



Promoted by



National Bank Chambers
Duns Berwickshire

THE KINGS CUP RACE MEETING

17th September 1972

Official Programme 20p.

Organised by

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

Formula Libre in Scotland.

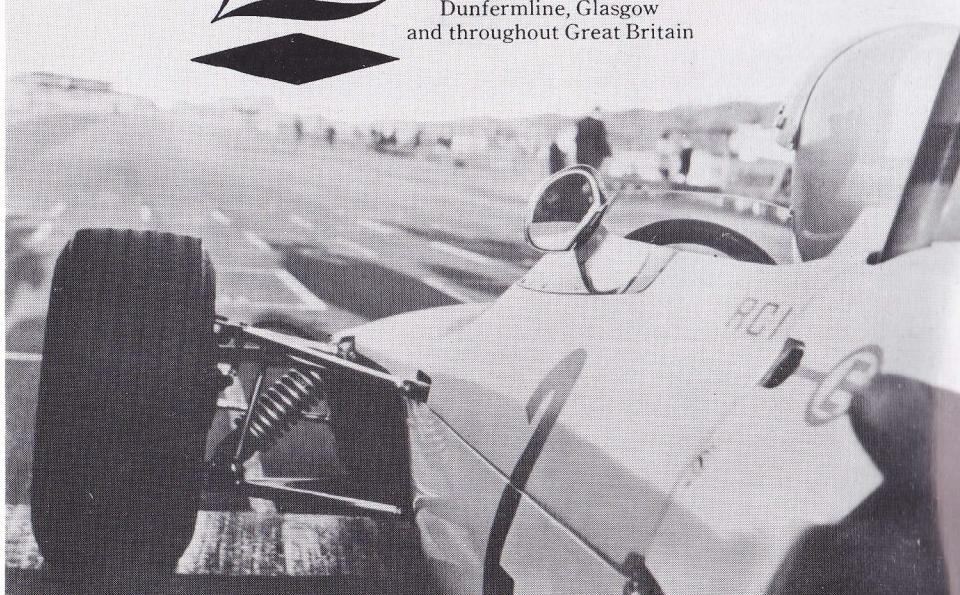
This year Lombard North Central takes up the proud tradition of Lombank by sponsoring the Formula Libre Championship at Ingliston. For the advancement of motor sport and for your enjoyment.

 **Lombard**
North Central
Limited

A complete finance service

20 DUBLIN STREET, EDINBURGH EH1 3RD
Telephone: 556 9591

Branches in Aberdeen, Ayr, Dundee,
Dunfermline, Glasgow
and throughout Great Britain



At last a serious rival
to the XJ6.



It's the only 12 cylinder production saloon car in the world.

The Jaguar XJ12.

Top speed around 140mph (on the continent, of course) 0-60 in 7.6 seconds.

All done in the smoothest, quietest, most comfortable manner possible.

Come and learn all about it.



Jaguar XJ12

Now on view at The Distributors

ROSSLEIGH
LTD.

By Appointment to Her Majesty the Queen, Motor Engineers

The Autoplex, Gylemuir Road,
Corstorphine, Edinburgh EH12 7UR
Tel : 031 - 334 - 9101

Gestetner

Gestetner Duplicators Ltd
13 Stafford Street
Edinburgh 3
031-225-4144



Essprint Ltd
Duns
Berwickshire
03612-3737

A LINKING OF SKILLS AND EXPERIENCE WHICH IS APPARENT
TO THOSE WHO USE AND REQUIRE QUALITY REPRODUCTION

CAN YOU AFFORD TO IGNORE THE ADVANTAGES?

JOHN HUDSON (SCOTLAND) LTD

We specialise in

BOILER AND TANK CLEANING

ROAD MARKING — WHITE LINING

DOMESTIC AND INDUSTRIAL FUELS

INGLISTON WHITE LINING by

John Hudson (Scotland) Ltd
22 Constitution Street
Leith
Edinburgh 6
031-554-4689

(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	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

INGLISTON LAP RECORDS

LIBRE CARS	secs.	m.p.h.
Over 1000 cc B NELSON & J POLLOCK	47.2	78.56
Under 1000 cc R SCOTT	50.7	73.14
FORMULA FORD CARS		
N R GINN & J POLLOCK	54.0	68.67
SPECIAL GT and SPORTS CARS		
Over 1600 cc J MILES	48.7	76.14
Under 1600 cc E LABIN JOH	53.2	69.70
Under 1150 cc E LABIN JOH	53.2	69.70
CLUBMAN CARS		
R MALLOCK	52.2	71.03
HISTORIC RACING CARS		
M MORRIS	62.8	59.04
MODIFIED SPORTS CARS		
Over 1150 cc A SOUTER	55.2	67.17
Under 1150 cc J ABSALOM	56.4	65.74
SALOON CARS		
Over 1300 cc W N A DRYDEN	55.0	67.42
1001-1300 cc E M SMITH & E PATERSON	57.0	65.05
Under 1000 cc S A BELL	55.8	66.45
OUTRIGHT LAP RECORD		
B NELSON & J POLLOCK	47.2	78.56



INGLIS顿 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:

		15 OCT	Total No	@	TOTAL
Highland Stand	Adult			£1.00	£
South Stand	Juvenile			£0.80	
Adult				£0.80	
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.

Having enjoyed this Race Meeting so much you will no doubt be eager to return again to Ingliston for the last of the 1972 Scottish Motor Racing Meetings on 15 October (National). See you then!

Catering at Ingliston is now in the hands of Stadia Catering Services. Hot drinks, pies and bridies, rolls and sandwiches, all are available to the public at the Snack Bars situated in the Herdsman's Restaurant (lying to the North of the Highland Grandstand) and on the ground floor of the MacRobert Pavilion (in the Central Enclosure). Hot dogs and Coca-Cola etc are also on sale from the many kiosks around the circuit and members of the public may obtain three-course meals from the Self-Service Cafeteria in the Herdsman's Restaurant from 12 noon onwards. Breakfast will also be available in the Herdsman's Restaurant from 9.30 a.m. S M R C members have the facilities of the MacRobert Pavilion first floor where three-course meals will be available between 12 noon and 9.30 p.m. and where the Club Bar is open from 12.30 to 2.30 p.m. and from 6.30 to 9.30 p.m.

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.

THE INGLISTON "PHOTOGRAPH OF THE YEAR" COMPETITION

At the end of the 1972 motor racing season, and in time for the Christmas shopping spree (cunning that), Scotcircuits Ltd. in conjunction with S.M.R.C. Ltd. and Essprint Ltd., wish to produce the first ever Ingliston Calendar featuring the twelve best photographs to come out of the circuit in 1972. To obtain the twelve photographs required a competition is being run which is open to everyone and anyone at the circuit (with the exception, of course, of the judges and their families!). What do you have to do to enter? Merely post to Scotcircuits Limited, National Bank Chambers, Duns, Berwickshire prints of any photographs (black and white and/or colour) you wish to enter (you may enter as many photographs as you want provided each "batch" is accompanied by one of the official entry forms contained in the Ingliston Programme) together with the entry form hereunder duly completed. The entries will be judged by a team of experts consisting of Eric Bryce (free-lance photographer and contributor to the Ingliston Programme), Graham Gauld (free-lance P.R.O. & Committee Member), John Romanes (Chairman of Scotcircuits Ltd.), Steve Kirkham (Printing Consultant) and Alan Lamb (Editor of the Ingliston Programme) and the result of the competition will be notified in the S.M.R.C. official news outlet (presently "Top Gear") for December 1972. Entries close on 31st October 1972 and no entry received after that date will be considered. It is naturally understood that, while copyright in all entries submitted will remain with the entrants, the organisers will have the right to use all prints submitted in the Ingliston Calendar, the Ingliston Programme or any other publications produced by them. What then are the awards? The photograph felt by the panel of judges to be the "photograph of the year" will win for its entrant £10, the runner-up will receive £8 and third place will receive £7. Any other photographs selected for the Calendar will each qualify for consolation prizes. As always the judges' decision will be final. One final word on subject matter — the word "Ingliston" naturally evokes a mental picture of racing cars in action (unless you happen to think first of tractors and combines!) and it is anticipated that a good number of the winning photographs will be of this type. The circuit is not just a matter of "racing cars" alone, however: it consists of the whole "Ingliston atmosphere" which includes spectators, marshals, officials, paddocks, pits, competitors *et al.* In short, any subject is eligible for the competition provided it is taken at one of the six motor racing meetings promoted at Ingliston by Scotcircuits in 1972. Having said that all we can now usefully add is "GET TO IT AND START SNAPPING!"

THE INGLISTON "PHOTOGRAPH OF THE YEAR" COMPETITION

Rules of Entry

1. This competition is promoted jointly by Scotcircuits Ltd., Scottish Motor Racing Club Ltd. and Essprint Ltd. ("the organisers").
2. All entries must be accompanied by this entry form duly completed and signed by the entrant. Any number of entries may be made by any one entrant provided an entry form accompanies each parcel of photographs entered as aforesaid.
3. Each entry will consist of a print of a photograph taken at any one of the six race meetings promoted by Scotcircuits Ltd. at Ingliston in 1972. The property in every such print so entered shall vest in the organisers. While the organisers of the competition will take all reasonable care of entries submitted they cannot accept responsibility for non-receipt, loss or damage. Prints cannot be returned to entrants after the competition.
4. Entries may be in black and white or may be in colour.
5. Entries close on 31st October 1972 and no photograph received after that date will be considered.
6. Copyright in all photographs entered shall remain with the entrants thereof but the organisers shall have the right to use any such photograph in the Ingliston Programme, the Ingliston Calendar and any other publication produced by them and that without any further payment being made therefor. In all such cases, however, the entrant's/photographer's names shall be acknowledged.

Name.....
Address.....
.....

Official Entry Form

7. Entries will be judged by a panel consisting of E Bryce, G Gauld, J L Romanes, S Kirkham and A M Lamb. No entry from any judge or a member of his family shall be considered.
8. The decision of the judges shall be final and no correspondence will be entered into with regard thereto or to any of the entries.
9. The following awards shall be made:

Photograph of the year	£10
Second prize	£ 8
Third prize	£ 7

In addition consolation prizes will be made for any other photographs chosen for the 1973 Ingliston Calendar.

10. The results of this Competition will be published in the official S.M.R.C. news outlet for December, 1972

I agree to be bound by the rules of this Competition and enclose my entry/entries therefor.

.....
Signature

Date Photograph(s) taken / / 72
Subject Matter.....
.....
Title(s) (if any).....
.....



PERSONALITY

PARADE

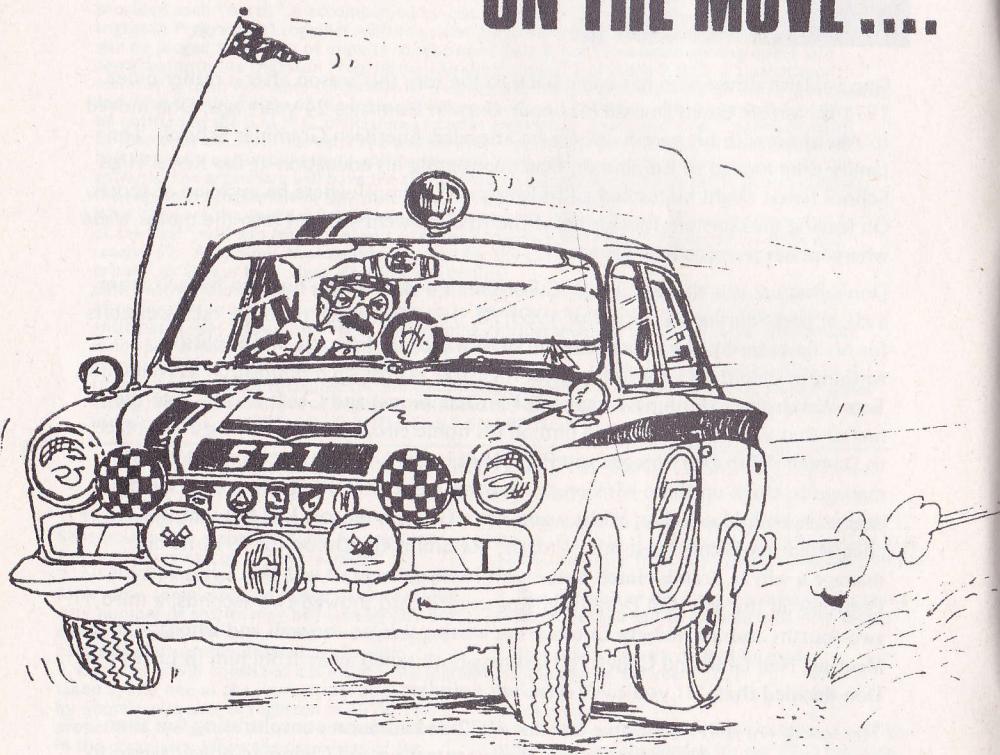
DON MACLEOD

One Scottish driver who has come back to the fore this season after a rather quiet 1971 is Norfolk based Donald MacLeod. Born in Dumfries 24 years ago, Don moved to Aberdeen with his parents where he attended Aberdeen Grammar School. The family then moved to Edinburgh, Don completing his education at the Royal High School (what might be termed a "finishing off" school) where he excelled at sports. On leaving the cloistered seclusion of the RHS he went straight into the motor trade where he has remained ever since.

