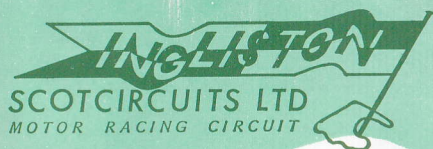


Promoted by



National Bank Chambers
Duns Berwickshire



THE AGES RACE MEETING

20th August, 1972

Official Programme 20p.

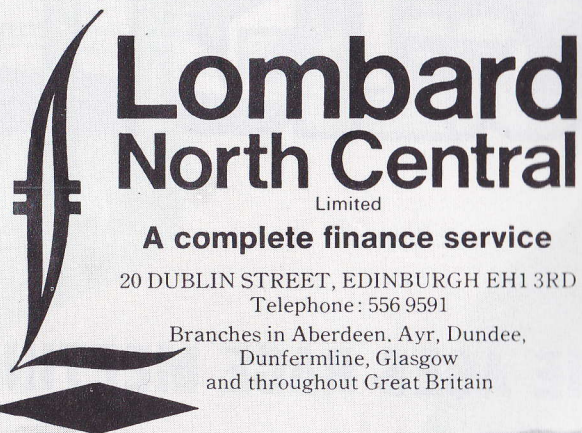
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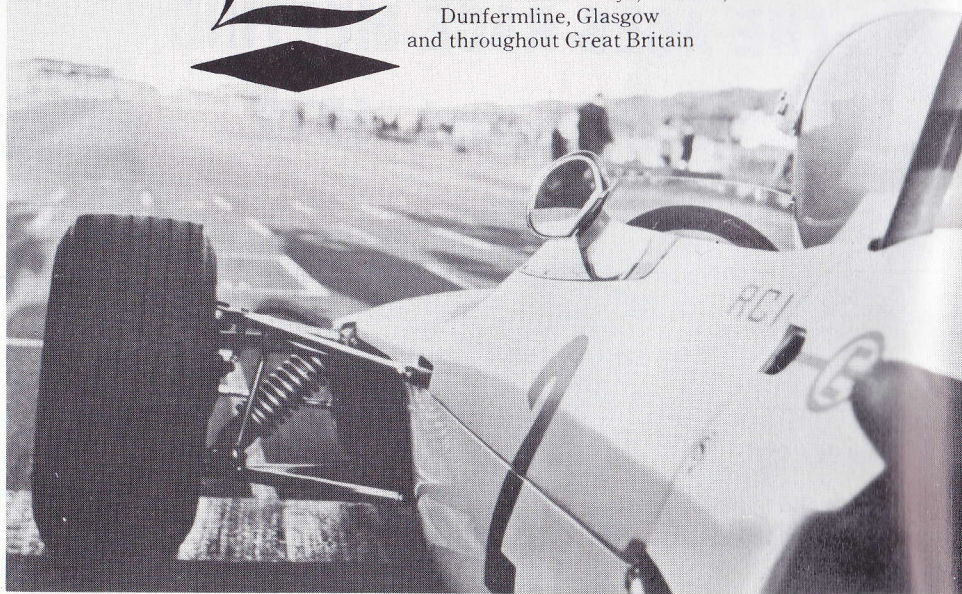
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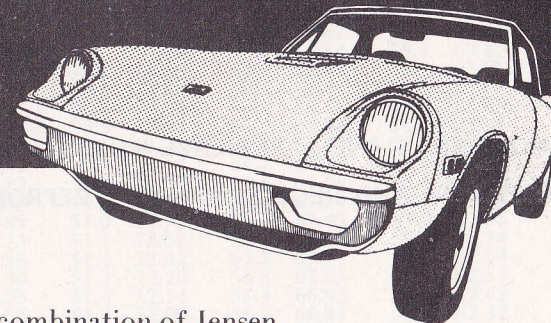
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(as a matter of COURSE)

INGLISTON LAP CONVERSION TABLE

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	50.7	73.14	54.7	67.79	58.7	63.17	62.7	59.14
46.8	79.23	50.8	72.99	54.8	67.66	58.8	63.06	62.8	59.04
46.9	79.06	50.9	72.85	54.9	67.54	58.9	62.95	62.9	58.95
47.0	78.89	51.0	72.71	55.0	67.42	59.0	62.85	63.0	58.86
47.1	78.73	51.1	72.56	55.1	67.30	59.1	62.74	63.1	58.76
47.2	78.56	51.2	72.42	55.2	67.17	59.2	62.64	63.2	58.67
47.3	78.39	51.3	72.28	55.3	67.05	59.3	62.53	63.3	58.58
47.4	78.23	51.4	72.14	55.4	66.93	59.4	62.42	63.4	58.49
47.5	78.06	51.5	72.00	55.5	66.81	59.5	62.32	63.5	58.39
47.6	77.90	51.6	71.86	55.6	66.69	59.6	62.21	63.6	58.30
47.7	77.74	51.7	71.72	55.7	66.57	59.7	62.11	63.7	58.21
47.8	77.57	51.8	71.58	55.8	66.45	59.8	62.01	63.8	58.12
47.9	77.41	51.9	71.45	55.9	66.33	59.9	61.90	63.9	58.03
48.0	77.25	52.0	71.31	56.0	66.21	60.0	61.80	64.0	57.94
48.1	77.09	52.1	71.17	56.1	66.10	60.1	61.69	64.1	57.85
48.2	76.93	52.2	71.03	56.2	65.98	60.2	61.59	64.2	57.76
48.3	76.77	52.3	70.90	56.3	65.86	60.3	61.49	64.3	57.67
48.4	76.61	52.4	70.76	56.4	65.74	60.4	61.39	64.4	57.58
48.5	76.45	52.5	70.63	56.5	65.63	60.5	61.29	64.5	57.49
48.6	76.30	52.6	70.49	56.6	65.51	60.6	61.19	64.6	57.40
48.7	76.14	52.7	70.36	56.7	65.40	60.7	61.09	64.7	57.31
48.8	75.98	52.8	70.23	56.8	65.28	60.8	60.99	64.8	57.22
48.9	75.83	52.9	70.09	56.9	65.17	60.9	60.89	64.9	57.13

INGLISTON LAP RECORDS

			secs.	m.p.h.
LIBRE CARS				
Over 1000 cc	G BIRRELL	March 722 Ford	47.7	77.74
Under 1000cc	R SCOTT	Chevron B15	50.7	73.14
FORMULA FORD CARS				
	N R GINN	Lotus 69F	54.0	68.67
SPECIAL GT and SPORTS CARS				
Over 1600 cc	J MILES	Chevron B19	48.7	76.14
Under 1600 cc	E LABINJOH	Fisher Spyder	54.0	68.67
Under 1150 cc	E LABINJOH	Fisher Spyder	54.0	68.67
CLUBMAN CARS				
	R MALLOCK	Mallock U2	52.2	71.03
HISTORIC RACING CARS				
	M MORRIS	E R A	62.8	59.04
MODIFIED SPORTS CARS				
Over 1150 cc	A SOUTER	Lotus Elan	55.2	67.17
Under 1150 cc	J ABSALOM	Ginetta G4	57.0	65.05
SALOON CARS				
Over 1300 cc	WNADRYDEN	Firenza	55.0	67.42
1001-1300 cc	E M SMITH	Mini Cooper S	57.0	65.05
Under 1000 cc	A BARTON	Mini Cooper S	56.8	65.28
OUTRIGHT LAP RECORD				
	G BIRRELL	March 722 Ford	47.7	77.74



INGLISTON 1972 ADVANCE BOOKING FORM

Name in block letters
 Address in full please

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

		SEPT	15 OCT	Total No	@	TOTAL
Highland Stand	Adult				£1.00	£
	Juvenile				£0.80	
South Stand	Adult				£0.80	
	Juvenile				£0.60	
Car Park					£0.30	
						£

for which I enclose my cheque or postal order(s) made payable to SCOTCIRCUITS LTD in the sum of £
 and I would prefer my Highland Stand seats to be in Block

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 (please tick as appropriate)

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

PLEASE REMEMBER THAT

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

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

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

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

17th September Closed Meeting
 15th October National Meeting

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

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

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

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

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

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

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

THE INGLISTON "PHOTOGRAPH OF THE YEAR" COMPETITION

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

THE INGLISTON "PHOTOGRAPH OF THE YEAR" COMPETITION

Rules of Entry

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

Name.....

