



**Organised by  
Scottish Motor Racing Club**

# **INGLISTON 1971**

**18th July**



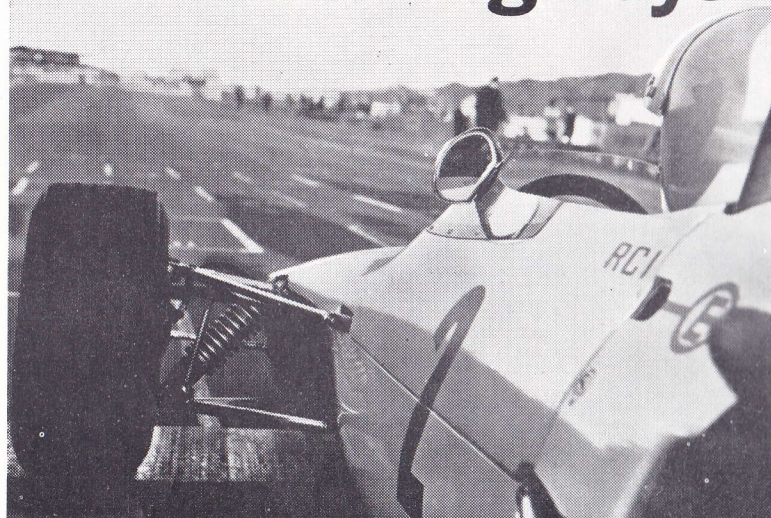
**The S.M.T. Trophy Race Meeting**

***Official Programme 20p***

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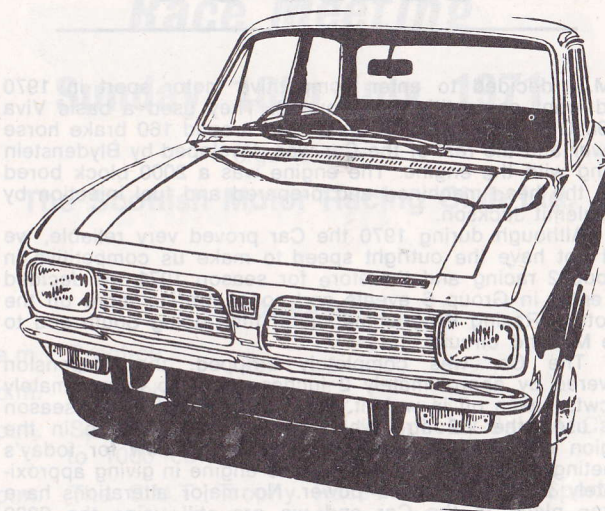


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## VIVA GT

S.M.T. decided to enter competitive motor sport in 1970 and went competitive in Group 2. They used a basic Viva 2000 GT with an engine developed around 160 brake horse power and the rest of the Car was developed by Blydenstein along with the engine. The engine was a 2000 block bored out, the head machined and prepared and fuel injection by Tecalemit Jackson.

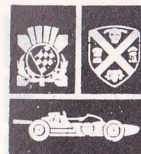
Although during 1970 the Car proved very reliable, we did not have the outright speed to make us competitive in Group 2 racing and therefore for season 1971 we decided to enter in Group 6 events and concentrating more on the Scottish Racing Programme rather than going South and to the Midland circuits.

The Car was completely stripped, the suspension lowered by approximately 2 inches and also approximately 3 cwt. taken off in weight. For the early part of the season we used the 2.2 litre which gave us somewhere in the region of 180-185 brake horse power and now for today's meeting we have the very latest 2.5 engine in giving approximately 200 brake horse power. No major alterations have taken place to the Car and we are still using the 2000 block which has now been bored further and special crankshaft fitted. Further development is still taking place on this engine and it is hoped to get output up to around 230 brake horse power.

The Car is prepared and kept at our Depot in Perth where the preparation is carried out by Reg Sutton and Eddie Gray under the supervision of Walter Gray and the Branch Manager. All the preparation is done outside business hours and this does not interfere with the normal day-to-day working of the Depot.

Also prepared by this Depot is a Viva GT which has been used in rallying, with a certain amount of success by Malcolm Rogerson.

Any modification or information that you may require you should contact S.M.T. Perth and no doubt they will give you all the assistance possible with all the bolt on goodies which are available for Vauxhall products.



## SCOTCIRCUITS LTD INGLISTON motor racing circuit

ROYAL HIGHLAND SHOWGROUND, EDINBURGH

### *The S.M.T. Trophy Race Meeting*

**Sunday, 18th July, 1971**

organised by

**The Scottish Motor Racing Club Ltd.**

#### PROGRAMME

- 9.45 a.m. Practice.
- 12.30 p.m. Luncheon Interval.
- 2.10 p.m. Special Saloons—Heat 1. Special Saloon Cars up to 1000 cc (10 laps).
- 2.35 p.m. The S.M.T. Trophy Race—Heat 1 for Sports and Special G.T. Cars (10 laps).
- 3.00 p.m. The S.M.T. Trophy Race—Heat 2 for Single Seater Racing Cars (10 laps).
- 3.25 p.m. Special Saloons—Heat 2.  
The Laughing Duck Trophy Race for Special Saloon Cars over 1000 cc (10 laps).
- 3.50 p.m. Formula Ford Cars (10 laps).
- 4.15 p.m. Modified Sports Cars (10 laps).
- 4.40 p.m. The S.M.T. Trophy Race for Libre Cars—Final (25 laps).
- 5.20 p.m. Presentation of Trophies.
- 5.30 p.m. Special Saloon Cars—Final.  
The Hartley Whyte Championship Race (15 laps).



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## Welcome back to Ingliston . . . .

Today will see a spectacular test of skills, both of men and machines. It is a contest we all enjoy —and I'm happy to say this is the sixth year we've had the privilege of sponsoring this meeting.

Have a great day—come back next year—and in the meantime—mind how you go!

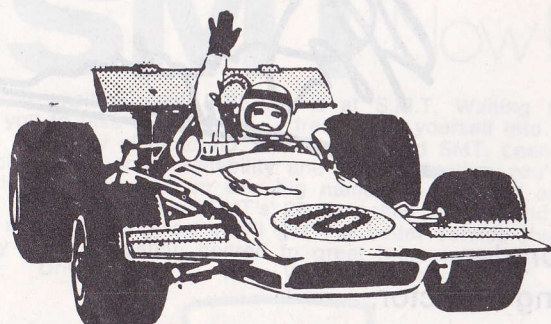
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## OFFICIALS AND CREDITS

Clerk of Course ... ..	R. TRAILL
Controller ... ..	A. D. HORNE
Steward (for R.A.C.) ... ..	To be nominated.
Stewards (for Club) ... ..	R. KAY, J. A. DICK PEDDIE, W. MARTIN
Chief Marshal ... ..	A. H. B. CRAIG
Deputy Chief Marshal ... ..	P. J. TUGWELL
Chief Observer ... ..	N. A. KENNEDY
Chief Flag Marshal ... ..	J. A. MILLAR
Chief Track Marshal ... ..	G. STOREY
Chief Medical Officer ... ..	Major P. W. ROSS, 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 and MAX LE GRAND
Secretary to Meeting ... ..	A. M. LAMB
Competitor Reception ... ..	E. D. HODGES and E. S. CHAPMAN
Results Processors ... ..	M. MALCOLM
Judges of Fact ... ..	L. BROWN, A. BARCLAY and E. LIDDELL
Chairman of Race Committee ... ..	J. L. ROMANES
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Cartoons ... ..	T. N. THOMSON