Don's first car was the Dulton LD4C Formula Ford which he built up himself from a kit of parts during the winter of 1969/70. His appearance onto the racing circuits for his first season of motor racing in 1970 was both dramatic and explosive, winning as he did his very first race at Ingliston against such opposition as Neil Ginn, Tom Walkinshaw (both past Ingliston FF Champions) and Geoff Oliver. For the rest of that year, success eluded him on his home circuit, his best being a 3rd place to Damien "Mad Dog" Magee and Peter Hull in the October Meeting, but he did manage to clock up three wins on the Southern circuits. 1971 saw a sponsorship deal with both Mackinlays Whisky and Peter Graham Motors Ltd but still the chequered flag seemed just out of reach. Retaining the Dulton for 1971 he did manage a win at Brands Hatch but, on his home ground, it was Neil Ginn and the Lotus 69 all the way and Don's Ingliston record card showed two seconds, a third, two fourths and a fifth! By October the writing was on the wall and when, at that Meeting, Neil Ginn and Crawford Harkness both sailed away from him in Lotus 69s Don decided that, "If you can't beat 'em, join 'em."

The result — a split new Lotus 69F for 1972 and a season concentrating full time on motor racing. The combination of concentration and Chapman-power seems to be paying dividends and 1972 looks like Don's best ever year with several wins to his credit (including the BOC round at Brands Hatch on 28 May). So far as the Ingliston circuit is concerned, however, Don has blasted his way into contention for the Formula Ford Championship with its £125 first prize and it now looks like a straight battle between him and Irishman, Jay Pollock, for the title. Jay took the chequered flag by default in April but, for the May Meeting, it was Don's turn to take the chequered flag. July saw a determined dice between the two, marred only by some pretty severe baulking to the Scottish driver which certainly did not improve his chances of victory. At the last Meeting it was Jay Pollock who spun it away, however, leaving Don to chalk up another 9 points in the Championship (although Jay did equal Neil Ginn's class lap record) with the result that these two drivers now share the top of the Championship Table. Whatever may be the outcome of the local Championship, however, 1972 has almost certainly established Don as one of the up and coming young Scots to watch.

MOTORISTS ON THE MOVE....



GO TO 10 BRANDON TERRACE for motor car
accessories of the highest quality.

Get the best out of your motoring from



10 BRANDON TERRACE
(near Cannonmills Clock)
031 - 556 - 3507



We are delighted to welcome to Ingliston today the reigning Miss Scotland, Liz Stavley from Glasgow. Those who missed the chance of seeing her on television in the recent "Miss United Kingdom" competition will now have a chance of studying the form just before racing commences since Liz will be driven around the circuit at 2.15 pm for all to see! Following a guest appearance at the starter's flag by Willie Forbes (the man who has won the Ingliston Libre title more often than any other driver) at 4.15, Liz will again be on hand to give the winner of the Libre event a quick cuddle and she follows through at 5.20 by helping out in the £20 public competition. All in all, a busy day!

OFFICIALS AND CREDITS

Clerk of Course	W J STEIN
Controller	R J GINN
Steward for R A C	P 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 TRAILL
Chief Flag Marshal	J A MILLAR
Chief Track Marshal	K ROBERTSON
Chief Medical Officer	LT COL A MacL HORNE, RAMC(V)
Chief Paddock Marshal	E R HERRALD
Chief Spectator Marshal	D McLAUCHLAN
Chief Grid Marshal	R STAFFORD
Starters	J W MACMILLAN & W STRUTH
Chief Crossing Marshal	A DICK
Chief Pits Area Marshal	P POOLE
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, 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 APPLEYARD (LANARKSHIRE) LTD JAMES ROSS & SONS LTD APPLEYARD (EDINBURGH) LTD ROSSLEIGH LTD WM STEIN & CO LTD
Outside Advertising	AEROSIGNS (LONDON) LTD
Car Parking	NATIONAL CAR PARKS LTD
Photographers	E BRYCE and C GARDINER
Cartoonist	B BLAIR
Public Address	KENNEDY OF LANARK
Press Liaison	I DICKSON
Welding Services	LOTHIAN MOTORS (DALKEITH) LTD

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/7887



THE KINGS CUP RACE MEETING

Sunday, 17th September, 1972

organised by

THE SCOTTISH MOTOR RACING CLUB LTD

PROGRAMME & TIMETABLE

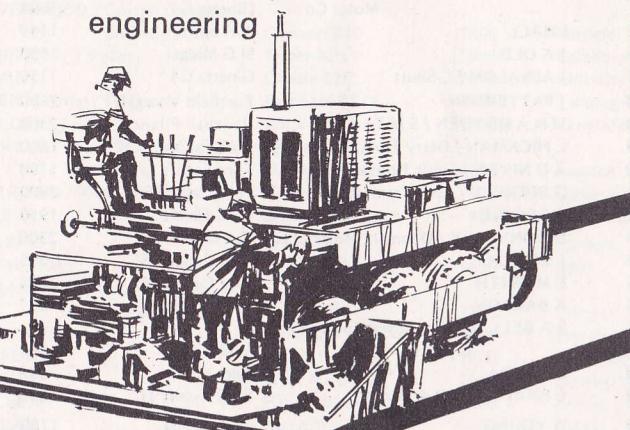
Scrutin. before a.m.	Practice Time a.m.	Event Time p.m.
		2.15
8.45	Special Saloon Cars up to 1000 cc – 10 Laps	9.45
9.15	The Firestone Trophy Race for Formula Ford Cars – 15 Laps	10.15
9.40	The Texaco Trophy Race for Special Saloon Cars over 1000 cc – 10 Laps	10.40
10.10	Modified Sports Cars – 12 Laps	11.10
10.35	The Stadia Catering Trophy Race for Libre Cars – 25 Laps	11.35
11.05	THE KINGS CUP RACE for Special Saloon and Group 2 Cars – 25 Laps	12.05
	Presentation of Trophies	4.50
11.30	Special GT, Sports and Clubmans Cars – 12 Laps	12.30
	Luncheon Interval	5.20
2.00	Drivers' Briefing in Scrutineering Bay	1.00
2.15	Marshals at posts. Clearance Report.	5.35

LIST OF ENTRIES

No	Driver / Entrant	Make / Model	cc	From	No	Driver / Entrant	Make / Model	cc	From
1	B HUNTER	Lotus 69 Atlantic	1600	Edinburgh	56	A SOUTER	Lotus Elan	1598	Dundee
2	J S CALVERT	March 722 Atlantic	1598	Seaham	57	M HOPPERTON	M G Midget	1340	Inveraray
3	B NELSON / Desmond Mack Racing	Crossle 22F	1970	Hillsborough	58	M NUGENT	Lotus Elan	1800	Pomeroy
4	D BERRY	Brabham BT16/21B	3500	Colwyn Bay	59	G R WILSON	M G Midget	1098	Helensburgh
5	R SNELSON	Lotus 22/31	1600	Cairneyhill	60	R P HALLEY	Triumph Spitfire	1147	Bearsden
6	J BLADES	Lotus 69 Atlantic	1600	Whitley Bay	61	R FORESTER-SMITH / Marquis Motor Co	Ginetta G4	1098	Gorebridge
7	A C GOODFELLOW	Cooper T90	5000	Brightons	62	I HALL	A H Sprite	1149	Bristol
8	G SILVERWOOD / Central Garage (Mirfield) Ltd	Chevron B19	1900	Mirfield	63	J A OLD	M G Midget	1150	Kirkcaldy
9	E LABINJOH / J Fisher	Fisher Alfa	1900	Edinburgh	64	J ABSALOM / C Shutt	Ginetta G4	1150	Felton
10	J L'AMIE	Crossle 22F	1970	Killinchy	67	J PATTERSON	Fortfield Viva GT	2500	Carnmoney
11	T D REID / Belfast Telegraph	Brabham BT38	1994	Tandragee	68	W N A DRYDEN / S M T	Vauxhall Firenza	2500	Edinburgh
12	J POLLOCK	Lotus 69 FVA	1598	Carrickfergus	69	L HICKMAN / Gerry Edmonds Racing	Ford Escort	1800	Wolverhampton
14	G BIRRELL / Sports Motors Coca-Cola Bottlers Ltd	March 722 Ford	2000	London	70	A D NIVEN / Celtic Homes Ltd	Ford Escort	5700	Whitsome
19	B HARRISON / Thistle Metallics Ltd	Vixen Imp	998	Glasgow	71	G BIRRELL / Kent Frami Racing	Ford Capri RS	2900	Cologne
20	J BARR	Brabham BT28	997	Edinburgh	72	D BRODIE	Ford Escort	1950	Hurley
21	A SHARPE	Lotus 51	1600	Larbert	73	D DONNELLY / Donnelly Motors Ltd	Vauxhall Viva	2300	Dublin
22	J MacGILVRAY	Crossle 20F	1600	Oban	74	J VEITCH	Mini Cooper 'S'	1293	Edinburgh
23	J McCLEMENTS / Desmond Mack Racing	Crossle 20F	1600	Comber	75	E M SMITH	Mini Cooper 'S'	1293	Carlisle
24	A MACKINTOSH	Mallock U2 Mk XI B	1600	Penicuik	76	A BARTON	Mini Cooper 'S'	997	Newburn
25	D STEEDMAN	Mistry Ford FF1	1600	Linlithgow	77	S A BELL / Cosmo Entertainments Club Ltd	Mini Ford	997	Carlisle
26	A WILSON	Titan Mk 6	1600	Dumbarton	78	J C FYDA	Agra Imp	998	Dundee
27	C MACLEAN	Hawke DL2B	1600	Alness	79	C BRADLEY / D A Harris	Ford Escort TC	1800	Glasgow
28	K MILLAR	March 708	1600	Currie	80	W YOUNG	Ford Anglia	1780	Stirling
29	G CUTHBERT	Lotus 69F	1600	Dundee	81	F GUNN	Arden Cooper 'S'	1293	Milngavie
30	C REEVES	Mallock U2 Mk 9 B	1600	Larkhall	82	E W M McQUEEN	Mini Cooper 'S'	1293	Elgin
31	J POLLOCK	Crossle 20F	1600	Greenisland	83	J DRYDEN	Mini Cooper 'S'	1293	Lundie
32	D S LANGLEY	Crossle 20F	1600	Uckfield	84	E PATERSON	Colvend Mini	1293	Edinburgh
33	S LAWSON	Hawke DL2B	1600	Kirkliston	87	R LECKIE	Chamois Coupe	998	Aberdeen
34	H ACHESON	Merlyn 20A	1600	Cookstown	88	N D SMITH	Mini	999	Aberdeen
35	P C MORRISON	Crossle 20F	1600	Inverness	89	D FISHER	Frazer Imp	998	Dunoon
36	D MACLEOD	Lotus 69F	1600	Woking	90	G M FINDLAY	Mini	998	Arbroath
41	A CHARNELL	Chevron B8	1991	Balerno	91	W G DONALD	Hillman Imp	998	Tarland
42	R MacNAB	Mallock U2 6B	1598	Kilmarnock	92	J BERWICK / A Wilson	Mini Cooper	998	St Monance
43	M S ROSS	Mallock U2 Mk 8B	1598	Monifieth	93	P PITMAN	Mini Cooper 'S'	999	Kirkcudbright
44	D OGILVY	Lotus 7	1594	Edinburgh	94	W I FORREST	C S E Imp	998	Edinburgh
45	P MacNAUGHTAN	Mallock U2 Mk 11B	1600	Edinburgh	95	I FORREST	Hillman Imp	998	Kirkliston
46	R A ROSS	Nathan GT	1000	Dundee	96	A SELLAR	Mini Cooper 'S'	999	Burntisland
47	D McDONALD / Marquis Motor Co	Diva 10F	1150	Gorebridge	97	N F DICKSON	Sunbeam Imp	998	Perth
48	E LABINJOH / J Fisher	Fisher Spider	1100	Edinburgh	98	W BORROWMAN / Sports-Tune / Moir & Baxter Ltd	Mini Cooper 'S'	999	Edinburgh
50	W WOOD	M G Midget	1293	Edinburgh	99	H MacKINNON	Mini Cooper 'S'	999	Bearsden
51	J A HALL	Lotus Elan	1558	Edinburgh	100	D SIM	Mini Cooper 'S'	998	Edinburgh
52	K M SHADE	M G Midget	1293	Edinburgh	101	C CHISHOLM	Hillman Imp	998	Fort William
53	D MORTON	Lotus Elan	1598	Dunkeld	102	D MATTHEWS / Broadspeed	Ford Escort	1800	London
54	R G HENDRY	M G Midget	1275	Edinburgh	104	M HILL	Boss Capri	4700	Nottingham
55	R HUTCHISON	A H Sprite	1293	Glenrothes					

Limmer Roads Scotland

specialists in all forms of road surfacing and civil engineering



branches at:

Glasgow
Edinburgh
Stirling
Perth
Kilmarnock
Dumfries
Greenock

A Member of the Tarmac Group

Limmer Roads Scotland

Head Office: 134 Nithsdale Drive, Glasgow G41 2PP
Telephone: 041-423 6611.



INGLISTON NOTES

Those of you who are always complaining (if there are any!) that there is never anything new in the Programme and that it is the same old grotty style month in, month out, can expect no sympathy whatsoever from the Editor now. Having published a plea in the last Programme for articles written by members of the public, cartoons, crosswords, wordpuzzles or anything at all that might relieve the deadly monotony of these pages, he received the net total of nil replies. As a result he has, as always, had to do the whole ruddy thing himself. Nor did he even hear from you with your "pet hates" on the road — yet another cunning wheeze thought up by Ed to help him pad out the monthly mutter. How about it then? Why not give the Editor a rest for October and do at least part of this work for him! He is always on the look out for articles written by you, the public, either about Ingliston and motor racing or about motoring or motor sport generally. Cartoons, crosswords, wordpuzzles and anything else that you feel the public may enjoy are also sought and anyone with a yen to submit anything should please pop it in an envelope, with SAE, to the Editor, The Ingliston Programme, National Bank Chambers, Duns, Berwickshire. As always (if it ever happens!) your interest and effort will be more than appreciated.