Address.....

Official Entry Form

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

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

 In addition consolation prizes will be made for any other photographs chosen for the 1973 Ingliston Calendar.
10. The results of this Competition will be published in the official S.M.R.C. news outlet for December, 1972.

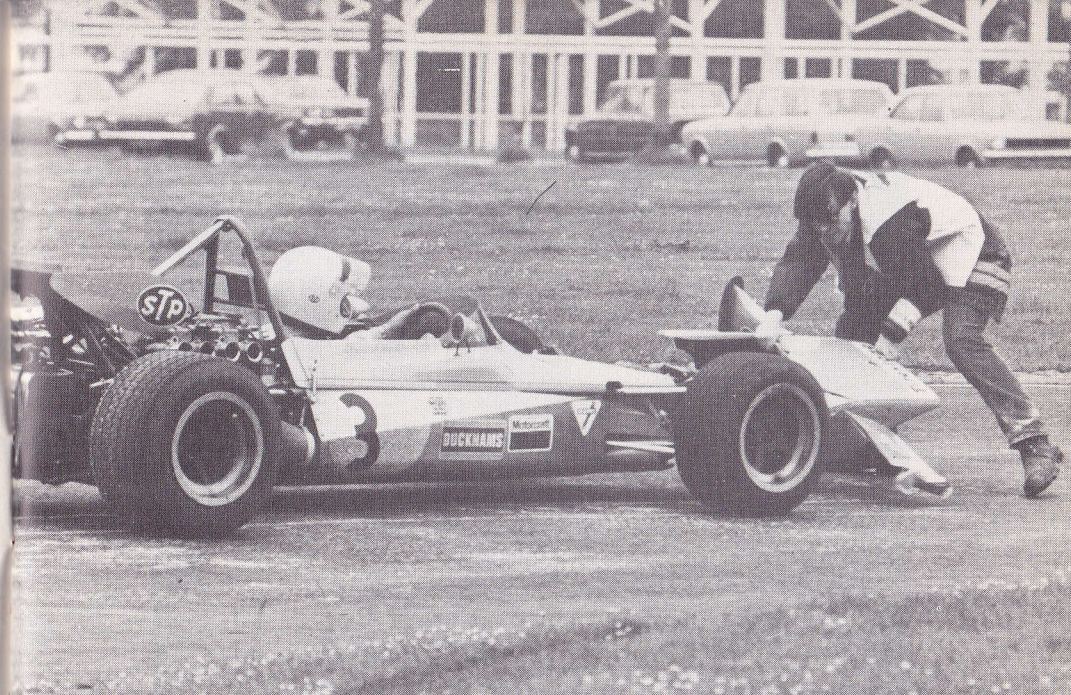
I agree to be bound by the rules of this Competition and enclose my entry/entries therefor.

Signature

Date Photograph(s) taken / / 72

Subject Matter.....

Title(s) (if any).....



"Who said we needed a bridge over the track?"

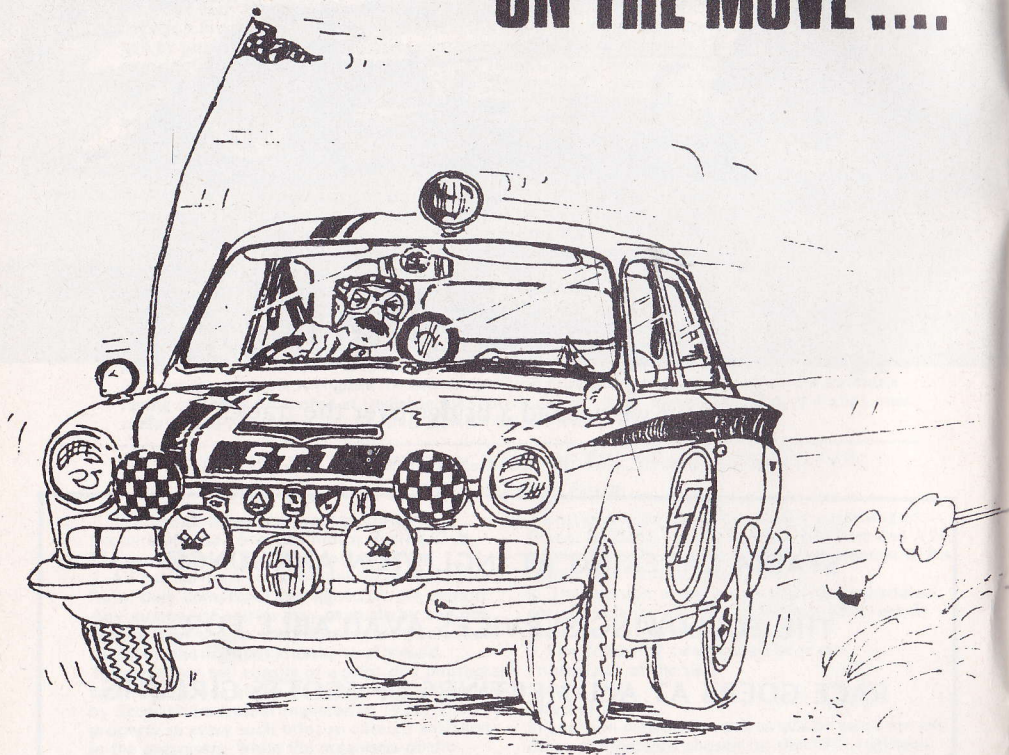
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THE FOLLOWING SERVICES AVAILABLE FOR RACE GOERS AT ALL MEETINGS OF SCOTTS CIRCUITS

Breakfast	9-0 am — 10-30 am in "The Herdsmans Restaurant"
Lunches	12 noon — 3 pm in "The Herdsmans Restaurant" and MacRobert Pavilion (Members Only)
High Tea	5-30 pm — 8 pm in the MacRobert Pavilion (Members Only)

Hot & Cold Snacks and Drinks available at numerous points on the outside of the circuit from 9-30 am until 6 pm

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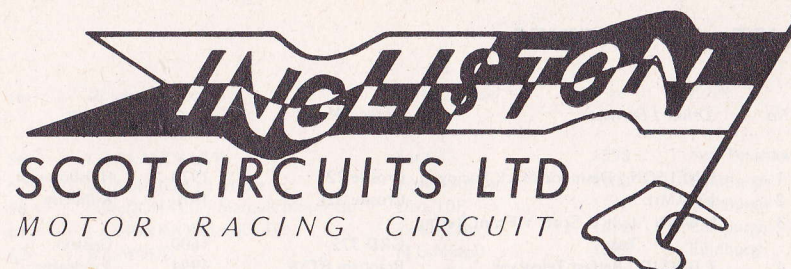


"Ever get that feeling that 'We are not amused' Brian?"