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/6923

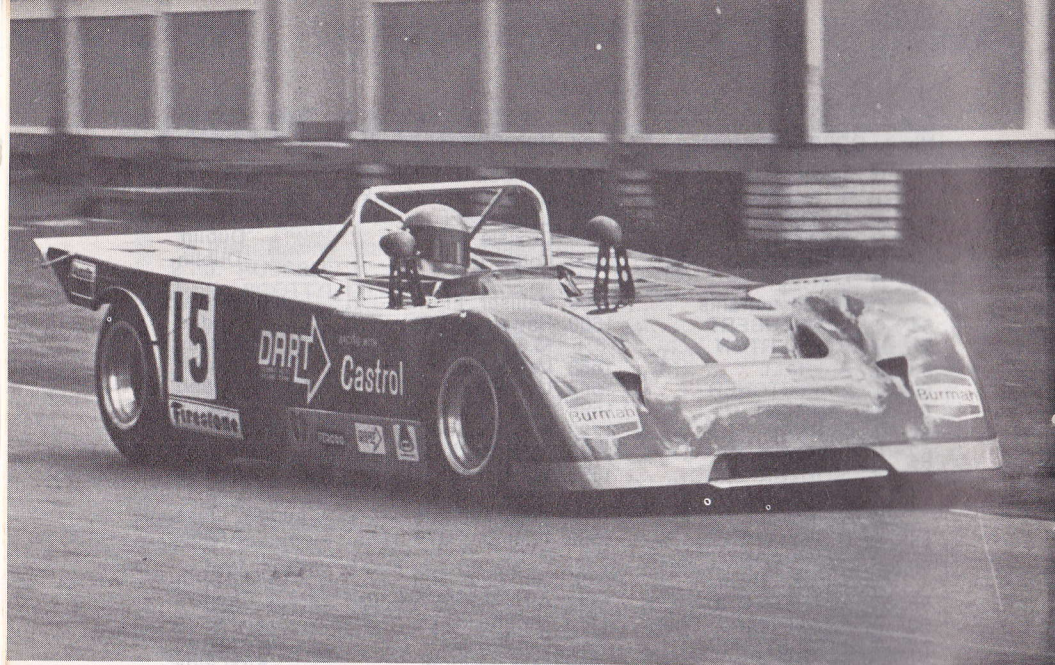


# LIST OF ENTRIES

Car No.	DRIVER/Entrant	cc	Make/Model	from
1	T. D. REID/ Irish Racing Cars	1598	Brabham BT30	Tandragee
2	J. RUSSELL	5000	Lotus 70	West Calder
3	R. SCOTT/L.I.R.A.	1598	Lotus 69 F2	London
4	T. WALKINSHAW/ Ecurie Ecosse	1598	March F2	London
5	R. MacKAY	1598	Brabham BT30	Thurso
6	B. NELSON	1598	Crossle 18F	Hillsborough
7	W. FORBES	5000	Lola T142	Aberdeen
8	R. SALISBURY/ F. R. Gerard	1598	Brabham BT30	London
9	J. RICHARDSON/Anglo Swedish Equipment for B.M. Volvo	1598	Brabham BT30	London
10	J. WINGFIELD	1598	Brabham BT30	London
11	B. CULLEN/ Irish Racing Team	1598	Brabham BT30	London
12	L. GOULDING/ Irish Racing Team	1598	Brabham BT23C	London
14	R. HOWLINGS	1600	Brabham BT30	Manchester
15	W. T. WOOD	4500	Brabham BT19	Hutton
18	B. HARRISON	998	Vixen VB5	Glasgow
19	I. C. McLAREN	997	Chevron B15	Broxburn
20	J. COULTER/W. T. Wood	997	Brabham BT28	Hutton
22	J. MILES/D.A.R.T.	1791	Chevron B19	Summerseat
23	G. B. BIRRELL/ D.A.R.T.	1791	Chevron B19	Summerseat
24	J. LEPP/Central Garage (Mirfield) Ltd.	1790	Chevron B19	Mirfield
25	P. HUMBLE/ Red Rose Racing	1791	Chevron B19	London
26	M. COOMBE	5000	Lola T70	London
27	D. FARNELL	1790	Lola T210	Leeds
28	D. McMAHON	1800	Royale RP10	Millford
29	A. FLETCHER/ W. Tuckett	1798	Chevron B16	London
30	R. S. SMITH	5000	Attila-Chevrolet	Glasgow
31	A. G. WATSON	1589	Mallock U2	Burntisland
32	E. REGAN/ Clontarf Castle	1594	Chevron B16	Clontarf
33	R. MALLOCK	1598	Mallock U2	London
34	G. TEMPLE	1500	Chevron B1	Morpeth
35	A. COLLIER	1445	Daren Mk2	Bunclochy
36	R. FORESTER-SMITH/ D. McDonald	1150	Diva 10F	Edinburgh
37	G. MACWILLIAM	1098	Mercury GT	Glasgow
38	J. HUGH	1598	Chevron B2	Brentwood
39	E. LABINJOH/J. Fisher	1100	Fisher 1100 Spyder	Edinburgh
40	J. MACKIE	1589	Mallock U2	Burntisland
41	G. TODD	1600	March 718	Musselburgh
42	C. CAMERON	1600	Merlyn XIA	Old Kirkpatrick
43	P. HARRINGTON	1600	Merlyn XIA/19	Scunthorpe
44	J. SHELDON	1600	Palliser WDF2	Epsom
45	J. W. SIMPSON	1600	Lotus 59	Darlington
46	D. MACLEOD/MacKinlay's Whisky/Peter Graham (Motors) Ltd.	1600	Dulon LD4C	East Calder
47	T. HORROCKS	1600	Alexis Mk 14	Preston

Car No.	DRIVER/Entrant	cc	Make/Model	from
48	R. MALLOCK	1600	Mallock U2 Mk 9B	Hanslope
49	J. D. CARTWRIGHT	1600	Centaur Scholar FF	Stanmore
50	N. R. GINN	1600	Lotus 69FF	Helensburgh
51	H. BEATTIE	1600	Crossle 20F	Dublin
52	B. BARKER	1600	Lotus 61M	Dublin
53	D. MAGEE/ Royal Restaurants	1600	Palliser FF	Belfast
54	G. J. CUTHBERT	1600	Hawke DL2B	Dundee
57	M. HOPPERTON	1876	M.G. Midget	Inveraray
58	J. A. HALL	1558	Lotus Elan	Edinburgh
59	J. B. FLETCHER	1598	Lotus Elan	Littleborough
60	M. NUGENT	1598	Lotus Elan	Pomeroy
61	J. HANLEY	1293	M.G. Midget	Comber
62	R. HUTCHISON	1293	A.H. Sprite	Glenrothes
63	A. SOUTER	1598	Lotus Elan	Dundee
64	A. FLEMING/ W. Shepherd	1293	M.G. Midget	Lundin Links
65	R. D. WYLLIE	1998	Triumph GT6	Annan
66	B. HARRISON/H. & G. Robinson Racing	1107	Honda S 800	Gosforth
68	T. RUTHERFORD	1147	A.H. Sprite Mk III	Lenzie
69	J. ABSALOM/C. Shutt	1150	Ginetta G4	Felton
70	R. FORESTER-SMITH	997	Ginetta G4	Edinburgh
71	G. R. WILSON	1098	M.G. Midget	Kirkcaldy
74	G. BIRRELL/ Wyllies of Glasgow	1800	Escort	Glasgow
75	J. BIRRELL/ Wyllies of Glasgow	1970	Escort	Glasgow
76	R. D. McCUTCHEON	2994	Escort V6	Wigtown
77	J. VEITCH	5000	Veeva	Edinburgh
78	A. K. POOLE/Glaxo Laboratories (Ireland) Ltd.	1430	Complan Mini	Kilcroney
79	B. O'MAHONY	1594	Escort	Dublin
80	N. HODGSON	1598	Escort	Carlisle
81	W. N. A. DRYDEN/ S.M.T.	2500	Viva GT	Edinburgh
82	C. BRADLEY	1650	Anglia	Glasgow
83	A. D. NIVEN/ Team Forbes	2090	Perdal Escort	Greenlaw
84	F. GUNN/A. Barton	1293	Mini Cooper "S"	Newcastle
85	A. BELL	1275	Mini Cooper "S"	Carlisle
86	I. R. OWER	1390	Mini Cooper "S"	Dundee
87	J. PINKERTON	1293	Mini	Glasgow
88	E. M. SMITH	1293	Mini Cooper "S"	Carlisle
90	A. BARTON	999	Mini Cooper "S"	Newcastle
91	R. LECKIE	998	Imp	Aberdeen
92	B. K. HARRISON/H. & G. Robinson Racing	840	Honda N600	Gosforth
93	J. C. FYDA	998	Agra Imp	Dundee
94	B. COYLE	998	Imp	Glasgow
95	S. BELL	999	Arden Mini	Carlisle
96	K. ALLEN	999	Mini Cooper "S"	Crossford
97	J. HOWDEN	998	Chrysler Coupe	Edinburgh
98	W. BORROWMAN/Sports Tune/Moir & Baxter Ltd.	999	Mini Cooper "S"	Edinburgh
99	A. SELLAR	999	Mini Cooper "S"	Burntisland
99	W. G. DONALD	998	Imp	Tarland
100	J. YOUNG	1000	Mini Cooper "S"	Burntisland
101	M. Cochran	1590	S.L.I.	Leeds





One of the highlights of today's meeting will almost certainly be the dice amongst the 2-litre sports cars, a class which has, so far in 1971, provided by far the most exciting racing. Two examples of the many cars present this afternoon are the Chevron B19 (above) and Derek McMahon's Royale RP10 (opposite).

#### NORMAN LITHGOW

One regular name is missing from the programme, that of Norman Lithgow who has been a steward at Ingliston meetings for many years. Norman, who collapsed and died last month, was a man who was quiet of nature and yet who had great enthusiasm for the sport both as a competitor and an administrator.

The very first rally in which I competed, the first all night event run by M.G. Car Club after the war, included Norman in the field with his H.R.G. sports car. In this car he was very successful in rallies, sprints and driving tests and competed in the Alpine Rally with another H.R.G. driver. In the mid-1950's he jointly became the first Scottish Rally Champion driving his blue Ford Anglia and at that time he was almost unbeatable in the driving tests events which characterised rallies in those days. He was always accompanied by his wife, Margaret, who is also well known here at Ingliston.

Norman Lithgow had a garage business in West Linton and his cars were always well prepared. His meticulous attention to detail also made him a valuable Steward here at Ingliston as the Stewards are called upon to give judgement in the case of any disputes of placing or reports of bad driving at the track.

All of us in Scottish Motor Racing Club and Scotcircuits will mourn the loss of Norman, who was a loyal servant to motor racing in Scotland.

GRAHAM GAULD.



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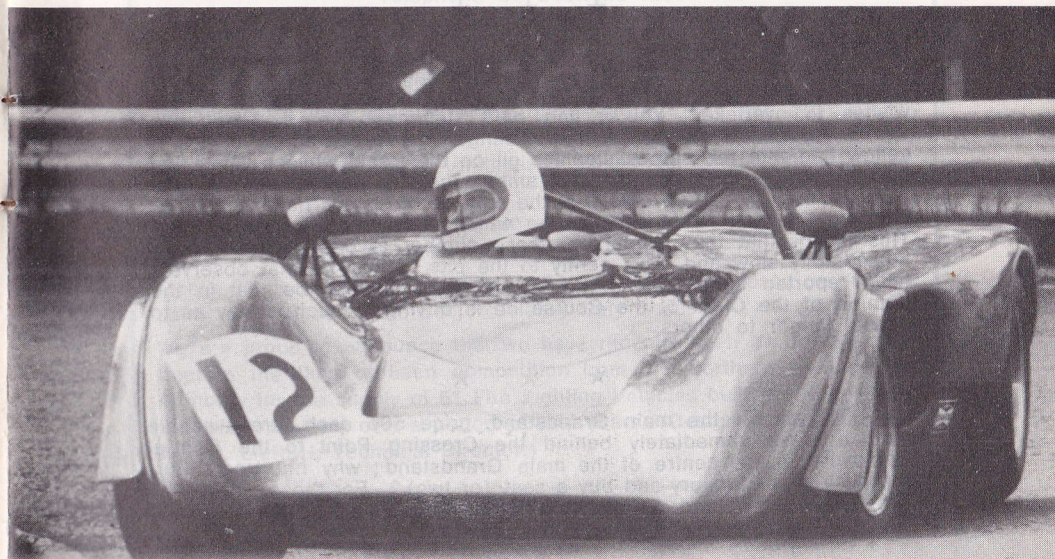


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# INGLISTON NOTES

You may be surprised to know that something like 500 voluntary officials are required to run a race meeting at Ingliston. Without their assistance there just would not be any racing and we would ask you to co-operate with them so as to ensure the enjoyment of every person, whether they be spectator, competitor or official. Your safety depends on them and we do ask you not to jeopardise their's or others' by disregarding their instructions.