Those of you who were looking to see a Kart race on the Programme this afternoon will, we fear, be disappointed. Throughout the season the Kart entries have been falling and, by the last Meeting, the position was reached (with 26 on the grid) where any further drop was unacceptable. By the closing date for entries for this Meeting, however, only 11 Kart entries had been received and, although these contained leading British Kart drivers, the Joint Race Committee reluctantly had to decide that the number was insufficient and hence that the Kart event would have to be cancelled. There is, accordingly, no Kart race today and, the next Meeting being a National, no Karts are scheduled for then either. Kart enthusiasts will therefore have to wait until 1973 for a chance to see them on the Scottish circuit again.

Our Chief Timekeeper, Dr Lewis Jamieson, never fails to amaze us and he has now come up with some quite shattering information about the last two Ingliston Meetings. Did you know, for example, that the total mileage covered by competitors at Ingliston at the July Meeting was 2,510.11 miles? Too sure you didn't — neither did we! It appears that 1,076 laps were completed in practice and 1,361 laps in racing in July, a total of 2,347 laps at 1.03 miles per lap. For August, the relevant details were 1,167 practice laps, 1,246 racing laps and a total mileage of 2,485.39 miles. All very interesting, you might say — the Timekeepers would agree with you since it involves one calculation per lap from their point of view. In short, in July they made 2,347 calculations and, in August, 2,413. Sometimes the Editor is even glad that he only has to bother about a mere 56 pages of Programme!



The front wheel of Norman Hodgson's Escort flies through the Marshals

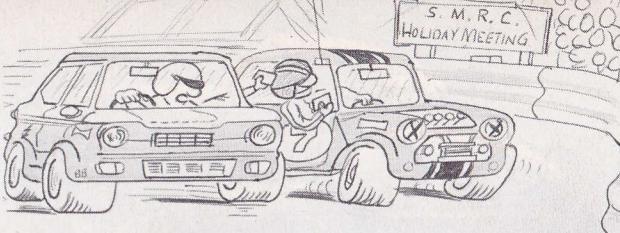
Carlisle competitor, Norman Hodgson, has achieved some considerable notoriety in the past at Ingliston through his aeronautic abilities. Spectators will recall his fantastic leap through the trees and over the hump last season to end up in a steaming heap a few yards from the back of the MacRobert Pavilion. Having been warned by Turnhouse Airport that "you ain't allowed to fly without a Licence" Norman has been particular about keeping most of his four wheels on the ground since then but, alas, once more the urge to be up and away came on him in August. Or, at least, it came on one of his four wheels! Tearing round into the arena with his BDA powered Escort, Norman shed a wheel just by the exit from the track into the pits. Norman continued round the track but the wheel decided to nip in for a quick pit stop — unfortunately, it just didn't stop! Shooting down the pits between the Marshals it eventually ended up knocking a cup of tea out of a saucer held in a girl marshal's hand. As the man said, "one bump or two?"

The most unfortunate incident during the Kart event at the last Ingliston Meeting proved to be the worst accident yet in the history of the circuit and it goes without saying that the best wishes of everyone connected with the circuit go to both the competitors involved for their continued recovery. While both were severely injured we are pleased to report that one of them should be out of hospital by now and that, on the last medical report we had, the other driver was showing signs of improvement. Let us all hope that both are back to normal in as short a time as possible.

One postscript should perhaps be made to the incident. Shortly after the Race Meeting in question the Secretary of the Meeting was requested by all the Kart competitors to divide the prize fund for the Kart event equally between the two injured drivers as a gesture of their good will. Needless to say, that request was honoured.

Having had to cancel their display in July because of the low level cloud cover, the Blue Stars Free Fall Parachute Team were determined not to have anything go wrong with their August drop. They still couldn't account for the weather, however, and the cloud level was again lower than they might have liked. Not only that, but the wind force was slightly higher than they would have wished and, had they baled out at their usual height of around 10,000 feet, it is almost certain that they would have been jumping out somewhere over Milngavie! As it was, the Free Fall Display was a first class demonstration and the Editor for one was astounded by the accuracy of the parachutists. Certainly, had they thrown him out of the aeroplane he would most likely have landed in the Forth.

Just to prove that the civilians are not the only accurate parachutists in Britain, the Army have arranged for the Golden Lion Parachute Team to be present at the October Meeting. It should be interesting comparing the two drops!



*... AND THIS IS ONE OF ME
ON THE BEACH, AND THIS ONE IS ...*

There was some chat in the last Programme about there being a possibility of having Bookmakers on the Ingliston Circuit so that spectators could enjoy the further facility of having a bet on their favourite motor race. Scotcircuits Ltd, the promoters, made extensive enquiries into the position, however, and discovered (with some regret) that it was not possible to allow betting at the track. Apparently, in terms of the Betting and Gaming Laws, no "on the course" betting is allowed on Good Fridays, Christmas Days or Sundays! Should we ever decide to run races on Saturdays (or even Mondays) the Bookies can come in but, so long as motor racing is kept to Sunday Meetings, all bets are off!

Spectators in August will have noted from the preview of this Meeting given on the rear inside cover of the August Programme that a competition would be run whereby a member of the spectating public could win £20 in cash. Those of you who have now purchased a Programme are in a position to know whether or not you are likely to win that £20! At the foot of this page you will observe a blank square: if it is, in fact, blank then we are afraid you have not won the £20. If, however, the square contains within it the imprint of the Scotcircuits Company Seal don't for heavens sake give this Programme away! What this means is that you will be one of three people who are in with a chance for the £20 prize. Please take the Programme immediately to the Secretary's Office (located by the main spectator entrance to Ingliston at the North Gate) and show the Seal to the staff there, leaving them with a note of your name and address at the same time. They will tell you just what to do later in the day and will give you clear instructions as to where you have to be and when. What is envisaged is that, at about the time of the main prizegiving in front of the main Grandstand later this afternoon, the three holders of Sealed Programmes will be called to the Commentator's position and they will be asked five relatively simple questions. The first to answer each question correctly will score 1 point but any competitor answering first with the wrong answer will score a "minus" point. The winner will of course be the person with the highest score after the five questions. In the event of a tie a final question will be asked of the joint winners and the person to give the correct answer first will then be the winner of the £20. Since the questions will all be relatively simple you really have nothing to fear, do you? Certainly it is an easy way of earning £20! And, who knows, with Miss Scotland at the circuit perhaps you might even qualify for a peck on the regal cheek! If everything goes right she may even ask the questions.



Jimmy Mackay lines up in his Lotus 11 Coupe on the start line at Charterhall with John Milne 1964

A TRIBUTE TO JIMMY MACKAY

John Romanes recalls one or two of the incidents from his association with the late Jimmy Mackay:—

"Now that Jimmy Mackay has gone Motor Racing has lost one of its greatest characters. He was one of the most alive of men, bubbling over with life and enthusiasm and many incidents come flooding back of the years when he went racing. His first major win was the TV Trophy at Oulton Park in a Lotus 6. Then he bought a Lotus 11 and his winning streak started. He won countless races in his Eleven all over the UK and also over in Denmark where he made a habit of winning at the Ruskilde Ring, beating all the best Danes and Swedes.

I particularly remember one day over there in the pouring rain Jimmy, having won the sports car event as usual, standing up in his car in an old plastic mac being congratulated by Innes Ireland who said "You drove well today Jimmy" and the immediate reply "Aye, and you drove nearly as well yourself" I recall also going back from Ruskilde on another occasion three of us towing our racing cars across Denmark at 70-80 mph to catch the boat at Esberg, being stopped by the Police and Jimmy's chat getting the three of us off with a caution.

His feats of driving were prodigious. He drove that Lotus on the road all the way from Scrabster to Goodwood, all of 1000 miles, then raced all day and drove back to Scrabster, another 1000 miles, probably not even seeing a bed all weekend. His nearest circuit was Charterhall nearly 400 miles from home and his remarks to lesser men complaining of the distance to the circuit were worth hearing.

He gave up racing about six years ago after winning several races at Ingliston and his last visit was in 1971 when he was south on holiday. If courage, skill, determination and a sense of humour are the necessities that make a great racing driver it was only the distance from the circuit that prevented Jimmy Mackay from being one of the greatest."

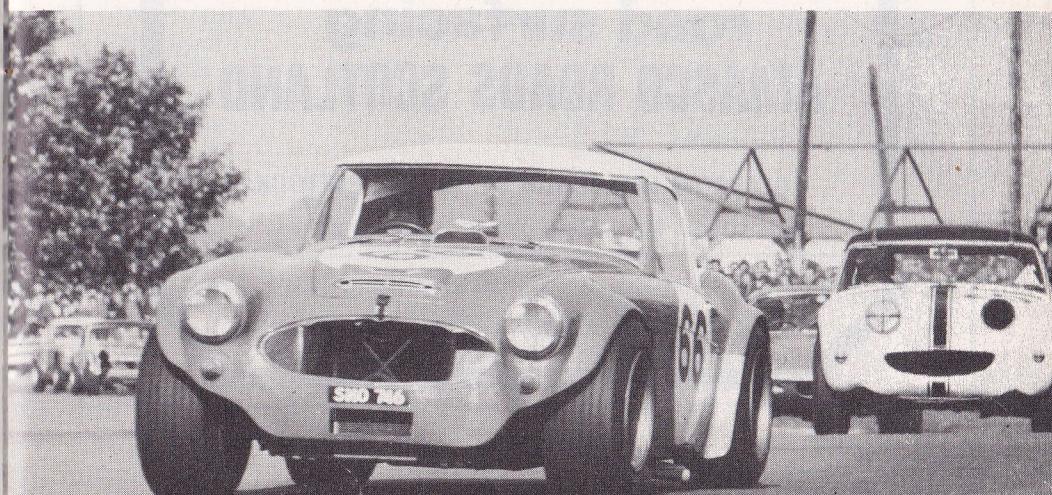
JOHN GOT, G.M., M.B.E.

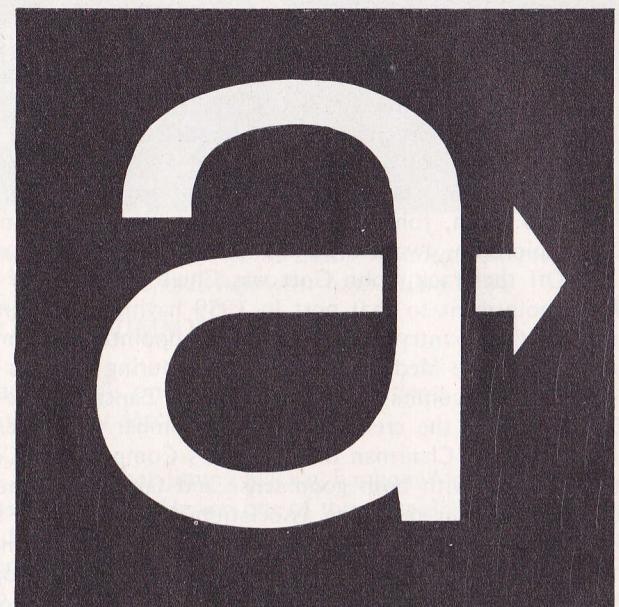
It is with great regret that we record the death a fortnight ago of Chief Constable John Gott who died at the wheel of his famous Austin-Healey 3000 Modsports car at Lydden Hill. Having entered into competitive motor sport in the 1933 RAC Rally at the age of 19, his motoring career spanned very nearly four decades and included captaining the BMC Works Rally Team between 1955 and 1961 and winning the Chevron Oils Modified Sports Car Championship two years ago. Indeed, at the time of his death, John was in an unbeatable position in the Dick Protheroe Championship, awarded by his late close friend and circuit-racer.

Off the track, John Gott was Chief Constable of Northamptonshire, his appointment to that post in 1959 having made him the youngest man in the country to hold such an appointment. In 1941 he was awarded the George Medal for rescue work during an East End air raid, and later while a commissioned navigator in Lancasters he earned the M.B.E. for rescuing the crew of a blazing bomber. In recent years John has also been the Chairman of the RAC's Competitions Committee, handling the meetings with both good sense and fairness. In addition he was involved in numerous motoring associations and clubs and the sense of loss which is felt in all branches of the sport will be tremendous.

In many respects John was the epitome of a good club racing driver and his influence in the sport at that level is almost without parallel. Certainly all who are concerned with the organisation and racing at Ingliston will recall his numerous visits to the circuit and will remember him with genuine affection and respect. To his widow Susan, his son and close friends we would offer our deep sympathy.

John Gott at one of his last Ingliston appearances





an important
symbol in
road construction
and
road surfacing
AMASCO ROADS SCOTLAND

Branches at:

GLASGOW EDINBURGH EARLSTON BEATTOCK

Head Office: 134 Nithsdale Drive, Glasgow G41 2PP
Telephone: 041-423 6611.

