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Scottish Motor Racing Club

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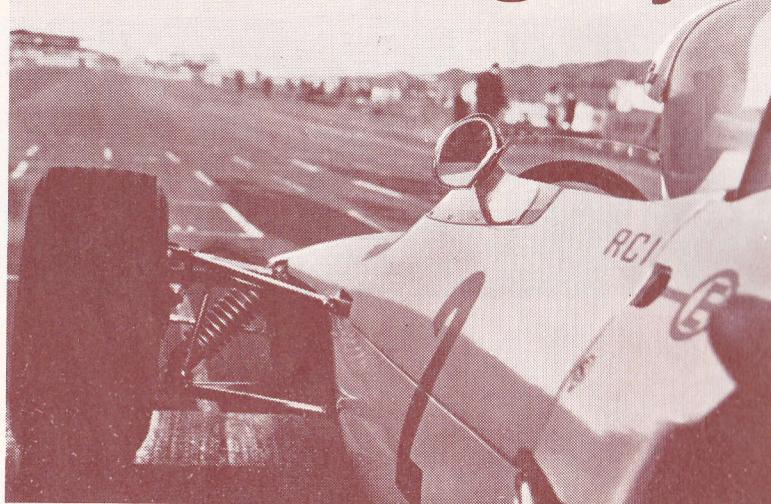
SCOTTISH MOTOR RACING CLUB
MEETING

12th September, 1971

Official Programme 20 p

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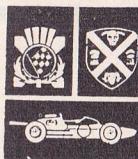
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The Scottish Motor Racing Club Meeting

Sunday, 12th September, 1971

organised by

The Scottish Motor Racing Club Ltd.

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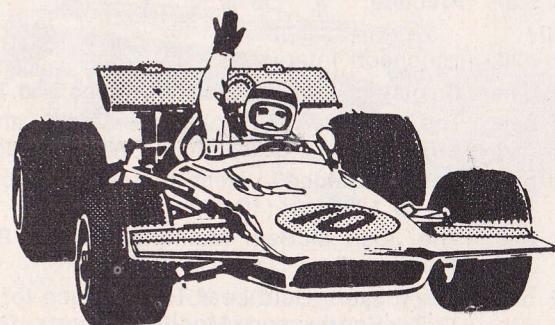
PROGRAMME

- 9.45 a.m. Practice.
- 12.30/
- 1.00 p.m. Luncheon Interval.
- 2.10 p.m. Display of Vintage Steam Wagons and Tractors.
- 2.30 p.m. The Newcomers Tankard for Rally and Auto-cross Saloon Cars, etc.—Final (10 laps).
- 2.55 p.m. Special Saloons—Heat 1. Special Saloon Cars up to 1000 cc (10 laps).
- 3.20 p.m. The Jock McBain Memorial Trophy Race for Formula Ford Cars (15 laps).
- 3.50 p.m. The Players Gold Leaf Trophy Race for Special G.T., Sports and Modified Sports Cars (12 laps).
- 4.15 p.m. Special Saloons—Heat 2. Special Saloon Cars over 1000 cc (10 laps).
- 4.40 p.m. The Lombank Trophy Race for Libre Cars (25 laps).
- 5.15 p.m. Presentation of Trophies.
- 5.30 p.m. Special Saloon Cars—Final.
The Hartley Whyte Championship Race (15 laps).

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Stewards (for Club)	R. KAY, J. A. DICK PEDDIE, W. MARTIN, A. K. STEVENSON, O.B.E.
Chief Marshal	A. H. B. CRAIG
Deputy Chief Marshal	P. J. TUGWELL
Chief Observer	R. J. TRAILL
Chief Flag Marshal	J. A. MILLAR
Chief Track Marshal	G. STOREY
Chief Medical Officer	Lt.-Col. A. HORNE, R.A.M.C.(V)
Chief Paddock Marshal	E. R. HERRALD
Chief Spectator Marshal	D. McLAUCHLAN
Chief Grid Marshal	G. MONTGOMERY
Starters	D. M. FRASER, I. CUNNINGHAM and J. W. MACMILLAN
Chief Crossing Marshal	ANGUS DICK
Chief Pits Area Marshal	K. H. ROBERTSON
Chief Timekeeper	Dr. L. JAMIESON
Chief Scrutineer	W. CLELAND
Chief Lap Board Marshal	G. KERR
Commentator	J. McINNES
Secretary to Meeting	A. M. LAMB
Competitor Reception	E. D. HODGES
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
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This meeting is held under the International Sporting Code of the F.I.A.
and the General Competition Rules of the R.A.C., the Standing Supplementary
Regulations of the R.A.C. and the additional regulations and
instructions issued by the Club.
Permit No. RS/6925



SCOTTISH MOTOR RACING CLUB LTD.

Personal message from the Chairman

This is the second Race Meeting the Scottish Motor Racing Club have had the privilege of sponsoring at the Ingliston Motor Racing Circuit. In a way it seems only fitting that the one and only Motor Racing Club in Scotland is sponsoring a Race Meeting at the only true Motor Racing Circuit in that country since it is only over the past five years, the years that Ingliston has been in existence, that the Scottish Motor Racing Club has grown in stature and size to its present membership of approaching 2,500.

Motor racing costs money, a lot of money, not only for the people who participate in the sport but also for those who promote it and the Scottish Motor Racing Club are very fortunate indeed in having the close association and friendship of Scotcircuits Ltd., the promoters of all the Race Meetings at the Ingliston circuit. During the current year you will doubtless have noticed that various commercial companies have derived the considerable advertising benefits of sponsoring various Meetings and races at Ingliston: in their turn the S.M.R.C. Committee feel that by promoting this Meeting they are, in a way, giving Scotcircuits a vote of confidence because, without Scotcircuits, there just would be no Ingliston, and, without Ingliston, it is very unlikely that the S.M.R.C. would be able to exist.

By promoting our own Meeting at Ingliston, thus, not only do all the competitors who are Club Members derive enjoyment and satisfaction from the promotion of their events but also a great majority of the Marshals and a large number of spectators who are also Club Members can look forward to this Meeting as their own.

For those of you who are not members I would strongly advise you to think of joining the Club as soon as possible. During the next twelve months many new activities are being planned (such as, for example, three to four day trips to the Continent to see such Race Meetings as the Monaco Grand Prix, Monza and possibly Le Mans). The Committee are also in the early stages of setting up social sub-Committees to encourage Club Nights, Dances and Film Shows in designated areas situated not only in Scotland, but also in Northern England where a lot of our members reside.

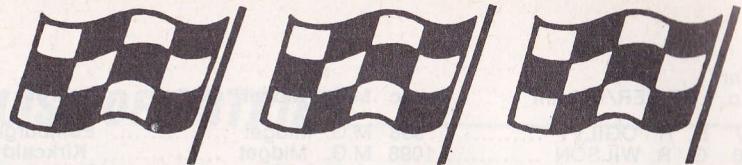
At the present moment the next social event on the calendar is scheduled for November 26th when our annual Dinner-Dance takes place in the magnificent MacRobert Pavilion. We fully anticipate to have Jackie Stewart, the Club President and 1972 World Champion, with us on that night and also a very famous Guest of Honour. The music will be provided by Chris Barber with his wife, Otilie Paterson, and I can assure you that the menu and the evening look as though they are going to be a tremendous success. Obviously, because of the limited number that we can cater for, Members will receive first chance of tickets for this function, and any trips abroad next year will be on a membership basis to enable us to get the keenest possible terms from the travel operators: in short, two excellent reasons for joining the Club as soon as possible.

As a committee our endeavour is to ensure that the S.M.R.C. continues to exist and flourish, not only for those few competitors who can afford to motor race but also for the many people who derive great enjoyment from watching. We sincerely hope that this afternoon's racing is as close and exciting as that normally enjoyed at Ingliston and that, if you are not already a member of the S.M.R.C., you will be moved to seriously consider filling in the Application Form on page 54 of this Programme. Send it in to us immediately and you too can then enjoy the facilities and special attractions that are in store for the members of the Club.

LIST OF ENTRIES

Car No.	DRIVER/Entrant	cc	Make/Model	from
1	T. WALKINSHAW/ Ecurie Ecosse	1600	March 712M	Hertford Heath
2	J. BLADES	1600	Lotus 69 F2	Bournend
3	J. RUSSELL	5000	Lotus 70	West Calder
4	T. D. REID/ Irish Racing Cars	1598	Brabham BT30	Tandragee
5	K. WRIGHT	1598	Brabham BT28	Dewsbury
6	J. WINGFIELD	1770	Brabham BT36	London
7	J. RICHARDSON/Anglo- Swedish Equipment with B.M. Volvo	1598	Brabham BT70	London
11	J. BARR	997	Brabham BT 21B	Edinburgh
12	D. N. THOMSON	998	Ecosse Imp	Edinburgh
14	I. C. McLAREN	997	Chevron B15	Broxburn
15	B. HARRISON	998	Vixen VB5	Glasgow
18	N. R. GINN	1600	Lotus 69 FF	Helensburgh
19	D. MACLEOD/Macklinlay's Whisky/Peter Graham (Motors) Ltd.	1600	Dulon LD 4C	East Calder
20	C. MACLEAN	1600	Hawke DL 2B	Alness
21	R. C. R. MALLOCK	1600	Mallock U2 Mk 9B	Hanslope
22	T. HORROCKS	1600	Horrocks FF	Preston
23	C. CAMERON	1600	Merlyn X1A	Old Kirlpatrick
24	J. SHELDON	1600	Palliser FF	Epsom
25	A. GEMMELL	1600	Lotus 51	Edinburgh
26	G. J. CUTHBERT	1600	Lotus 69FF	Dundee
27	S. LAWSON	1600	Hawke DL 2A	Kirkliston
28	G. TODD	1600	March 718	Musselburgh
29	P. SMITH	1600	Lotus 51	Dundee
30	J. McLACHAN	1600	Mallock U2	Dumfries
31	K. MILLAR	1600	Lotus 51	Currie
32	D. MANNERS	1600	Alexis Mk 15	Stockton
33	E. PRESTON	1600	Hawke DL 2A	Skelmorlie
35	P. MACNAUGHTON	1600	Lotus 7	Edinburgh
36	E. LABINJOH/ J. Fisher	1100	Fisher	Edinburgh
37	R. WINCHESTER	1390	Fairford GT	Edinburgh
38	D. McDONALD	1150	Diva 10F	Edinburgh
39	J. MACKIE	1589	Mallock U2	Kirkcaldy
40	G. MACWILLIAM	1598	Mercury GT	Glasgow
41	C. W. MACRAE	997	Mallock Mk 6B	Edinburgh
42	R. S. SMITH	5000	Attila	Glasgow
43	I. COCHRAN	1594	Lotus Elan	Dalrymple
45	J. B. FLETCHER	1598	Lotus Elan	Littleborough
46	R. HUTCHISON	1293	A.H. Sprite	Glenrothes
47	N. GALBRAITH	1275	A.H. Sprite	Lanark
48	R. G. HENDRY	1275	M.G. Midget	Edinburgh
49	A. SOUTER	1598	Lotus Elan	Dundee
50	M. HOPPERTON	1340	M.G. Midget	Inveraray
51	A. FLEMING/ W. Shepherd	1293	M.G. Midget	Lundin Links
52	M. S. MORTON	1275	M.G. Midget	Edinburgh
54	J. ABSALOM/C. Shutt	1150	Ginetta G4	Felton
55	T. RUTHERFORD	1147	A.H. Sprite	Lenzie
56	R. FORESTER-SMITH	997	Ginetta G4	Edinburgh

Car No.	DRIVER/Entrant	cc	Make/Model	from
57	D. H. OGILVY	998	M.G. Midget	Edinburgh
58	G. R. WILSON	1098	M.G. Midget	Kirkcaldy
59	W. L. WOOD	1140	M.G. Midget	Edinburgh
60	M. MURLEY	1598	Anglia TC	Seaham
61	J. MacGILVRAY	1650	Shannon Anglia	Kirkmichael
62	D. NIVEN/ Team Forbes	2090	Perdal Escort TC	Whitsome
63	O. ROSS	1498	Anglia	Helensburgh
64	G. LYNN	3500	Cortina	Annan
65	A. TOBIAS/ Perdal Developments	2020	Perdal Escort	Newcastle
66	W. N. A. DRYDEN/ S.M.T.	2500	Viva GT	Edinburgh
67	R. CAIG	1850	Escort	Borgue
68	J. VEITCH	5000	Veeva	Edinburgh
69	C. BRADLEY/ D. A. Harris Ltd.	1800	Escort TC	Glasgow
70	I. McNAB/ D. A. Harris Ltd.	1650	Anglia TC	Glasgow
71	J. DRYDEN	1293	Mini Cooper	Lundie
72	E. M. SMITH	1293	Mini Cooper 'S'	Carlisle
73	K. ROBERTSON	1275	Thistle Mini	Musselburgh
74	A. BELL	1275	Mini Cooper 'S'	Gretna
75	E. PATERSON	1275	Colvend Elf	Edinburgh
76	J. SHARP	1293	Mini Cooper 'S'	Gretna
77	H. MCKINNON	1293	Mini Cooper 'S'	Glasgow
78	C. CHISHOLM	998	Imp	Fort William
79	M. S. ROSS	999	Mini Cooper 'S'	Monifieth
80	K. ALLEN	999	Mini Cooper 'S'	Crossford
81	H. MACPHERSON	970	Mini Cooper 'S'	Fort William
82	B. LECKIE	998	Imp	Aberdeen
83	N. D. SMITH	999	Mini Cooper 'S'	Aberdeen
84	I. MARR	998	Mini	Tranent
85	B. COYLE	998	Imp	Glasgow
86	J. E. HOWDEN	998	Chrysler Coupe	Edinburgh
87	A. BARTON	999	Mini Cooper 'S'	Newcastle
88	G. C. GORDON/S. Bell	999	Mini	Carlisle
89	A. SELLAR	999	Mini Cooper 'S'	Burntisland
90	J. GRANT	999	Mini Cooper 'S'	Haddington
91	P. M. PITMAN	999	Mini Cooper 'S'	Dumfries
92	J. A. J. CURRIE	997	Mini	Dumfries
93	J. C. FYDA	998	Agra Imp	Dundee
94	J. B. YOUNG	999	Mini Clubman	Burntisland
95	W. BORROWMAN/Sports- Tune/Moir & Baxter Ltd.	999	Mini Cooper 'S'	Longniddry
96	D. E. WRIGHT	1650	Anglia	Stranraer
97	A. A. MACFARLANE	1293	Mini Cooper 'S'	Glasgow
98	M. GRIERSON	1275	Mini Cooper 'S'	Dalbeattie
99	L. HIND	998	Mini	Edinburgh
100	J. FYFE	998	Mini	Edinburgh
101	L. G. EAGLETON	1600	Escort RS1600	Stocksfield
102	A. J. ROPER	1600	Escort	Glenrothes
103	J. CALDER/ K. Robertson	1275	Thistle Mini	Edinburgh
104	D. HEGGIE/ Team Forbes	1558	Escort TC	Greenlaw
105	D. GALLACHER/ Team Forbes	1601	Escort RS1600	Greenlaw
106	R. SMITH	1328	Mini Cooper 'S'	Pitcaple
107	A. A. SMITH	2000	Riddell Escort	Pitcaple
108	R. GAULD	1293	Mini Cooper 'S'	Insch



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INGLIS顿 NOTES

We only had to go and open our big mouths in the last Programme to find that, once again, we had put a size 12 right in it. No sooner had we said that Colin Lourie would not be there than he cheerfully rolled in the gates! For once (do we really mean that!) we were not wholly mistaken—Colin has been posted to London but he managed to get away for the weekend and, being a right minded sort of fellow, took the opportunity of belting up to his favourite circuit. The visit was for pleasure purposes only, however, he having left the photographic side of things in the capable hands of Eric Bryce and Andrew Kinghorn. Certainly, Eric has one up on Colin now—we never got photographs of the Monaco G.P. from you, Colin!