★ ★ ★

Please remember that:—

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

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.

★ ★ ★

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

★ ★ ★

Tickets for the main Grandstand, price 50p each, are available from a kiosk immediately behind the Crossing Point to the Central Enclosure in the centre of the main Grandstand; why not treat yourself to a spot of luxury and buy a seat (or two)? For those who prefer the South Grandstand, tickets, price 30p, are available at that stand.

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

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

★ ★ ★

Newcomers to Motor Racing may well be puzzled by some of the activities going on during the afternoon. Between every race the Course Car will be driven round by the Clerk of the Course or Chief Marshal, making an inspection of the condition of the surface and safety precautions. You will always know this car by the white flag it carries. Starting procedure has to be absolutely cut and dried, for it is not easy to keep a car running on the 'grid'—as the starting line is called—without "creeping" forward, or without overheating the engine. Three minutes before the start a siren will be sounded and the cars will then

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move onto the track and complete a warming-up lap, forming up on a dummy grid at the entry to the Arena. The siren will again be sounded at 1 minute when the cars move forward onto the grid, and with 30 seconds to go the starter will walk to his rostrum. With 5 seconds to go he will slowly raise the saltire and drop it smartly for the "off."

All motor sport in Britain is strictly controlled by the Motor Sport Division of the R.A.C. and the controls are aimed at making the sport just as safe as is possible. Responsible for making sure that the meeting runs to schedule and runs according to the regulations is the Clerk of the Course. His "nerve-centre" is the Race Control Building in the Central Enclosure (the rather splendid glass box below the clock-mast), where he keeps in touch by telephone throughout the day with all the points around the circuit. The track is divided into sectors, each under the control of an Observer, and each equipped with a telephone. The Observer has with him a number of different marshals; some of these are responsible for keeping the track clear for racing and for undertaking rescue operations in the event of an accident, others for signalling to drivers by means of recognised flags to warn them of dangers or let them know that a car behind wishes to overtake.

★ ★ ★

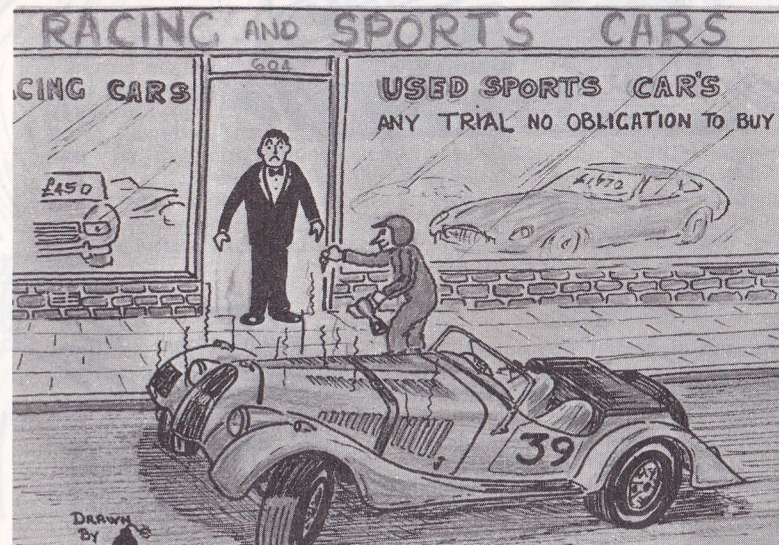
Dates to note in your diaries for the 1971 Season at Ingliston are:

15th AUGUST THE AUGUST RACE MEETING

17th SEPTEMBER THE SEPTEMBER RACE MEETING

10th OCTOBER THE OCTOBER RACE MEETING (National)

Scottish Motor Racing Club members will also want to note that 2nd October has been provisionally fixed as a Members' Practice Day at which club members can "have a go" on the circuit for a mere 50p. The essentials for this practice day are minimal—merely come along on the 2nd between 1 and 6 p.m. bringing with you your Membership Card, a crash helmet, a serviceable car, and, of course, 50p. Oh, yes (I nearly forgot—"Top Gear" take note) don't forget your Club Membership Card when you roll up either.





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

What does all this extra entertainment cost? Absolutely nothing. The charge of admission to the Showground, etc., is exactly the same whether you spend eight hours watching the racing or eight minutes! Between the end of practice and the beginning of the afternoon's pro-



The "handling's" not quite what we expected.

gramme a variety of lunches can be obtained, ranging from a mug of soup and a hot pie to a delicious three-course luncheon. Club members may also retire to the bar in the MacRobert Pavilion between 12.30 and 2.00 and, over the soothing influence of the brew of their choice, join in the speculation as to the afternoon's racing.

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

★ ★ ★

Nothing to do with Motor Racing really—it's just that it happened at speed, that it happened to the Editor and that he is blinking furious about it! A few weeks back the Editor happened to be driving down the A.1 (M) when he came across one of these new fangled "flashing" warning lights on the central reservation. The recommended speed as shown on this multi-coloured display was 50 m.p.h. and our law-abiding Editor reduced his speed accordingly and kept a weather eye cocked for trouble. Over a mile later another flashing beacon suggested that he reduce speed to 40 m.p.h.—this was duly done. After a further mile or so, during which time the Editor was being blown off by all manner of invalid carriages, etc., thrashing down the outside lane at 70, our, by now, somewhat annoyed Editor came across a third flashing warning signal and this time the nature of the hazard was disclosed—the outside lane was to be closed and one lane only would be allowed. "Ah," thinks he, "now we're getting somewhere." Not a bit of it—it was yet another mile before a series of roadside signs indicated that the hazard was still 800 yards ahead. While all in favour of caution on the public highway it does occur to us that the use of hazard signals in this way is almost certain to lead not to safer driving but rather to complete disregard for them. After all, the only vehicle which requires  $3\frac{1}{2}$  miles to stop is, to our knowledge, a Mercedes 10-tonner doing 85 m.p.h.—hardly likely on the A.1. Nor, to our knowledge, was Jack Russell on the road that night!

Had this been an isolated incident the Editor might not have been so annoyed. However, two days later, exactly the same circumstances occurred on the M18—once again three flashing warning beacons were used to advise of the hazard ahead. The hazard was, naturally, a good  $3\frac{1}{2}$  miles away! By this time, regular drivers on the road had obviously learnt the score and it was blood chilling to watch them screaming past the flashing warning signs, paying them no heed whatsoever and only slowing up on the 800-yard signal. It makes you wonder what is going to happen when the traffic authorities start to use these signs properly—certainly, at the minute, they seem to be like a lot of little children with a new toy. Try telling that to the judge, though!

★ ★ ★

**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.



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## Formidable Contenders at Ingliston

Prepared by:

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### INGLISTON LAP CONVERSION TABLE

1 LAP = 1.03 Miles

secs.	m.p.h.	secs.	m.p.h.	secs.	m.p.h.	secs.	m.p.h.	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

#### FORMULA LIBRE CARS

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

#### FORMULA FORD CARS

N. R. GINN (Lotus 69F) .....	54.8	67.66 m.p.h.
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#### SPECIAL GT CARS

Over 1600 cc : G. B. BIRRELL (Chevron B19) .....	49.4	75.06 m.p.h.
Under 1600 cc : E. LABINJOH (Fisher Spyder) .....	56.0	66.21 m.p.h.
Under 1150 cc : E. LABINJOH (Fisher Spyder) .....	56.0	66.21 m.p.h.

#### CLUBMAN CARS

J. MACKIE (Mallock U2) .....	55.6	66.69 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 : M. HOPPERTON (M.G. Midget) .....	56.8	65.28 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

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

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

[illegible]

I enclose Cheque/P.O./Cash for

3

I wish to sit in Block

F	E	D	B	A

of the Highland Stand.

Please tick appropriate box.

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





## SPECIAL SALOON CARS — Heat 1 for Special Saloon Cars up to 1000 cc

(10 LAPS)

Car No.	DRIVER/Entrant	Make/Model of Car	cc
3-90	A. BARTON	Mini Cooper "S"	999
91	R. LECKIE	Imp	998
67	B. K. HARRISON/H. & G. Robinson Racing	Honda N600	840
92	J. C. FYDA	Agra Imp	998
93	B. COYLE	Imp	998
2-94	S. BELL	Arden Mini	999
95	K. ALLEN	Mini Cooper "S"	999
96	J. HOWDEN	Chrysler Coupe	998
1-97	W. BORROWMAN/Sports Tune/Moir & Baxter Ltd.	Mini Cooper "S"	999
98	A. SELLAR	Mini Cooper "S"	999
99	W. G. DONALD	Imp	998
100	J. YOUNG	Mini Cooper "S"	1000

1st (£20) 9.4 2nd (£12) 9.7 3rd (£8) 9.3 4th (£6) .....5th (£4) ..... Fastest Lap 9.3 57.6 secs.

Bill Borrowman's return to favour at the last meeting heralded the end to a lengthy string of Barton successes and today could see "the Box" out in front once again, striving to keep the two Bs (Barton and Bell) at bay. There are many who feel that Andy Barton was unlucky not to have taken the chequered flag in May, he having miscounted the laps while leading and having accordingly slackened off on the 9th. Andy will not be making the same mistake twice, however, and he will be out to prove to Bill Borrowman that the May episode was merely a temporary set-back, a flash in the pan not to be taken as an end to his reign of supremacy. On the form he could well be right too, the Barton Mini managing on every outing somehow to go just that little bit faster than the time before. We've said it before and we'll doubtless say it again, when it comes to tweaking Minis it takes a lot to beat old Andy. (After a plug like that, Andy, you can hardly refuse to take an ad. in the Programme—how about the one with the bristly coot disappearing out of the Mini roof!)