A Member of the Tarmac Group

THE "B M R C TROPHY" MEMBERS CHAMPIONSHIP

Driver	Apr	May	July	Aug	Sep	Oct	Total
B Nelson	9	—	9	9			27
J Pollock (FF)	9	6	9	—			24
D Macleod	—	9	6	9			24
A D Niven	—	6	9	6			21
W N A Dryden	9	1	2	9			21
E Labinjoh	9	—	6	6			21
J Pollock (Libre)	—	6	9	6			21
J C Fyda	6	6	3	6			21
M Hopperton	—	2	9	9			20
S A Bell	—	9	—	9			18
A Charnell	6	9	2	—			17
A Barton	9	—	6	—			15
C MacLean	6	4	4	—			14
J H Blades	4	2	4	4			14
J Absalom	4	3	—	6			13
E M Smith	3	3	4	2			12
T D Reid	6	4	—	—			10
J Veitch	4	—	6	—			10
G Birrell	—	9	—	—			9
G Marshall	—	9	—	—			9
J Barr	—	—	9	—			9
G Silverwood	—	—	—	9			9
N Hodgson	6	2	—	—			8
G Cuthbert	—	2	—	6			8
W Borrowman	4	4	—	—			8
G Todd	4	—	—	4			8
W G Donald	2	2	—	4			8
M Nugent	—	1	6	—			7
A Souter	—	—	3	4			7
A Collier	—	6	—	—			6
E Paterson	—	—	2	4			6
F Gunn	—	4	1	1			6
J S Calvert	—	3	3	—			6
S Lawson	—	—	3	3			6

Scoring : In each event per Club Member — 1st 9; 2nd 6; 3rd 4; 4th 3; 5th 2;
6th 1. Best score per Meeting to count.

Prize Fund : £50 — 30 — 20 — 10 — 5



With the £750 prize fund on the big race today for Special Saloon and Group 2 cars, the organisers felt that the expected influx of "big name" drivers could well affect quite seriously the Hartley Whyte Scottish Saloon Car Championship. If, as was expected, a high proportion of over 1300 cc entries was received, and if many of these were from the cream of British saloon car drivers, then it could well be that, if the Kings Cup event were to have been a counter for the Hartley Whyte Championship, points would have been weighted in favour of up to 1300 cc cars (including up to 1000 cc saloons). Which is a very roundabout way of saying, if there are lots of hairy monsters in the event, the local over 1300 cc drivers have less chance of picking up points in the Championship than the smaller capacity drivers have.

As a result, therefore, the Kings Cup race has been declared to be a non-championship event and, for championship purposes, the two earlier saloon car races are being held. Both of these are championship events and, once again, if any of the "big boys" slide over to compete in these races they will be doing so on a non-championship basis — that is, only competitors already in the championship will score points: And by "in the championship" we mean people who have entered for previous Saloon Car events this year at Ingliston. Having said all that, it is almost certain that two of the British "big boys" will be all out for championship points today. Andy Barton and Sedric Bell have both installed ex-Formula 3 engines in their Minis and, as a result, the lap record has taken a fair old bashing over the last two meetings. At the beginning of the July meeting this stood at 57.4 secs (an average speed of 64.60 mph). Andy promptly set about clipping 0.6 of a sec. off that *in the wet!* In August, in perfect record-breaking conditions and in the absence of the dreaded Barton, Sedric quietly took another second off the record. Both are here this afternoon and, given good weather, we could easily see the up to 1000 cc class record coming pretty close to the outright saloon car record (providing of course the Niven V8 does not thoroughly demolish everything!). It's the usual prediction for this event therefore — Barton or Bell for the lead with John Fyda chasing up behind. And, if either makes a mistake, John will be there to mop up the points — so far he has consistently come second in every event at Ingliston this year.

EVENT 1

2.30 pm

SPECIAL SALOON CARS

up to 1000 cc

10 Laps

1 -	76	A BARTON	Mini Cooper 'S'	997
	77	S A BELL / Cosmo Entertainments Club Ltd	Mini Ford	997
3 -	78	J C FYDA	Agra Imp	998
	87	R LECKIE	Chamois Coupe	998
	88	N D SMITH	Mini	999
	89	D FISHER	Frazer Imp	998
	90	G M FINDLAY	Mini	998
	91	W G DONALD	Hillman Imp	998
	92	J BERWICK / A Wilson	Mini Cooper	998
2 -	93	P PITMAN	Mini Cooper 'S'	999
	94	W I FORREST	C S E Imp	998
	95	I FORREST	Hillman Imp	998
	96	A SELLAR	Mini Cooper 'S'	999
	97	N F DICKSON	Sunbeam Imp	998
	98	W BORROWMAN / Sports-Tune / Moir & Baxter Ltd	Mini Cooper 'S'	999
	99	H MacKINNON	Mini Cooper 'S'	999
	100	D SIM	Mini Cooper 'S'	998
	101	C CHISHOLM	Hillman Imp	998

1st (£20) 7.7. 2nd (£15) 7.6. 3rd (£10) 7.8. 4th (£5) 9.3.

Bonus of £10 for the Fastest Lap to 7.7. 55.4 secs

66.93 mph

a round in the Hartley Whyte Scottish Saloon Car Championship

THE HARTLEY WHYTE SCOTTISH SALOON CAR CHAMPIONSHIP									
Driver	Car	Apr	May	July	Aug	Sep	Oct	Total	
E M Smith	Mini Cooper 'S'	5	5	7	4			21	
J C Fyda	Agra Imp	5	5	5	5			20	
A D Niven	Escort	—	5	7	5			17	
W N A Dryden	Firenza	7	3	—	7			17	
A Barton	Mini Cooper 'S'	7	—	7	—			14	
S A Bell	Mini	—	7	—	7			14	
J Veitch	Mini Cooper 'S'	7	4	—	—			11	
F Gunn	Mini Cooper 'S'	—	7	—	3			10	
D Muter	Mini Cooper 'S'	—	—	5	5			10	
N Hodgson	Escort	5	4	—	—			9	
W Borrowman	Mini Cooper 'S'	4	4	—	—			8	
J Pinkerton	Mini Cooper 'S'	4	—	4	—			8	
C Bradley	Escort TC	4	—	—	4			8	
W G Donald	Hillman Imp	2	2	—	4			8	
E Paterson	Mini Cooper 'S'	—	—	—	7			7	
G Marshall	Firenza	—	7	—	—			7	
D Donnelly	Viva	—	—	5	—			5	
H Tuer	Escort	3	2	—	—			5	
J Dryden	Mini Cooper 'S'	—	3	—	2			5	

Scoring: 1 for finishing plus, in each class, 1st 6, 2nd 4, 3rd 3, 4th 2, 5th 1. Best 4 scores count. In the interests of brevity, only those scoring 5 points or over are shown above.

Prize Fund : £300 — 150 — 75 — 50 — 25

SOME INTERESTING FACTS ON MOTOR RACING

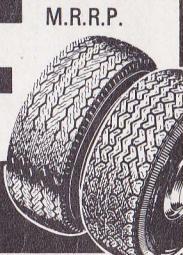
Thinking of motor racing, when you have spent your £10000 on the motor car and many more hundreds of pounds in tweaking the engine, applying all the latest in suspension bits and have tuned and tested your car to give its maximum performance, the only form of tuning left to you to provide those extra seconds or even fraction of a second increase in lap times are the tyres. The right tyre on the right circuit can give you as much as 3 or 4 seconds a lap on your competitor and this is the aim of our International Racing Division.

Testing starts even before the end of one racing season to prepare for the start of the next. Firestone International Racing Division based at Brentford, Middlesex and headed up by Bob Martin, spend the winter months testing and trying new compounds, new designs and new ideas. Testing is not just limited to the winter months however, but goes on throughout the year in between the Grands Prix. This means, of course, that both cars and drivers are constantly on the go from the beginning of the racing season right through to the end and are answering the questions posed by different tracks with their different bends, straights, surfaces and modifications that are shown to be necessary to the car which have to be tested again.

At the beginning of this season, however, Bob Martin was so supremely confident that the exhaustive research put in by Firestone over the winter months would prevail that he said, "This could be a great year for Firestone". With the winners of the Spanish, Belgian, British, Austrian, Monaco and German Grands Prix all running on Firestone he looks like having been right! The final word comes, however, from Emerson Fittipaldi. In the Argentine Grand Prix Emerson's Lotus was running very close on the heels of Jackie Stewart in his Tyrrell Ford and after the race he told Firestone officials that at that moment the tyres were performing so well and his grip was so good that he felt he could take Jackie Stewart any time he wanted. This was not to be, however, Emerson coming out of the race with broken wishbone linkages caused, according to the driver, by the fantastic adhesion of the tyres which bent the radius arms and then finally broke them under the stresses of cornering.

Now's the time to buy tyres!

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



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

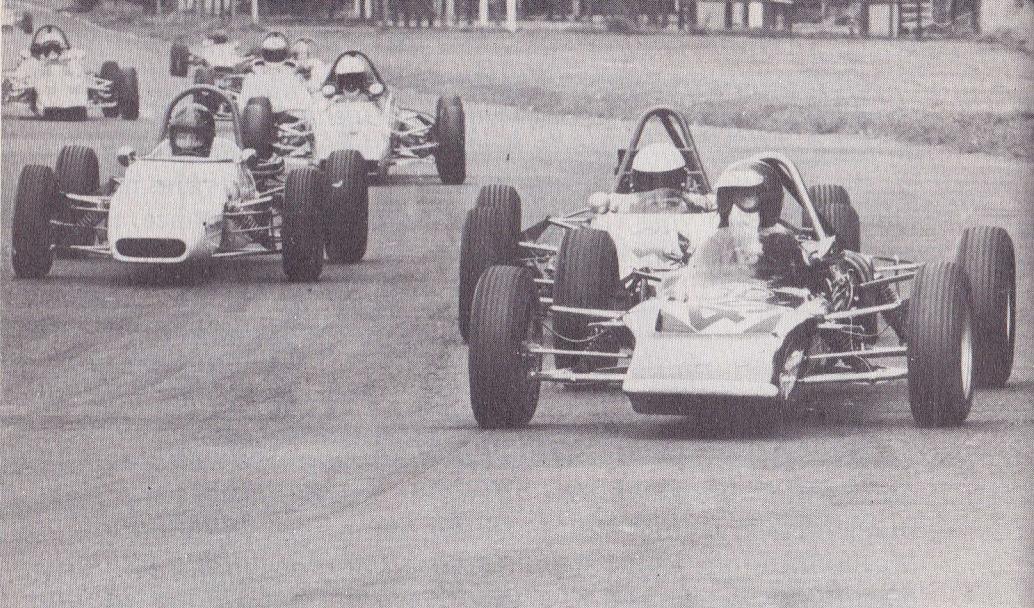
TO FIT CARS	TUBELESS RADIAL SIZE	ONE TYRE	TWO TYRES	FOUR TYRES
MINI	145-10	£5.26	£10.20	£19.44
MARINA, 1100's, 1300's ESCORT, IMP, ANGLIA VIVA etc.	155-12	£5.87	£11.38	£21.68
CORTINA, VICTOR, MINX HUNTER, AVENGER	165-13	£6.50	£12.60	£24.00
VICTOR, CORSAIR, CAPRI ZEPHYR, ZODIAC	185-14	£9.75	£18.90	£36.00

OTHER RADIAL SIZES AT PROPORTIONATELY LOW PRICES

TYRE & AUTO SERVICE LTD

313 George Street	South Trinity Road
Aberdeen 0224 23864	Edinburgh 031 552 5878/9
96-108 Loanbank Quadrant	26 Brougham Street
Govan 041 445 4411/2	Greenock 0475 24959
22 Bridge Street	17/21 High Street, Portobello
Paisley 041 889 9461	Edinburgh 031 669 6056
Mill Street	16 Walton Street
Rutherglen 041 647 2461	Shawlands 041 632 4654/3930

Firestone



It has taken a full season for anyone to come near Neil Ginn's Formula Ford lap record of 54 secs. and Irishman Jay Pollock was the man to do it in August. Jay, however, only managed to equal the lap record but even that was not enough to keep the Lotus 69s of Don Macleod and Dundonian Graham Cuthbert from taking first and second place in the Formula Ford race. Jay, in fact, failed to finish and, as a result, he and Don Macleod now lie neck-and-neck in the Formula Ford Championship.

It follows, therefore, that today's race will almost certainly be one of the crucial ones for the championship, with its £125 first prize, since both Jay and Don are back this afternoon with their mounts. Whoever wins today (if either of them do!) will be piling on the pressure for the final event in October and, on the form so far, it could go either way. The editor maybe fancies Don Macleod slightly (although the fact that Don is Scottish perhaps accounts for part of the favouritism). While Jay has the lap record now, Don might (and we emphasise the "might") just be the better competitor — that is, when the chips are down, Don has a nasty habit of coming through in front.

The outsider for the championship — and he is a very long bet — is Graham Cuthbert with his Lotus 69F. Graham came second to Don at the last meeting and the 6 points gained then gave him a total of 8 in the championship table (putting him in 4th position). A win today and in the October round could just swing it (if Jay and Don fail to finish on both occasions), but, this being unlikely, we would go quite a long way to tipping Graham for 3rd place. That is, if Colin MacLean will let him get there!

All in all, it looks like being a good end to the Formula Ford year at Ingliston.