OFFICIALS AND CREDITS

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Controller	R J GINN
Steward for R A C	P TUGWELL
Stewards for Club	R KAY, W MARTIN, J A DICK PEDDIE
Chief Marshal	A H B CRAIG
Deputy Chief Marshal	J ROBERTSON
Chief Observer	N A KENNEDY
Chief Flag Marshal	J A MILLAR
Chief Track Marshal	J STORRY
Chief Medical Officer	LT COL A MacL HORNE, RAMC(V)
Chief Paddock Marshal	E R HERRALD
Chief Spectator Marshal	D McLAUCHLAN
Chief Grid Marshal	G MONTGOMERY
Starters	J W MACMILLAN & P FRANCIS
Chief Crossing Marshal	A DICK
Chief Pits Area Marshal	P POOLE
Chief Timekeeper	Dr L JAMIESON
Chief Scrutineer	W CLELAND
Chief Lap Board Marshal	G KERR
Commentator	J W McINNES
Secretary of the Meeting	A M LAMB
Competitor Reception	E D HODGES and J GOOD
Results Processors	W M CRABB and M MALCOLM
Judges of Fact	L BROWN, A BARCLAY, T SLEIGH, and E LIDDELL
Chairman of Race Committee	J L ROMANES
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Cartoonists	T N THOMSON & P R MARSH
Public Address	KENNEDY OF LANARK
Press Liaison	Miss C LAIDLAW
Welding Services	LOTHIAN MOTORS (DALKEITH) LTD

This meeting is held under the International Sporting Code of the F I A and the General Competition Rules of the R A C, the Standing Supplementary Regulations of the R A C and the additional regulations and instructions issued by the Club.
Permit No RS/7886



THE ACES RACE MEETING

Sunday, 20th August, 1972

organised by

THE SCOTTISH MOTOR RACING CLUB LTD

PROGRAMME & TIMETABLE

<i>Scrutin. before a.m.</i>		<i>Practice Time a.m.</i>	<i>Event Time p.m.</i>
	DISPLAY by the BLUE STARS FREE FALL PARACHUTE TEAM		2.15
8.45	Modified Sports Cars — 10 Laps	9.45	2.30
9.15	Special Saloon Cars up to 1000 cc — 15 Laps	10.15	2.55
9.40	Formula Ford Cars — 15 Laps	10.40	3.25
10.10	Special Saloon Cars over 1000 cc — 15 Laps	11.10	3.55
	THE APPLEYARD MOTOR GROUP TROPHY		
11.30	RACE for Libre Cars — 25 Laps	12.30	4.25
	Presentation of Trophies		5.00
10.35	210 & 250 Karts — 15 Laps	11.35	5.10
11.05	Special GT, Sports and Clubmans Cars — 10 Laps	<i>pm</i> 12.05	5.40
	Luncheon Interval	1.00	
<i>pm</i> 2.00	Drivers' Briefing in Scrutineering Bay		
2.15	Marshals at posts. Clearance Report.		

LIST OF ENTRIES

No	Driver / Entrant	Make / Model	cc	From
1	B NELSON / Desmond Mack Racing	Crossle 22F	1970	Hillsborough
2	J L'AMIE	Crossle 22F	1970	Killinchy
3	N GINN / Lyle & Scott Y Front Racing Team	GRD 372	1600	Griston
4	T D REID / Belfast Telegraph	Brabham BT38	1994	Tandragee
5	G SILVERWOOD / Central Garage Mirfield Ltd	Chevron B19/21	1900	Mirfield
6	R SNELSON	Lotus 22/31	1600	Cairneyhill
7	B HUNTER	Lotus 69 Atlantic	1600	Edinburgh
8	I C McLAREN / McLaren of Broxburn Ltd	Brabham BT35X	1790	Broxburn
9	A C GOODFELLOW	Cooper T90 F5000	5000	Falkirk
10	E LABINJOH / J Fisher	Fisher Alfa	1900	Edinburgh
11	T DZIERZEK	Brabham BT21	2140	Kirkliston
12	A H F PALMER	McLaren F Atlantic	1580	Douglas
14	J BLADES	Lotus 69 Atlantic	1600	Whitley Bay
15	J POLLOCK	Lotus 69 FVA	1598	Carrickfergus
16	P McGARRITY	Lotus 69 FVA	1598	Belfast
17	G D ROBERTS	Brabham BT21	997	Crawfordsburn
18	B HARRISON / Thistle Metallics Ltd	Vixen Imp VB5	998	Glasgow
19	D N THOMSON	Ecosse Imp	998	Edinburgh
20	E IRVINE	Brabham BT21	997	Newtownards
21	K ALLEN	Chevron B15	997	Crossford
25	J POLLOCK	Crossle 20F	1600	Greenisland
26	P C MORRISON	Crossle 20F	1600	Inverness
27	J McCLEMENTS / Desmond Mack Racing	Crossle 20F	1600	Comber
28	M THOMAS	Mistrale LM2	1600	Thornton Heath
29	A WILSON	Titan Mk6	1600	Dumbarton
30	C MacLEAN	Hawke DL2B	1600	Alness
31	J W SIMPSON / Civil Service Motoring Association Ltd	Lotus 61M	1600	Darlington
33	C REEVES	Mallock U2 Mk9B	1600	Larkhall
34	D S LANGLEY	Crossle 20F	1600	Horney Common
35	I DONALDSON	Hawke DL2A/B	1600	Glasgow
38	A MACKINTOSH	Mallock U2 MkXI B	1600	Penicuik
39	J MacGILVRAY	Crossle 20F	1600	Lerags
40	S LAWSON	Hawke DL2B	1600	Kirkliston
41	G CUTHBERT	Lotus 69F	1600	Dundee
42	G TODD / Pinkie Mains Farm / McGregors Animal Feeds	Brabham BT28	1600	Musselburgh
44	K MILLAR	March 708	1600	Currie
45	D MACLEOD	Lotus 69F	1600	Attleborough
47	C HANSEN / A B 3 Racing	Merlyn Mk 20 A	1600	Coventry
48	G GIBSON	Crossle 16F	1600	Belfast
49	J POLLOCK	Crossle 16F	1600	Carrickfergus
51	A CHARNELL	Chevron B8	1991	Balerno
52	P MacNAUGHTAN	Lotus 7	1594	Edinburgh
53	R MacNAB	Mallock U2 Mk6B	1598	Kilmarnock
54	M S ROSS	Mallock U2 Mk8B	1598	Monifieth
55	A G WATSON	Mallock U2 Mk11B	1598	Burntisland