★ ★ ★

We're getting to be worse than Satchmo the way we keep blowing our own trumpet. The trouble is, we just can't help it! Whatever the organisers do at Inglis顿, other circuits (and even the R.A.C.) seem to follow. Last season the Scrutineers were the people who were thoroughly unpopular, it having been decided that, as from the start of the 1971 season, special saloon cars would require working head-lamps and brake lights, etc. "What a daft restriction," the competitors shouted. "Inglis顿 is the only Circuit to insist on these." And so we were—for about two months! Shortly after the May Meeting at Inglis顿 the very same regulations were being strictly enforced at Croft, Rufforth and other English Circuits and the R.A.C. were taking a tough line on vehicle eligibility. For the July Meeting the organisers turned their attention towards what had, by then, become blatant breaches of the

R.A.C.'s requirements for advertising on racing vehicles. The ink was hardly dry when the August R.A.C. Motor Sport news arrived announcing that, from 1st August, the R.A.C.'s requirements for advertising were to be fully implemented. On the competitive front, Inglis顿 only had to think of the Newcomers Tankard event for non-racing cars and standard saloon racing suddenly became the hottest thing to hit the motoring press for many years: indeed, it is almost certain that Inglis顿 will feature in the 1972 British Group 1 Championship. One thing we will concede, though—they thought of motor racing before the Scots did! The only trouble is, they can't do it as well as we can!

★ ★ ★

Having asked for members of the public to submit articles for publication in the Inglis顿 Programme, the editor has been swamped with some remarkably good submissions. While he is still in the market for fresh material (and any of you who feel tempted to put pen to paper are invited to submit articles of no more than 2,000 words to him c/o The Inglis顿 Programme, National Bank Chambers, Duns) he is delighted to be able to offer a change of style in this month's Programme. For those of you who have, until now, made mock of those poor unfortunate drivers at the tail end of the field, a spirited defence is put forward by Malcolm Parkin, the self-styled champion of the under-dog, in his article "First and Last Man." (No, it's not a reprint of the Olaf Stapleton novel should any of the SF fans here have been wondering!) One other contribution also printed this month is a critical appreciation of Scottish Motor Racing and, as such, well worth reading.

★ ★ ★

Why is it that, whenever we hold an Inglis顿 Competition, we can't even get the answers right! In the last Programme we invited spectators to test their memory of the cars, drivers and entrants seen at the Circuit over the past two years. The very last question related to a single seater vehicle (No. 33) shown driving round Inglis顿 on a decidedly wet track. The answer quoted by the Programme was that it was Dave Sunter's Barracuda FF. The dust had no sooner settled from the August Meeting than Formula 4 driver, Brian Harrison, was pointing out that in his opinion the correct answer should have been Pat Longhurst with his Vixen VB 4. The trouble is, the editor doesn't even know which is right now! It's a good job no one has asked him to appear on the Club's team in the Burmah/Castrol Quiz!

★ ★ ★

Don't forget that, at the next Race Meeting at Inglis顿 (National—10th October), we see the return of the historic brigade. A full grid of 15 historic sports and single seater racing cars is planned and, if last year's event is anything to go by, this will again be a sight worth seeing.

★ ★ ★

Already the Promoters of Race Meetings at Inglis顿 have been turning their eyes towards the 1972 Season and their endeavours in this direction have not gone unrewarded. At the May Meeting next year a Race will be held for Production Saloon cars which will count towards the British Production Saloon car championship. The championship, sponsored by Castrol, could well be one of the big motoring events of 1972 and the Scottish round on May 14th will be a must for inclusion in any motoring enthusiast's diary.

★ ★ ★

We have to apologise to "his mechanic" for not being more explicit in the last Programme. The omission is greatly regretted and the line in question should of course have read "and his mechanic, eejit S . . .".



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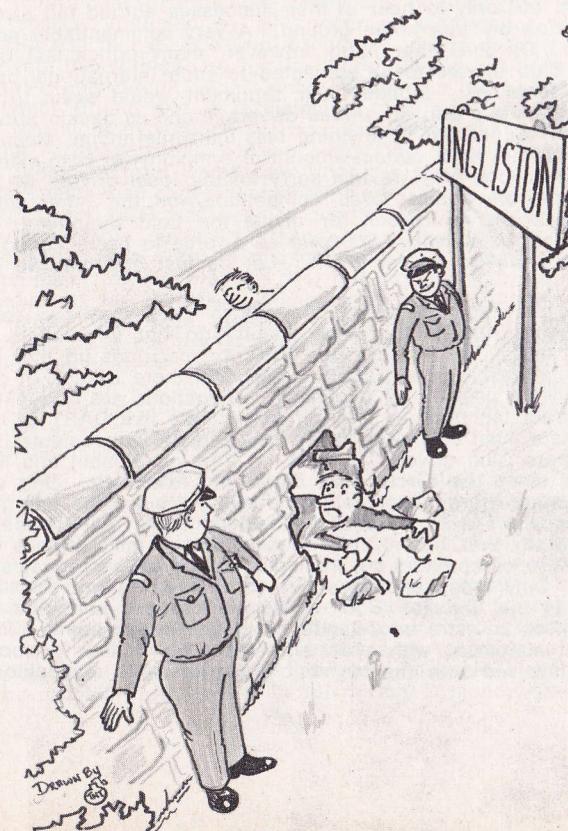
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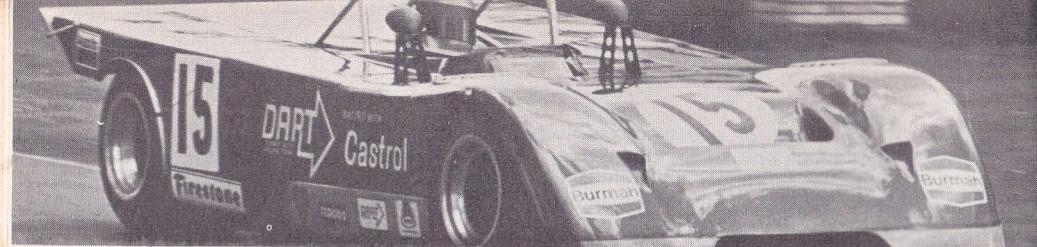
We are proud to announce that we have recently been awarded a contract in the face of keen competition from the Northern Ireland Fire Authority for the supply of 61 Fire Fighting Vehicles built on Land Rover Chassis for supply over a period of four years. (Designed by K Rhodes, AFICD, LMRSH, Technical Director.)

For those of you who are wondering how some of the "other" Inglis頓 Championships are getting on we have news of the latest one to be presented at Inglis頓, the "A. K. Stevenson Trophy." This trophy, an exceedingly handsome clock, has been presented to Scottish circuits by the grand old man of Scottish Motor Sport, and is to be given annually to the driver who wins the highest number of races (excluding "finals") during the year at Inglis頓. To date, Graham Birrell, Neil Ginn and John Miles tie for the lead with 3 eligible wins each, with Sedric Bell, John Absalom and Jenny Birrell close behind on the 2-win mark.

★ ★ ★

And, while on the subject of Championships, a quick (very quick!) word about the "B.M.R.C. Trophy" Members Championship is called for. Like the Hartley Whyte Championship, this is affected by the July protest (could we have a decision from the R.A.C. soon, please?) and exact figures are accordingly impossible. One thing is clear, however, and that is that Neil Ginn, with 33 points, is well clear of second place man Alec Souter with 25 and Sedric Bell with 24. Behind these there are either Jenny Birrell or Bill Dryden/John Absalom (depending on the result of the protest) with John Miles in the DART Chevron thumping closely up their exhaust pipes in company with Bill Borrowman, Andy Barton, Miles Hopperton and Dick Mallock. While Neil may be well out in front, with prize money to fifth place the action should be hotting up for the places now that the season draws to a close.





DART or DRAT?

"Is this a ruddy Club Meeting or an International?" one disgruntled competitor was heard to say after watching John Miles in the DART Chevron B19 blow off the entire GT field in August. A fair point and one which raises an interesting question in motor racing morality, if you want to call it that. The DART Chevron B19 is, almost certainly, the fastest car of its class on the International scene and, with the new 2 Litre Brian Hart BDA, it is unbeatable on any of the European Circuits. There has been, accordingly, a certain amount of comment that it is somewhat unfair for a car of this calibre to come to what is, essentially, a Club Meeting at Ingliston. Leaving the Libre events out of it (for there the odds are evened somewhat) it is a foregone conclusion that Miles will win any GT event at the Scottish Circuit, a very discouraging state of affairs for local drivers.

As in any argument, there are two sides to this debate. On the one hand, Britain (which includes Scotland whenever a Scot achieves dominance in any sport but which otherwise becomes "England") is still a democratic country and there is nothing to stop any Club Member (and John Miles is a Club Member) from competing in Club events. (There is one exception to this which we will come to later.) DART, conscious and proud of being a Scottish Team, feel that the Scottish public want not only to hear of their successes abroad but also to see them in action on their home ground. A very commendable policy, we would say. On the other hand, however, many critics feel that it is unfair for Club drivers to be subjected to such International opposition at Closed Meetings. Indeed, their argument would seem to be supported by the FIA's ban on graded drivers (such as Jackie Stewart and Graham Hill) appearing in anything less than International Meetings. We must admit to having a certain amount of sympathy for both sides in this argument. On one side we feel sorry for the local drivers who cannot hope to compete against such competition—on the other side, however, we can see no reason for giving the cold shoulder to a team which is again establishing Scotland as a force to be reckoned with on the International Sports car scene. Let us just say that we call it a draw!

Almost inevitably, however, the critics (and they can very often include people who should know better) do not let matters rest on the mere "moral" principle. Too often the cry goes up that not only is there unfairness on the track but also that there is lack of parity off the track in the payment of expenses. Allegations are frequently made that, to attract teams of an International calibre like DART to Ingliston, the Promoters must be paying them considerable inducements not available to "mere Club drivers." This is not a new argument and has been heard ever since the Circuit first came into existence. One wonders, indeed, whether there is any point in denying it since the only response to such denials is a shrug of the shoulders and a quick aside, "Well, they had to say that, hadn't they!" The truth of the matter is, all (and we mean *ALL*) competitors are treated in exactly the same way at Closed Meetings. Only those expenses due to them as shown in the scale published in the Ingliston Book of Regulations are paid and no competitor is given an extra back-hander to induce him to come. The editor makes that statement with a certain amount of authority since he is intimately involved with the payment of expenses to competitors at all Meetings.

Why then do they come to Ingliston at Club Meetings? Could it be that the Prize Money offered at Ingliston at Club Meetings is on a par with, and very often higher than, the Prize Money offered at National events at other Circuits. Little wonder that such drivers come to Ingliston when the Prize Money at a comparable Meeting at, say, Croft, is in the order of £8—£6—£4. You only have to look through this Programme to see the difference in the Prize structure. The wonder of it is that more English drivers do not come North of the Border.

around the route.

Scotland, home of Jim Clark and Jackie Stewart, who looks like becoming World Champion for the second time, can still only support one small race circuit. Is it not time some real imagination was used to get motor sport recognised as big business in our homeland? Properly promoted, a motor race ought to be a tourist attraction, with the full backing and resources of a tourist organisation behind it.

A has to work pretty hard.

Reprinted from "Top Gear," August, 1971.

While we are sure that "Top Gear" is not suggesting that motor racing is not properly promoted in Scotland the choice of phraseology is perhaps unfortunate. Be that as it may, the point is most certainly taken and heartily endorsed by all concerned with motor racing at Ingliston. The sad fact is, Scotland is perhaps in one of the best positions to provide the springboard for the World Champions of the future—the country's only circuit, albeit small, is perhaps the finest training circuit in Great Britain and it is submitted that any up and coming driver can gain more experience per hour at Ingliston than at any other British Track. Unfortunately, however, the Country which has sired two World Champions and which now rides the pinnacle of motor racing success seems pathetically indifferent to it all. On comparison, finding a taker for UCS has been a simple task compared with the almost unsurmountable obstacles in persuading the Scottish Businessman to sponsor a race. Nor is this confined to business—the tourist organisations seem reluctant to see past the attractions of the countryside and have so far appeared unimpressed with the theory that a prominent international race meeting in the homeland of the World Champion could be a big tourist attraction. The Edinburgh Festival is another prime example—however hard one might try to publicise a race meeting in Edinburgh during the Festival (when the Capital should be packed to capacity with tourists) one will receive no assistance whatsoever from the powers that be. Ingliston is not, it appears, of artistic merit and is therefore to be looked down upon.