EVENT 2

2.55 pm

THE FIRESTONE TROPHY RACE

for Formula Ford Cars

15 Laps

21	A SHARPE	Lotus 51	1600
22	J MacGILVRAY	Crossle 20F	1600
23	J McCLEMENTS / Desmond Mack Racing	Crossle 20F	1600
24	A MACKINTOSH	Mallock U2 Mk XI B	1600
25	D STEEDMAN	Mistry Ford FF1	1600
26	A WILSON	Titan Mk 6	1600
27	C MACLEAN	Hawke DL2B	1600
28	K MILLAR	March 708	1600
29	G CUTHBERT	Lotus 69F	1600
30	C REEVES	Mallock U2 Mk 9 B	1600
31	J POLLOCK	Crossle 20F	1600
32	D S LANGLEY	Crossle 20F	1600
33	S LAWSON	Hawke DL2B	1600
34	H ACHESON	Merlyn 20A	1600
35	P C MORRISON	Crossle 20F	1600
36	D MACLEOD	Lotus 69F	1600
37	A. L. MILLER	Hawke	

1st (£20) **36.** 2nd (£15) **29.** 3rd (£10) **27.** 4th (£5) **33.**

Bonus of £10 for the Fastest Lap to **36.....** **59.** secs

a round in the Ingliston Formula Ford Championship

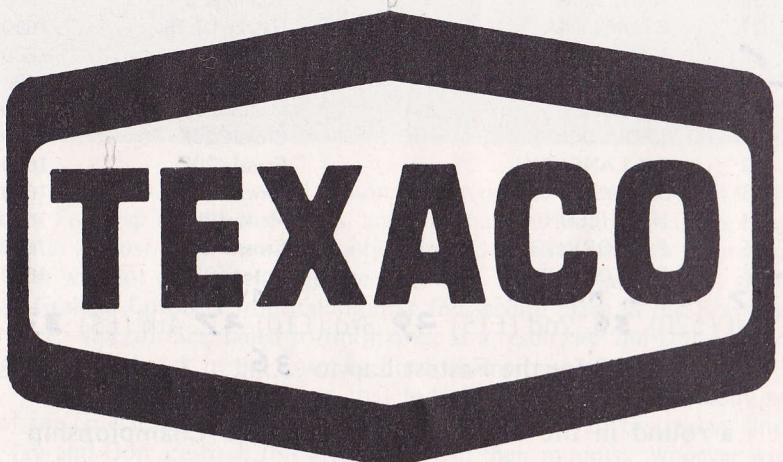
THE INGLISTON FORMULA FORD CHAMPIONSHIP

Driver	Car	Apr	May	July	Aug	Sep	Oct	Total
J Pollock	Crossle 20F	9	6	9	—	—	—	24
D Macleod	Lotus 69F	—	9	6	9	—	—	24
C MacLean	Hawke DL2B	6	4	4	—	—	—	14
G Cuthbert	Lotus 69F	—	2	—	6	—	—	8
G Todd	Brabham BT28FF	4	—	—	4	—	—	8
S Lawson	Hawke DL2B	—	—	3	3	—	—	6
P Eastwood	Merlyn 11A	3	—	—	—	—	—	3
P Harrington	Cougar 72F1	—	3	—	—	—	—	3
J McClements	Crossle 20F	2	—	—	—	—	—	2
D Bassett	Nike Mk6	—	—	2	—	—	—	2
J W Simpson	Lotus 61M	—	1	1	—	—	—	2
C Reeves	Mallock U2	—	—	—	2	—	—	2
H Acheson	Merlyn 20A	1	—	—	—	—	—	1
J MacGillivray	Crossle 20F	—	—	—	1	—	—	1

Scoring: 1st 9, 2nd 6, 3rd 4, 4th 3, 5th 2, 6th 1. The best four scores to count.

Prize Fund: £125 — 75 — 35 — 15

THE POWER
TO GO



WHERE YOU
WANT TO GO



Hello there! From all of us at Texaco here's hoping that you have a very good day's racing. If previous meetings are anything to go by, then come rain or shine, we're sure that you will. As you are by now aware we are sponsoring today's Saloon Car Race for cars over 1000 cc. This is a new venture for us, but those of us connected with Texaco in Scotland have been very impressed by the ability and enthusiasm of those concerned with the organisation at Ingliston. For you, the spectator, the circuit provides a much needed Motor Racing venue, and those of you here today can feel justly satisfied that you are helping the organisers finance this and other meetings. We hope, too, that sponsorship from Texaco and others will ensure a secure future for the Circuit and for racing in Scotland.

To many of you the name of Texaco is probably still quite new. This is not surprising if you consider that only three years ago we began operating in the UK market under that Brand Name.

Since that time the Company has made impressive inroads into the UK market and we are confident that this will continue. A proportion of this success can be attributed to our developing relations with the 'Sporting World' – for example in Football (The Texaco Cup); Golf and most recently in Motor Racing. As well as Ingliston this latter association takes the form of the provision of fuels, lubricating oils and Car-Care Products for the John Player Special driven by Emerson Fittipaldi, who looks, following the Austrian Grand Prix, as though he will certainly be World Champion! The only difference between these products and those you obtain at Texaco Stations is that you pay for yours!

Now that we have introduced ourselves we should like to close by saying that we are sure today's meeting will be a success and we hope that you enjoy it. We look forward to seeing you again!





What's all this 'ere, then? A 6-litre Escort! Believe it or not, but it is. The incredible Doug Niven / Celtic Homes combination have come up with a split new car, built about two months ago by Chas Beattie out of nothing but Can-Am parts. Sporting a Ford Gurney-Weslake V8 engine, this car is almost solid March with just a bit of Can-Am McLaren added. It has already demolished the opposition at Croft when Chris Meek took it out a month ago and, on paper, it boasts a devastating 475 bhp. In short, it's either going to blow everything else off or blow itself up!

The opposition, as always, will be Bill Dryden's very potent 2½ litre Firenza, the car which now holds the lap record for saloons. In good weather, however, and with the type of field we are seeing later this afternoon, that lap record may not stand for much longer — especially if the Celtic Homes Escort can go in practice as quickly as it does on paper.

In the 1300 cc class we can expect a first class dice between Jimmy Veitch's Cooper 'S', Eric Paterson's Colvend Mini, and the Cooper 'S's of Eric Smith and Frank Gunn. Indeed, last time out, Eric Paterson equalled Eric Smith's class lap record and both will be out to decide the issue one way or another today. And, just to keep things exciting, the race is, of course, counting for the Scottish Saloon Car Championship which is still wide open. If you don't believe us just look at the table — while Eric Smith presently leads, any one of the seven leading drivers could end up with the gravy!

THE TEXACO TROPHY RACE
for Special Saloon Cars over 1000 cc
10 Laps

Over 1300 cc

2-67	J PATTERSON	Fortfield Viva GT	2500
1-68	W N A DRYDEN / S M T	Vauxhall Firenza	2500
69	L HICKMAN / Gerry Edmonds Racing	Ford Escort	1800
70	A D NIVEN / Celtic Homes Ltd	Ford Escort	5700
73	D DONNELLY / Donnelly Motors Ltd	Vauxhall Viva	2300
79	C BRADLEY / D A Harris	Ford Escort TC	1800
80	W YOUNG	Ford Anglia	1780

1st (£20) 6.8.(1) 2nd (£10) 7.3.(2) 3rd (£5)

1001 – 1300 cc

74	J VEITCH	Mini Cooper 'S'	1293
75	E M SMITH	Mini Cooper 'S'	1293
81	F GUNN	Arden Cooper 'S'	1293
82•	E W M McQUEEN	Mini Cooper 'S'	1293
83•	J DRYDEN	Mini Cooper 'S'	1293
3-84•	E PATERSON	Colvend Mini	1293

1st (£20) 7.5.(3) 2nd (£10) 8.1.(4) 3rd (£5)

Bonus of £10 for the Fastest Lap to 6.8.... 55.6 secs

a round in the Hartley Whyte
Scottish Saloon Car Championship





The Modsports dice at the last meeting turned out to be a real cracker and the turn-up of the day was **Dave Morton** with his Lotus Elan. Dave, from Dunkeld, motored his way into an eventual 4th place, but for much of the time he was right up there with the leaders proving that he could be the new man to watch in this class. In practice, however, he managed only the second fastest time, the fastest time of the day going to the incredible **John Absalom** with his Ginetta G4. John managed the fastest in the race as well, at 56.4 secs., a new class lap record, but that was not enough to take him to overall victory. The August victor, after a rather quiet season, was Inverary driver **Miles Hopperton** with his supercharged MG Midget.

If August saw a good Modsports race, today should see an even better one! All the top drivers are back and we will be looking out once again for a first class dice between the Elans of **Alex Souter** and **Dave Morton** and Miles Hopperton's Midget. In the up to 1150 cc class, John Absalom must surely be favourite and, if on form, he could well take the chequered flag from the bigger capacity cars as well. Look out too for **Reg Forester-Smith**'s Ginetta, Reg having been going much better this season after a couple of rather sad years. Other men to watch will be Glenrothes driver **Bob Hutchison** with his Sprite and **Bob Hendry**'s MG Midget. All in all, it promises to be another thundering good race!

EVENT 4

3.50 pm

MODIFIED SPORTS CARS

12 Laps

Over 1150 cc

50	W WOOD	M G Midget	1293
51	J A HALL	Lotus Elan	1558
52	K M SHADE	M G Midget	1293
53	D MORTON	Lotus Elan	1598
105 PEN. 54	R G HENDRY	M G Midget	1275
55	R HUTCHISON	A H Sprite	1293
56	A SOUTER	Lotus Elan	1598
2 - 57	M HOPPERTON	M G Midget	1340
105 PEN. 3 - 58	M NUGENT	Lotus Elan	1800

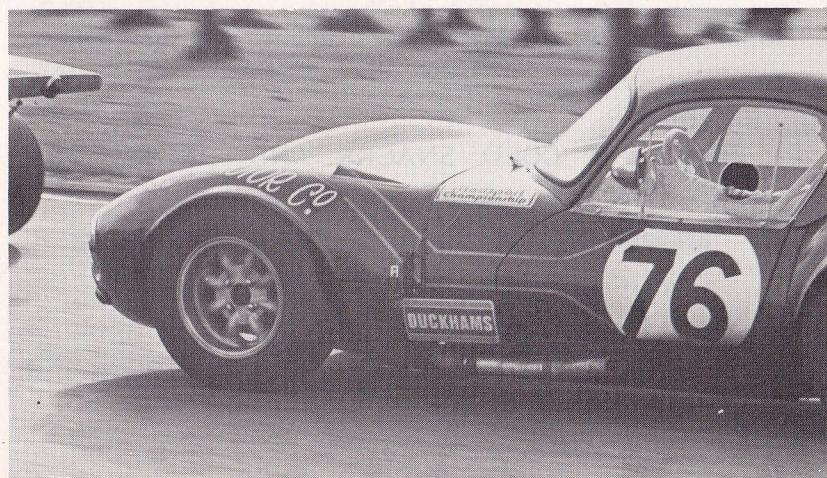
1st (£20) **5.7(2)** 2nd (£10) **5.3(7)** 3rd (£5)

Up to 1150 cc

59	G R WILSON	M G Midget	1098
60	R P HALLEY	Triumph Spitfire	1147
61	R FORESTER-SMITH / Marquis Motor Co	Ginetta G4	1098
62	I HALL	A H Sprite	1149
63	J A OLD	M G Midget	1150
1 - 64	J ABSALOM / C Shutt	Ginetta G4	1150

1st (£20) **6.4(1)** 2nd (£10) **6.2(3)** 3rd (£5)

Bonus of £10 for the Fastest Lap to secs



STADIA CATERING

AT INGLISTON

ANNOUNCE THE FOLLOWING SERVICES

AVAILABLE FOR RACE GOERS AT ALL

SCOT CIRCUITS MEETINGS

BREAKFAST

9-0am — 10-30am in "The Herdmans Restaurant"

LUNCHES

12 noon — 3pm in "The Herdmans Restaurant"
and MacRobert Pavilion (Members Only)

HIGH TEA

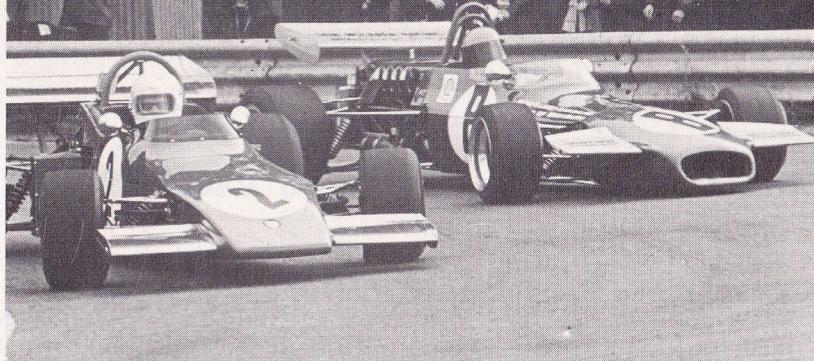
5-30pm — 8pm in the MacRobert Pavilion (Members Only)

HOT AND COLD SNACKS AND DRINKS

available at numerous points on the outside
of the circuit from 9-30am until 6pm

THE STADIA CATERING TROPHY RACE

Stadia Catering Services are probably the largest specialist fixed location catering concessionaires in Great Britain. Stadia operate over 50 branches throughout England and Scotland and have branches in Wales and the Republic of Ireland. The common thread running through many of these branches is their association with some form of outdoor sport and what is now being called the "leisure" market. Among the 36 sport stadiums operating are some of the most important in the Country. Stadia is also the largest specialist in the field of motor sport catering and currently eleven British motor sport locations are under contract. Stadia are proud to be associated with motor sport and are privileged to cater at Silverstone, Mallory Park, Thruxton and many other circuits in Great Britain including Scotland's Ingliston circuit to which we extend our wishes for continued success.