No	Driver / Entrant	Make / Model	cc	From
56	J R BLANCKLEY	Sar GT	1598	New Penshaw
57	E LABINJOH / J Fisher	Fisher Spyder	1100	Edinburgh
58	D McDONALD / Marquis Motor Co	Diva 10F	1150	Edinburgh
61	J A MURRAY McGRATH	Lotus Elan	1558	Edinburgh
62	W L WOOD	M G Midget	1293	Edinburgh
63	J A HALL	Lotus Elan	1558	Barnton
64	K M SHADE	M G Midget	1293	Edinburgh
65	R HUTCHISON	A H Sprite	1293	Glenrothes
66	R D WYLLIE	Triumph GT6	1998	Annan
67	A SOUTER	Lotus Elan	1598	Dundee
68	D MORTON	Lotus Elan	1598	Dunkeld
69	M HOPPERTON	M G Midget	1876	Inveraray
70	R G HENDRY	M G Midget	1275	Edinburgh
72	G R WILSON	M G Midget	1098	Helensburgh
73	R P HALLEY	Triumph Spitfire	1147	Bearsden
74	J ABSALOM / C Shutt	Ginetta G4	1150	Felton
75	J ADAMSON / C Shutt	Ginetta G4	997	Felton
76	R FORESTER-SMITH / Marquis Motor Co	Ginetta G4	1098	Edinburgh
80	D DONNELLY / Donnelly Motors Ltd	Vauxhall Viva HC	2300	Dublin
81	G LYNN	Ford Cortina	3500	Annan
82	N HODGSON / Crosby Moor Garage	Ford Escort BDA	1860	Carlisle
83	C BRADLEY / D A Harris	Ford Escort TC	1800	Glasgow
84	A D NIVEN / Celtic Homes Ltd	Ford Escort BDA	2040	Whitsome
85	W N A DRYDEN / S M T	Vauxhall Firenza	2500	Edinburgh
89	E PATERSON	Colvend Mini	1293	Edinburgh
90	E W M McQUEEN	Mini Cooper 'S'	1293	Elgin
91	J DRYDEN	Mini Cooper	1293	Lundie
92	F GUNN	Arden Cooper 'S'	1293	Milngavie
93	J VEITCH	Mini Cooper 'S'	1293	Edinburgh
94	E M SMITH	Mini Cooper 'S'	1293	Carlisle
95	D MUTER / W Jackson	Mini Cooper 'S'	1293	Northallerton
96	J PINKERTON	Mini	1293	Wroot
100	R LECKIE	Hillman Imp	998	Aberdeen
101	W G DONALD	Hillman Imp	998	Tarland
102	P M PITMAN	Mini Cooper 'S'	999	Kirkcudbright
103	J C FYDA	Agra Imp	998	Dundee
104	I FORREST	CSE Imp	998	Edinburgh
105	I FORREST	Hillman Imp	998	Kirkliston
106	G M FINDLAY	Mini	998	Arbroath
107	B COYLE	Hillman Imp	998	Glasgow
108	S BELL / Cosmo Entertainments Club	Mini/Ford	997	Carlisle
109	H C MacKINNON	Mini Cooper 'S'	999	Bearsden
110	D M HALL	Chrysler Imp	998	Brannockstown
111	W BORROWMAN / Sports-Tune / Moir & Baxter Ltd	Mini Cooper 'S'	999	Longniddry
112	A WILSON	Mini Cooper	998	St Andrews
113	N D SMITH	Mini Clubman	999	Aberdeen
114	A SELLAR	Mini Cooper 'S'	999	Burntisland
115	D FISHER	Hillman Imp	1000	Dunoon
116	C CHISHOLM	Hillman Imp	998	Fort William

Children 20p, stand
 dock 20p, parking free.
 2.30 p.m.
Ingliston, nr. Duns' Berwick-
 shire. Scottish Motor R.C. 23
 Sheila Whyte Tankard Champion- 24/
 ship, sports and special GT cars. 29/
 Start 2.15 p.m.
Mallory Park Circuit, nr. Kirkby
 Mallory, Leics. Hagley an
 district C.C. Lombard

INGLISTON NOTES

Those of you who were not aware of what was on for the last Ingliston Meeting would doubtless have been more than illuminated by the short, sharp, with-it and, above all, wholly inaccurate preview contained in one of the leading national motoring weeklies (a copy of which is printed above). Apart from siting the circuit approximately 60 miles south of where it actually is, (and giving the wrong address) the preview also gives the impression that all we intended running in July was a GT race — the very race which was not run! Indeed, the Sheila Whyte Tankard Championship was the only Ingliston Championship which did not score points in the July Meeting (the reason for which is given later). Do you, therefore, really wonder why there is sometimes considerable confusion amongst the public as to when, where and what is on in Scottish Motor Racing circles!

To go from the ridiculous to the sublime, so to speak, we thought it might be a good idea for a change to quote what one of our new southern drivers said about Ingliston on his first visit here in July. We might add (for those doubting Thomases down in the paddock) that this particular excerpt is not alone — other new drivers to the circuit also had similar things to say. Naturally, we are blowing our own trumpet but it is perhaps worthwhile seeing just what impression the circuit has upon outsiders whose views thereof are not clouded by long-standing familiarity. Having said all that, let's print the excerpt:—

"This was the first time we had been to this Circuit and we were all impressed by the efficient and friendly manner with which it was organised. The marshals and other officials were notably helpful without being officious, something only too rare in the South!"

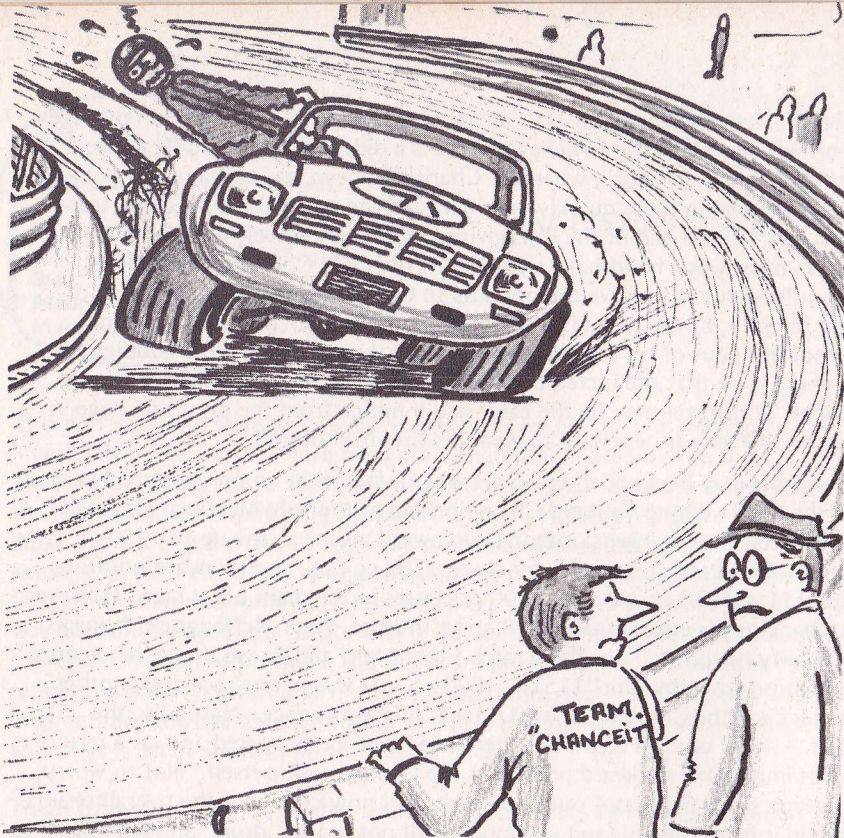
Many thanks to that competitor for letting his voice be heard. Many thanks also to another newcomer from England who burst into his letter with "I want to say how impressed my family and I were with the Ingliston track, the organisation and the warm appreciation of the crowd". It is perhaps a pity that we can't get these two to write to Motoring News this winter! At least, both of them have an intimate knowledge of other race circuits in Britain and are able to compare Ingliston with the rest of the country on unbiased terms.

Glory be, he's done it again! It's amazing the way that Brian Nelson manages to bring home the bacon whenever there is a diddy dolly to cuddle at the end of the race! In April, when the Charities Queen was on hand for a quick hug, Brian was in there quickly and it was all the marshals could do to tear them apart at the end of the Prizegiving. In May, however, when all that was on offer was a handshake with one of the Coca-Cola Directors, Brian was quite content to leave the honours to Gerry Birrell. Show him a bit of skirt for July, however, and he's round the track forty times faster than anyone else, out of his car like a shot, and making a dive for the goodies. Or could it be that the incredible Irish leer was for the giant-sized bottle of hooch? Whichever may be the case, you'll notice from the photo on page 9 that he still feels it necessary to wear his fireproof overalls!

