two heats and a final (one heat being in April, the other in May, and the final in August or September), is open to competitors who have not raced on the Ingliston Circuit prior to their heat and who have not been placed previously in the first three places in any motor race elsewhere. Special saloon cars primarily designed for motor racing are also excluded from the event and encouragement has been given to Autocross and Rally competitors. The interest aroused by this event has been more than gratifying and many well-known names in the field of both Rallying and Autocross have taken up the challenge. To make any prediction for this, the first of two heats, would be impossible since none of these drivers have any racing form before. If power is anything to go on, however, Drew Gallacher with the Escort RS1600 could be a useful competitor and he numbers amongst his successes a fifth place in the Snowman Rally, fourth in the Jim Clark Memorial Rally and third in the Stocktonian. Jimmy McInnes, the Commentator today, will be interested to see his old Cooper 'S' being thrown around the circuit by Club Autocross Champion Alistair McFarlane, while the 1968 Autocross Champion, Andrew Smith, brings the Riddell Escort. On the other hand, the 1970 Autocross Champion, Bob Smith, will be taking on the heavy machinery with his monster Cooper 'S'.

Everyone, we feel sure, will be watching this event with great interest and it could well prove to be one of the highlights of the day. The indications are that the second heat in May will also be a corker, there being provisional entries already from 1969 Scottish Rally Champion Donald Heggie and from Bill Taylor, both Rally members of Team Forbes. It is hoped that other leading rally and autocross personalities will take the plunge before the next Meeting and that a full grid will be in evidence. Come to that, what about you out there in the crowd! Surely some of you must have competed at one time or another?

EVENT 8

5.30 P.M.

THE NEWCOMERS' TANKARD — Heat 1

for Rally and Autocross Saloon Cars

10 LAPS

Car	Make/Model of Car	cc
No. DRIVER/Entrant		
109 A. T. GALLACHER	Escort RS1600	1601
110 D. C. BLACK	Volvo 1225	1986
111 A. A. SMITH	Riddell Escort	1995
1-112 R. S. SMITH	Mini Cooper 'S'	1328
113 D. G. ROBERTSON	Mini Cooper 'S'	1293
114 J. CALDER/K. Robertson	Mini Cooper 'S'	1293
115 P. M. PITMAN	Currie Cooper 'S'	1293
3-116 O. ROSS	Austin A40	1098
117 A. A. MacFARLANE	Mini Cooper 'S'	1293
2-118 R. GAULD	Mini Cooper 'S'	1293
119 L. HIND	Mini	998
120 J. KIRK	Hillman Imp	998
121 K. PITT	Hillman Imp	998

1st (£15) ... 112. 2nd (£10) ... 113. 3rd (£5) 4th (£3)

Fastest Lap secs.



duplicating, duplicating, duplicating,



duplicating, duplicating, duplicating.

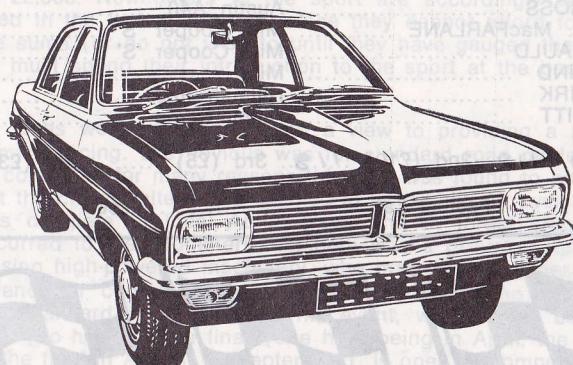
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SCOTTISH ONE-TWO IN MOJOCAN GRAND PRIX
A detailed Report of this off-season event by our
Special Correspondent

Mojocar, Thursday, 26th November, 1970.

The Place—Mojocar*, Province Almeria, Spain. The Date—26th November, 1970. The Time—10.45 a.m. Already the sun is high in a postcard-blue sky and the heat is building up in the valleys to add to the trials of this gruelling event. Higher up a cool breeze swirls the dust uncertainly around the main square of this small mountain village as the local inhabitants await tensely the start of this, the first international Mojocan Grand Prix: the competitors wander aimlessly around the grid dreading the full glare when they hit the lower ground and four hours of hell on this tortuous track. Winding its way down the mountainside and across the pass before dropping into the sunbaked river bed and returning back up the mountain, the Mojocan circuit combines the trials of many aspects of the sport to test competitors to the fullest and none of those present relish the thought of this stamina-sapping marathon.