"Top Gear" did make a rather ingenious suggestion, however, regarding a Hillclimb at Aviemore. "All it needs is imagination and drive," quoth they. "The money could be raised." They also made mention of the 1½ mile Circuit proposed for the heart of Birmingham. All of this is, of course, encouraging but we must be forgiven if we present a slightly more jaundiced eye towards such schemes now than we might have done in our youth. Whatever happened, for example, to the proposed circuit within Glasgow's city boundaries, to East Fortune, to Polkemmet . . . ? In all these cases there has been some measure of imagination and drive (although, perhaps, more so in some than others!) The problem nowadays is in the raising of money. To prepare,

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surface and provide a circuit with safety and spectator facilities necessary for an event of international status (and that, we would submit, is what one is talking about when the words "tourist attraction" are mentioned) would now almost certainly run into seven figures. So far in Britain no one has suggested that the returns on motor racing are anything like sufficient to justify such an enormous outlay. In short, we are back again to relying upon the enthusiasts: unfortunately, no one has yet introduced us to a millionaire enthusiast!

* * *

This afternoon's demonstration of vintage steam wagons and tractors gives the public an opportunity of seeing, in action, relics from a more graceful age of motoring. Responsible for organising the display (and a lot of hard work has gone into not only the securing of the vehicles here this afternoon but also the preparation and maintenance of them) is Edinburgh's Andrew Ramage and he hopes to be able to field an "entry" of five vehicles in all—three steam wagons and two vintage tractors. The steam wagons, 1914 and 1924 Sentinels and a 1926 Foden, develop about 130 b.h.p. a not insignificant power factor when compared with modern machinery. For those more interested in tractors there will be a very old Marshall Tractor and "The Banger," a Fordson Tractor dating to about 1912. All the vehicles will be on show behind the grandstand during the day (except, of course, when they are being driven around the circuit).

It is perhaps worth mentioning that, while Mr. Ramage had hoped to be able to display many more than five vehicles, the fly in the ointment has proved to be the nature of the track. Very few steam wagons run on rubber like those here today and, naturally, steel rollers would not help the surface of the track! Enough said?

WHAT HAVE YOU DONE FOR SCOTTISH MOTOR SPORT RECENTLY?

Yes, you. Not the chap sitting beside you, behind you, or underneath you but you yourself. In the flesh. Just what have **you** put back into the sport? It's all very well sitting there enjoying the spectacle every other Sunday—after all, you've paid your money and you're due nothing at all. That's as may be. Perhaps, however, you feel that you would like to take a more active part in Scottish motor racing. After all, after Jim Clark and Jackie Stewart, we do have a certain obligation to maintain the standard and to do everything in our power, however small, to encourage future World Champions in the auld country. One thing that anyone can do is to help run a racing meeting, to provide the means for those few who have the skill. There is always a need at the beginning of each season to replenish the stock of marshals at Ingliston, a need which seems to grow as the years go by. Why not go a bit further than you have done in the past and lend a hand. You'll find it rewarding.

Those interested in lending a hand are always welcome. If you are keen to put something back into the sport why don't you fill in your name and address below, tear off this portion of the page, and post it to the S.M.R.C., National Bank Chambers, Duns, Berwickshire. You never know, you may be the one who blue-flags the World Champion of 1978!

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Please remember that :-

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

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

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

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

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

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

Your life could depend on any one of the 500 or so voluntary officials 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.

Tickets for the main Grandstand (50p each) are available from the kiosk immediately behind the Crossing Point to the Central Enclosure in the centre of that Grandstand. Tickets for the South Grandstand (30p each) are on sale at that stand.

Hot drinks, pies and bridies and roll sandwiches are available at the Snack Bars situated in the Herdsman's Restaurant, on the ground floor of the MacRobert Pavilion, in the East Gate Yard and in the area between Caravan and Southstand corners.

Three-course luncheons are served by D. S. Crawford Ltd. to members of the public in the Herdsman's Restaurant (north of the main Grandstand) and, to S.M.R.C. members, in the MacRobert Pavilion. High tea is also available for Club members in the MacRobert Pavilion after the close of racing and the Club bar remains open there from 12.30 to 2.30 and 6.30 to 9.30.

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

2nd OCTOBER MEMBERS' PRACTICE DAY
10th OCTOBER THE OCTOBER RACE MEETING (National)

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

Ingliston 1971 Advance Booking Form

Name (BLOCK LETTERS, PLEASE)

Address



Phone

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

										10 Oct		Total Number		@		TOTAL		
Highland Stand	Adult																	
		£1.00	£0.80	£0.80	£0.60	£0.30	£0.30	£0.30	£0.30	£0.30	£0.30	£0.30	£0.30	£0.30	£0.30	£0.30	£0.30	
South Stand	Adult																	
Car Park	Juvenile																	

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Please return with remittance to SCOTCIRCUITS LTD., National Bank Chambers, Duns, Berwickshire.

INGLISTON LAP CONVERSION TABLE

1 LAP = 1.03 Miles

secs.	m.p.h.								
45.0	82.40	49.0	75.67	53.0	69.96	57.0	65.05	61.0	60.79
45.1	82.22	49.1	75.52	53.1	69.83	57.1	64.94	61.1	60.69
45.2	82.04	49.2	75.37	53.2	69.70	57.2	64.83	61.2	60.58
45.3	81.85	49.3	75.21	53.3	69.57	57.3	64.71	61.3	60.49
45.4	81.67	49.4	75.06	53.4	69.44	57.4	64.60	61.4	60.39
45.5	81.49	49.5	74.91	53.5	69.31	57.5	64.49	61.5	60.29
45.6	81.32	49.6	74.76	53.6	69.18	57.6	64.38	61.6	60.19
45.7	81.14	49.7	74.61	53.7	69.05	57.7	64.26	61.7	60.10
45.8	80.96	49.8	74.46	53.8	68.92	57.8	64.15	61.8	60.00
45.9	80.78	49.9	74.31	53.9	68.79	57.9	64.04	61.9	59.90
46.0	80.61	50.0	74.16	54.0	68.67	58.0	63.93	62.0	59.81
46.1	80.43	50.1	74.01	54.1	68.54	58.1	63.82	62.1	59.71
46.2	80.26	50.2	73.86	54.2	68.41	58.2	63.71	62.2	59.61
46.3	80.09	50.3	73.72	54.3	68.29	58.3	63.60	62.3	59.52
46.4	79.91	50.4	73.57	54.4	68.16	58.4	63.49	62.4	59.42
46.5	79.74	50.5	73.42	54.5	68.04	58.5	63.38	62.5	59.33
46.6	79.57	50.6	73.28	54.6	67.91	58.6	63.28	62.6	59.23
46.7	79.40	50.8	73.14	54.7	67.79	58.7	63.17	62.7	59.14
46.8	79.23	50.7	72.99	54.8	67.66	58.8	63.06	62.8	59.04
46.9	79.06	50.9	72.85	54.9	67.54	58.9	62.95	62.9	58.95
47.0	78.89	51.0	72.71	55.0	67.42	59.0	62.85	63.0	58.86
47.1	78.73	51.1	72.56	55.1	67.30	59.1	62.74	63.1	58.76
47.2	78.56	51.2	72.42	55.2	67.17	59.2	62.64	63.2	58.67
47.3	78.39	51.3	72.28	55.3	67.05	59.3	62.53	63.3	58.58
47.4	78.23	51.4	72.14	55.4	66.93	59.4	62.42	63.4	58.49
47.5	78.06	51.5	72.00	55.5	66.81	59.5	62.32	63.5	58.39
47.6	77.90	51.6	71.86	55.6	66.69	59.6	62.21	63.6	58.30
47.7	77.74	51.7	71.72	55.7	66.57	59.7	62.11	63.7	58.21
47.8	77.57	51.8	71.58	55.8	66.45	59.8	62.01	63.8	58.12
47.9	77.41	51.9	71.45	55.9	66.33	59.9	61.90	63.9	58.03
48.0	77.25	52.0	71.31	56.0	66.21	60.0	61.80	64.0	57.94
48.1	77.09	52.1	71.17	56.1	66.10	60.1	61.69	64.1	57.85
48.2	76.93	52.2	71.03	56.2	65.98	60.2	61.59	64.2	57.76
48.3	76.77	52.3	70.90	56.3	65.86	60.3	61.49	64.3	57.67
48.4	76.61	52.4	70.76	56.4	65.74	60.4	61.39	64.4	57.58
48.5	76.45	52.5	70.63	56.5	65.63	60.5	61.29	64.5	57.49
48.6	76.30	52.6	70.49	56.6	65.51	60.6	61.19	64.6	57.40
48.7	76.14	52.7	70.36	56.7	65.40	60.7	61.09	64.7	57.31
48.8	75.98	52.8	70.23	56.8	65.28	60.8	60.99	64.8	57.22
48.9	75.83	52.9	70.09	56.9	65.17	60.9	60.89	64.9	57.13

INGLISTON LAP RECORDS

LIBRE CARS

Over 1000 cc : T. D. REID (Brabham BT30)	48.1	77.09 m.p.h.
and J. MILES (Chevron B19)	50.7	73.14 m.p.h.

FORMULA FORD CARS

N. R. GINN (Lotus 69F)	54.0	68.67 m.p.h.
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SPECIAL GT AND SPORTS CARS

Over 1600 cc : J. MILES (Chevron B19)	48.7	76.14 m.p.h.
Under 1600 cc : E. LABINJOH (Fisher Spyder)	54.0	68.67 m.p.h.
Under 1150 cc : E. LABINJOH (Fisher Spyder)	54.0	68.67 m.p.h.

CLUBMAN CARS

R. MALLOCK (Mallock U2)	52.2	71.03 m.p.h.
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HISTORIC RACING CARS

M. MORRIS (ERA)	62.8	59.04 m.p.h.
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MODIFIED SPORTS CARS

Over 1150 cc : A. SOUTER (Lotus Elan)	55.2	67.17 m.p.h.
Under 1150 cc : J. ABSALOM (Ginetta G4)	57.0	65.05 m.p.h.

SALOON CARS

Over 1000 cc : G. B. BIRRELL (Escort RS1600)	55.2	67.17 m.p.h.
Under 1000 cc : A. BARTON (Mini Cooper S)	57.4	64.60 m.p.h.

OUTRIGHT LAP RECORD

J. MILES (Chevron B19) and T. D. REID (Brabham BT30) ...	48.1	77.09 m.p.h.
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NEWS AND VIEWS

THE PRICE OF SUCCESS !

Dear Editor,

Having read your article 'The Price of Success' in the last Ingliston programme, I can only say that I cannot see how anyone can complain about the money paid back to the competitor at Ingliston. At the last meeting I collected more money than I could have won over the whole year at Croft or Oulton Park. As you know, in the past, my only complaint has been the distribution of the prizes and this year, of course, this also has been modified.

What I would like to see now is a small extra line in the lap records charts, Saloon cars 1001-1300cc's. No extra work or cost involved, surely, when the relevant information is printed on every results sheet already? Less criticism over non-conformity, which usually occurs at the end of each season in the Motoring Press? How about it, Editor !!

Yours sincerely,

ERIC M. SMITH.

1 Grey Street,
Carlisle.

Ed.—No sooner said than done, Eric. As a result of your letter Race Committee have now decided that lap records for the "1001-1300 cc" saloon car category will henceforth be shown in the programme.

80 OR 180 M.P.H.—WHICH IS THE MORE IMPRESSIVE ?

Dears Sirs,

I have been attending the Ingliston Race Meetings for a number of years now, in the first instance as a spectator and latterly as a flag marshal, and I would make the following suggestion to improve spectator interest.

I feel that only quoting the average lap speed of race winners does nothing to impress the general lay public as I am sure many of them feel that a lap speed of 70-80 mph is little or no better than they themselves can obtain on the run home to Edinburgh or Glasgow on the motorway. My suggestion is that some form of automatic timing device be used to determine the maximum and minimum speeds reached during such fast 70-80 mph laps. This I think would impress the public and bring home the fact that these are no ordinary cars or drivers.

Yours faithfully,

J. ALAN PARK.

Kilallan,
Kilmacolm, Renfrewshire.

Ed.—We couldn't agree more! Your letter has prompted Scotcircuits to make enquiries as to the feasibility of utilising electronic equipment in this and, if not too prohibitively expensive, implementation of your idea may not be too far away. As usual, however, the problem is one of expense and we feel sure you would not wish us to raise the price of admission merely to be able to afford the rather sophisticated equipment which would be called for! Meanwhile you may be interested to know that your actual "family" saloon, Dougy Niven's Escort, is clocking up to 105/110 m.p.h. down the back straight—and that's on an average lap speed of 66 m.p.h.

One of the refreshing things about readers' letters is that they can very often come up with some jolly good ideas. Any ideas, constructive criticisms or just plain motoring news is always welcome and a letter to National Bank Chambers, Duns (with S.A.E.) is always invited.

FIRST AND LAST MAN

I wonder how many of you spectating today have had the urge to try racing for yourselves? "Surely," you say, as Joe Bloggs drones past the flag in his Camberwell County Jointless Eureka, "I could do that?"

Well, perhaps you could. But before you do, read the experience of one who tried, for as you will learn, it is easier to win than it is to be last. Little do you realise that the man at the back is possessed of a consummate skill and artistry not normally given to mere winners. As the only man ever to be lapped thirteen times in a ten lap race (well, it seemed like it), I feel eminently qualified to champion his cause.

Two seasons of Inglinton spectating had given me both a bad attack of Spectators Buttock, and the certain knowledge that I would have to try Motor Racing, so I wasn't surprised to find myself at 9.00 a.m. one Sunday morning in front of the Scrutineers for the first meeting of 1967 with my highly polished Elan. He was a kindly fellow, that Scrutineer. He removed the hubcaps, advised me to blow the tyres up a bit, and perhaps I should empty the ash tray in case the ash blew up and blinded me?

The morning practice session was simply marvellous. The tight, twisty track (short circuit in those days), was ideal for the Elan, and when times were published I was gratified to see the car on the front row of the grid.