Spectators may be wondering why it was, in fact, that no points were awarded for the Sheila Whyte Tankard Championship at the July Meeting. Originally, it had been the organisers' intention to award points to the up to 1150 cc class in the scratch Libre race for up to 1500 cc cars, and to award points to the 1151 — 1600 cc and over 1600 cc classes in the main Libre race. However, by changing his engine from 1598 cc to 1498 cc, Peter McNaughtan managed to qualify his Lotus 7 for the scratch Libre event and, by so doing, he created a situation whereby one "1151 — 1600 cc" car was in one race and another similar car (the Combat Cancer U2) was in another race. Naturally, the 1151 — 1600 cc class could not therefore be properly scored and, as a result, it was impossible to award points for the Championship itself. Not to worry, however, since the best 4 out of 5 scores will now count for the overall results. Should it be necessary (and we hope it will not be) to "drop" another GT race, or should we again be unable to give points to the GTs for this Championship, then the best three out of four scores will count. All very complicated for those mathematicians in the crowd who like to compute the Championship tables themselves — might we suggest that it is much easier merely to read your Programme!

Following upon representations made to the Joint Race Committee by an affected competitor, the Committee met to consider whether modified sports cars competing in GT events were eligible for points in the Sheila Whyte Tankard Championship. After deliberation the Committee decided as follows:—

"That the Sheila Whyte Tankard Championship is open to 'Special GT, Sports and Clubmans Cars'; that the RAC definition of a 'Sports Car' is 'a car equipped with at least two seats and not necessarily with a hood or roof'; that, accordingly, a modified sports car is a sports car for the purposes of the Sheila Whyte Tankard Championship; that, this being so, modified sports cars competing with the GT events in the April and May Race Meetings at Ingliston in 1972 had been wrongly excluded from consideration for points for the Sheila Whyte Tankard Championship; that such modified sports cars so competing in April and May as aforesaid should now be awarded championship points for their performances in such events and that the Championship Table for the Sheila Whyte Tankard Championship should be recomputed forthwith to give credit thereto."



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

All of which means, in short, that Modsports now get Sheila Whyte Tankard Championship points.

Boob of the month last month was the omission from the Programme of the credit which should have appeared underneath the photo of "Squire John" on page 13. This photograph was reprinted by kind permission of Derbyshire Photographic Services and the promoters would wish to take this opportunity of publicly acknowledging their debt to Mr Derbyshire for his co-operation and generosity.

For yet another consecutive month, Scotcircuits announce one more service for competitors. At the last Meeting, a new "grid positions service" was instituted and competitors will now be aware that the grid positions for each event are publicised at the Secretary's Office at the earliest possible time. For this Meeting, a new photographic service has been set up and the initiators of this are Scottish Colorfoto. During the course of the day, competitors will doubtless be approached and asked whether they would like a photograph of themselves (either in the flesh or on the track). If so, Scottish Colorfoto

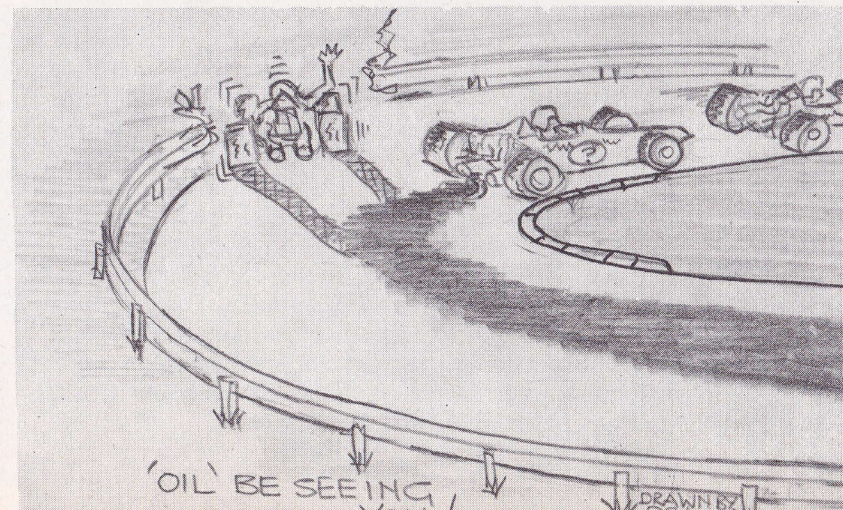
will arrange to have this taken and appropriate copies may be made. Needless to say, competitors are always able to apply for photographs of themselves which appear in the Programme since Eric Bryce, Campbell Gardiner and Colin Lourie (speaking of whom, Colin will be lurking around the circuit again today) are all more than pleased to discuss the provision of photographs. However, not everyone finds his photograph in the Programme and consequently the new service will doubtless be of interest to many drivers.

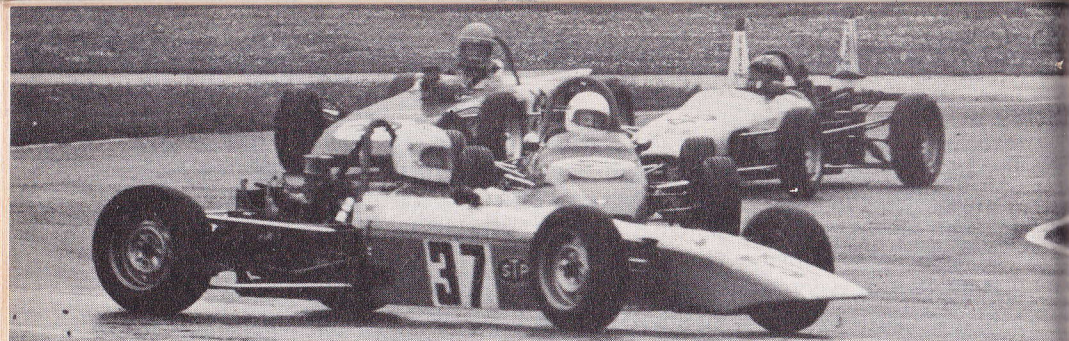
Just to show you in what order the Programme is printed, those of you who have read and digested the Preview of the next Meeting which appears on the inside back cover should note that the law does not permit! In short, all bets are off.

Well, we talked about it in the last Programme but no one could have imagined that it would happen so quickly! We refer, of course, to the Kings Cup Race scheduled for the next Ingliston Meeting on 17 September. Regular spectators will not be unfamiliar with the name "Kings & Co Ltd" since they have been the sponsors of the Formula Ford Championship for many years. The Company, which is now a member of the Tarmac Derby Group, felt that its image should perhaps be changed for 1972, however, and as a result they have been casting their eyes around for a new vehicle for sponsorship. The proposed saloon car thrash seems to have been the answer for them and accordingly, the main race for September will be the Kings Cup Race for Special Saloon Cars.

On its own, that announcement may not be enough to arouse competitive enthusiasm amongst saloon car competitors but, when one also announces that Kings & Co have put up a prize fund of £750 for the event, one begins to see just why this race has caused so much excitement. The prize fund, which will be payable down to tenth place, is to be divided as follows:—

1st — £300 : 2nd — £150 : 3rd — £100 : 4th — £75 : 5th — £50 : 6th — £30
7th — £20 : 8th — £12 : 9th — £8 : 10th — £5





In other words, two-thirds of the starters in the race will receive prize money and, moreover, the usual Ingliston travelling expenses will be payable. Little wonder, then, that Special Saloon car drivers the length and breadth of the country are consulting their diaries to make quite sure that they have a free day on 17 September. All in all, with that money at stake, it should prove to be the most memorable saloon car race ever seen at Ingliston.