With the delectable Liz Stavley (otherwise known as "Miss Scotland") floating about the circuit to present the goodies this afternoon, Brian Nelson will really be pouring it all on for another win and a cuddle! While a first prize of £100 is always worth competing for, there's no saying what that lot will do out there on the track when they think they have a chance of a quick peck at the reigning Scottish Beauty Queen! In the absence of Gerry Birrell's March, however, (and, at the time of going to print, there was a fair amount of chat that this might well be present) it looks almost certain that the chance to ogle this native lovely may well go across the Irish Sea. Firm favourite, as always nowadays, will be Brian Nelson who, with his win at the last meeting, put himself in an almost unassailable position for the Lombard North Central Championship for Libre cars. His nearest rival, with 22 points, is fellow Irishman John Pollock and John has more than once demonstrated that his FVA powered Lotus 69 is as good as, and sometimes better than, Brian's Brian Hart powered 2-litre BDA in the Crossle 22F. And, having led Brian all the way in the tremendous libre dice in August until the very last lap, John will be another Irishman with a more than evens chance of coming out on top!

In third place at present in the championship is Northumberland competitor Johnny Blades with his Formula Atlantic Lotus 69. Johnny has been going incredibly well with this car, so much so that, in April, he was able to pass Brian Nelson and hold him off for several laps. The Lotus, being a Formula Atlantic, should not be a match for the F2 machinery on paper but Johnny's demon tweaker has managed to coax incredible things out of the engine. With or without Atlantic engine, however, the 69 is a thoroughly good buy (since it is, curiously enough, for sale — how about a backhander for that plug, Johnny?) and good placings today and in October could push Johnny into second (or even first) place. Fourth man in the championship is none other than Tommy Reid, last year's libre trophy champion. After a good start to the season with a rather tired FVA, Tommy acquired a split new Formula 2 Brabham BT38 with the 2-litre Cosworth Vega engine and he has had high hopes for this car. In August, however, on its first outing at Inglislon, things were not altogether happy in the Reid camp. A fortnight before, Tommy and Brian had tangled in Ireland and the net result was a small kink in the Brabham's

THE LOMBARD NORTH CENTRAL CHAMPIONSHIP

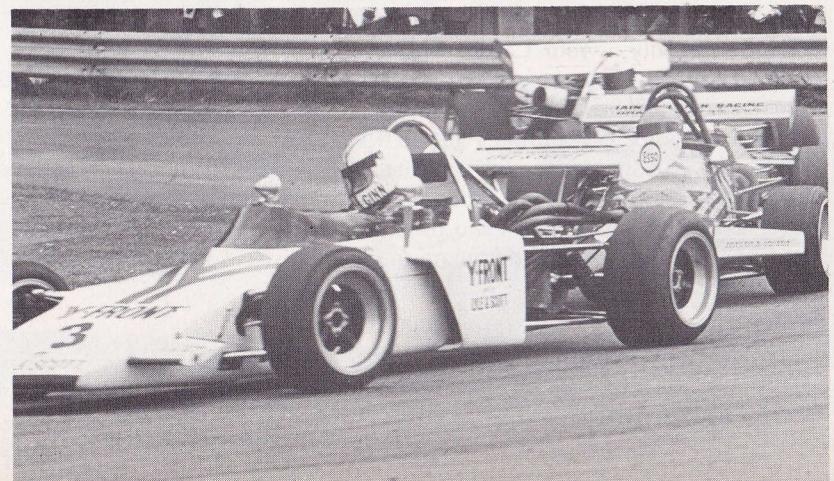
Driver	Car	Apr	May	July	Aug	Sep	Oct	Total
B Nelson	Crossle 22F	10	—	11	10			31
J Pollock	Lotus 69 FVA	—	7	8	7			22
J H Blades	Lotus 69 Atlantic	5	3	6	5			19
T D Reid	Brabham BT30 FVA	7	5	—	1			13
G Birrell	March 722 Ford	—	10	—	—			10
J Calvert	March 722 FA	—	4	5	—			9
G Silverwood	Chevron B19/21	—	—	4	2			6
I C McLaren	Brabham BT35X	3	1	—	1			5
D Berry	Brabham BT16/21B	4	—	—	—			4
J L'Amie	Crossle 22F	—	—	—	4			4
A Charnell	Chevron B8	—	—	3	—			3
B Hunter	Lotus 69 Atlantic	—	2	1	—			3
J Barr	Brabham BT28	1	1	1	—			3
N Ginn	GRD 372	—	—	—	3			3

Scoring: 1 for finishing plus — 1st 9, 2nd 6, 3rd 4, 4th 3, 5th 2, 6th 1. Best four count. In the interests of brevity only those scoring 3 or over are shown above.

Prize Fund: £450 — 200 — 100 — 60 — 40
Bonus of £50 to highest placed 'up to 1500 cc' driver

chassis. This had not been quite straightened out for Inglislon and the consequence of all this was that, whenever Tommy wished to turn right, the car tried to go left! Tommy lost it in a big way and found driving particularly difficult — all he could do in August was to finish but, with everything ironed out now, this could well be the upset of the day. To get anywhere near the top of the table, however, Tommy will have to win both today's race and October's event but, should he do it (and he is a man who could well manage that) he will be in with a shout for the £450 first prize.

Having mentioned above that there was chat, at the time of going to press, of Gerry Birrell bringing his Formula 2 March, you will now be thoroughly impressed by the incredible up-to-date service offered by the Inglislon programme. Half-way through dictating the above paragraph the editor was telephoned and advised that the Sports Motors / Coca-Cola Bottlers Ltd March 722 Ford has been entered for this meeting and, in consequence, Gerry must surely become the favourite for this race. Certainly, it would be much more pleasant to see a Scotsman win the





coveted Scottish kiss! On form of late Gerry will be incredibly hard to beat since, only some three weeks ago he was the first Formula 2 car to finish in the Rothmans 50000. Overall, Gerry came fourth in that event, an incredible performance bearing in mind the standard of the opposition. Gerry also lists amongst his credits this season a class win in the Le Mans 24 hour race. In short, Gerry has had a pretty good year so far and, with two litres of incredibly potent Brian Hart power in his March, he will be very hard to front this afternoon. And Gerry has more to go for than a mere (?) kiss from Miss Scotland — having established a new outright lap record in May this year only to lose it to the Irish at the last meeting he will be all set to (as we lawyers don't put it) revert! Who said an 80 mph lap was impossible?

Another welcome Irishman is Brian Nelson's mate, **John L'Amie** with his Brian Hart powered Crossle 22F, a sister car to the Desmond Mack Racing Crossle. John had not been at the circuit for some time before he appeared in August but, having refreshed his memory, he could be a man to watch this afternoon.

At one stage the organisers were slightly worried that the clash with the Doune Hillclimb might mean a drop in entries for this Ingliston meeting. This has been far from the case since only one or two of our regulars seem to be at Doune. One man who is almost certainly not going to carry on up all the way to the Highlands, having already come from Wales, is **Dave Berry**, a one time regular at the Ingliston circuit. Always a favourite competitor with his Brabham BT16/21B Rover-powered Formula 5000 car, Dave's last outing was in April this year when he fairly impressed us by harrying Johnny Blades' Lotus 69 all the way to the flag. Dave came in fourth then and he will be going all out to repeat that today. Also out to take up the battle where it was left off in July, is **John Calvert** with his March 722 Formula Atlantic. John and Johnny Blades have had a season long dice for Formula Atlantic supremacy at Ingliston and, while Johnny has just taken the honours so far, John Calvert has been breathing right up his exhaust pipe all the way.

In short, once again all the ingredients for a first class race with, weather conditions permitting, a new lap record very much on the cards. Having lost his to Brian Nelson and John Pollock, Gerry Birrell will not be content to allow the Irish to dominate the record lists. So hold on to your hats for a scorcher!

EVENT 5

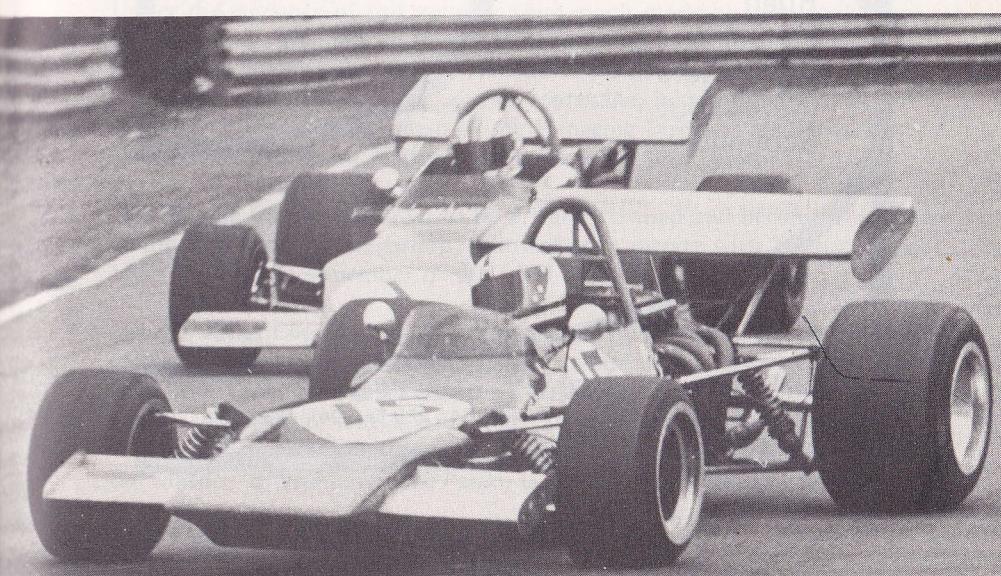
4.15 pm

THE STADIA CATERING TROPHY RACE
for Libre Cars

25 Laps

			MARCH
17	1	B HUNTER	Lotus 69 Atlantic 1600
18	2	J S CALVERT	March 722 Atlantic 1598
19	3	B NELSON / Desmond Mack Racing	Crossle 22F 1970
20	4	D BERRY	Brabham BT16/21B 3500
21	5	R SNELSON	Lotus 22/31 1600
22	6	J BLADES	Lotus 69 Atlantic 1600
23	7	A C GOODFELLOW	Cooper T90 5000
24	8	G SILVERWOOD / Central Garage (Mirfield) Ltd	Chevron B19 1900
25	9	E LABINJOH / J Fisher	Fisher Alfa 1900
26	10	J L'AMIE	Crossle 22F 1970
27	11	T D REID / Belfast Telegraph	Brabham BT38 1994
28	12	J POLLOCK	Lotus 69 FVA 1598
29	13-14	G BIRRELL / Sports Motors Coca-Cola Bottlers Ltd	March 722 Ford 2000
30	19	B HARRISON / Thistle Metallics Ltd	Vixen Imp 998
31	20	J BARR	Brabham BT28 997
32	16	PALMER	McLAREN
		1st (£100) 14 2nd (£50) 3 3rd (£30) 12 4th (£15)	5th (£5) Fastest Lap 14 46.6secs new rec.

a round in the Lombard North Central Championship



THE KINGS CUP RACE MEETING

There's a regal sounding air about today's main event. But then everyone knows Kings – at least everyone who knows anything about road construction in Scotland. For Kings really are at the top of the tree when it comes to quarrying materials and road surfacing north of the Border. The lineage of the business goes back nearly 80 years to the days when Robert King was an Ayrshire farmer who went into quarrying.

In 1899 the company was bought by James Nicoll 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 1920s the road work demanded much more capital and personal supervision, so the timber mills were disbanded. 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-wagons to petrol-driven ones, but 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, resulting in many important contracts being 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 Cuthbert. The present Managing Director is Mr John Taylor.

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 Group.

Today's Kings Cup Race should attract possibly the finest ever grid of saloon cars ever assembled north of the Border. Within 24 hours of the announcement that Kings were providing the £750 prize fund – the winner collects £300 – promises of entries had been received from Mick Hill and Dave Brodie and considerable interest was shown by other 'kings' of the saloon car world – Brian Muir, Alex Poole, Doug Niven and Bill Dryden.

Let's hope today's main event lives up to expectations.

Kings create roads

Suppliers of

- Hot and cold asphalts
- Coated macadams
- Concrete and building sands
- Washed gravel aggregates
- Whinstone aggregates
- Ground limestone

Road
surfacing
contractors
throughout
Scotland

KINGS & COMPANY LIMITED

134 NITHSDALE DRIVE, GLASGOW G41 2PP Tel: 041-423 6611
A Member of the Tarmac Group



Well, we've talked about it all season and now it's here! The biggest saloon car event ever to hit Ingliston with an incredible £750 prize fund spread over the first ten places. The fairy godmother who has made all this possible is none other than **Kings & Co**, well known here at Ingliston in the past for their continued support of the Formula Ford Championship. Not only are Kings putting up the prize money but they are also taking a personal interest in the Cologne Capri driven this afternoon by Scotland's **Gerry Birrell**.