Carlisle garage proprietor Sedric Bell will be one man with the means to give Andy and Bill a run for their money, having learnt a fair old bit himself about the tweaking of engines since he started a few years back. Mini power will not have it all its own way, however, since the two Imps of Brian Coyle and John Fyda will be all set to pip them to the post. John Fyda really came into his own at the end of the 1970 season and, on that form, is a potential place here today. Brian Coyle, on the other hand, is a relative newcomer to racing (although not to rallying, as Andrew Cowan will tell you from his seat somewhere up there in the stand) but his performance at the May meeting gave a pretty good indication of his potential, he having taken third place from Aberdonian Bob Lockie in a similar car.

There we are. If, at any other circuit, a field of regulars appeared the outcome would be pretty well cut and dried before even the Programme ink was dry. Not so at Ingliston—the race is anyone's.





# THE DRIVERS

## EDDIE LABINJOH

It is exceedingly difficult when speaking of Eddie Labinjoh not to mention also his entrant, and the designer of his cars, Jack Fisher. Eddie, educated at The Edinburgh Academy (an essential prerequisite for success in any field), has now a considerable association with Jack which stretches back over many years and the combination of driver and designer has consistently dominated the up to 1150cc (and now, up to 1600cc) G.T. class at Ingliston. This domination persists even in 1971 and the new Fisher 1100 Spyder (thought by many to be the best Fisher yet) is presently holder of both the up to 1150 and up to 1600cc class lap records at Ingliston. On the single seater front Eddie was briefly seen in 1970 in the Fisher Alfa single seater and there may yet be a chance of a re-appearance of this car in 1971—any comments, Jack?



## BILL BORROWMAN

Back in the good old days (before the Editor was Editor, that is) and when money was not such a factor in saloon car racing there was little appreciable difference in performance between the up to and over 1000cc saloons. This was perhaps as well, there often being some doubt as to which capacity was applicable to any "Box" Mini on the track at any time—it was even rumoured that their number plates were interchangeable. All of which was as good a way as any of saying that Longniddry based company Director, Bill Borrowman, could squeeze as much juice out of the 999 Mini as he got from the 1293 version. In those days no prizegiving was complete without Bill (he was runner-up in the 1969 Hartley Whyte Championship, one point ahead of G.B.s Perdal Escort) and no front row looked correct without the orange Box. 1970 proved to be a leaner year but it looks as if 1971 will again re-establish Bill amongst the up to 1000cc class.

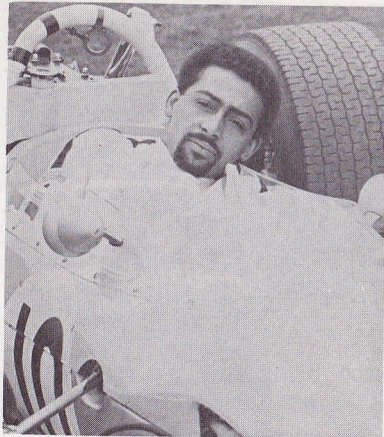
## GRAHAM BIRRELL

One of these days someone (Ian Birrell, perhaps) is going to write the 'Book of Birrell,' so influential has the Milngavie family been on Scottish club racing. Both Graham and Gerry have been well-kent regulars at Ingliston since its inception and their consistent seasonal success really challenged (in 1970, for those who may be wondering when!). Graham, although perhaps wondering when!) Graham, although perhaps most popular with the local crowd when in his saloon, has never restricted himself to that class alone and he must, at one time or another, have driven just about every type of racing car about. 1970 saw him in Formula 2 and now, in 1971, he seems to have really found his niche in the 2 litre sportscar field — so much so that he showed the Formula 2s the way home with his B19 at the last meeting. With brother Gerry in F2 this year it's good to see the Scots family upholding the Saltire on the continent.



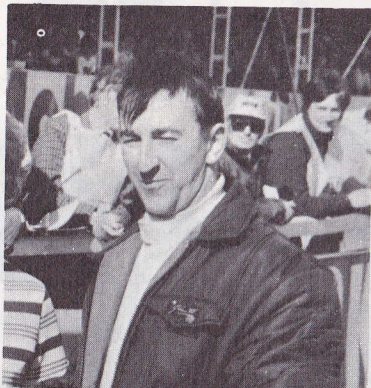
## TOM WALKINSHAW

Like many another up-and-coming single seater driver Tom Walkinshaw can look back on his Formula Ford days as having paved the way for his present success. Originally hailing from Prestonpans, Tom achieved dominance at Ingliston in 1969 when, after a season long battle with Gerry Birrell (the 1969 European FF Champion), he pipped the latter at the post for the King's Cup Formula Ford Championship. From this stepping stone he moved into Formula 3 in 1970 only to suffer a mixed season of success and misfortune with his March. The year was not wasted, however, and 1971 sees him at the wheel of the semi-works F2 March which is entered by Ecurie Ecosse (Tom having been largely responsible for the tie up between the Scottish Team, his sponsors and March). Highly rated by Robin Herd as a test driver, Tom may well be one Scot to watch in the G.P.s of the seventies.



## ALEC SOUTER

John Absalom and the Ginetta have had the Modified Sports Car class at the circuit so sewn up for so many years now that it is often very easy to overlook some remarkably good drivers in the rest of the field: And one of these who has had his revenge on John time and again is Dundee driver, Alec Souter. Alec "arrived" in Modsports racing at the beginning of 1970 and, after a slow (for him) start with his Elan, he romped home second in the "H. & G. Robinson Racing Trophy" Championship, setting up, in the process, the odd class lap record or two. His start in 1971 is slightly more accelerative and he retains second place in the current Championship behind (you've guessed it) John Absalom. With four events yet to go Alec is well placed for the honours in 1971.



## ALEC POOLE

"The wily Poole," as he was recently described in one National Motoring Journal, is no stranger either to Ingliston or to the racing circuits of the World. An engineer from Dublin, and, with Paddy Hopkirk, runner up in the London/Sydney Marathon, Alec is famed for his ability to conjure up incredible speeds from his Minis, so much so that in 1969 he clinched the British Saloon Championship. The Championship car was, at the end of that season, tragically destroyed by vandals on its way to the October Ingliston Meeting and it was not until the same meeting last year that he reappeared on the Scottish side of the Border with the unbelievably fast Complan Mini. His return visits at this and the last meetings will give Scottish spectators a chance to watch one of the saloon "greats" in action.





A fabulous entry for the GT and Sports Car Race serves as the first heat for the main race of the day. Out-and-out favourites must surely be the DART Racing Chevron B19s driven by John Miles and Graham Birrell. Graham, spectators will recall, ran away with the May GT Race and, later in the afternoon, sneaked past Brian Cullen's Formula 2 Brabham to win the Libre event. Today, however, the number one Dart driver, John Miles, is also present and he has already this season won the 2 litre class in the BOAC 1000 kilometre race, has firsts at Thruxton and Silverstone, a second at Oulton and a third at Ricard. No newcomer to Ingliston, John held the Special GT class record with the works Lotus 62 until it was shattered by his teammate Graham at the last Meeting. Today should see the B19s circulating in under 48 seconds, an average speed of just under 80 miles an hour. Out to upset John and Graham, however, is the 1968 Motor News Champion and 1969 British Sports Car Champion, John Lepp, fielding another Chevron B19 Spyder. The fourth B19 is provided by Red Rose Racing with Peter Humble at the wheel. Out challenging the Chevron power is the thundering great 5 litre Chevy Lola T70 of Mike Combe, while Dave Farnell, the 1970 Ingliston GT Champion, brings his exceedingly pretty and potent 2 litre Lola T210.

In the up to 1600 cc class hot favourites must surely be Eddie Regan, the 1970 Irish GT Champion, and Ray Mallock. Eddie bought the Chevron B16 originally owned by DART and driven by Graham Birrell at the 1970 October Meeting at Ingliston—an FVA Cosworth powered car, this will almost certainly be exceedingly difficult to beat. Even Andrew Fletcher in the Group 5 Chevron B16 will have his time cut out passing this! Ray Mallock, on the other hand, drives the fabulous U2 with which he has shattered so many Clubman's records all over the country. An incredibly potent piece of machinery, this car has got to be seen before it can be believed! Also in the Clubman's class are Geoff Temple and Jack Hugh, both with Chevrons, while Eddie Labinjoh and Grahame MacWilliam renew the age old Fisher v. Mercury battle. A new face the Circuit is that of Arthur Collier who brings his Twin Cam Daren Mark II from Ireland—little is known about this car in Scotland and it could prove to be one of the dark horses of the up to 1600 cc class.

All in all, a thundering good entry and one likely to provide the sort of grid that will have the Editor hiding behind the Grandstands! On the form, the DART chevrons should be there at the finish but one would not expect the other B19s to be too far behind. They could even upset the apple cart, as could Dave Farnell—certainly, on paper, his car should be one of the fastest.

## THE S.M.T. TROPHY RACE — Heat 1 for Sports and Special GT Cars, etc.

(10 LAPS)

### Over 1600 cc

Car No.	DRIVER/Entrant	MAKE/Model of Car	cc
1-22	J. MILES/D.A.R.T.	Chevron B19	1791
23	G. B. BIRRELL/D.A.R.T.	Chevron B19	1791
2-24	J. LEPP/Central Garage (Mirfield) Ltd.	Chevron B19	1790
25	P. HUMBLE/Red Rose Racing	Chevron B19	1791
26	M. COOMBE	Lola T70	5000
27	D. FARNELL	Lola T210	1790
28	D. McMAHON	Royale RP10	1300
3-29	A. FLETCHER/W. Tuckett	Chevron B16	1798
30	R. S. SMITH	Attila-Chevrolet	5000

1st (£30) ..... 2nd (£15) ..... 3rd (£5) .....

Fastest Lap ..... secs.

### Up to 1600 cc

32	E. REGAN/Cloutarf Castle	Chevron B16	1594
31	A. G. WATSON	Mallock U2	1589
33	R. MALLOCK	Mallock U2	1598
34	G. TEMPLE	Chevron B1	1540
35	A. COLLIER	Daren Mk2	1445
36	R. FORESTER-SMITH/D. McDonald	Diva 10F	1150
37	G. MACWILLIAM	Mercury GT	1098
38	J. HUGH	Chevron B2	1598
39	E. LABINJOH/J. Fisher	Fisher 1100 Spyder	1100

### Reserves:

40	J. MACKIE	Mallock U2	1589
101	M. COCHRAN	S.L.1	1590

1st (£30) ..22..... 2nd (£15) ..2.4..... 3rd (£5) ...2.9.....