Just by way of a word of encouragement to the Libre competitors there will, of course, be the usual Libre race in September and this will be run on the usual terms. Bearing in mind the entries for this class so far this year, this also promises to be a first class dice and, all in all, September looks like being one of those Meetings you can't afford to miss.

It's at about this time of year that the Championships at Ingliston really come alive and nothing is more certain than that the Libre race this afternoon will be one of the decisive ones in the premier Championship at the circuit, the Lombard North Central Championship for Libre Cars. All the leading contenders for the Lombard North Central Challenge Cup (and the £450 first prize in the Championship) are well aware of this, and none more so than the two favourites, Brian Nelson and Tommy Reid. Brian, the 1970 Libre Champion of Ingliston, is presently way out front with two wins to his credit already this year but, for all that, Tommy (last year's, and consequently the defending, Champion) has still managed to keep in touch in fourth place even although he has been pitting a mere 1598 cc FVA against two litres of Brian Hart power in the early part of the season. Today could be the turning point since Tommy has at long last got the new Brabham BT38 which he ordered and has been able to marry this to two litres of Vegantune — armed with this daunting piece of machinery Tommy will be strongly fancied now to pull the cat out of the bag in the latter half of the season, but he will have two pretty tough hurdles to cross. The first one is of course that both car and engine are split new and one might expect infuriating teething troubles for the first two or three meetings — and, if Tommy is to win the Lombard Challenge Cup now, that is just what he cannot afford. The second hurdle, and one not wholly unknown to Tommy in the past, is in getting past the dreaded Brian Nelson, especially if Brian is spurred on by the thought of another diddy dolly making the presentation. In short, these are the two to look out for in the remaining Libre events this year but, just to give you a third 'dark horse', you could also keep a beady eye fixed on the greater Pollock (not to be confused with the lesser Pollock who now seems set to win the FF Championship) whose incredible efforts with an FVA Lotus 69 have shown him to be no respecter of two litre machinery!

For those dummies who can't even manage the simpler than simple crossword in this month's regular crossword slot (and for those less fortunate beings whose mental processes are unable to grasp the remarkable brilliance of the Editor's compilations) we are really treating you this month by giving you a chance not only to completely solve one of His Majestic crosswords but also to see how He arrives at the answers from the clues (or vice versa!). Printed below is what might be regarded as a "quickie quizzler" and everyone, young or old, crossword conscious or Auchentoshan unconscious, is dared to complete it. Just to help you in advance just remember that, as is the Ed's way, every clue is at least a double clue. (As if that's any help!) Anyone still doubly clueless will, at long last, be able to chance upon the answers to this mini-horror later in the Programme and, at the same time, will be able to see just how the Editor's devious mind works. Armed with this formidable weapon, see how you can get on with the regular crossword later. But first, the "quickie quizzler":—

1	L	O	T	U	S
	A		U		C
4	M	I	M	E	O
	P		M		R
5	S	T	Y	L	E

A
C
R
O
S
S

1. Our article at the auction is Chapman's marque.
4. Just the thing to duplicate 3 down — a wordless drama with a circle!
5. What the aristocratic driver should have if he's to get over the barrier.

D
O
W
N

1. Palms off the darkness by Charlie Bradley initially.
2. Change one letter in this tinned fish to find its eventual resting place!
3. What they all want to do in the Championships to make an impression.



Just by way of a change we thought we'd have a bit of a grouch spot (as if that were a change). Each and every one of us must surely have a pet hate on the roads — that nit who roars up behind you so close that you can't see him for your own bumper, for instance, or the helpful sort that flashes his lights at you to let you know he's coming towards you (just in case you'd missed his lime green and sticky taped three wheeler) and that you're overtaking and on his side of the road with only threequarters of a mile to pull in! So far as the Editor is concerned, one of the most annoying things of all is the consistent 40 mile-an-hourer. He's the chap in the old A40 that you follow for miles at 40 mph, unable to pass either because of oncoming traffic or blind corners, when you want to cruise at 60. At last a space appears and you're through and able to leave him behind. Five corners later and you, law-abiding citizen that you are (probably because you've got two totters outstanding), slow down to 30 mph for a village: within seconds the A40 sails past you at 40 and you're back to square one. And so it can go on for miles and miles until you're able to put a decent distance between you and the wretch before reaching the next 30 mph limit signs.

It may not sound like much but, if you are in a hurry, it's the one thing that's calculated to drive any law-abiding citizen into thrashing through a 30 mile limit at 50, if only to keep your nose in front for the next bit of open road. And speaking of 30 mph limits, have you ever noticed how invisible buses are? If you think they're not just try imitating them tearing through a town at 50 mph. We guarantee that, within seconds, you'll be booked for speeding! As for the bus, the police will be too busy anyway charging you with speeding (or, if in the right — or wrong — county, careless driving) at 40 mph to worry about an innocent, safe, stop-on-a-sixpence omnibus cruising at a mere 50!

While on the subject of the big boys, what ever became of those "knights of the road" that were so much in evidence in the Editor's youth — the lorry drivers. In days of yore the lorry driver was a friend on many occasions, frequently giving way to faster moving traffic behind and always conscious of the limitations of his steed. Nowadays, however, it's like Ingliston out there. Either three lorries are thumping along nose to tail like the Minis going up through the Esses and you have about as much hope of passing as you have of finding a mile long straight with nothing coming the other way or you get perhaps the most infuriating gambit of all, the Stirling Moss complex! For the past fifteen miles of twisty road you, and the other thirty cars in the queue, have been following two lorries, Mike Hawthorn in the leading truck doing a good 20 mph. At long last you reach the only stretch of dual carriageway for another fifteen miles and, in an ecstatic state of euphoria, you pull out to overtake — only to find that Stirling Moss in the second lorry is there ahead of you, overhauling Hawthorn at all of one mile an hour differential. Three minutes, and the end of the dual carriageway, later and there you are in the same queue (the only difference being it's now of fifty cars) but now it's Stirling leading with Hawthorn second. Cheer up, though, if you're lucky you'll at least be doing 21 mph now!

All right, then. Those psychiatrists in the crowd will instantly have diagnosed the Editor's problem while driving. Like many another driver, the Editor is prone to that most dangerous disease of all on the roads and the only ailment which is not pleadable in defence in the Courts — justifiable impatience. (Note, please, the use of the word "justifiable"). Many of you will argue that impatience can never be justified: — to such of you, however, we would defy you to admit that you have never suffered from this disease when on the roads. Be honest with yourself, now. Sooner or later everyone is affected. And we don't mean simple "impatience" with a traffic jam — there's nothing that can be done about that type of hold-up and the only thing to do there is to switch on the radio and make the best of it. No, it's the sort of delay that should never happen that incubates impatience. In 100% of the reported cases of "justifiable impatience" (as defined in the New Standard Editor's Dictionary) the root cause is a complete lack of thought or consideration on the part of another driver and, at that, of a driver who should know better. And while it's always "another" driver that's at fault, just remember that you are "another" driver to the chap behind. Surely every one of us — and that includes Ed — must have been guilty of thoughtless or inconsiderate driving at one time or another. Remember that, please, when cursing at the 40 mile an hourer in front: if you do, perhaps when you're on holiday and not too bothered about tearing round the quiet country roads at faster than a sedate 30 mph you'll give a thought to the chap who's been behind you for the past five minutes. And just remember that there's more to driving than the Highway Code.