Before taking a look at the entry, however, it might perhaps interest you to know just how much work goes into a race of this nature. Although the organisers have had in mind an event of this type since last winter, it was not until approximately a week before the last Ingliston Meeting that the announcement came from Kings & Co that they would sponsor a £750 saloon race. Immediately the work began. Within 24 hours of that announcement, Scotcircuits Chairman, John Romanes, and Alan Lamb, Secretary of the Meeting, had telephoned numerous saloon car drivers and had secured promises of entries from **Mick Hill** and **Dave Brodie** and had excited considerable interest amongst other "kings" of the saloon car world, Brian Muir, Alex Poole, **Doug Niven**, **Bill Dryden** and **Bill Blydenstein**. From then on started a programme of circulating drivers with details of the event and telephoning them to endeavour to secure their entries. The phoning went on until the very last minute — and even beyond! The closing date for entries having come and gone on 5th September, both John and Alan were still telephoning to try to confirm entries made tentatively by the drivers earlier. Indeed, the Secretary made 26 telephone calls on 6th and 7th September alone (not counting the wrong numbers, engaged tones, telephones out of order, and the inevitable replies of "I'm sorry, he's not back yet" and "I'm afraid he's just left the building"). There is no saying how many John Romanes made! And leaving aside the telephone calls, the Secretary can also show you an inch thick file of correspondence sent out just about this one race. Indeed, things went on so long that even after the printers were in course of printing this programme the Editor was chasing after them either to add names or subtract them!

But enough about the work behind the scenes. What about the cars and drivers themselves. The favourite, on the entries shown, must surely be Gerry Birrell with the Kent Frami Racing Cologne Capri. This



is a car which Gerry drove at Ricard a fortnight ago, coming 5th in that event behind Brian Muir's Capri RS2600, Jackie Stewart in the works Capri and **Dave Matthews**' Ford Escort RS1600. Gerry, it will be remembered, won the saloon class in the 24 hour Le Mans race this year in another Capri and, knowing his way around the circuit as he does, he will be a hard man to beat. One man who could of course do it is the winner at Paul Ricard, Brian Muir, with the Wiggins Teape Ford Capri, but at the time of going to press Brian did say that although he and entrant Malcolm Gartlan had seriously considered coming up to Ingliston, they were afraid that the combination of Oulton Park on the 16th and the TT on 24th of September made things difficult for them. As a result, their entry has not been noted but there is an outside chance that they might change their minds!

One man who gave Gerry Birrell a fair old shock in the six hour race at Ricard was **Dave Matthews** in the 1.8 litre Ford Escort RS1600 entered by Broadspeed. Dave came home in 4th place overall, winning the 1301–2000 cc class in the process, but, Ingliston being the great leveller it is, the differential between Capri and Escort will be much less marked this afternoon. As a result, the Escort could well just take the honours and the race between Gerry and Dave should be well worth seeing.

One other driver who is still undecided is none other than the one time British Saloon Car Champion, **Alex Poole**. Alex has, of course, been campaigning the ex-Roy Pierpoint Rover 3½ litre but lately the car has not been too successful. At the date of going to press Alex stated that if the car went well last weekend he would almost certainly come over for this race, but if the car continued to give trouble he would be unlikely to be present. **Mick Hill** is another doubtful starter with his Boss Capri. Mick, who has terrorised the saloon car drivers on the much faster English circuits, is presently leading the Hepolite Glacier Saloon Car Championship down South and his nearest opposition, an up to 1000 cc car, was competing in a Championship round last weekend. Should that car have won, then he would have put himself very close to Mick Hill in the Championship and Mick would then feel bound to defend his championship lead in the round being held today at Brands Hatch. Should the competition do badly last week, however, Mick will almost certainly be here and it will be interesting to see just how the heavier car copes with the Ingliston circuit.

From quickly reading through the above you might now have some idea of the sorts of problems which the organisers had in getting today's grid together! Some idea, yes. But you really should see the list of



drivers who, first, wanted to come, then they were not sure, then they wouldn't, then, yes, they would and then, no, they were afraid of bending it before going elsewhere! No such trouble was experienced with the local and Irish drivers, however, and a strong Vauxhall contingent comes over the Irish Sea in the form of Des Donnelly and Jackie Patterson (who purchased Bill Dryden's last year's Viva). Bill himself is here with the Vauxhall Firenza which presently holds the lap record while the 1970 Scottish Saloon Car Champion and challenger for Bill's current title, Doug Niven, pours on the pressure with the largest capacity car in the race, the Gurney-Weslake V8 Ford Escort entered by Celtic Homes. Also taking to the field with Escorts are English drivers Lawrie Hickman and the incredible Dave Brodie. Dave, however, is another of the drivers about whom we are not altogether sure — although the Secretary obtained a promise from him over the phone about a month ago, he then left the country for some three weeks and did not return until after the programme went to press. The confirmation of that entry was thus not available at the time of printing this page and hence there must be some slight doubt about Dave — his last appearance at Ingliston was, however, in October of last year when he brought up both Dave Barber's Lotus 62 and his own Lotus Elan and, having won both events, Dave was duly impressed with both the Ingliston organisation and (believe it or not) the Ingliston prize money! Bearing that in mind, and knowing the local links which his mechanic has, we are ever hopeful!

In the smaller capacity cars, the two men to look for will almost certainly be the ex-Formula 3 powered Mini Fords of Andy Barton and Sedric Bell. This will be the first time that these cars have really had a chance of showing what they are capable of against the really hairy machinery and the result could be very interesting. Certainly, the editor would not have thought that they would have ended up less than 5th or 6th in the placings (unless, of course, they fail to finish). And, given wet weather, they stand as good a chance of winning as anyone else! Out to redeem their own honour, however, will be the over 1000 cc Minis of Jimmy Veitch, Eric Smith and Eric Patterson the two Erics are, in fact, the joint class lap record holders and they will be more than anxious to bolster their morale against the up to 1000 cc challenge. All in all, then, the makings of an incredible race, the like of which has never been seen at Ingliston before. And if we do seem to be slightly vague as to who is and who is not here, that really seems to be the way that one organises these races!

EVENT 6

4.50 pm

THE KINGS CUP RACE for Special Saloon & Group 2 Cars 25 Laps

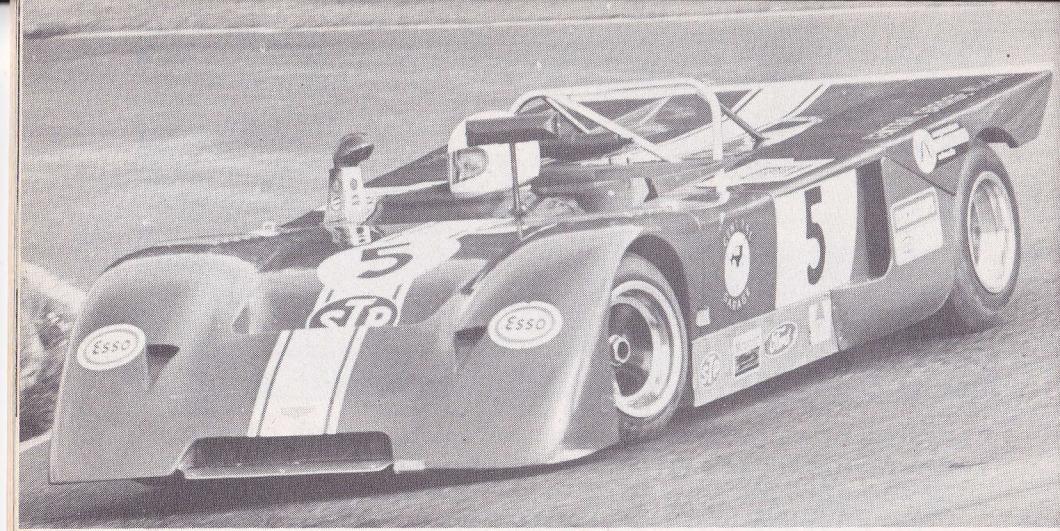
2 - 67	J PATTERSON	Fortfield Viva GT	2500
3 - 68	W N A DRYDEN / S M T	Vauxhall Firenza	2500
69	L HICKMAN / Gerry Edmonds Racing	Ford Escort	1800
70	A D NIVEN / Celtic Homes Ltd	Ford Escort	5700
1 - 71	G BIRRELL / Kent Frami Racing	Ford Capri RS	2900
72	D BRODIE	Ford Escort	1950
73	D DONNELLY / Donnelly Motors Ltd	Vauxhall Viva	2300
74	J VEITCH	Mini Cooper 'S'	1293
75	E M SMITH	Mini Cooper 'S'	1293
76	A BARTON	Mini Cooper 'S'	997
77	S A BELL / Cosmo Entertainments Club Ltd	Mini Ford	997
78	J C FYDA	Agra Imp	998
79	C BRADLEY / D A Harris	Ford Escort TC	1800
84	E PATERSON	Colvend Mini	1293
102	D MATTHEWS / Broadspeed	Ford Escort	1800
104	M HILL	Boss Capri	4700

1st (£300) 71... 2nd (£150) 68. 3rd (£100) 75. 4th (£75) 73.

5th (£50) 6th (£30) 7th (£20) 8th (£12)

9th (£8) 10th (£5) Fastest Lap 71.... 54.2 secs 68.4 mph





Throwing the Sheila Whyte Tankard Championship open to Modsports Cars as well as Special GTs has fairly put the cat amongst the pigeons since the present leader in the Championship is none other than John Absalom with his Ginetta G4. John, however, has three scores to his credit while his principal opposition, in the form of Tony Charnell's Chevron B8 and Eddie Labinjoh's Fisher Spider, have only scored twice. Eddie, in fact, now looks like one of the favourites for the Championship since, with two first places to his credit, he is a mere two points behind John.

With the return, again, of the heavy machinery in the form of George Silverwood's Chevron B19, Tony Charnell will be hard pressed to take the chequered flag in the over 1600 cc class and, as a result, if Eddie Labinjoh wins his class again today (which is very much on the cards) he could easily take the lead. Modsport or no Modsport, however, John Absalom is no slouch and he will be motoring around just as quickly as possible to gobble up any points that are going. So too will be Tony Charnell who was perhaps unfortunate not to be in the lead at this stage since, until the very last lap of the August event, he was standing in second place in his class. The points from that would have given him a short head in the Championship which might just have been enough, depending on today's and next Meeting's results, to win the day. However, we shall all just have to wait and see — one thing that is certain is that Tony Charnell will not give up without a fight.

EVENT 7

5.35 pm

SPECIAL GT, SPORTS & CLUBMANS CARS

12 Laps

Over 1150 cc

8	G SILVERWOOD / Central Garage (Mirfield) Ltd	Chevron B19	1900
2 - 1	A CHARNELL	Chevron B8	1991
42	R MacNAB	Mallock U2 6B	1598
43	M S ROSS	Mallock U2 Mk 8B	1598
44	D OGILVY	Lotus 7	1594
45	P MacNAUGHTAN	Mallock U2 Mk 11B	1600
56	A SOUTAR	ELAN	1598
55	R. HUTCHISON	S.P.R. 17.E.	1293
53	D MORTON	ELAN	1598
50	W. WOOD	M.D.G.E.T.	1293

1st (£20) 4.1(1) 2nd (£10) 4.3(3) 3rd (£5) 5.3(5)

Up to 1150 cc

46	R A ROSS	Nathan GT	1000
47	D McDONALD / Marquis Motor Co	Diva 10F	1150
1 - 48	E LABINJOH / J Fisher	Fisher Spider	1100
3 - 64	J ABSALOM / C Shutt	Ginetta G4	1150

56

TRIUMPH GT6

1st (£20) 4.2(3) 2nd (£10) 6.0(7) 3rd (£5)

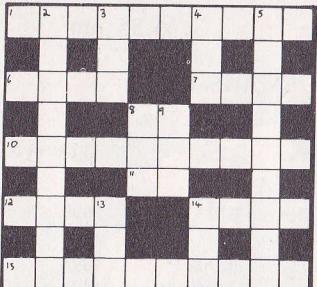
Bonus of £10 for the Fastest Lap to secs
a round in the Sheila Whyte Tankard Championship

THE SHEILA WHYTE TANKARD CHAMPIONSHIP

Driver	Car	Apr	May	July	Aug	Sep	Oct	Total
J Absalom	Ginetta G4	4	6	4				14
A Charnell	Chevron B8	6	6					12
E Labinjoh	Fisher Spider	6	—	6				12
R Forester-Smith	Ginetta G4	3	4	2				9
R G Hendry	M G Midget	4	—	3				7
M S Ross	Mallory U2	3	—	4				7
M Hoppertion	M G Midget	—	3	4				7
J Mackie	Mallory U2	—	6	—				6
R D Hutchison	A H Sprite	6	—	—				6
A G Watson	Mallory U2	—	—	6				6
G Silverwood	Chevron B19/21	—	—	6				6
W L Wood	M G Midget	2	3	1				6
D McDonald	Diva 10F	1	1	3				5
M Nugent	Lotus Elan	—	4	—				4
A Collier	Daren Mk 3	—	4	—				4

Scoring: 1 for finishing plus, in each class, 1st 5, 2nd 3, 3rd 2, 4th 1. Best 4 scores count. In the interests of brevity, only those scoring 4 or over are shown above.

56
55
53
58
50
61
54
65
60



All right then, since no one else has come across with a crossword for this month's Programme the Editor supposes that he'll have to do it all for you again. Just by way of protest, however, let him warn you here and now that this is no ordinary crossword! Usually all the words used in such puzzles are capable of being found in Dictionaries or are proper names (and such has been the position with Ed's previous efforts). Today, though, don't expect to find some of the answers in the Dictionary! Just work logically through the clues, however, and you'll get there eventually. And, if you can't get it out, why not come back in October to find out what the correct solution is! (Which is of course one cunning way of making sure you pays your fifty pences next time out.) Right then, away you go — and remember, although not to drastically difficult, all is not as it mite seem!