The actual race, however, was a bit different. Chaps who had been going slowly in practice suddenly went very quickly, and what with this, and the novel experience of starting in a race for the first time, I was very nearly last on the first lap!

However, by trying really hard, and with a bit of good luck (3 people retired), I finished third. Not at all bad for a first attempt. So, flushed with success, and the proud possessor of a new pair of driving shoes (as worn by all G.P. drivers, the man in the shop told me), I enlisted the help of a friend and entered for a meeting at Croft the following weekend.

Now this first Inglinton race was for a now non-existent class called Marque Cars, which were basically slightly modified ordinary sports cars, and unbeknown to me the Elan was only eligible for this class in Scotland. Imagine our surprise, therefore, when on arrival at Croft we found a collection of lightweight "E" Types, Cobras, Mustangs, and full race Elans in our race. We had been excluded from the Marque cars, and put into the Modified Sports Car race. Horror!

The practice session was terrifying, and I soon discovered that this high speed circuit showed up all sorts of deficiencies in my car's normally impeccable handling. Not only that, everybody kept passing me, and I couldn't understand why they did this continuously, until it suddenly dawned that the entire field had gone past twice in six laps!

My friend and I had a consultation after the practice session, when it was discovered that the Elan was twenty seconds a lap slower than the next slowest car. Personally I didn't think this at all bad considering it was the only standard road car in the race. We decided that I should go out to finish, and try to keep out of everybody's way. The alternative to this was to simply pack up and leave, but I felt this would be rather bad form, and might even be construed as cowardice!

So there I was on the starting grid at 3.00 p.m. that afternoon, in a state of magnificently restrained panic. Well, I wasn't actually on the grid, but sort of tacked on at the end like a full stop at the end of a sentence. All the other drivers were standing about chatting to each other waiting for the "start engines" signal, and a rather nice chap in an Elite came over and said that I could pass him before Tower Bend if I wanted, as he wasn't going too well.

Everybody got into their cars and started their engines, and I began to wish that we had gone home instead. Was there anything in the regulations, I wondered, about getting out of the car and running away?

From my rather remote position, I didn't actually see the flag fall, but everybody suddenly shot off, so the race had obviously started. Remembering the words of the Elite driver, I set off after him, and got past before Tower Bend. However, to my amazement he then overtook me again in the middle of the corner. The Grand Prix driver's racing shoes weren't doing me much good!

This went on at each corner, until the leaders suddenly appeared in my mirror while the Elite and I were attaining Great Speeds down the Railway straight.

Now this, dear reader, is where the aforementioned skill and artistry comes in. Would it be best to brake early and let them past before the next corner, or should I press on and hope to be round the corner before they caught up? At the same time, of course, I had to keep ahead of the chap in the Elite!

I decided to press on, and the leading Mustang announced his arrival by belting me sharply up the boot lid in the middle of the left-hander at the end of the straight. I would have moved over, but the second place man had by now got alongside me, so we rushed through the corner with me as the meat in a mobile mechanical sandwich! I remembered the advice contained in the pre-race instructions about not chewing gum and removing dentures before a race. By now, I had thought of other useful advice, mostly of a crudely biological nature!

We emerged from the corner, and with a last encouraging thump up the back, the Mustang shot past, followed by the second place man. But just think, I had nearly cost the Mustang his lead! For the first time I began to realise how difficult it is to be last, and what a responsibility it entails. The last man, in fact, has to think for two drivers!

This went on for the entire race. Indeed on some corners I had to take to the rough to avoid the leaders, having slightly misjudged their Estimated Time of Arrival!

When the chequered flag eventually appeared it was like a reprieve. So, dear reader, if you do go Motor Racing, make sure you are going to win.

It is so much easier!

MALCOLM PARKIN.

"... And I only had to blow off two U2s for it too . . ."





Today sees the final of the Newcomers' Tankard event, a series of races devised by Scotcircuits as a means of giving competitors in non-racing motor sport a chance of competing on the track on reasonably even terms. The event has been held in the form of two heats and a final and has been open to saloon cars not primarily designed for motor racing (and, particularly, to Autocross and Rally cars). The two heats, spectators will recall, were held in April and May of this year and a fine representative field from both the Rally and Autocross world took to the track with apparent gusto. If truth be known, gusto is perhaps the wrong word for it—certainly, a considerable amount of enthusiasm was shown by many of the competitors at the hairpin!

The favourites, after the two heats, are almost certainly the current leader in the Scottish Autocross Championship, Bob Smith with his Cooper 'S' and G. Waugh with his Mini Cooper 'S' (providing, of course, he is not too busy at the Manx Rally). Both of these drivers dominated their respective heats and ended well clear of the rest of the field. Indeed, the latter driver was exceedingly impressive, carving through the field from the back row of the grid before pulling out a good lead. Giving the Minis a run for their money, however, we can expect to see some close and exciting work from the Rally Escorts of Drew Gallacher and Donald Heggie and the Riddell Escort of Bob Smith's brother.

To a certain extent, however, it is difficult to say just how this final is going to come out. While we can, of course, go on the form shown by the various competitors in the two heats, this form may not be at all representative today. In some cases the cars which competitors used in their heat have now been sold and they will consequently be using different cars in the final. Some competitors who may have been using standard "road-going" tyres in the heats may have decided to go that wee bit further and use racing tyres this afternoon. For all we know, some demon tweakster could well be dropping a BDA into an Escort overnight! One thing we would have thought, however, is that the final should provide much closer racing than the heats. Now that the drivers know the way round and know the sort of opposition they are up against you can be sure that a considerable amount of midnight oil has been burnt in preparing the cars for today's race. Let us only hope that the boys all enjoy themselves and that one or two of them are moved to try the track more frequently in the future.

EVENT 1

2.30 P.M.

THE NEWCOMERS' TANKARD—Final for Rally and Autocross Saloon Cars

(10 LAPS)

Car	No. DRIVER/Entrant	Make/Model of Car	cc
97 A. A. MACFARLANE	Mini Cooper 'S'	1293	
98 M. GRIERSON	Mini Cooper 'S'	1275	
99 L. HIND	Mini	998	
101 L. G. EAGLETON	Escort RS1600	1600	
102 A. J. ROPER	Escort	1600	
103 J. CALDER/K. Robertson	Thistle Mini	1275	
104 D. HEGGIE/Team Forbes	Escort TC	1558	
105 D. GALLACHER/Team Forbes	Escort RS1600	1601	
1-106 R. SMITH	Mini Cooper 'S'	1328	
107 A. A. SMITH	Riddell Escort	2000	
91 P. M. PITMAN	Mini Cooper 'S'	999	
3-108 R. GAULD	Mini Cooper 'S'	1293	
2-109 G. WAUGH	MINI COOPER		

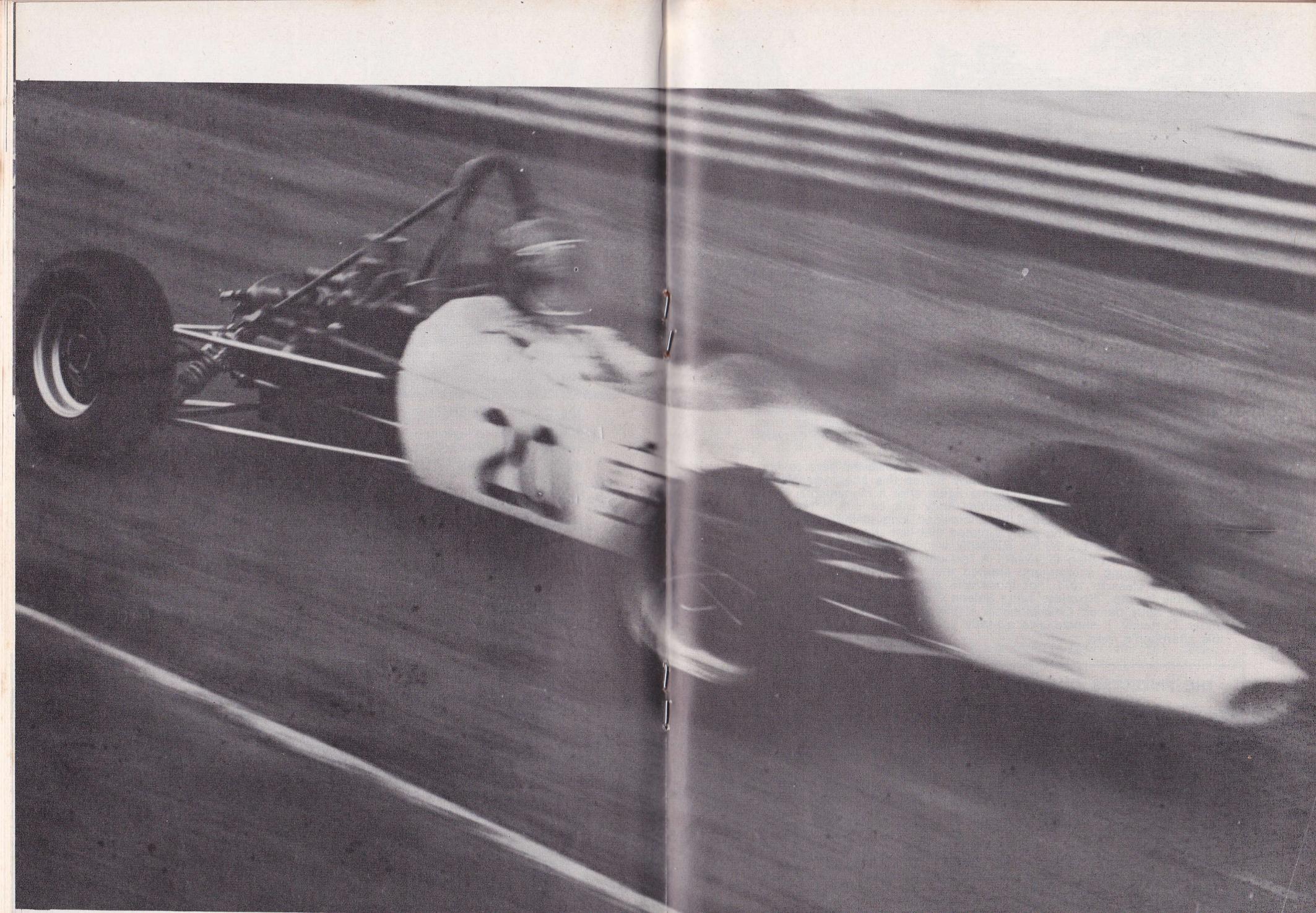
Reserves :

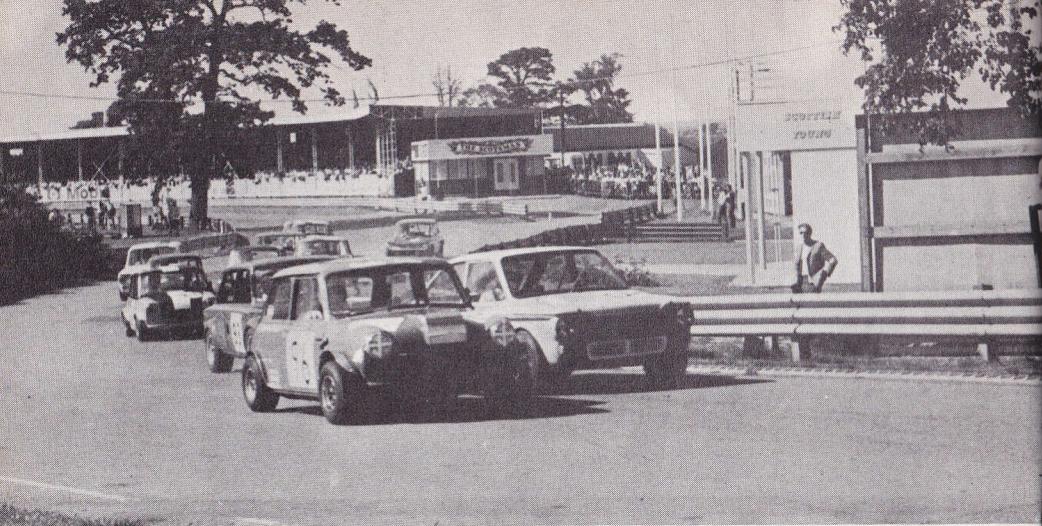
96 D. E. WRIGHT	Anglia	1650
100 J. FYFE	Mini	998

1st (£40) 109. 2nd (£25) 106. 3rd (£10) 97. 4th (£5) 101.

Fastest Lap 109. 59.6 secs.







In the absence of both Andy Barton and Bill Borrowman, the one-litre Special Saloon class at the last Inglislon Meeting was decidedly a Bell benefit. Apart from a short spell at the beginning of the Race (about five seconds!) Sedric led from start to finish and did not really appear to be having too much trouble along the way. The expected challenge from Brian Coyle failed to materialise and the best that Brian could do in August was third place behind Jim Howden in the Chrysler Coupé.

The leading trio from the last Meeting will, however, have to contend with the return of the dreaded Andy Barton this afternoon. Having screwed his Cooper 'S' back together again after a monumental shunt just before the July Inglislon Meeting, Andy will be out to recapture the form which has made him the uncrowned king of the 1-litre class over the years. And, having glibly dictated that last statement while writing the Programme, the author suddenly wondered whether Andy was, in fact, uncrowned king this year! A few quick calculations soon gave a most interesting answer and showed that Sedric Bell has been the man of the class in 1971. For those who are interested the championship table for the "Prizeless 1-litre Saloon Car Championship" (perhaps the most aptly named Championship at Inglislon!) is reproduced hereunder. Certainly, it should give a pretty good indication of the form for this afternoon's race.

THE PRIZELESS ONE-LITRE SALOON CAR CHAMPIONSHIP

DRIVER/Car	April	May	July	Aug.	Total
S. A. BELL/Arden Mini	6	—	9	9	24
W. BORROWMAN/Mini Cooper 'S'	4	9	6	—	19
A. BARTON/Mini Cooper 'S'	9	6	3	—	18
B. COYLE/Imp	—	4	4	4	12
J. HOWDEN/Chrysler Coupe	2	—	2	6	10
K. ALLEN/Mini Cooper 'S'	3	2	—	—	5
R. LECKIE/Imp	—	3	—	1	4
G. C. GORDON/Mini	—	—	—	3	3
J. C. FYDA/Agra Imp	1	1	1	—	3
R. A. ROSS/Mini Cooper 'S'	—	—	—	2	2

1st—9, 2nd—6, 3rd—4, 4th—3, 5th—2, 6th—1.