Which just goes to show that when you start off grouching you end up moralising! (There's a moral there if we could only find it!) What the Editor really meant to say, in place of the past x pages of chat, was simply that if you have a pet hate on the subject of driving why not drop us a note at National Bank Chambers, Duns, Berwickshire and tell us about it. Apart from being of interest to Ingliston regulars (and saving the Editor's having to fill the space that it's printed in) you never can be sure that, by airing that phobia, you may not just strike home at the very chap you were cursing at only the other day. You never know, it might even reform him!

Let's face it, what with the low level cloud cover at Ingliston in July, had the Blue Stars dropped a couple of bricks to clear the area as they promised, they might even have clobbered the RAC Steward and that would never have done (or would it?). Seriously, though, the Blue Stars were so disappointed that the weather conditions foiled their planned drop at the last Meeting that they immediately suggested coming back today in the hope that visibility might be slightly better. Cloud, fog, rain, lightning, mist and aviating competitors permitting, thus, three members of the Blue Stars Free Fall Parachute Team, who are, incidentally, the only civilian professional free fall team operating in Britain, will be dropping in on us this afternoon in a display of the increasingly popular sport of free fall parachuting. "How do they know where to land?", some of you might ask, or, "What are they aiming for?" The usual

target is a large white cross laid on the ground (just pray that the Celtic Homes Escort isn't thumping round when they bail out!) but, just to ginger things up a bit, we thought we'd vary the procedure just a little this time out. "Why should the parachutists have all the fun?" we thought — "let's make this into a bit of a treasure hunt as well". Consequently, we're offering a free Grandstand ticket for the next Ingliston Race Meeting to the first person to hand the mobile target into the Secretary's Office. What then should you look for? Somewhere around the circuit will be an anonymous bald head with a red cross painted on it — all you have to do is find it! And to make it even more difficult, the mobile target may even be disguised with a wig or hat! Get to it then — but don't get too keen since, if you happen to find him at about 2.15, you're liable to get clobbered for your troubles.

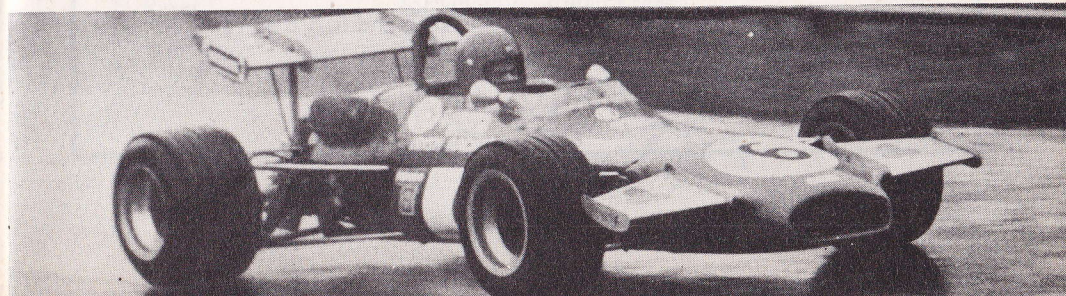
Those spectators whose first task at any Ingliston Meeting is to turn to the back page to find out what's what for the next Meeting (which can't after all be a very good ad for the present one) will have observed that a competition will be run in September for a prize of £20. While we're not going to spoil the mystery for you let us merely say that a prize of £20 will be available — in nice new crisp £10 notes — for one lucky member of the spectating public. All you have to do is to come to the circuit (which should not be a hardship bearing in mind the line up for that Meeting) and buy a Programme. Full details will be printed in that remarkable publication and, let's face it, even if you don't win £20 you'll still have the benefit of the choice comments of the modern Hemingway of the tracks — almost worth £20 in itself!

Right, then, now's the time you've all been waiting for! Yes, it's the answers to the "quickie quizzler". (If you haven't tried to solve it yet read no further until you have). 1 Across was of course "our article at the auction" (our lot or "lot us") which is Colin Chapman's marque — Lotus! For 4 Across what would you need to duplicate anyway? Why, nothing but a wordless drama (mime) with a circle (o) = Mimeo. As for 5 Across, aristocratic drivers will naturally have Style, which is also a jolly handy thing for climbing over fences and barriers and things. Now that you're half-way there you can see just how easy it all is, can't you. Onto the Downs now and what "palms off the darkness"? Whatever it is it's by Charles Bradley initially. It can only therefore be made by CB (or Cibie) and must accordingly be Lamps, which is of course an anagram of "palms" in the first place! Next is 2 Down and what better tinned fish is there than tunny fish? Change the N to M and you've found where the tunny eventually comes to rest — Tummy. Finally, 3 Down. Ask yourself what would make an impression — a scratch, a mark, a score? And what do you want to do in a Championship? Why, Score of course. And to recap, a mimeo would be just the thing for duplicating the score sheets as we said in 4 Across. (with all due respect to Essprint, naturally!)

Now that we've given away all the Editor's secrets you'll have no trouble at all in solving the regular Crossword later in the Programme! Which is of course another splendid reason why we should want to vary the style a little by printing someone else's compilation next month. The only problem is, nobody else has compiled one for us as yet. How about it then? A chance for all you budding crossword compilers in the crowd to show us what you're made of!

It's not just Crosswords we're after either you know! Every other Meeting we publish a plea for a slight variation in the literary content of this scruffy publication and this Meeting is no exception. We are always on the lookout for articles written by members of the public, either about Ingliston and motor racing or about motoring or motor sport generally. Cartoons, Crosswords, word puzzles — in short, anything — are also earnestly sought and anyone with a yen to see his/her name or material in print is asked to submit anything he/she thinks is suitable, with SAE, to The Editor, The Ingliston Programme, National Bank Chambers, Duns, Berwickshire. You can rest assured that your interest and effort will be appreciated.

Last July was the first time for many years that the organisers have been brave enough to publish the current results of the "BMRC Trophy" Members Championship. Perhaps bravery is not the right word. This Championship is the most complex one of all at Ingliston in that it is open to SMRC Club Members only. While that does not really make too much difference at Club Meetings, you have absolutely no idea of the amount of work which goes into sorting out who is and who is not a member at National Meetings and, consequently, who should and who should not get points and how many they should get. Since the Championship also embraces every single motor race at every Meeting, the official tables run to about eight pages of incomprehensible scribbings! All of which really means that the results have not been published in past years purely because nobody then felt strong enough in mind and body to tackle the monumental task of working out the results until it could be put off no longer. Having said that, the more astute spectator will instantly spot the oblique praise being showered on himself by the Editor for getting off his backside earlier in the season this year and doing something about the Championship table. Which really was the only point in this paragraph — if any of you thought otherwise (for example, that we would give a prediction as to the eventual winner) you have another think coming! If it's any help to you at all, the "BMRC Trophy" was won last year by the Formula Ford Champion, Neil Ginn, and the year before by Doug Niven, the 1970 Scottish Saloon Car Champion. No, we didn't think that would help.