The hands of the clock sweep inexorably towards 11.00 a.m. and the start. The hush is complete. With three minutes to the start only the padding of the competitors' boots disturbs the stillness. At two minutes, even that is hushed. At one the discordant bray of the starters signal shatters the silence, followed by a roar of sound echoing back from the grid. The flag rises, wavers uncertainly, and then drops.

First off from the line is pole man, Scottish Saloon Car Champion, Douglas Niven, with another Scot in second place. As they hurl themselves into the first bend the rest of the grid follows closely, breathing down the tails of the leaders, and all five competitors in this poorly supported event find difficulty in avoiding the crowds that have somehow spilled onto the track to obtain the best possible view. Although enthusiasm is high, however, Spanish officials are able to persuade the admittedly disappointing crowd of four English tourists to clear the circuit and the field moves through without mishap.

Winding their way down the mountainside there is little opportunity for a change in position although second man, Lamb (otherwise known as the Secretary to the Meeting at the Ingliston Motor Racing Circuit) tries twice on seemingly impossible bends. Impossible they are and the placings remain the same—Niven, Lamb, Niven (Mrs.), Lamb (Mrs.), Pedro. At the half mile stage Lamb tries again, swinging wide on a right handed corner, his rear hoof hanging perilously over the edge of a sheer drop. The move almost succeeds, but Niven fights the challenge off, twitching his tail in characteristic fashion and causing Lamb to drop back with his hands full of bucking machinery. The two leaders slither their way down the rest of the mountain stage before leaving the metalled surface for the baked mud of the tracks that leads over the pass to the river bed. Amongst the backmarkers, Pedro slips quietly past Mrs. Lamb and Mrs. Niven, the slow pad of his feet jarring discordantly with the clatter of highly tuned donkey power.

Once on the pass and away from the dangers of collision with passing peasants the pace heats up considerably. Amidst the dust cloud pouring back from the leaders the battle for third place increases in intensity and it is clear that only in the closing stages of the race will a definite result become clear. At the front it's Niven, then Lamb, Niven again, Lamb, etc., as the two Scots battle grimly for the lead, both drivers weaving from side to side of the track in an effort to keep his advisory at bay. Swinging out of a sharp "S" bend Niven cuts in

*Mojocar—pronounced "Mohaca."

his turbocharger and his animal responds immediately, swishing past Lamb and nigh on asphyxiating him in the process. The perfect timing of the move could well have given Niven the race and broken a lesser opponent but Lamb, seeing the other disappearing into the distance, takes the bit between his donkey's teeth and gives chase. Lightening the load by removing his shirt and prodding his Group 2 Donkey on to higher things ((by judicious application of a thorny heel perfectly placed in the beast's solar plexus) Lamb squeezes an extra 3 b.d.p** out of his mount and surged back alongside Niven as they sweep off the mud track onto a cinder straight.

The two animals lean into the final corner on the mud track, inching closer and closer together as the centrifugal force created by their passage at 7 m.p.h. draws them to the outside of the circuit. Amid a volley of unprintable curses they touch and both competitors spin off, the screech of tortured hooves on rock echoing back from the mountains ringing this part of the course. The rest of the field sweeps past, Liz Niven now inches ahead of Carol Lamb, as the sometime leaders struggle manfully with their reins. They regain the track as Pedro surges past, his earlier model shanks' pony finding it difficult to keep up with the sustained pace of the more modern machinery. Perhaps in an endeavour to put his rivals out of the race Pedro hits out viciously with a stick at the nether quarters of both Niven's turbocharged Ass and Lamb's Mule, connecting satisfactorily with both targets. While a clear case for the black flag, the race officials chose to ignore the incident, perhaps invoking the "advantage rule" so praised in rugby football circles: for advantage it is. As if fuel injected the two asses get off them and charge down the cinder straight, soon overhauling the front-runners and regaining the lead. Neck and neck (and, to the uneducated bystander, completely out of control) Lamb and Niven scream (and curse) out of sight round a wide left hander, only to find their way blocked by a hairpin. Taking to a handy escape road it is Lamb who brings his mount about first and he rejoins the circuit with a clear lead of some six seconds.