EVENT 2

2.55 P.M.

SPECIAL SALOON CARS—Heat 1

for Special Saloon Cars up to 1000 cc

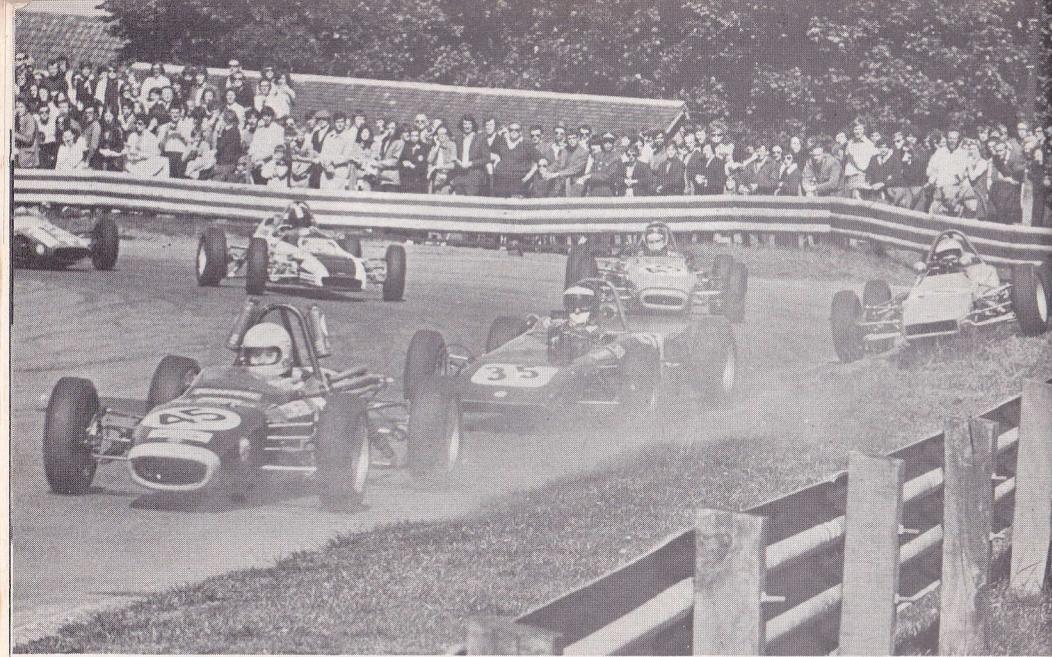
(10 LAPS)

Car	No.	DRIVER/Entrant	MAKE/Model of Car	cc
78	C. CHISHOLM	Imp	998	
79	M. S. ROSS	Mini Cooper 'S'	999	
80	K. ALLEN	Mini Cooper 'S'	999	
81	H. MacPHERSON	Mini Cooper 'S'	970	
82	B. LECKIE	Imp	998	
83	N. D. SMITH	Mini Cooper 'S'	999	
84	I. MARR	Mini	998	
85	B. COYLE	Imp	998	
2	86	J. E. HOWDEN	Chrysler Coupe	998
1	87	A. BARTON	Mini Cooper 'S'	999
88	G. C. GORDON/S. Bell	Mini	999	
89	A. SELLAR	Mini Cooper 'S'	999	
90	J. GRANT	Mini Cooper 'S'	999	
91	P. M. PITMAN	Mini Cooper 'S'	999	
92	J. A. J. CURRIE	Mini	997	
3	93	J. C. FYDA	Agra Imp	998
94	J. B. YOUNG	Mini Clubman	999	
95	W. BORROWMAN/Sports-Tune/Moir & Baxter Ltd.	Mini Cooper 'S'	999	

1st (£20) 87 2nd (£12) 93 3rd (£8) 80 4th (£6) 78

5th (£4) Fastest Lap 87 59.2 secs.





With two Meetings to go now it very much looks as if Neil Ginn has pocketed the Kings Cup Formula Ford Championship. While he can theoretically be beaten (but, for that to happen, not only would Dick Mallock have to win the Formula Ford races at both this and the next Meeting but also Neil must not come better than fifth in either of these two races) this is so unlikely now that it's pretty well all over bar the shouting. Neil, who had his first season in Formula Ford in 1970, has had a fantastic year, crediting himself with ten wins during the first seven months of the season, lap records at Ingliston, Croft and Rufforth, and leading positions in both the Kings Cup FF Championship and the Tate's of Leeds Formula Ford Championship (in the Northern Counties).

The principal opposition to Neil this year has come from Dick Mallock, one of the incredible Mallock family from Hanslope, in one of the cars designed and built by that family. Formula Ford is a relatively new field for the Mallock family (although they did experiment in this class last year) they being famous principally for their amazing Clubman's cars. The old man can still build a good single-seater, however, and Dick has already notched seven wins this year with the U2. For anyone interested, the car driven by Dick today is on sale and no doubt he will be pleased to talk to the rush of buyers down in the Paddock.

Another chap to come back with a bang at the last Meeting was local driver Don Macleod. Don has had a fairly successful season so far this year but had, until the last meeting, been unable to do better than fourth place at Ingliston. In August, however, he came off the line like a rocket and shot through the Esses in the lead. For four laps he held off Neil Ginn until, on the fifth, he slowed for an oil flag at Southend only to find the wily Ginn sneaking through to the lead. Three laps later Dick Mallock nipped past at the same place but a slight hooly-gooly later on returned Don to second spot and he held that place through to the end of the race. The points gained from that race have put Don into third place in the King's Cup Table, two points ahead of Damien Magee (who had a rather unhappy August Meeting).

If we wanted to stick our neck out (which we don't really but we've got to do something to fill up space!) we would suggest Ginn/Mallock followed by Macleod/Sheldon. Wonder how far out we are, especially since Graham Cuthbert has gone and got himself a split new Lotus 69!

EVENT 3

3.20 P.M.

THE JOCK McBAIN MEMORIAL TROPHY RACE
for Formula Ford Cars

(15 LAPS)

Car	No.	DRIVER/Entrant	Make/Model of Car	cc
1-18	18	N. R. GINN	Lotus 69FF	1600
(19)	19	D. MACLEOD/Mackinlay's Whisky/Peter Graham (Motors) Ltd.	Dulon LD 4C	1600
20	20	C. MACLEAN	Hawke DL 2B	1600
21	21	R. C. R. MALLOCK	Mallock U2 Mk 9B	1600
22	22	T. HORROCKS	Horrocks FF	1600
23	23	C. CAMERON	Merlyn X1A	1600
24	24	J. SHELDON	Palliser FF	1600
25	25	A. GEMMELL	Lotus 51	1600
26	26	G. J. CUTHBERT	Lotus 69FF	1600
27	27	S. LAWSON	Hawke DL 2A	1600
28	28	G. TODD	March 718	1600
29	29	P. SMITH	Lotus 51	1600
30	30	J. McLACHAN	Mallock U2	1600
31	31	K. MILLAR	Lotus 51	1600
32	32	D. MANNERS	Alexis Mk 15	1600
33	33	E. PRESTON	Hawke DL 2A	1600

1st (£40) 18... 2nd (£25) 19... 3rd (£10) 26... 4th (£5) 21...

Fastest Lap 18... 54.3... secs.

"KING'S CUP" FORMULA FORD CHAMPIONSHIP

DRIVER/Car	April	May	July	Aug.	Sept.	Total
N. R. GINN/Lotus 69FF	9	6	9	9		33
R. C. R. MALLOCK/						
Mallock U2 Mk. 9B	6	9	—	3		18
D. MACLEOD/Dulon LD 4C	3	2	3	6		14
D. MAGEE/Palliser WD F3	—	4	6	2		12
J. SHELDON/Palliser WD F2	4	3	2	—		9
G. J. CUTHBERT/Hawke DL 2B	1	—	—	4		5
P. HARRINGTON/Merlyn X1A/19	—	—	4	—		4
B. HUNTER/Hawke DL 2A	2	1	—	—		3
C. CAMERON/Merlyn X1A	—	—	—	1		1
J. W. SIMPSON/Lotus 59	—	—	1	—		1

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

GOLD LEAF Team Lotus World Constructors' and Drivers' Champions

In 1970 Gold Leaf Team Lotus won both the World Constructors' and the World Drivers' Championships by winning six Grands Prix. And during the season John Player & Sons became the only sponsor in the motor-racing business ever to score 50 wins in major races.

Gold Leaf Team Lotus racing for Britain on the race-tracks of the world.



Enjoy the Good Taste of Gold Leaf.

PG 333



PACKETS CARRY A GOVERNMENT HEALTH WARNING

THE PEOPLE BEHIND TODAY'S GT EVENT

GOLD LEAF TEAM LOTUS— 1970 WORLD CHAMPIONS— RACING FOR BRITAIN

The success of the Team last season—six wins in Grand Prix events; World Drivers' Championship, won by the late Jochen Rindt; World Constructors' Championship—made Gold Leaf Team Lotus one of the greatest racing teams in the world.

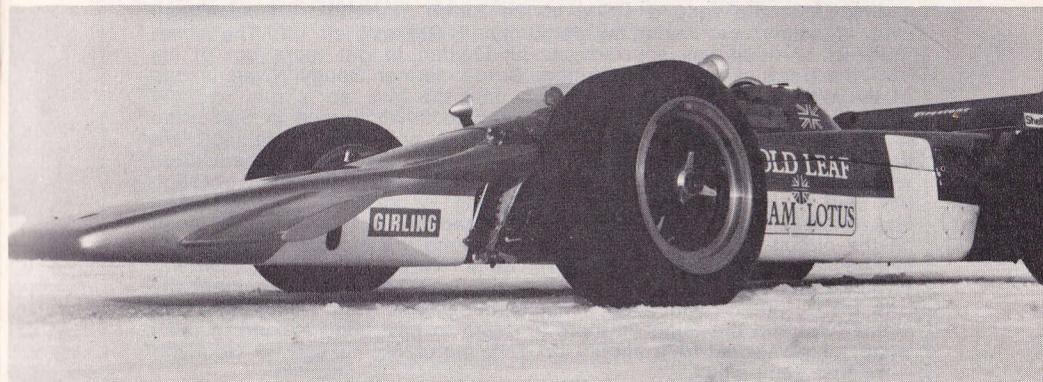
The two outstanding features of this season have been Dave Walker's splendid success in Formula 3, and the introduction of the turbine-powered Formula 1 car.

Victory in no less than 13 Formula 3 finals has made Dave Walker B.A.R.C. Forward Trust Champion, and put him well ahead of the competition in the Shell Super Oil British Formula 3 Championship.

In Formula 1, the powerful whisper of the new Turbine has been heard on Grand Prix circuits around the world. There's a promising future ahead for this revolutionary F1 car, and the brilliant team behind it.

Player's are proud to be associated with one of the world's great racing teams, and happy to renew their acquaintance with the circuit here, as they sponsor the PLAYER'S GOLD LEAF TROPHY for special GT cars this afternoon.

Gold Leaf Team Lotus turbine-powered F1 car.



SCOTTISH MOTOR RACING AT THE CROSSROADS

Two years ago the Scottish Motor Racing scene was booming. S.M.R.C. President Jackie Stewart was about to be crowned World Champion and was exerting a powerful influence on the Club scene. Graham and Gerry Birrell were the "Kings" at Ingliston, but were under pressure from a powerful group of crowd-pullers who all looked like future champions—stars like Richard Scott, Ronnie MacKay, Willie Forbes, Eddie Labinjoh, and John Nicholson. The saloon car fields were made up of real chargers such as Veitch, Barton, Borrowman, and Dryden. None of these men knew what it was to trundle around in fifth or sixth place rather than run the risk of blowing an engine or denting their bodywork— they were out to win all the time and the crowd showed by their attendance figures that this was the kind of racing they wanted to see. Ingliston was building a reputation for being one of the best circuits in the country, and even the traditional rainy weather pattern did an about-face until race day became inevitably sunny. All in all, it seemed that we were in for a long spell of bigger and better meetings being attended by bigger and better crowds.

The change was sudden and inexplicable. John Nicholson died in a road accident, Gerry Birrell moved into Formula 3, mopped up the opposition in that class and then moved up to Formula 2 and stopped progression. Willie Forbes bought his giant Lola and invaded Formula 5000 to join Jock Russell as a middle-of-the-field man. Richard Scott threatened in Formula 2; Ronnie MacKay seemed to reach his limit, purchased a newer car to go for that extra edge, then seemed to decide that he was not going any farther and slide into the middle of the field group in Libre races. Ecurie Ecosse put Graham Birrell into Formula Two where he seemed to find that accident followed accident and he had an altogether dismal year with their Brabhams. Eddie Labinjoh soldiered on manfully but his car was caught up in the rush of Chevrons which came to Ingliston in ever-increasing numbers, forcing him out of the prize lists. Inside two years the transformation was complete—Ingliston became the favourite haunt of the Irish contingent who made monthly forays with ever-increasing success. Now and again Gold Leaf Team Lotus came up for a trundle around the circuit and went away with all the loot. It seemed that the local challenge had faded and that the crowds were fading with them. Ingliston probably needs local heroes more than any other circuit to keep the interest of the casual spectator, and the old heroes had gone, drifting away to other Sunday pursuits, other circuits.

Well, it has happened again. Jackie Stewart is the new World Champion and a new air of optimism has blown across the Ingliston scene. One time second string in the Birrell household, Jennifer took over in saloon car racing where husband Graham left off. The sheer indignity of it all has spurred on Bill Dryden to get more out of his Viva than any of us ever expected. Border farmer Dougy Niven is one of the old breed who never give up until the last lap is run, and old friend Jimmy Veitch has at last managed to finish a race in that brute of his. In the single-seaters both Neil Ginn and Donald Macleod are beginning to look good enough to give a good account of themselves anywhere, and with our tame Sassenach John Miles trampling through the field in his DART Chevron real racing is back with a bang! The last few meetings at Ingliston have provided the best racing ever seen on the circuit and once the word gets around the crowds will be flocking back. Back too will be former "King" G.B. At the time of writing Wylie's have sold his car from under him and he has parted company with DART, but he will bounce back—the people want him, the circuit needs him, and the talent is there in depth to give him the kind of challenge he revels in. 1972 should be THE motor racing year in Scotland—we just can't wait!