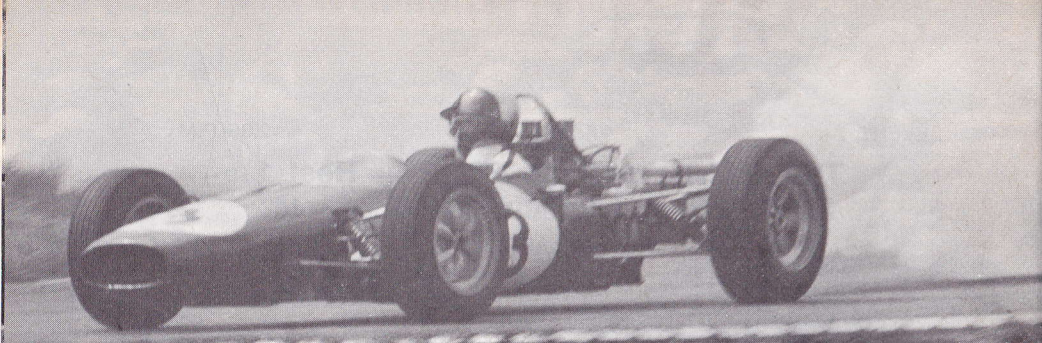
Fastest Lap ..2.2..... 48.7..... secs. 76.14 mph

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

DRIVER/Car	April	May	July	Total
G. TEMPLE/Chevron B1	6	6		12
D. McMAHON/Royale RP10	9	—		9
G. B. BIRRELL/ Chevron B19	—	9		9
P. MacNAUGHTAN/Lotus 7	3	3		6
E. LABINJOH/Fisher Spyder	—	4		4
A. SOUTER/Lotus Elan	4	—		4
R. S. SMITH/Attila Chevrolet	—	2		2
J. HALL/A. H. Sprite	2	—		2
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.





"Nowhere in Britain can you be ENTERTAINED for a mere 50p as you can at Ingliston." So said Graeme Livingstone after his first visit to Ingliston, a visit at which he compared the circuit with all the other U.K. tracks within his knowledge. That description will never be more true than this afternoon when the most spectacular array of potent machinery yet to be seen at Ingliston assembles for the S.M.T. Trophy Race. Unfortunately, while it may only be costing you 50p, it is costing the Promoters a great deal more—indeed, this afternoon sees the most expensive motor race ever promoted on this side of the Border. And just what are we getting for our money?

Basically, the best field of Formula 2 cars ever assembled at Ingliston. All the old regulars are here with the Irish Racing cars Brabham BT30 of Tommy Reid, Brian Nelson's Crossle 18F and the Irish Racing Team's BT30 for Brian Cullen. While Brian Nelson is, of course, the reigning Callands Trophy Champion, Tommy Reid has publicly declared that he is very much on the warpath for this Trophy in 1971. So far Tommy is lying fairly well placed in the table and a win today (in the final) would certainly give him a head start. The man to watch amongst his Irish mates, however, may well be Brian Cullen whose BT30 was motoring exceedingly speedily at the May Meeting—certainly, at that time, Brian's car seemed to have a good edge on the Irish Racing cars Brabham.

The two Formula 2 favourites are, however, almost certain to be Dick Scott in the LIRA Lotus 69 and Tom Walkinshaw in the semi-works March. Both drivers hail from Scotland and both spent a considerable part of their early racing years at Ingliston. Dick Scott will be remembered for his consistently good Libre races a few years ago, while Tom Walkinshaw did, of course, win the King Cup Formula Ford Championship in 1969. While difficult to tell the form at this stage, neither driver having had more than a few outings this season, we would go out on a limb and suggest that the experience of Dick Scott could well tell this afternoon. What will happen when we come to the final and the Formula 2s find themselves confronted with the Sports cars, however, is anyone's guess. So too will be the performances of Robert Salisbury and Jeremy Richardson, both new drivers to the Ingliston Circuit. Jeremy has considerable experience in International Formula 2 driving while Bob Salisbury is reputed to be getting used to the Bob Gerard BT30 normally driven by Brian Hart before he makes his International debut. Whatever may be the case, these two drivers could well prove to be the upsetting factor. Other Formula 2's include the Brabhams of Bob Howlings, Lingard Goulding and John Wingfield, while Thurso-based Ronnie MacKay rings the changes by installing a Formula Atlantic twin cam in the ex-Ecurie Ecosse BT30.

On the Formula 5000 front Willie Forbes starts as obvious favourite with the Lola T142 and, even with the very stiff Formula 2 competition, we would go a long way towards backing the skill and experience of this, the Wyldest Aberdonian of them all. Jock Russell is back with the monster Lotus 70, hoping that it will produce more in the way of b.h.p. this time out, while Northerner Bill Wood brings up the ex-Formula 1 Brabham BT19 which he has converted to F5000. With a field like that, this is certain to be the race of the century—and it is only the second heat of the main race today! The fastest cars from events 2 and 3 go forward to a 25-lap final when we really should see the best that Ingliston has to offer.

EVENT 3

3.00 P.M.

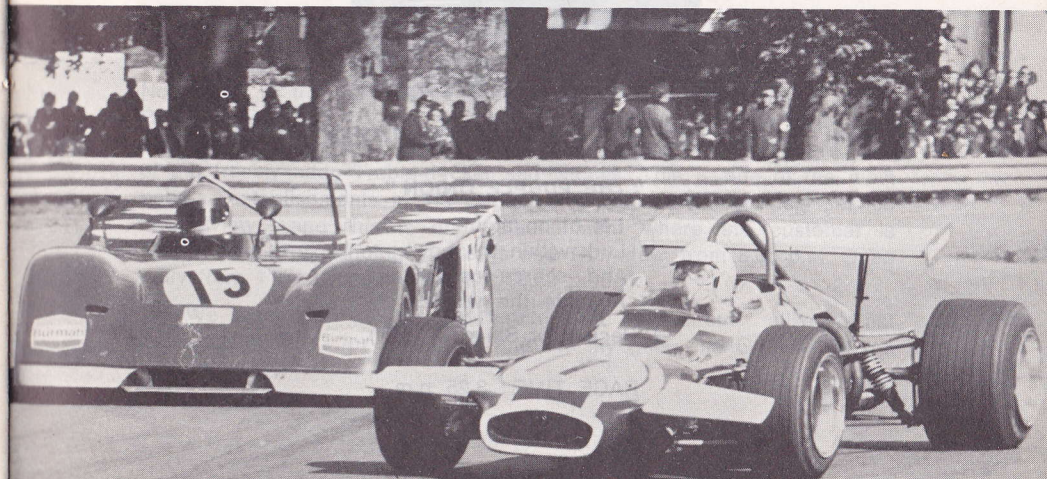
## THE S.M.T. TROPHY RACE — Heat 2 for Single Seater Racing Cars

(10 LAPS)

Car No.	DRIVER/Entrant	MAKE/Model of Car	cc
1-1	T. D. REID/Irish Racing Cars	Brabham BT30	1598
2	J. RUSSELL	Lotus 70	5000
3	R. SCOTT/L.I.R.A.	Lotus 69 F2	1598
3-4	T. WALKINSHAW/ Ecurie Ecosse	March F2	1598
5	R. MacKAY	Brabham BT30	1598
6	B. NELSON	Crossle 18F	1598
7	W. FORBES	Lola T142	5000
8	R. SALISBURY/F. R. Gerard	Brabham BT30	1598
9	J. RICHARDSON/Anglo Swedish Equipment for B.M. Volvo	Brabham BT30	1598
10	J. WINGFIELD	Brabham BT30	1598
2-11	B. CULLEN/Irish Racing Team	Brabham BT30	1598
12	L. GOULDING/ Irish Racing Team	Brabham BT23C	1598
14	R. HOWLINGS	Brabham BT30	1600
15	W. T. WOOD	Brabham BT19	4500
18	B. HARRISON	Vixen VB5	998
19	I. C. McLAREN	Chevron B15	997
20	J. COULTER/W. T. Wood	Brabham BT28	997

1st (£40) ~~3~~ 2nd (£25) ~~5~~ 3rd (£15) ~~6~~ 4th (£10) ~~7~~  
Fastest Lap ~~3~~ 48.9 secs. 75.83 MPH

A bonus of £10 will be paid to the first "up to 1000 cc" finisher.





## THE LAUGHING DUCK TROPHY RACE

INGLISTON

18th JULY, 1971

OVER 1000 c.c. SALOON CAR RACE

10 LAPS

### "THE LAUGHING DUCK"

"Always do this, O Laughing Duck,  
Always do this for me,  
Always prefer my nearness  
To feathered companie."

(18th Century poem.)

### "DER BIERKELLER"

"Ein Prosit, ein prosit,  
Der Gemutlichkeit,  
Ein Prosit, ein prosit,  
Der Gemutlichkeit."

(Trad. German Toast.)

### THE LAUGHING DUCK TROPHY



Won by

G. BIRRELL  
1970

OUR TROPHY, LIKE OUR CUISINE, IS EDINBURGH AT ITS BEST

### "THE PURPLE ONION"

"Let onion atoms  
Lurk within the bowl  
And, scarce-suspected,  
Animate the whole."

('Recipe for Salad'—1857)

RACE TIME: 3.25 p.m.

The sponsors of "The LAUGHING DUCK TROPHY" once again extend to you the hospitality of the "CAPITOL PLACES IN SCOTLAND'S CAPITAL"—where, either before or after a meeting with friends and enthusiasts of the "circuit," a meal or a drink may be enjoyed in one of our establishments.

### "THE LAUGHING DUCK"

24, Howe Street, Edinburgh. 225/6711.

"... is in every way the 'visible personification of absolute perfection'—to quote Oscar Wilde, a man who knew about elegance—offers sophistication and elegance in the LOUNGE-BAR, THE DUCK-BAR and the tastefully decorated ORCHARD SUITE DINING ROOM, with Table d'Hôte and A la Carte Menus of the finest cuisine. Lunches daily from 12.30-2.30 p.m. DINNER 6.30 to 9.30 p.m.