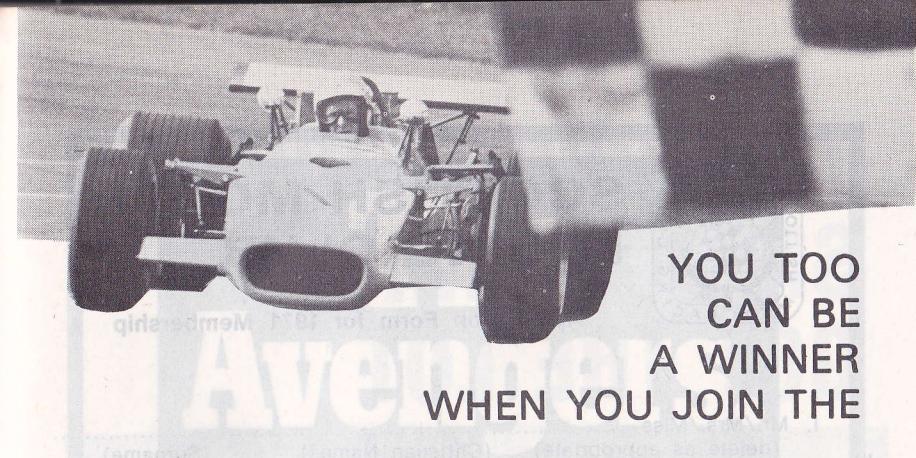
The position remains that way as they enter the most gruelling part of the race, a long tortuous section along a dried out river bed. The sun is now at its worst and all competitors and machines are feeling the effect of overheating. By overrevving his beast unmercilessly and throwing it around rocks on an incredibly close line Niven gradually reduces Lamb's lead until he is breathing up the tail of the latter. The rocky conditions make this a difficult part of the course to negotiate at speed, however, and Lamb's donkey slips in the river bed, allowing Niven to charge past. Then it is Niven's turn to slip and a tremendously exciting "slip-in-stream" battle ensues, first one and then the other forging past, only to be overtaken in turn. Along the river bed and up a series of S bends the battle continues until the heat takes its toll. Almost of one accord, both donkeys flash into the roadside pits together, closely followed by third, fourth and fifth place animals.

To be continued . . .

Don't miss the second part of this exciting race in the final thrilling instalment of this report in the May Programme. (A cunning wheeze to bring you all back to the circuit, addicted to this serialisation).

Seriously, the events detailed in this report are true and can be vouched for by the Editor who accompanied Doug Niven on a late fortnight's holiday to Mojocar last winter. For those with a nose for the unusual and a yen to have their eyes opened this is THE place. Unfortunately the remarkable Donkey Derby known as the Mojocan Grand Prix will never, thank goodness, be repeated.

**b.d.p.—break donkey power.



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Members are entitled to special discounted season tickets for the 1971 Season at Ingliston and may purchase as many of these as they wish. All have the use of the magnificent MacRobert Pavilion: complete with its 400-seat restaurant, balconies overlooking the circuit, full 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 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 full 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. Acknowledged as one of the most efficient circuits in the British Isles by competitors and organisers alike, the friendly Ingliston circuit makes all Club members (and others!) feel immediately at home both on and off the track and offers to competitors financial and bodily comforts genuinely felt to be unsurpassed by any other comparable circuit in the U.K. With first class race organisation, covered paddocks, facilities for washing and changing, a variety of hot meals and/or snacks available and a licensed bar on tap for après ski (d or race) natter no member driver (or mechanic) need feel neglected. 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.

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Membership Application Form overleaf



SCOTTISH MOTOR RACING CLUB

Application Form for 1971 Membership

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of
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CAPITALS, including
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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.

...../...../71

(Please tick appropriate boxes)