JIM CURRIE.

Ed.—Since it raises such an interesting point this article has been reprinted exactly as it was received by us. There is, however, one point on which we would take issue and that is with respect to the impression it gives regarding the spectator attendances. From reading the article one gathers the impression that the crowds have been falling off in numbers since 1969—curiously enough the reverse is almost true. There are, of course, ups and downs but, generally speaking, 1969 was the worst ever year for spectator attendance. 1970 saw a slight drift back to the circuit from the public and 1971 has pretty well maintained the status quo. As Jim Currie says, however, 1972 looks like being a vintage year and, if the word does get around, it is hoped that a further upswing in the attendance figures will be on the cards. Incidentally, Jim, we would have thought that "Two or three years ago . . ." might have been a more accurate opening—John Nicholson was killed in the winter of 1968.

"SHEILA WHYTE TANKARD" CHAMPIONSHIP For Special G.T. and Associated Cars

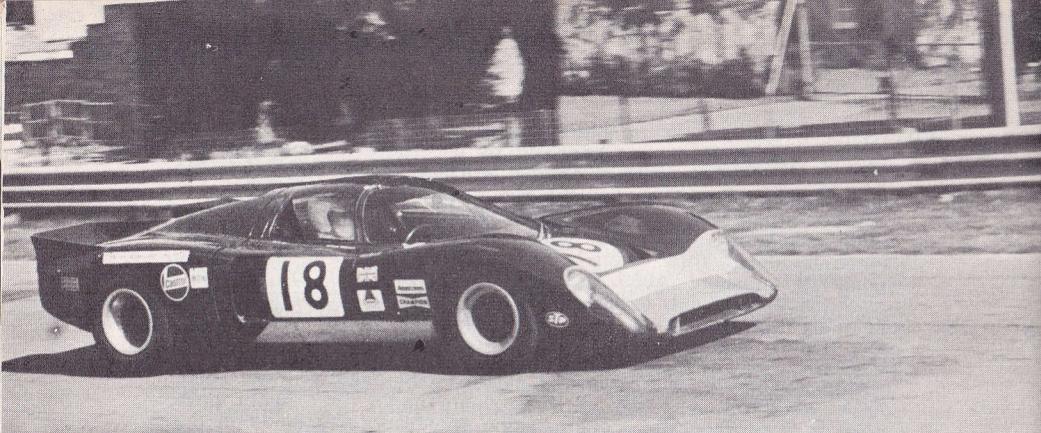
DRIVER/Car	April	May	July	Aug.	Sept.	Total
J. MILES/Chevron B19	—	—	9	9	—	18
G. TEMPLE/Chevron B1	6	6	—	—	—	12
A. FLETCHER/Chevron B16	—	—	4	6	—	10
G. B. BIRRELL/Chevron B19	—	9	—	—	—	9
D. McMAHON/Royale RP10	9	—	—	—	—	9
E. LABINJOH/Fisher Spyder	—	4	1	4	—	9
P. MacNAUGHTON/Lotus 7	3	3	—	2	—	8
J. LEPP/Chevron B19	—	—	6	—	—	6
A. SOUTER/Lotus Elan	4	—	—	—	—	4
M. HOPPERTON/M.G. Midget	—	—	—	3	—	3
P. HUMBLE/Chevron B19	—	—	3	—	—	3
J. HALL/A. H. Sprite	2	—	—	—	—	2
R. MALLOCK/Mallock U2	—	—	2	—	—	2
R. S. SMITH/Attila Chevrolet	—	2	—	—	—	2
G. SCOTT/Mallock U2 Mk 8	—	—	—	1	—	1
A. G. WATSON/Mallock U2	1	—	—	—	—	1
R. WINCHESTER/Fairford GT	—	1	—	—	—	1

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

"H. & G. ROBINSON RACING TROPHY" CHAMPIONSHIP For Modified Sports Cars

DRIVER/Car	April	May	July	Aug.	Sept.	Total
A. SOUTER/Lotus Elan	6	4	9	6	—	25
J. ABSALOM/Ginetta G4	9	9	3	—	—	21
M. HOPPERTON/M.G. Midget	—	6	4	9	—	19
R. HUTCHISON/A. H. Sprite	4	2	—	4	—	10
T. RUTHERFORD/A. H. Sprite	3	—	1	3	—	7
J. B. FLETCHER/Lotus Elan	—	—	6	—	—	6
I. HALL/A. H. Sprite	2	—	—	2	—	4
R. D. WYLIE/Triumph GT6	—	3	—	—	—	3
B. CROSKIN/A. H. Sprite	1	1	—	—	—	2
A. FORESTER-SMITH/Ginetta G4	—	—	2	—	—	2
J. A. HALL/Lotus Elan	—	—	—	1	—	1

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



This being a Club meeting, and entries in the GT/Sports Car Class being poorer than usual, the G.T. and Modsports events are being run together for a change. On the G.T. front the favourites must surely be Eddie Labinjoh (with the now incredibly potent eight-port headed Fisher), John Mackie in the U2 (provided he can screw it back together again in time after an unfortunate meeting with Keith Wright at the last Ingliston) and, engine permitting, Grahame McWilliam in the Mercury G.T. Robin Smith provides the big banger and the scene is set for what could turn out to be a surprisingly close race.

August at Ingliston saw a quiet revolution in the Modified Sports Car class. Until then this class had been very much an Absalom benefit but, at the last Meeting, the tables were turned with a vengeance. Even before the Starter's flag dropped Miles Hopperton's blown Midget shared fastest practice lap with John Absalom and, as the Saltire fell, it was Hopperton who took the lead from Alec Souter and Absalom. After a brief excursion into second place, John Absalom retired at the hairpin with a duff diff. One lap later Alec Souter nipped through to hold a brief lead from the monster Midget but a misfiring engine relegated him back down the field from whence a spirited drive took him back to second place. That second spot was good enough, however, to put him into the lead of the H. & G. Robinson Trophy Championship and this is now wide open with the three leading Ingliston Modsport drivers snapping at each other for the honours. All three are back today, and we should see a first class dice between John Absalom's Ginetta G4 (which, incidentally, has 30 wins to its credit over the past two seasons), Alec Souter's Elan and Miles Hopperton's Midget.

The tanned gentleman in the wood pile (famed for flogging heavy plant to the rubber industry down in Littleborough) will certainly be Jon Fletcher with his Lotus Elan. Jon's last trip north of the Border was in July and, at that time, he pushed Alec Souter pretty hard before coming home in second place. Another welcome return is made by Bill Shepherd's Supercharged Midget, a car which, when on tune, has motored remarkably fast around Ingliston. John Milne has, however, relinquished the wheel to Al Fleming for this Meeting—could it be that John will no longer be seen behind the wheel at Ingliston? Whatever may be the case Al Fleming is no laggard and he will be out to make his mark on the leaders.

This afternoon's newcomers to the Modsports class include Norrie Galbraith from Lanark. Norrie has six class wins in Scottish Hillclimbs already to his credit (including a class win at the National Hillclimb at Doune this year) but this afternoon sees his first attempt at Circuit racing. Certainly, it's good to see a new face in the Modsports class, a class which has of late been tending to drop in numbers. Another welcome newcomer from the hills is Mike Morton with his M.G. Midget, rarin' to do battle with his mate, Dave Ogilvy. The more the merrier, we say, and if the new drivers can become as skilled as their more experienced brethren at Ingliston the circuit will have more than justified itself.

EVENT 4

3.50 P.M.

THE PLAYER'S GOLD LEAF TROPHY RACE for Special G.T., Sports and Modified Sports Cars

(12 LAPS)

G.T. CARS, ETC.:

35	P. MACNAUGHTAN	Lotus 7	1600
36	E. LABINJOH/J. Fisher	Fisher	1100
39	J. MACKIE	Mallock U2	1589
40	G. MACWILLIAM	Mercury GT	1598
41	G. W. MACRAE	Mallock Mk 6B	997
42	R. S. SMITH	Attila	5000

Reserves :

37	R. WINCHESTER	Fairford GT	1390
38	D. McDONALD	Diva 10F	1150
43	I. COCHRAN	Lotus Elan	1594

1st (£30) *36* 2nd (£15) *36* 3rd (£5) *36*
Fastest Lap *36* *54.1* secs.

MODIFIED SPORTS CARS :

Over 1150 cc :

3-45	J. B. FLETCHER	Lotus Elan	1598
46	R. HUTCHISON	A.H. Sprite	1293
48	R. G. HENDRY	M.G. Midget	1275
49	A. SOUTER	Lotus Elan	1598
50	M. HOPPERTON	M.G. Midget	1340
51	A. FLEMING/W. Shepherd	M.G. Midget	1293
52	M. S. MORTON	M.G. Midget	1275

Reserve :

47	N. GALBRAITH	A.H. Sprite	1275
1st (£30) <i>45</i> 2nd (£15) <i>45</i> 3rd (£5) <i>45</i>			
Fastest Lap <i>45</i> <i>55.4</i> secs.			

Up to 1150 cc :

54	J. ABSALOM/C. Shutt	Ginetta G4	1150
55	T. RUTHERFORD	A.H. Sprite	1147
56	R. FORESTER-SMITH	Ginetta G4	997
58	G. R. WILSON	M.G. Midget	1098
59	W. L. WOOD	M.G. Midget	1140

Reserve :

57	D. H. OGILVY	M.G. Midget	998
1st (£30) <i>54</i> 2nd (£15) <i>54</i> 3rd (£5) <i>54</i>			
Fastest Lap <i>54</i> <i>57.0</i> secs.			





The August Meeting continued the Inglinton tradition of first class big saloon car racing, so much so that, although the Wylies were missed, it became quite clear that the presence of the Wylies Escorts was no longer required as a pre-requisite for success. The new man to watch is almost certainly going to be Bill Dryden, his Blydenstein-prepared Viva now beginning to really show the potential of its 2½-litre engine. The car was showing much better form in August but still promises considerable potential for improvement. For much of both the heat and the final Bill harried Dougy Niven unmercifully and his reward came in the Hartley Whyte event when the Team Forbes Perdal Escort retired with a singular lack of gears. The result—the first Inglinton outright saloon car win for Bill Dryden and an almost certain victory (Jenny Birrell permitting) in the 1971 Hartley Whyte Championship.

With Alec Poole at Phoenix Park today the action will almost certainly be left to Bill Dryden and Dougy Niven and it should prove to be a most exciting race. The dark horse of the day will, however, be Toby Tobias's Perdal Escort. This car has been a long time in the making but has at last come off the Newcastle production line and received the final Perdal blessing (and tweak!). Its first outing was at Croft two weeks ago and, while it failed to last the distance, Toby Tobias did have it on pole position ahead of Norman Hodgson's Escort. With a full race BDA it will almost certainly be motoring around very fast indeed today and, if it can see out both races, should provide the local heroes with some pretty effective opposition. And, incidentally, any spectators who were at Croft two weeks ago and saw the Team Forbes Escort thundering round in a decidedly un-Niven like way, they will be interested to note that the driver was none other than your actual Peter Dalkin, one of the leading lights of Perdal and a competitor at Inglinton in the early days. Peter enjoyed himself so much that he is almost thinking of taking up racing again! And if any of you are interested in racing saloons, you couldn't do better than Dougy Niven's Escort—the car is for sale and Dougy will be pleased to chat to you in the Paddock. Just to retain the agricultural favour of Inglinton too, he can sell you some wheat as well if you have a mind to buy it.

Almost certainly the biggest event of the August Meeting, however, was the outstanding fact that Jimmy Veitch's Veeva finished a race. While it is true that the car has since been put up for sale (anyone interested?) there is, we are assured, no truth in the rumour that Jimmy has been forced to sell to pay for the petrol it uses! James will no doubt be providing some hefty competition for the remaining Escort of Bob Caig while Eric Smith and Jim Dryden will doubtless be pushing everyone along with their "up to 1300 cc" Minis. Almost certainly, a field which will provide first class entertainment and which will again uphold the reputation of Inglinton saloon car racing.

SPECIAL SALOON CARS—Heat 2

for Special Saloon Cars over 1000 cc

(10 LAPS)

Car	No. DRIVER/Entrant	Make/Model of Car	cc
60 M. MURLEY		Anglia TC	1598
61 J. MacGILVRAY		Shannon Anglia	1650
1-62 D. NIVEN/Team Forbes		Perdal Escort TC	2090
63 O. ROSS		Anglia	1498
64 G. LYNN		Cortina	3500
65 A. TOBIAS/ Perdal Developments		Perdal Escort	2020
2-66 W. N. A. DRYDEN/S.M.T.		Viva GT	2500
67 R. CAIG		Escort	1850
68 J. VEITCH		Veeva	5000
69 C. BRADLEY/D. A. Harris Ltd.		Escort TC	1800
70 I. McNAB/D. A. Harris Ltd.		Anglia	1650
71 J. DRYDEN		Mini Cooper 'S'	1293
3-72 E. M. SMITH		Mini Cooper 'S'	1293
73 K. ROBERTSON		Thistle Mini	1275
74 A. BELL		Mini Cooper 'S'	1275
75 E. PATERSON		Colvend Elf	1275
76 J. SHARP		Mini Cooper 'S'	1293
77 H. MCKINNON		Mini Cooper 'S'	1293

1st (£20) 62... 2nd (£12) 66... 3rd (£8) 71... 4th (£6)

5th (£4) Fastest Lap 62... 56.5 secs.

Special Bonuses of £15 and £5 for the first two "1001-1300 cc" finishers respectively.