The young and young-in-heart enjoy the atmosphere on Friday and Saturday night when our discotheque plays records from the charts of today, yesterday and tomorrow.

### "DER BIERKELLER"

(downstairs)

24 Howe Street, Edinburgh. 225/6711.

"... is alive with international and continental mood. An evening is well spent here in the atmosphere of friendliness in Scotland's first Bierkeller. This is a must for visitors and residents alike enjoying genuine German Beers/Lagers and Rhine wines along with real German frankfurters made on request." Folksinging on Mondays and Wednesdays from 8.00 p.m. Open: EVENINGS 5-10 p.m. WILLKOMMEN-PROST.

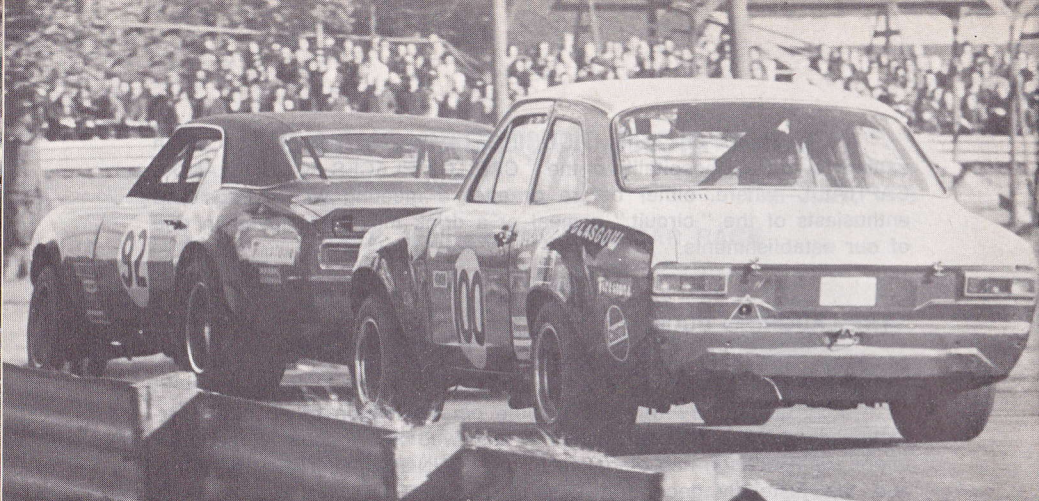
### "THE PURPLE ONION"

2 Jamaica Street, Edinburgh. 225/4119.

Here is a successful merger of two contrasting themes—the 'Art Nouveau' of the busy downstairs bar and the tranquil comfort of the R.L.S. atmosphere of the elegant upstairs Library Bar. In both Bars you can savour either snacks or business lunches or if you prefer one of our freshly-made Treble-decker sandwiches. This is one of the most popular establishments in the Capital city. Our watch-word is "service and civility" and this is one establishment where the customer is always right. Folk singing Tuesdays and Thursdays from 8.00 p.m. Open daily from 11 - 2.30 p.m. and 5 - 10.00 p.m.

We extend to visitors and habitués of 'the circuit' alike—'That Cup o' Kindness' for 'Freedom and Whisky gang the Gither' (Burns and Barke?).





Not one to miss an opportunity, Alec Pople combines a spectating visit to the British Grand Prix with another sally across the water to Ingliston and this ex-British Saloon Car Champion once again challenges the might of Ford with his turbo-charged Mini. This is almost certainly the fastest car in this race but Alec's problem has always been in his start. By the time the Mini has wound itself up the Escorts are likely to be disappearing fast round Caravan Corner and the big question mark will not be whether he can catch up on them but whether he can, in fact, manage to squeeze his way past some of the top drivers here this afternoon. One favourite must surely be "blow 'em off" Birrell with his BDA powered Escort, the car with which he beat Yogi Muir in the last Meeting. As with all BDA's, nothing can live with this if it is on form: unfortunately, the BDA engine has yet to prove itself reliable. Jenny Birrell fields the second of the Wylies Escorts, while Ronnie McCutcheon has bolted together a new 3 litre V6 Escort with which to frighten the Minis. Another fine judge of a car is Dublin solicitor Brenden O'Mahony, he having bought the ex-Frank Gardner and Alan Mann Racing Escort. Also returning to Ingliston after a long absence is Carlisle garage owner Norman Hodgson with the Escort which has put him in second position in the Northern Saloon Car Championship this year.

1970 Championship winner Doug Niven will be present with the Team Forbes entered Escort in which he has notched two wins and two seconds this season. Truth to tell, the two second places have been the more impressive drives—in the first place, against Mick Hill's Capri, and latterly, at Croft, a fantastic drive after a push start on the line (allowed only after all the other cars had started) and with a ten-second penalty, a cracked block and fuel pump problems! With the demon tweak himself, Arch Simmonds, back on the mechanic-ing, Doug seems to have quite a few of his problems sorted out, so much so that he walked away with the last Meeting at Croft. And now the car's grown another 200 cc or so!

The man who beat Doug Niven into second place at Croft, however, was ex-single-seater ace Bill Dryden, with the S.M.T. Viva. Bill now has the big 2½ litre engine in his car and today is its first outing with the new power house. Speaking of power houses, today also sees a welcome return of Jimmy Veitch with 5 litre "Cobra" powered Veeva. The unluckiest man in Saloon Car Racing for the past two years, Jimmy is still valiantly trying to get his car to handle well. And as if that is not bad enough, he seems to be having similar traction problems off the track! Next time you see him, just ask him about the day he lost the trailer wheel—an interesting Police conversation that one!

## Special Saloon Cars — Heat 2

### THE LAUGHING DUCK TROPHY RACE

#### for Special Saloon Cars over 1000 cc

(10 LAPS)

Car No.	DRIVER/Entrant	MAKE/Model of Car	cc
74	G. BIRRELL/ Wylies of Glasgow	Escort	1800
1-75	Mrs. J. BIRRELL/ Wylies of Glasgow	Escort	1970
76	R. D. McCUTCHEON	Escort V6	2994
77	J. VEITCH	Veeva	5000
78	A. K. POOLE/Glaxo Laboratories (Ireland) Ltd.	Complan Mini	1430
79	B. O'MAHONY	Escort	1594
80	N. HODGSON	Escort	1598
2-81	W. N. A. DRYDEN/S.M.T.	Viva GT	2500
82	C. BRADLEY	Anglia	1650
3-83	A. D. NIVEN/Team Forbes	Perdal Escort	2090
84	F. GUNN/A. Barton	Mini Cooper "S"	1293
85	A. BELL	Mini Cooper "S"	1275
86	I. R. OWER	Mini Cooper "S"	1390
87	J. PINKERTON	Mini	1293
88	E. M. SMITH	Mini Cooper "S"	1293

1st (£20) **75** 2nd (£12) **83** 3rd (£8) **74** 4th (£6) .....  
 5th (£4) ..... Fastest Lap **75** **55.6** secs. **66.69**

Bonuses of £15 and £5 for first and second 1000-1300 cc finishers respectively if at least four starters in that category.





## FORMULA FORD CARS

(10 LAPS)

Car No.	DRIVER/Entrant	MAKE/Model of Car	cc
41	G. TODD	March 718	1600
42	C. CAMERON	Merlyn XIA	1600
43	P. HARRINGTON	Merlyn XIA/19	1600
44	J. SHELDON	Palliser WD F2	1600
45	J. W. SIMPSON	Lotus 59	1600
46	D. MACLEOD/MacKinlay's Whisky/Peter Graham (Motors) Ltd.	Dulon LD4C	1600
47	T. HORROCKS	Alexis Mk 14	1600
48	R. MALLOCK	Mallock U2 Mk 9B	1600
49	J. D. CARTWRIGHT	Centaur Scholar FF	1600
50	N. R. GINN	Lotus 69 FF	1600
51	H. BEATTIE	Crossle 20F	1600
52	B. BARKER	Lotus 61M	1600
53	D. MAGEE/Royal Restaurants	Palliser FF	1600
54	G. J. CUTHBERT	Hawke DL2B	1600

1st (£40) 50 2nd (£25) ..... 3rd (£15) ..... 4th (£10) 46

Fastest Lap ..... secs.

## "KING'S CUP" FORMULA FORD CHAMPIONSHIP

DRIVER/Car	April	May	July	Total
N. R. GINN/Lotus 69FF	9	6		15
R. C. R. MALLOCK/Mallock U2 Mk. 9B	6	9		15
J. SHELDON/Palliser	4	3		7
D. MACLEOD/Dulon	3	2		5
D. MAGEE/Palliser	—	4		4
B. HUNTER/Hawke DL 2A	2	1		3
G. J. CUTHBERT/Hawke DL 2B	1	—		1

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

**"Mallock-Ginn-Magee-Sheldon: a handkerchief would cover the first four FF cars at the May Meeting"**

It will soon be traditional at the Ingliston Circuit for the Formula Ford season to grow in intensity as the year progresses. 1971 is no exception and already the King's Cup Formula Ford Championship sees the promise of a first-class battle for the lead. To date, the two protagonists have been Neil Ginn and Dick Mallock, each claiming equal honours from the first two Meetings. While very much behind the local Scottish driver, Neil Ginn, and finding it difficult to choose between the two drivers, the Editor's feelings are that the Englishman could well prevail before the end of the season. Certainly, as one Formula Ford competitor put it in May, the Mallock "sounded like a ruddy FVA, it was so crisp." Who knows, perhaps it was!

The 1970 Kings Cup Champion, Damien McGee, did not have such a happy day in May but then, as he put it, "it wasn't going right." Once the Palliser is properly screwed together, however, Damien could well be the man to give Dick Mallock a shock—which is one way of describing his reactions when that helmet passes him! In Damien's own words (uttered on sight of Scotcircuits Chairman, John Romanes, Ferrari) "flash as hell." Like every other event nowadays at Ingliston, the Irish are taking over and Damien is backed up by two of his Dublin mates, H. Beattie with a Crossle 20F and B. Barker with a Lotus 61M.