1. Could it be a Chinaman with a West Highland accent measuring a baldy for a suit, perhaps, or just another brazilian nut on the way to cracking the World Championship? (10)
- A 6. Could give you the chop in a daze. (4)
- C 7. What most certainly does not happen frequently in Iran although it has done at most of the Ingliston Meetings so far this year! (4)
- R 8. A cricket bat without a right b..... will locate where you are. (2)
- O 10. A Roman to a Scottish "vicar" tells what to do to the oath in initial Scot Nat's raid time? (10)
- S 11. If you're 12 Across often enough you might expect these, along with the screaming hab dabs, although only one this time! (1,1)
- S 12. Part of the engine going up and down but not on — or, perhaps, someone hailing you who's just drunk too much. (4)
14. What's above and below or what you are less if you can't solve this one! (4)
15. Doing this from the circuit will result in your coming a cropper: maybe the answer is skoffing it! Either way it'll be as if you're moving away across the ice with two eyes open. (7,3)
2. Deid RN kin buried at sea ends up here in the words of our tanned colonial brethren! (2,2,5)
- D 3. You use your heel too when pulling up for the corners if you're going to keep to the line. (3)
- O 4. Heat too much of this and the balloon really will go up. (3)
- W 5. The sort of Elizabethan collar one might wear while at the wheel or what you do phonetically when you leave the track for the outback. (5,4)
- N 8. A connecting link. (3)
- N 9. While them as does a 15 Across may feel a right one this is one bird that's as Tory as Judith Hart. (3)
10. An explosive Ingliston cartoonist. (1,1,1)
14. While Ed may only be a small one in the administrative machinery there are plenty in the average gearbox. (3)

Once again, that's your lot for this month. And just to prove how generous we are we'll repeat our July offer of a free Grandstand ticket for the person who submits the first correctly solved puzzle opened by us at Duns. If you do solve it, pop the completed crossword in an envelope and send it post haste to Scotcircuits Ltd, National Bank Chambers, Duns. As for last month's effort, cast your eyes right for the solution. As we said last time out, easy, wasn't it!



Remember the Wylie's sponsored escorts ? Formidable Contenders at Ingliston

Prepared by :

WYLIE'S PERFORMANCE CENTRE
part of The Wylies Ltd Organisation

Wylies Ltd

370 Pollokshaws Road, Eglinton Toll,
Glasgow, S.1.
Main FORD Dealers

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



THE INGLISTON COMPETITION

A really easy one for you today! Turn first of all to the front cover and name the four drivers of the leading cars in each photo (as also the cars they drive).

DRIVER

1.
2.
3.
4.

CAR

The only one that might give you some trouble is of course car No 89 which fairly gave Eric Smith a jolt in August. As if that isn't a good enough clue (at least, that was what the Editor was misleadingly muttering) can you tell who it was in front of No 89 in the photo immediately below!

ANSWERS to INGLISTON COMPETITION

then!!
All too easy for a change! Just wait until October, however - we'll get our own back
the second bottom photo was none other than Davy Mutter (Cooper 'S') who was going
remarkably well last time out too.
Vauxhall Firenza. The cheap and quicked better than Eric Paterson and Doug Niven in
RS 1600? of Doug Niven and finally (no doubt about this one) Bill Dryden's
Bell with his Mini Ford while, below him, was Eric Paterson (the new joint 1300 cc
lap record holder) with his Coveted Mini. Next down was the Ford Escort BDA (or



Last season we won the Hartley Whyte Saloon Car Championship at Ingliston and this year we're out to retain it in our new Firenza.

Why don't YOU try this fabulous car. Firenzas and Vivas are now available with engine sizes up to 2.3 litres giving 122 brake horse power at 5500 revs per minute - 0-60 in 11.2 seconds - torque 140 lb ft at 3200 rpm. Need we say more? Ask for a demonstration today.



71 Lothian Road
Edinburgh 031-229 2488

FIRE APPLIANCE SERVICES LTD.

ST. BOSWELLS

ROXBURGHSHIRE

Telephone 3233 or 3739

Associate Company: Fire Appliance Services (International) Ltd.

OUR MONNEX DRY POWDER FIRE EXTINGUISHERS
SAFEGUARD THE INGLISTON MOTOR RACING
CIRCUIT AT EVERY MEETING

For ALL your fire protection requirements from Hose Reels or Fire Extinguishers to Fixed Installations, Fire Escapes, Fire Alarms, Secondary Lighting, Fire/Smoke Stop Doors and Screens "Safeguard" Lightweight Rescue/Emergency or General Purpose Fire Appliance with crew of 3/4 and 100 gallons water plus HP Fog. These units are now operational with the Northern Ireland Fire Authority.

KINGS
serve Scotland

Suppliers of concrete aggregates, concrete and building sands, coated macadams, hot and cold asphalts.

Operations cover the following counties:
Angus, Ayrshire, Berwick, Dumfries, Dumbarton, Fife, Inverness, Lanark, Midlothian, Nairn, Perth, Ross & Cromarty, West Lothian

Kings & Co. Limited
134 NITHSDALE DRIVE, GLASGOW, S1
Tel.: 041-423-6611 Member of the Tarmac Derby Group

FOR THE ATTENTION OF NON - MEMBERS

To be perfectly honest, the non-members are the most pampered shower that one can come across. Every month for eons past, hard pressed members of the S.M.R.C. staff scratch their heads and generally work themselves into an early grave just to think up new things to say to induce you, the non-member to join the Scottish Motor Racing Club. As everyone knows, the benefits of club membership have not altered – it is merely the way that we have to serve them up to you in the programme that changes month by month. For this Meeting, however, we are carrying on a fine old British custom and are going on strike and staunchly refusing to fill a page with mere padding: instead, you will just have to make do with a list of some of the benefits:-

- Discounted season tickets at Ingliston
- Regular Club News (presently incorporated in "Top Gear", Scotland's Motoring Monthly)
- Cheap (Scots, take note) family membership
- Use of the MacRobert Pavilion on race days (including the club bar)
- Communion with fellow spirits
- Annual Dinner Dance
- Film show
- Natter and Noggin Nights
- Other social events and discussions planned

If you don't like these benefits, well, we are not particularly worried if you do not join the club; if you do, however, we shall be delighted to have you in one of the biggest motor clubs in Great Britain. Why not become a member of one of the most enthusiastic bands of motor sport lovers in Scotland? Either post the application form printed overleaf direct to Duns or seek out the new S.M.R.C. kiosk behind the Stand where Lesley Munro will be delighted to help you.

**JACKIE
STEWART**
SMRC's President
and
1971 World Champion



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

For Office Use
C B Ref
Memb No

APPLICATION FOR 1972 MEMBERSHIP

Complete in BLOCK CAPITALS THROUGHOUT

I Mr/Mrs/Miss.....

(delete as appropriate) (Christian Names) (Surname)

of

.....

.....

hereby apply for Membership of THE SCOTTISH MOTOR RACING CLUB LTD. for the rest of this calendar year 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 have NOT been an Ingliston Marshal but would like to be considered
- 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

MY ENTRANCE FEE @ £1.00 1.00

MY ANNUAL SUBSCRIPTION @ £2.10 2.10

..... FAMILY MEMBERS SUBS @ £0.53

I enclose my cheque P.O. cash for £

Please send the completed form and your remittance to:
SCOTTISH MOTOR RACING CLUB LTD, National Bank Chambers, DUNS.

EVERYTHING ABOUT THE

MG

SAYS 'SPORT'



If you are a man who wants the real thing — the MG is for you. Everything about the MG says "sport" The feel, the performance, the look. For complete control there's rack and pinion steering, and for complete relaxation and comfort the MG has body-contoured rake adjusting seats.

*If you are a sports car enthusiast — get the real one
Sport an MG*

MOIR & BAXTER LTD
EDINBURGH

AUSTIN, M.G., WOLSELEY DISTRIBUTORS

COMELY BANK

031-332 1344

107 GLASGOW ROAD

031-334 1351

The Avengers.

Britain's most exciting new car —

THE AVENGER TIGER!

Avenger Tiger £1545: Avenger de Luxe '1250' £913: Avenger Super '1250' £947: Avenger Grand Luxe '1500' £1068: Avenger Grand Tourismo £1132: Avenger de Luxe Estate £1017: Avenger Super Estate £1064 (ex-works prices inc. P.T. — Seat belts and fittings extra)



Avenger Grand Luxe

JAMES ROSS & SONS
(MOTORS) LTD.

Lochrin, Tollcross, Edinburgh, 3

FOuntainbridge 1555

MAIN DEALER  **CHRYSLER**
UNITED KINGDOM

HASTE YE BACK TO THE NAIRN TRAVEL TROPHY RACE MEETING

SUNDAY, 15 OCTOBER

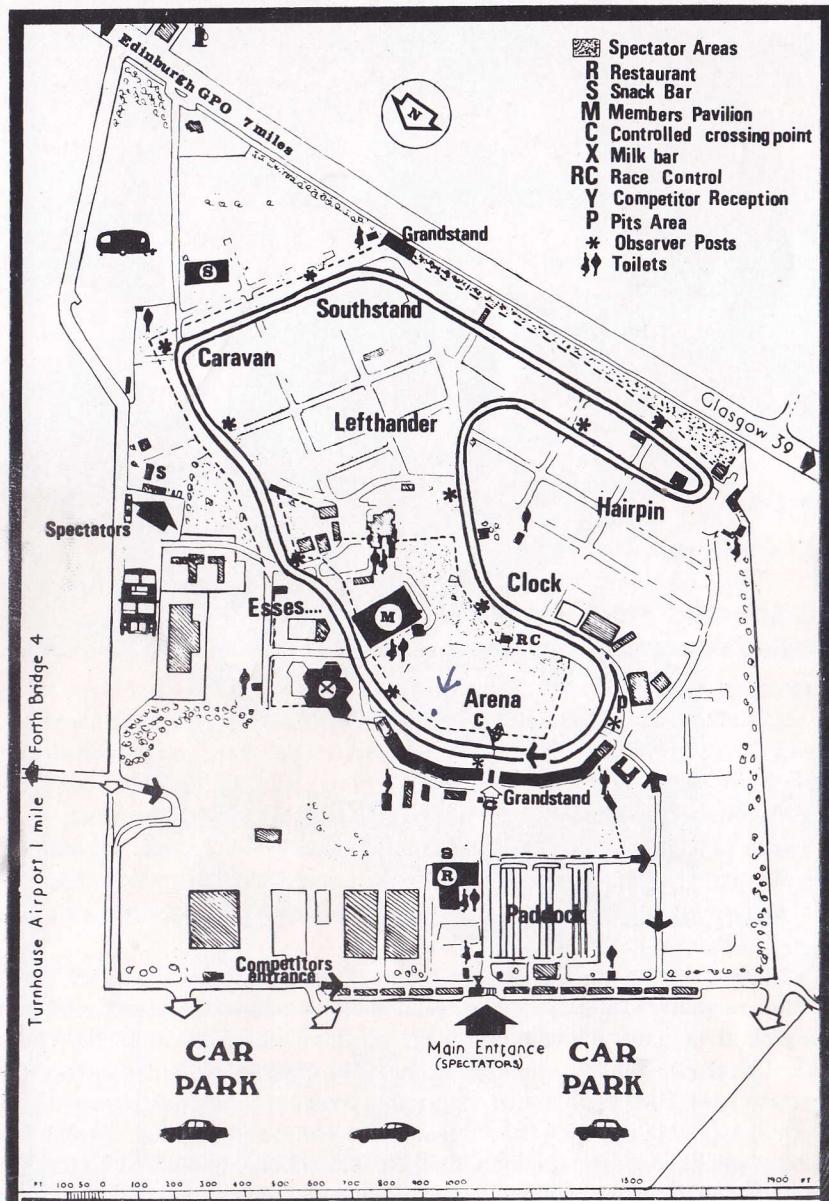
BE
SURE OF
YOUR SEAT
IN THE STAND

ADVANCE BOOKING FORM INSIDE

Once again we really do have something to blow about for the last Meeting of the Scottish Motor Racing Season, the Nairn Travel Trophy Race Meeting on 15 October. To begin with, the promoters are delighted to see sponsorship from Nairn Travel (formerly Mays Travel), Alex Beith, the Army in Scotland and Players, and as a result, there will be pots in profusion for the lads to compete for. And that competition should be pretty fierce since, not only is the Meeting a National one, but it is also the last chance for drivers to notch up that extra point or two in the Ingliston Championship series, a series with a total Championship prize fund of £2115!

What then is on the card for October? Out to outflank the civilians, the Army's Golden Lions Parachute Team plan an airborne assault on the circuit, while, on the ground, on paper it's odds-on for the Wiggins Teape Capri in the big Saloon race. Once again the historic single-seater event fills its regular October spot and spectators will have their annual chance of a touch of racing nostalgia while the pre-War Alfas, Maseris, ERAs and Bugattis dice for the Doune Cup. Main race of the day will of course be for Libre cars, the class which has dominated Ingliston this year and produced so many fine races, and 15 October provides the Scottish public with a last chance before the winter sets in to see another power battle between Crossle, Lotus, Brabham and March. Add to that the usual serving of Saloon, Formula Ford, GT, Clubmans, Sports and Modified Sports Car events and you have all the necessary ingredients for a thundering climax to the 8th season of Ingliston motor racing.

DON'T FORGET — INGLISTON — Sunday 15 OCTOBER — 2.00 pm



INGLISTON race circuit

ROYAL HIGHLAND SHOWGROUND ··· EDINBURGH

Lap distance

1.03 miles 1.651 kms

SET BY ESSPRINT LTD., DUNS

PRINTED BY HOW & BLACKHALL, PRINTERS, BERWICK-UPON-TWEED.