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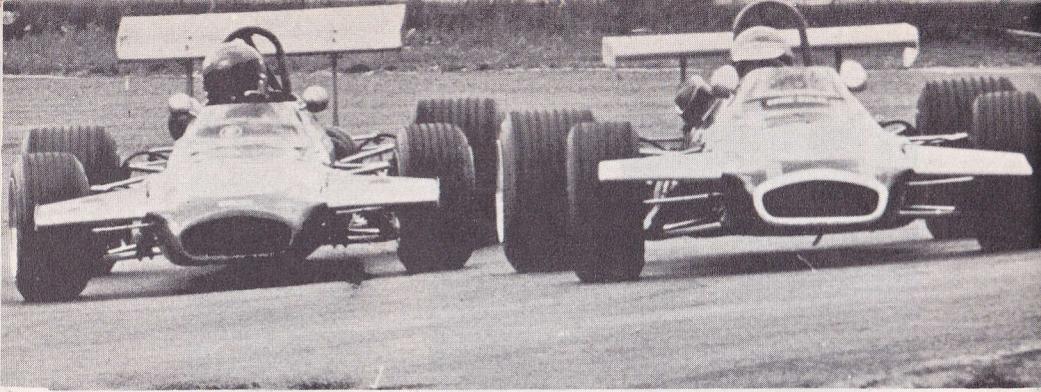
***A
word
from
our
Sponsors***

For many years now Lombank Ltd., the well-known finance house, have been a very keen supporter of motor racing in Scotland. Since 1962 they have been involved in the sponsorship of the International Scottish Rally, in 1965 they became the first commercial concern to back a racing circuit in Scotland, and ever since then they have sponsored an annual event at Ingliston. In addition, they have given considerable support to other motoring events including the Berwick & District Motor Club's annual Border Rally. Those concerned in the management of Scotcircuits Ltd. have had a long and happy association with the Directors and executives of Lombank Ltd. and we look forward to this connection continuing for many years to come.

To every competitor and spectator we wish a happy and enjoyable day and look forward to seeing some exciting racing.

ERIC J. P. C. L. KNIGHT,

Chairman.



The hero of the Formula Libre races at Ingliston in 1971 is almost certainly Tommy Reid from Ireland. Tommy has had one of his unluckiest seasons yet—while he has put up almost certainly the best driving seen at the Circuit this year he has still to take the Chequered Flag and has been unable to do better than his three second places to date. In August he produced the best driving ever. From the drop of the flag it was John Miles (Chevron B19) and Tommy Reid who charged into the Esses neck and neck, Miles getting his nose in front on the inside line. The scene seemed set for one of those fantastic battles for the lead but that, unfortunately, was not to be. With some slight suspicion of skullduggery at the crossroads, the DART Chevron roared out of the Esses well in the lead and Tommy collected a certain amount of barrier. The rest of the field thundered through before Tommy was able to restart (what was that we were saying in last month's Programme about the Marshal's permission!), turn it round, and set off in hot pursuit with two slightly damaged wheels, a bent wing and a broken upright.

Things looked pretty hopeless for Tommy at that stage but, with twenty laps to go, and aided by a considerable amount of oil liberally sprinkled around the track by Ronnie Mackay's BT30 prior to its retrieval on the first lap, Tommy set out to pick off the back markers. There could be no question of his catching John Miles and, indeed, it seemed impossible that he could even get back in touch with his compatriots, Brian Nelson and Brian Cullen. Within four laps, however, Tommy was back into fourth place (assisted, it is fair to say, by a considerable number of the back markers having found things just a bit too slippery!) but there was still a vast gap between himself and Brian Cullen in third place. Brian's contribution to the Reid saga came on the tenth lap when he took to skating in the Esses and disappeared off the track in the general direction of Neil Ginn's tree at a vast rate of knots. By the time he was back on the circuit and winding things up again Tommy was through and, two laps later, he outbraked Brian Nelson at the hairpin and regained second position. A fantastic drive, setting up fastest lap in the process, and one which will long be remembered by spectators at the circuit.

It is certain, therefore, that Tommy starts today's Lombank Trophy Race as out-and-out favourite. What is even more certain is that Tommy will be really going for the Chequered Flag this afternoon since, if he does win today, he will put himself in a splendid position to take the Callands Trophy Formula Libre Championship. A win today in the absence of DART will give him 32 points in the Championship table, a figure that can only be equalled by John Miles if he wins in October and the October event is held in the form of either a two-part race or heats and a final. Should John Miles be able to increase his score to 32, however, he would win the championship (since he would then have the highest number of highest places) unless Tommy could make it into second place. In a way, it's all rather complicated but no doubt everyone will be cheering the flying Irishman on to win today to give him the best chance possible for a trophy that is richly deserved.

With Tommy's compatriots all competing in the big Race at Phoenix Park this weekend, it is left to John Wingfield to provide the opposition.

CALLANDS TROPHY LIBRE CHAMPIONSHIP

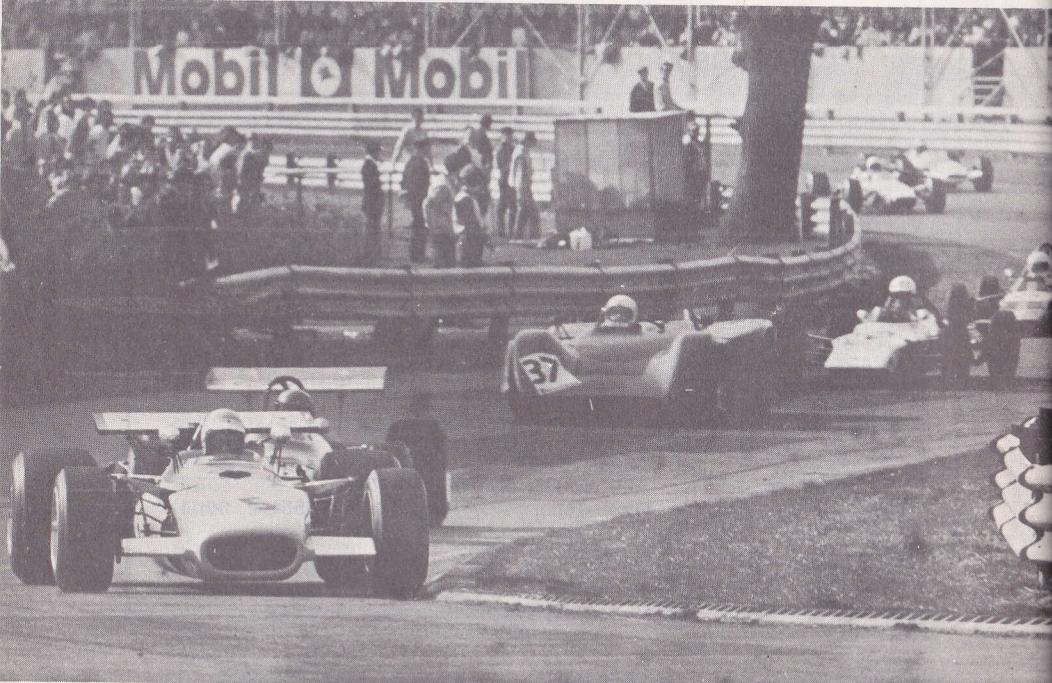
DRIVER/Car	April	May	July	Aug.	Sept.	Total
T. D. REID/Brabham BT30	—	7	8	7	—	22
J. MILES/Chevron B19	—	—	11	10	—	21
B. NELSON/Crossle 18F	—	4	5	5	—	14
W. FORBES/Lola T142	10	—	1	—	—	11
G. B. BIRRELL/Chevron B19	—	10	—	—	—	10
B. CULLEN/Brabham BT30	—	5	1	4	—	10
I. C. McLAREN/Chevron B15	4	3	—	—	3	10
D. McMAHON/Royale RP10	7	—	—	—	—	7
J. WINGFIELD/Brabham BT30	—	—	6	—	—	6
N. R. GINN/Lotus 69FF	5	—	—	—	—	5
B. HARRISON/Vixen	2	1	—	2	—	5
J. BARR/Brabham BT21	2	1	—	1	—	4
R. SCOTT/Lotus 69 F2	—	—	4	—	—	4
B. HUNTER/Hawke DL 2A	3	—	—	—	—	3
J. RICHARDSON/Brabham BT30 ...	—	—	3	—	—	3

Scoring : 1 for finishing, plus—1st 9, 2nd 6, 3rd 4, 4th 3, 5th, 2, 6th 1.
Best four to count.

Note : In the interests of space only those with 3 points or over are shown above.

John, you will remember, first came to the circuit in July of this year and became the only person ever to break the outright lap record on his initial visit to the track. Today he is even better placed to do that since he brings with him a split new Brabham BT36 equipped with the new 2-litre Brian Hart BDA which is almost certain to sweep the boards in 1972 Formula 2 Racing. A likeable sort of a chap, John seems to find Ingliston just up his street and, given good weather, we could even see the lap record tumbling today if he and Tommy really get to grips.

The Formula 2 opposition to these two drivers is provided by the works test driver for March, Tom Walkinshaw, with the Ecurie Ecosse March 712M, by Johnny Blades with his Lotus 69, and Jeremy Richardson with another BT30. Two of these drivers are old favourites at Ingliston. Tom Walkinshaw, spectators will remember, was the 1969 Kings Cup Formula Ford Champion at Ingliston before going on to drive the works Formula 3 March in 1970. Johnny Blades, on the other hand, used to compete regularly at, first, Charterhall and then, Ingliston, in sports cars and it was only a couple of years ago that he switched his allegiance to single-seaters. The Lotus 69 was seen by spectators at Ingliston at the beginning of last season but, while it was immaculately turned out, Johnny seemed to be dogged with bad luck. One of the old breed of racing drivers, however, he will never give up and we can recall that in one event last year, after a miserable start and a stop in the Pits for a lap, Johnny still took his car out to complete the race purely to give the public something to look at. And it was certainly worth while—the stop in the Pits seemed to have done the car a world



of good and, although more than a lap behind, he began to show then just what he and the car were capable of. Jeremy Richardson, on the other hand, is a relative newcomer to Ingliston, his first appearance, like John Wingfield, having been at the July Meeting this year. The best he was able to do then (admittedly, against a pretty tough field) with the "five lines of type" entered Brabham, was sixth place but, with experience of the track behind him, he is almost certain to improve today.

The heavy machinery is provided by Jock Russell with his Formula 5000 Lotus 70. The car has not been particularly competitive of late and Jock hopes that the engine will be in tune for today's race. Certainly he intends being at not only this Meeting but also the National in October and there is a rumour that the latter may well be his last racing appearance. At the other end of the scale, Keith Wright (who had a rather unfortunate day in August, having tangled with both the oil and John Mackie) provides the Formula Atlantic opposition while the oft forgotten "up to 1000 cc" brigade of Brian Harrison, Ian McLaren and John Barr fight it out in mid-field. With the fastest Formula Fords and GT/Sports car being invited to make up the grid the mid-field action should be every bit as exciting as the battle for the lead and, while perhaps short on numbers, today's grid gives every indication of providing another quality Libre Race. And this is merely a preview of what is likely to happen in October!

EVENT 6

4.40 P.M.

THE LOMBANK TROPHY RACE

for Libre Cars

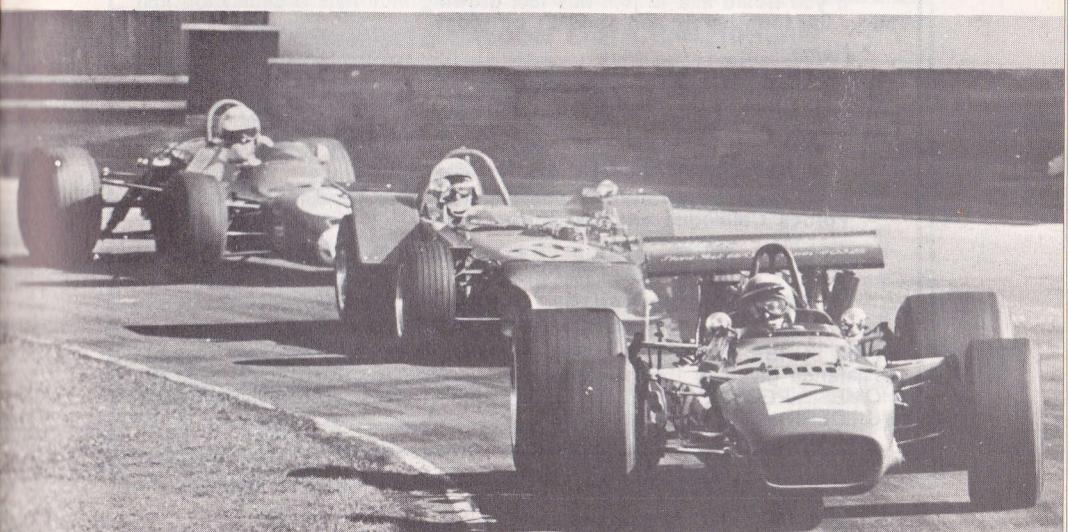
(25 LAPS)

Car No.	DRIVER/Entrant	Make/Model of Car	cc
1	T. WALKINSHAW/ Ecurie Ecosse	March 72M	1600
2	J. BLADES	Lotus 69 F2	1600
3	J. RUSSELL	Lotus 70	5000
1-4	T. D. REID/ Irish Racing Cars	Brabham BT 30	1598
5	K. WRIGHT	Brabham BT 28	1598
2-6	J. WINGFIELD	Brabham BT 36	1770
7	J. RICHARDSON/Anglo-Swedish Equipment with B.M. Volvo	Brabham BT 30	1598
11	J. BARR	Brabham BT 21B	997
12	D. N. THOMSON	Ecosse Imp	998
14	I. C. MCLAREN	Chevron B15	997
15	B. HARRISON	Vixen VB5	998
3-9	N. GINN J. MACKIE B. HARRISON	
18	N. GINN	
21	J. MACKIE	
36		
19		

1st (£100) ... 4 ... 2nd (£60) ... 6 ... 3rd (£40) ... 2 ... 4th (£20) ... 9 ...

5th (£10) Fastest Lap secs.

Bonus of £10 will be paid to first "up to 1000 cc" finisher and of £10 to first FF finisher (if more than one FF starter).