The English challenge comes from John Sheldon with his Palliser who has so far this season shown himself to be up there mixing it with the best of them. One old regular in the form of Peter Harrington makes a welcome return with a new Merlyn and local lad Don MacLeod tries to regain his 1970 successes with the "what a mouthful" Dulon—well, you try to get your tongue round that string of entrants! It takes our printers about a week just to get the blessed thing typeset.





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CONTACT: Willie Crawford with queries—phone 031-661 5853/4  
13 Cadzow Place, Edinburgh.

What a nit! Fell right into it, I did—two-and-a-half years as Editor of this crummy Programme and I still can't tell a lead up to an advertising plug. "Why Marquis of Lasswade?" asks I when Reg Forrester Smith describes himself as such on his entry form. Why, indeed! Turns out the blighter is trading as the Marquis Motor Company in Lasswade. What a con! And now the beggar even has the cheek to ask for extra loot—after a plug like that the blighter should be paying us.

Which is not even a rather unconventional way of saying that my money is on John Absalom yet again for the Modsports Race. This car is so incredible that one never tires of mentioning its record—in 1970 it held four lap records and achieved ten outright wins and nine class wins: to date in 1971 it has notched two lap records, achieved three outright wins and five class firsts. Not bad going for a Border farmer. Last time out in May, however, John was being harried by our old pal Miles Hopperton—Miles has blown a new M.G. Midget and was developing a respectable quota of horse power before the blower belt fell off. One only hopes that he uses a better grade of string this time out!

One very welcome return is made by Jon Fletcher with (as he describes the "make and model of car" in his entry form) a "J. B. Fletcher"! Last season, Jon made the trip up to Ingliston on two or three occasions and each time he gave John Absalom a very good run for his money. So successful was he last season that he won the Northern Modsports Championship and already this year he is leading this again and fronting his class in the STP Championship. Out of 13 starts this season he can credit himself with 12 wins—definitely a man to watch. Apart from regular John Hanley, the Irish interest this afternoon is provided by newcomer Michael Nugent with another Lotus Elan, while Jim Hall from Barnton brings a similar model. The Elan to watch, however, will be that of Dundee ace Alec Souter, while Roddy Wyllie's GT6 will again try to put the name of Triumph up into the leading places.

## MODIFIED SPORTS CARS

(10 LAPS)

### Over 1150 cc

Car No.	DRIVER/Entrant	Make/Model of Car	cc
57	M. HOPPERTON	M.G. Midget	1876
58	J. A. HALL	Lotus Elan	1558
59	J. B. FLETCHER	Lotus Elan	1598
60	M. NUGENT	Lotus Elan	1598
61	J. HANLEY	M.G. Midget	1293
62	R. HUTCHISON	A.H. Sprite	1293
63	A. SOUTER	Lotus Elan	1598
64	A. FLEMING/W. Shepherd	M.G. Midget	1293
65	R. D. WYLLIE	Triumph GT6	1998

1st (£30) 63 2nd (£15) 59 3rd (£5) 57

Fastest Lap ..... secs.

### Up to 1150 cc

66	B. HARRISON/ H. & G. Robinson Racing	Honda S800	1107
68	T. RUTHERFORD	A.H. Sprite Mk III	1147
69	J. ABSALOM/C. Shutt	Ginetta G4	1150
70	R. FORESTER-SMITH	Ginetta G4	997
71	G. R. WILSON	M.G. Midget	1098

1st (£30) 69 (42) 2nd (£15) ..... 3rd (£5) .....

Fastest Lap ..... secs.

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

DRIVER/Car	April	May	July	Total
J. ABSALOM/Ginetta G4	9	9		18
A. SOUTER/Lotus Elan	6	4		10
M. HOPPERTON/M.G. Midget	—	6		6
R. HUTCHISON/A. H. Sprite	4	2		6
T. RUTHERFORD/A. H. Sprite	3	—		3
R. D. WYLLIE/Triumph GT6	—	3		3
I. HALL/A. H. Sprite	2	—		2
B. CROSKIN/A. H. Sprite	1	1		2

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



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## BILL DRYDEN DRIVES AGAIN . . . . .

We are delighted to have SMT as sponsors for this meeting. This year, Bill Dryden drives again—the same Viva GT as in July '70 and we certainly wish him every success.

This is the sixth year in which a race-meeting has been sponsored by SMT and it is very fitting indeed that Scotland's leading motor trade organisation should take such an active interest in our own National Motor Racing Club.

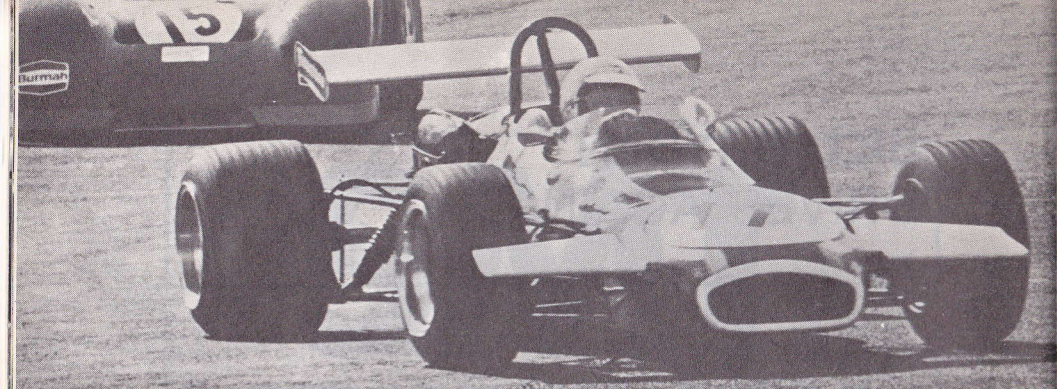
As Vauxhall Main Dealers—this year's big success story for SMT has been the fabulous Firenza—a newcomer to the outstanding Vauxhall range and a car which any of you are welcome to test drive at any branch of SMT.

In business and industry—as Bedford Transport Specialists—SMT are keeping Scotland on the move. They provide fleets for many big names in the North—and a fast turn-around service to back it up. Even a few hours "off the road" can mean heavy financial losses to customers—so SMT make sure that breakdowns and servicing are dealt with as quickly as possible.

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Our sponsors are also the proud bearers of the title "Scotland's largest hiring business." Self-drive hire and contract hire are an integral part of this vast motoring organisation—and a very efficient one too, as any of you who have ever had to hire a car, van or a 12 seater for self-drive will know. Bear in mind that contract hire can be arranged with SMT for periods of 1-3 years and this can often be extremely economical for business and commercial motoring.





Well, now you've seen the earlier heats in the S.M.T. Trophy Race, you will have some idea of just how good this event should be. The fastest cars in events 2 and 3 come forward to do battle in this, the final of the S.M.T. Trophy Race, the Race in which we hope to see the answer to the question, "Which is really the faster at Ingliston, Sports Car or Formula 2?" The controversy rages furiously around this point and curiously enough, the various contestants almost seem to have arrayed themselves on the wrong sides! One very experienced and pro-single seater official is certain that the odds will be in favour of the sports cars, basing his view upon the incredible speed reached by these cars at Silverstone recently. Indeed, on these speeds, the sports cars appear to be even closer to Formula 1 than 2. On the other hand, Denys Dobbie, of Dobbie Automobile Racing Team, who undoubtedly run the two fastest 2 litre sports cars in Europe, feels that a really competitive International Formula 2 should just have the edge on the Chevrons. We hope that this afternoon will see the answer—not only are there assembled here today the cream of European 2 litre sports cars but also some of the best up and coming Scottish Formula 2 drivers on the International scene.

Spectators at the May Race Meeting at Ingliston will recall that it was hoped to settle this argument then. Rather than answer the question, however, the libre race at that Meeting merely fanned the flames of the debate. With so little to choose between Brian Cullen and Graham Birrell the cars seemed as evenly matched as they could be and the ensuing race was among the best yet seen at the Circuit. It is interesting to note as well that Graham Birrell's fastest lap in this extremely competitive race was a mere 0.1 second outwith Tommy Reid's outright lap record (even allowing for the rather naive suggestion in "Motoring News" that timing at the last meeting was to fifths — do they honestly think that timekeepers change their clocks from race to race and driver to driver?). Given good weather conditions today, that lap record will almost certainly tumble.

Well, who do we expect to see on the grid for the final? Almost certainly, Dick Scott, the reigning up to 1000cc Libre record holder, and Tom Walkinshaw will be there as will John Miles and Graham Birrell with the DART Chevrons. Brian Cullen, perhaps, Tommy Reid, Dave Farnell and, perhaps, Peter Humble. If Willie Forbes' Lola is on tune this will almost certainly be in the final too but beyond that we are unwilling to commit ourselves. With the Brian Hart Brabham, Robert Salisbury should make the grid, while Jeremy Richardson's form also makes him a possible candidate. One dark horse will be May Mallock whose Clubmans Mallock U2 has been known on occasion to surprise even the F2s. Whatever may be the case and who ever may be on the grid, this race has all the indications of being a winner from beginning to end. To the drivers the most important part of the race will almost certainly be the start—on the tight Ingliston Circuit it is imperative to get off the line quickly and, unless in the first five into the Esses, a driver has little chance in a field of this calibre of making his way to the front. However, with 25 laps, anything is possible and we can merely suggest that you sit back and let yourself be, as Graeme Livingstone would say "entertained."