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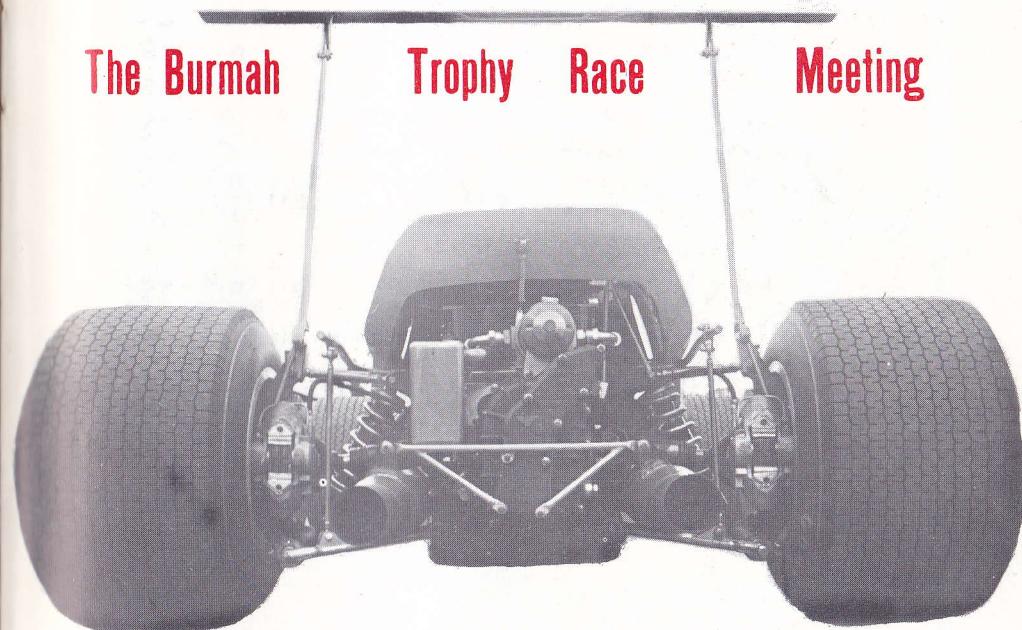
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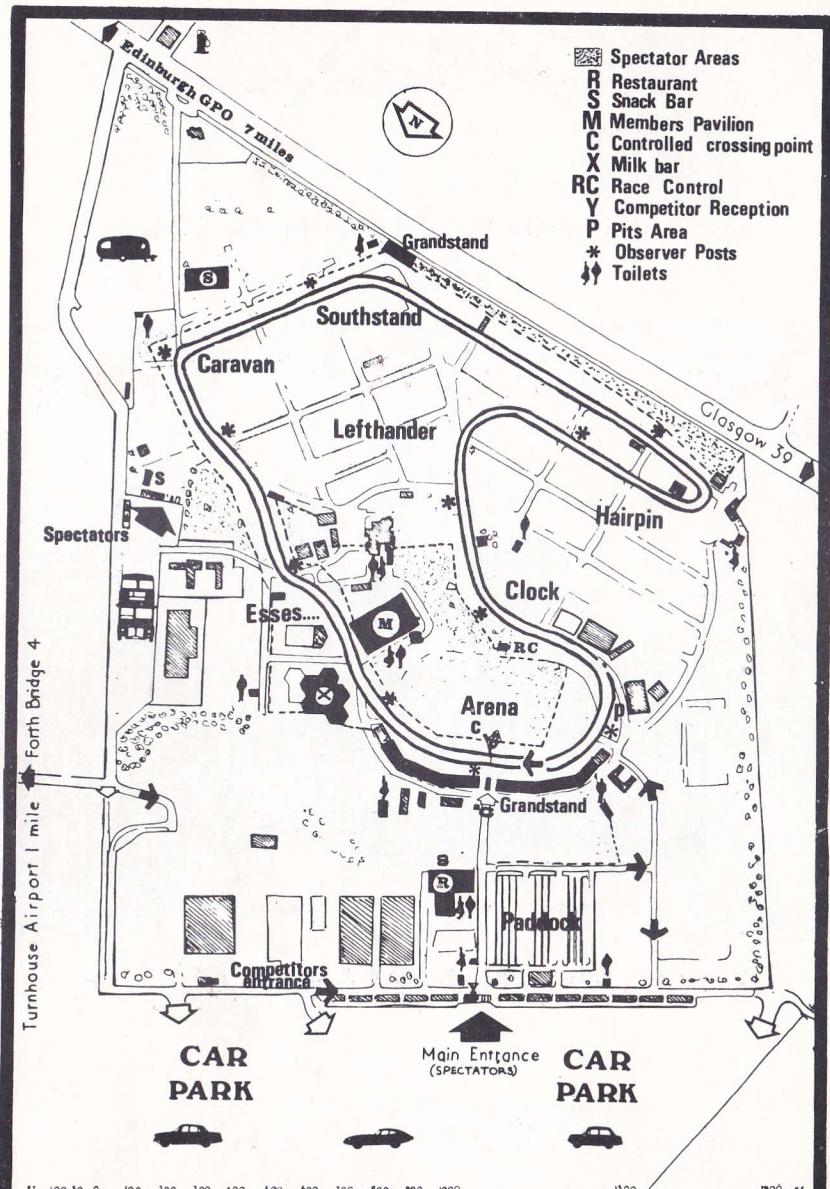
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