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EVENT 7

5.30 P.M.

Special Saloon Cars — Final THE HARTLEY WHYTE CHAMPIONSHIP RACE for the fastest Saloons in each Class

15 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
62	D. NIVEN	PERDAL ESCORT	2090
66	W. N. A. DRYDEN	VIVA GT	2500
87	A. BARTON	MINI COOPER'S	999
71	T. DRYDEN	MINI COOPER	1293
94	N. HODGSON	ESCORT	1300
65	A. TORIAS	PERDAL ESCORT	2020
93	J. C. FYDA	AGRA IMP	999
61	T. McGILLYRAY	SHANNON ANGLIA	1650
80	K. ALLEN	MINI COOPER'S	999
75	E. RATERSON	COLVEND 5LF	1275
64	G. LYNN	CORTINA	3500
78	C. GHISHOLM	IMP	999
79	M. S. ROSS	MINI COOPER'S	999
89	A. SELLAR	MINI COOPER'S	999
100	J. FYFE	MINI	999

1st (£100) 66 2nd (£50) 71 3rd (£25) 44 4th (£15)

5th (£10) 6th (£5)

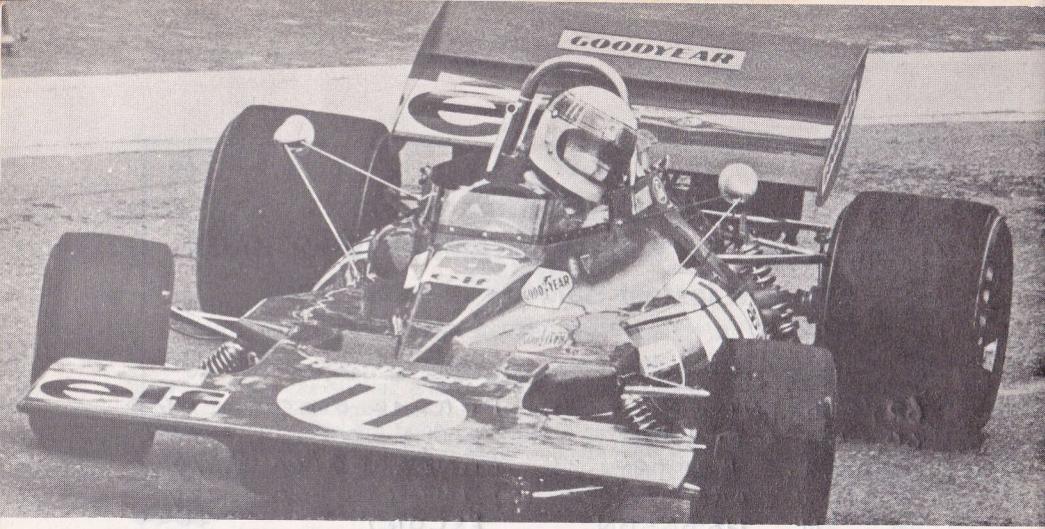
Fastest Lap secs.

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

HARTLEY WHYTE SALOON CAR CHAMPIONSHIP

DRIVER/Car	April	May	July	Aug.
J. BIRRELL/Escort TC	9	2	—	—
B. MUIR/Chevrolet Camaro	—	9	—	—
A. BARTON/Mini Cooper 'S'	6	1	—	—
G. B. BIRRELL/Escort RS 1600	—	6	—	—
A. POOLE/Complan Mini	—	4	—	—
F. GUNN/Mini Cooper 'S'	4	—	—	—
W. N. A. DRYDEN/Viva GT	—	3	—	9
J. PINKERTON/Mini Cooper 'S'	2	—	—	1
S. A. BELL/Mini Cooper 'S'	2	—	—	—
K. ALLEN/Mini Cooper 'S'	1	—	—	—
E. M. SMITH/Mini Cooper 'S'	—	—	—	6
J. HOWDEN/Chrysler Coupe	—	—	—	4
A. BELL/Mini Cooper 'S'	—	—	—	3
C. REEVES/Mini Cooper 'S'	—	—	—	2

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



JACKIE

Monaco, 1971

We may criticise him for his long hair, his living in Switzerland, his pre-occupation with safety, his extrovert personality or any number of imaginary grievances but the only thing we cannot minimise is his superlative driving skill. While spectators enjoyed the last Race Meeting at Scotland's only circuit, the Country's foremost driver clinched the 1971 World Championship and added it to the previous title held by him in 1969. The only regret was that Jackie Stewart should have won this while his Tyrrell-Ford was parked at the Osterreichring on three wheels, the Austrian Grand Prix being the only Championship race this season in which he has failed to finish.

Already the name of Stewart is being classed with the names of the other greats of motor racing, the late Jim Clark and Juan Manuel Fangio. The five Grand Prix won by the 32-year old Scotsman so far this year bring his tally to 16 since he entered Formula 1 racing in 1965, a total only surpassed by his compatriot, the late Jim Clark, who won 25 Grand Prix, and Fangio, who won 24. It is impossible, however, to compare performances of Grand Prix drivers on such a basis, especially bearing in mind the staggering differences in performance of their respective vehicles. What is true, however, is that this dedicated professional has once again established Scotland firmly to the fore of the most competitive sport in the world today. Whatever we may think of him as a person, we are bound, as true Scotsmen, to applaud both his supreme skill and achievements.

The public image of Jackie Stewart is perhaps the most bewildering part of the President of the Scottish Motor Racing Club. Those who have not met him are frequently quick to pounce upon his extrovert personality and long hair almost, one feels, as if by such criticism they can reduce him from the ranks of the great and reassure themselves of his humanity. To those who have met him, however, such reassurance is unnecessary. To them, as to many others, he is seen more as a friend, a distant cousin, rather than the jet setter the world sees, and his personal characteristics are remarked upon not with scorn but with genuine affection. It is true that there will always be those who seek to belittle him—what is truer still is that there will be none who succeed.

Far be it for us, however, to write a book about Jackie Stewart (which we would seem to be in danger of doing)—we would leave it to both him and Eric Dymock to write the sequel to "World Championship." Suffice it for us to sum up his achievement as simply as possible. He is, in short, an entirely new breed of motor racing driver and is, in the words of Motoring News, "simply the best driver in Grand Prix racing today."



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Members are entitled to special discounted season tickets for each Season at Ingliston and may purchase as many of these as they wish. All have the use of the magnificent MacRobert Pavilion; complete with its 400-seat restaurant, balconies overlooking the circuit, full members' licensed bar and excellent toilet facilities, the pavilion is also the venue of the Club's annual Dinner Dance in November—acknowledged as one of the leading motor sporting social functions of the year. Members have free access to the Paddock at Ingliston—barred to the public in general.

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

Most of the meetings at Ingliston are exclusively open to members' entries and the promoters' generous expenses contributions and prize money are offered. Acknowledged as one of the most efficient circuits in the British Isles by competitors and organisers alike, the friendly Ingliston circuit makes all Club members (and others !) feel immediately at home both on and off the track and offers to competitors financial and bodily comforts genuinely felt to be unsurpassed by any other comparable circuit in the U.K. With first class race organisation, covered paddocks, facilities for washing and changing, a variety of hot meals and/or snacks available and a licensed bar on tap for après ski (d or race) natter no member driver (or mechanic) need feel neglected, in addition to full membership, relatives of full members resident in the same household may also enrol as "Family" Members and enjoy all the privileges of membership bar the distribution of literature and the ability to enter for competitive events.

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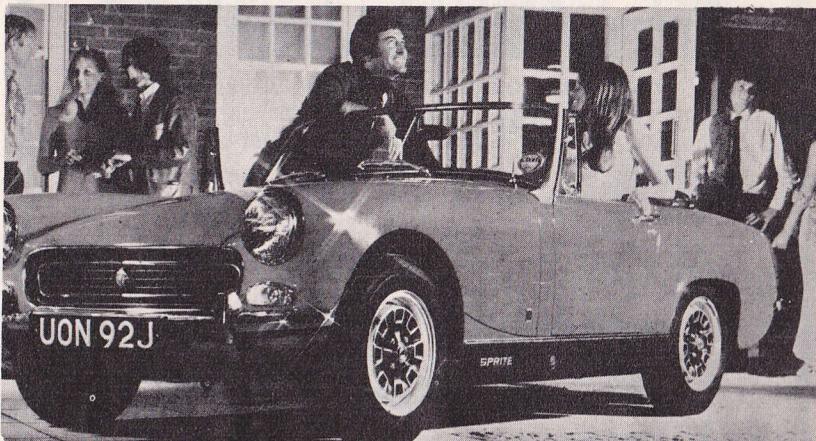
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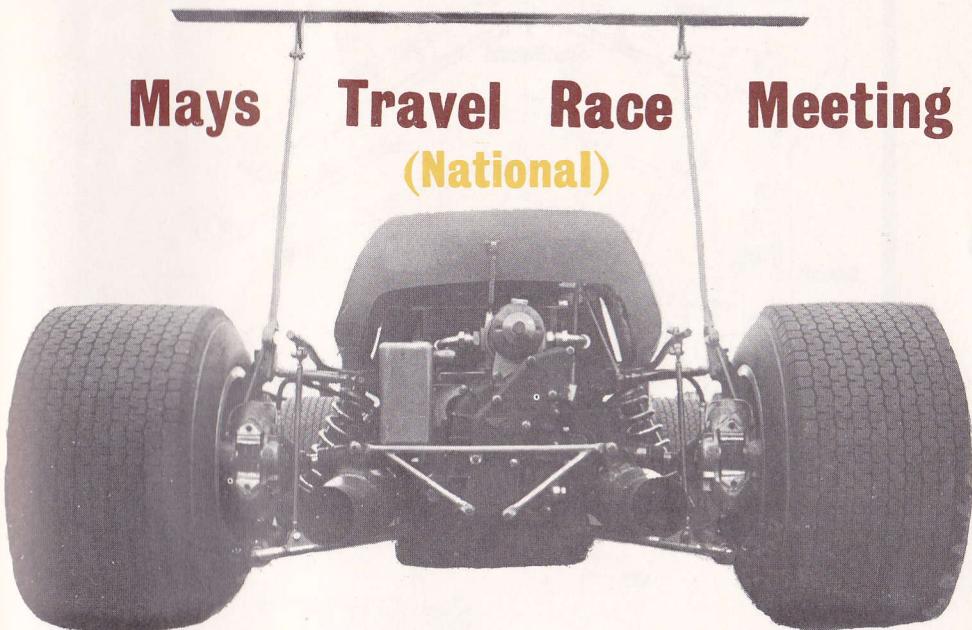
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HASTE YE BACK AGAIN !

Our next Meeting is the

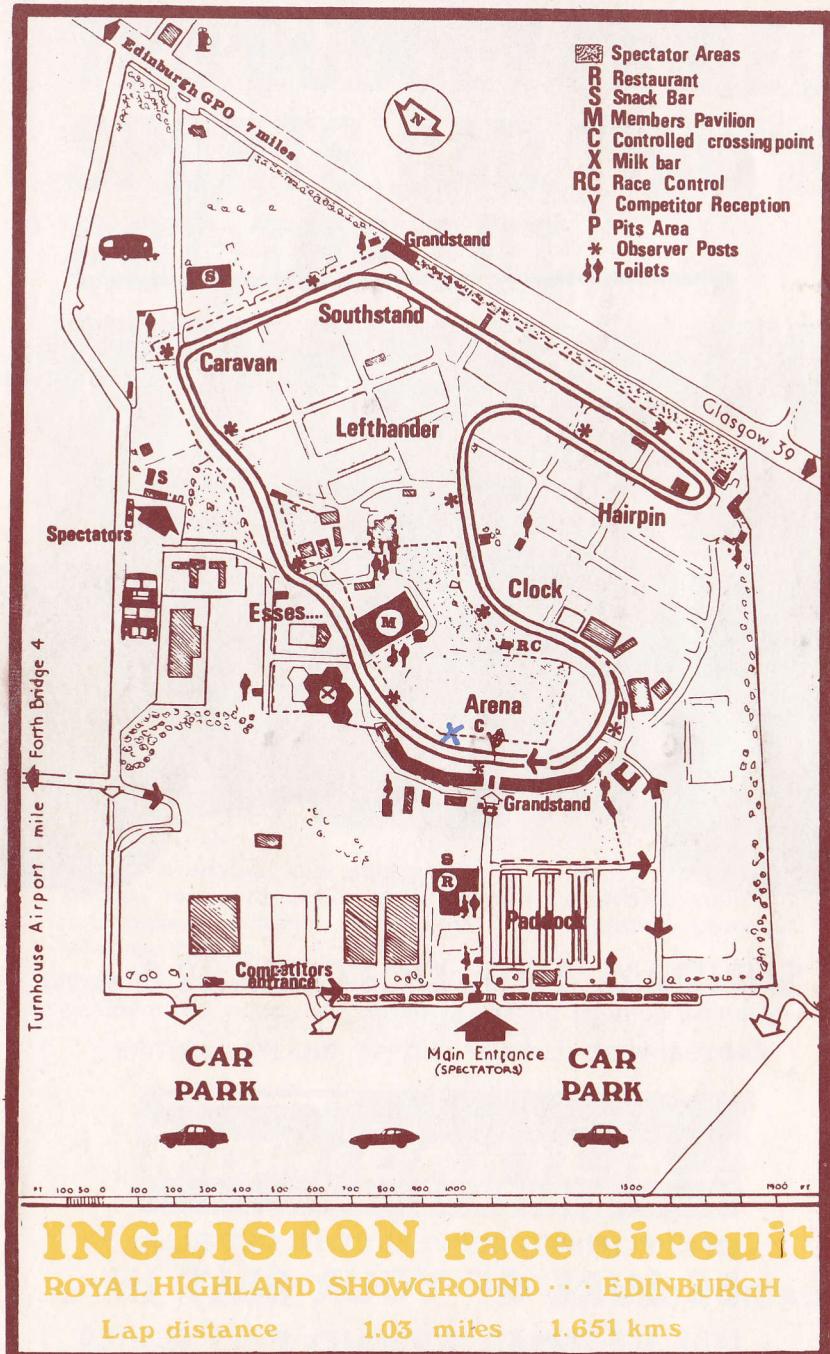
Mays Travel Race Meeting
(National)



SUNDAY, 10th OCTOBER, 2.0 p.m.

Advance Booking Form inside

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



INGLISTON race circuit

ROYAL HIGHLAND SHOWGROUND · · · EDINBURGH

Lap distance 1.03 miles 1.651 kms

How & Blackhall, Printers, 77, Marygate, Berwick-upon-Tweed. Tel. 7553.