EVENT 7

4.40 P.M.

## THE S.M.T. TROPHY RACE FOR LIBRE CARS FINAL

for the fastest fifteen finishers in Events 2 and 3

(25 LAPS)

1-22	J. MILES	CHEVRON B19	1791
2-3	R. SCOTT	LOTUS 69 F2	1598
3-1	T. D. REID	BRABHAM BT 30	1598
6	B. NELSON	CROSSLE 18F	1598
10	J. WINGFIELD	BRABHAM BT 30	1598
<del>7</del>	W. FORBES	LOLA T142	5000
4	T. WALKINSHAW	MARCH F2	1598
9	J. RICHARDSON	BRABHAM BT30	1598
<del>24</del>	J. LEPP	CHEVRON B19	1790
<del>8</del>	R. MCKAY	BRABHAM BT 30	1598
11	B. CULLEN	BRABHAM BT 30	1598
<del>39</del>	A. FLETCHER	CHEVRON B16	1799
2	J. RUSSELL	LOTUS 70	5000
8	R. SALISBURY	BRABHAM BT30	1598
25	P. HUMBLE	CHEVRON B19	1791
</			

## CALLANDS TROPHY LIBRE CHAMPIONSHIP

DRIVER/Car	April	May	July	Total
W. FORBES/Lola T142	10	—	—	10
G. B. BIRRELL/Chevron B19	—	10	—	10
T. D. REID/Brabham BT30	—	7	—	7
D. McMAHON/Royale RP10	7	—	—	7
I. C. McLAREN/Chevron B15	4	3	—	7
B. CULLEN/Brabham BT30	—	5	—	5
N. R. GINN/Lotus 69FF	5	—	—	5
B. NELSON/Crossle 18F	—	4	—	4
B. HUNTER/Hawke DL 2A	3	—	—	3
J. BARR/Brabham BT21	2	1	—	3
B. HARRISON/Vixen	1	2	—	3
D. MAGEE/Palliser	—	1	—	1
J. SHELDON/Palliser WD F2	—	1	—	1

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





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EVENT 8

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
75	J. BIRRELL	ESCORT	1970
83	D. NIVEN	PERDAL ESCORT	2090
74	G. BIRRELL	ESCORT	1800
81	W. N. A. DRYDEN	VIVA G.T.	2500
94	S. BELL	ARDEN MINI	999
97	W. BODDOWMAN	MINI-COOPER 'S'	999
93	B. COYLE	IMP	998
90	A. BARTON	MINI COOPER 'S'	999
84	F. GUNN	MINI COOPER 'S'	1293
96	J. HOWDEN	CHRYSLER COUPE	998
89	J. DRYDEN	MINI COOPER 'S'	1293
88	E. M. SMITH	MINI COOPER 'S'	1293
87	J. PINKERTON	MINI	1293
92	J. C. FYDA	AGRA IMP	998
98	A. SELLAR	MINI COOPER 'S'	999

1st (£100) 75 2nd (£50) 81 3rd (£25) ..... 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	Total
J. BIRRELL/Escort TC	9	2		11
B. MUIR/Chevrolet Camaro	—	9		9
A. BARTON/Mini Cooper 'S'	6	1		7
G. B. BIRRELL/Escort RS 1600	—	6		6
A. POOLE/Complan Mini	—	4		4
F. GUNN/Mini Cooper 'S'	4	—		4
W. N. A. DRYDEN/Viva GT	—	3		3
J. PINKERTON/Mini Cooper 'S'	2	—		2
S. A. BELL/Mini Cooper 'S'	2	—		2
K. ALLEN/Mini Cooper 'S'	1	—		1

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





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 **The Royal Bank of Scotland**

## For the Attention of Non-Members

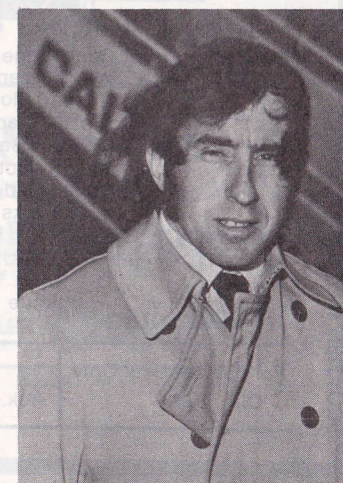
To be perfectly honest, the non-members are the most pampered shower than one can come across. Every month, hard pressed members of the SMRC staff scratch their heads and generally work themselves into an early grave just to think up new things to say to induce you, the non-member, to join the Scottish 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. This month 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
- Free subscription to **Top Gear**, Scotland's motoring 'monthly
- Cheap (Scots, take note) family membership
- Use of the McRobert Pavilion on race days (including the club bar)
- Communion with fellow spirits
- Annual dinner dance
- Film show
- Natter and Noggin Nights

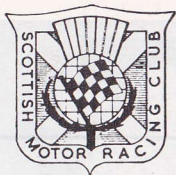
If you don't like these benefits, well, we are not particularly worried if you do not join the club; if you do, however, we shall be delighted to have you in one of the biggest motor clubs in Great Britain. Why not become a member of one of the most enthusiastic bands of motor sport lovers in Scotland?

**JACKIE STEWART**

**SMRC's President  
and  
World Champion  
1969 (& 71?)**







# SCOTTISH MOTOR RACING CLUB

Application Form for 1971 Membership

I, Mr./Mrs./Miss .....  
(delete as appropriate) (Christian Names) (Surname)

of .....  
.....  
..... (Full postal address, please, in BLOCK CAPITALS, including postcode, if any.)  
.....

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

...../...../71 .....  
Signature, please.

(Please tick appropriate boxes)

[ ] I would like to be considered as a potential marshal at [ ]  
Ingliston race meetings [ ] rallies.

[ ] I would like to pay future subscriptions by Bankers Order.

[ ] Please send me an Application Form for Family Membership for my ..... who resides with me.

[ ] Please send me, if elected, the following Club insignia:

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

AMOUNT OF ENTRANCE FEE 1.00 —  
AMOUNT OF ANNUAL SUBSCRIPTION 2.10 —

I enclose my cheque P.O. Cash for £ —

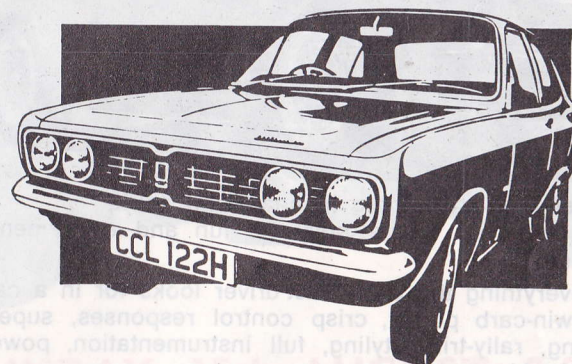
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# The Avengers.

Britain's most exciting new car. Gives you more for your money than any other car around. Come in for a closer look or a test drive.

Avenger de Luxe '1250', £903\*. Avenger Super '1250', £941\*. Avenger Grand Luxe '1500', £1055\*. Avenger Grand Turismo, £1137.


\*Ex-works prices, inc. p.t. (Seat belts and fittings extra).  
'1500' engine available on de Luxe and Super only £37 more.  
Automatic transmission available at extra cost with '1500' engine.



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(MOTORS) LTD.

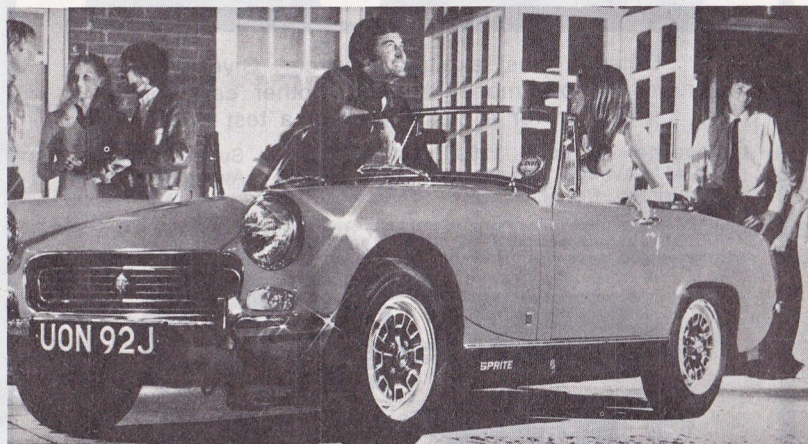
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UNITED KINGDOM



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Small in size and cost, big in heart and spirit, the Mk. IV Austin Sprite puts the fun and excitement back into motoring.

Here is everything the enthusiast-driver looks for in a car — surging twin-carb power, crisp control responses, superb roadholding, rally-trim styling, full instrumentation, powerful, fade-free braking.

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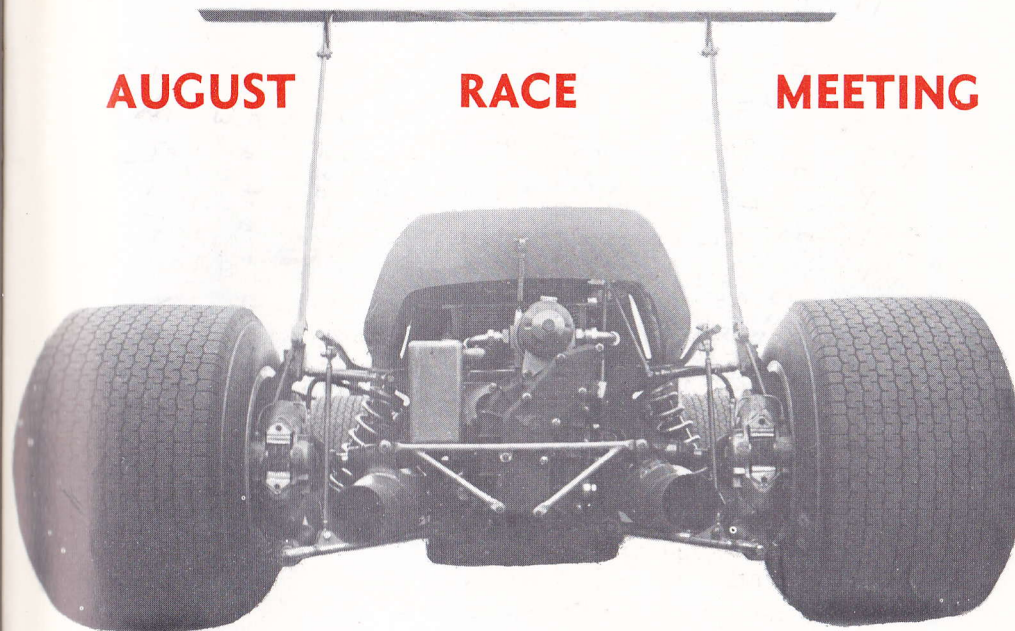
**HASTE YE BACK AGAIN !**

Our next Meeting is the

**AUGUST**

**RACE**

**MEETING**



**SUNDAY, 15th AUGUST, 2.00 p.m.**

Advance Booking Form inside

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