THE "B M R C TROPHY" MEMBERS CHAMPIONSHIP

Driver	Apr	May	July	Aug	Sep	Oct	Total
J Pollock (FF)	9	6	9				24
B Nelson	9	—	9				18
A Charnell	6	9	2				17
A D Niven	—	6	9				15
A Barton	9	—	6				15
E Labinjoh	9	—	6				15
D Macleod	—	9	6				15
J Pollock (Libre)	—	6	9				15
J C Fyda	6	6	3				15
C MacLean	6	4	4				14
W N A Dryden	9	1	2				12
M Hopperton	—	2	9				11
T D Reid	6	4	—				10
J Veitch	4	—	6				10
J H Blades	4	2	4				10
E M Smith	3	3	4				10
G Birrell	—	9	—				9
S A Bell	—	9	—				9
G Marshall	—	9	—				9
J Barr	—	—	9				9
N Hodgson	6	2	—				8
W Borrowman	4	4	—				8
M Nugent	—	1	6				7
J Absalom	4	3	—				7
A Collier	—	6	—				6
J S Calvert	—	3	3				6
F Gunn	—	4	1				5
J Mackie	—	4	—				4
G Todd	4	—	—				4
B Harrison	—	—	4				4
I Hall	—	—	4				4
W G Donald	2	2	—				4

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

Prize Fund : £50 — 30 — 20 — 10 — 5

THE RACE YOU DON'T SEE

The name is Essprint. No — not "S" Print, Sprint, Essyprint, Essoprint, Esspring, nor are we hyphenated. You've noticed the poster at the entrance? Obviously someone hasn't looked closely at our name when making it. The Editor has kindly allowed this space to be used to explain what happens when he drops everything in our laps and disappears into the local pub. Do please bear with us while you read about the setting of the Programme.

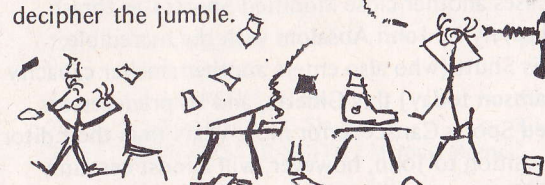
THE AMAZING EXPLOITS

of I.B. Emmer, the famous composer, (whose most popular work is Theme on a Programme) and the equally well-known artist, Cut N. Paste (the stickiest customer this side of the drawing board).

BEFORE



Ten days before each amazing Race Meeting, a wild and woolly figure dashes in the door and drops a roll of loo paper on the desk. Guess what's on it.....yes, that's right — the Ingliston Programme in draft form. After ten seconds of fast talking, the Editor departs rapidly, leaving us to decipher the jumble.



DURING

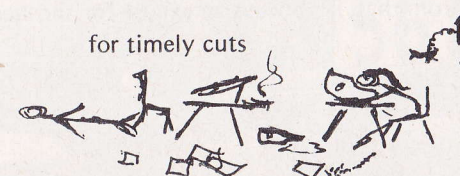
Blood, Sweat and Tears

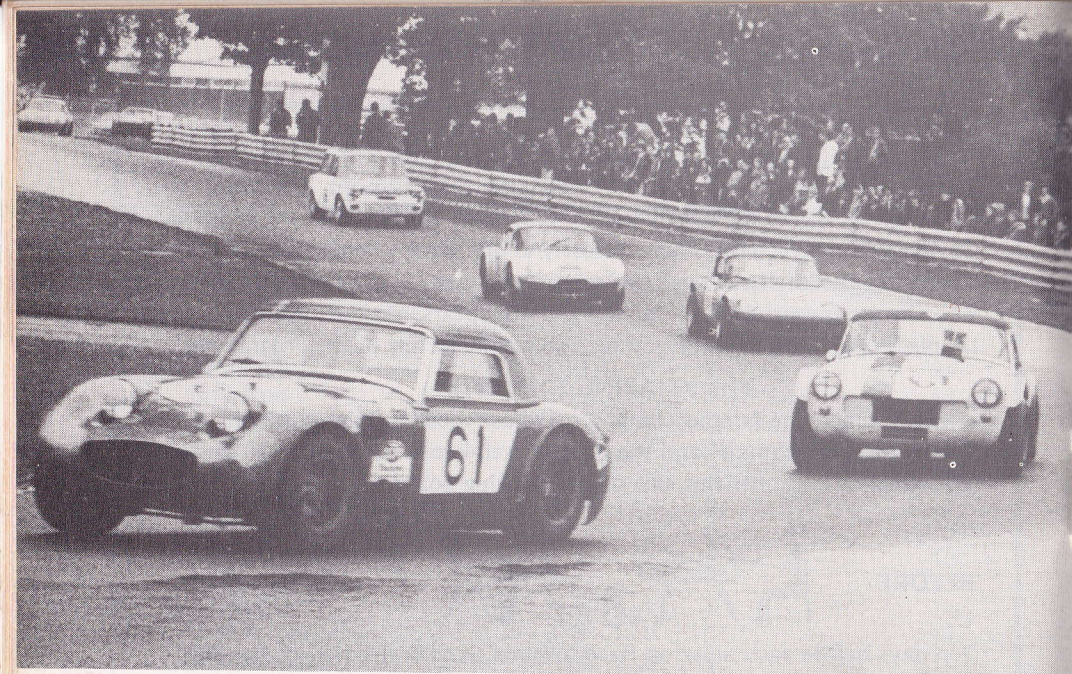
Do you have a feeling that we've missed something out? You're right — but how could we spoil your marvellous Sunday's enjoyment with the gruesome details of our trials and tribulations, and a boring account of our incredible speedy efficiency.....? Suffice it to say that we two thoroughly enjoy the whole exercise (emphasis on exercise as it is a tremendous substitute for a diet!). It would be wrong of us however, to say that we are the only two involved, and so we pass on grateful acknowledgement to the following:—

X.N.O. Bottles	for unending inspiration
C. Garretts	for providing an invaluable smoke screen
Mugs O'Coffee	for his help in our recovery from too much inspiration
E. Raser and S. Calpel	for what you haven't read for timely cuts

AFTER

A prayer.





Ole! At long last the Modsports have got a race to themselves and a good turn out this afternoon promises another close Modified Sports Car thrash. As always, the favourite will surely be **John Absalom** with the incredible Ginetta G4. Entered by Chris Shutt (who also enters another smaller capacity G4 in the hands of **John Adamson** today) this Ginetta, and its predecessors, has monopolised the Modified Sports Car scene for more years than the Editor cares to remember. The opposition to John, however, will almost certainly come from the supercharged Midget of **Miles Hopperton** and from the very potent Lotus Elan of **Alex Souter**. Both of these individuals have been known to motor exceedingly quickly in the past and they will certainly be making no exception today.

And for those Modified Sports Car drivers who fancy another run later in the afternoon, an invitation has been extended to them to fill up the grid in the Special GT, Sports and Clubmans Cars event. Now that Modified Sports Cars have been admitted to the Sheila Whyte Tankard Championship this invitation could well be readily accepted since the second and third places in that Championship are now held by Modified Sports Car drivers. Indeed, Modsports figure fairly prominently throughout the Championship and quite a few drivers could do themselves a power of good by competing in Event 7 this afternoon. And quite apart from that, it's always an excuse for another run!

EVENT 1

2.30 pm

MODIFIED SPORTS CARS

10 Laps

Over 1150 cc

61	J A MURRAY McGRATH	Lotus Elan	1558
62	W L WOOD	M G Midget	1293
63	J A HALL	Lotus Elan	1558
64	K M SHADE	M G Midget	1293
65	R HUTCHISON	A H Sprite	1293
66	R D WYLLIE	Triumph GT6	1998
3-67	A SOUTER	Lotus Elan	1598
2-68	D MORTON	Lotus Elan	1598
69	M HOPPERTON	M G Midget	1876
70	R G HENDRY	M G Midget	1275

1st (£20) 69(1) 2nd (£10) 67(3) 3rd (£5) 68(4)

Up to 1150 cc

72	G R WILSON	M G Midget	1098
73	R P HALLEY	Triumph Spitfire	1147
1-74	J ABSALOM / C Shutt	Ginetta G4	1150
75	J ADAMSON / C Shutt	Ginetta G4	997
76	R FORESTER-SMITH / Marquis Motor Co	Ginetta G4	1098

1st (£20) 74(2) 2nd (£10) 3rd (£5)

Bonus of £10 for the Fastest Lap to 74 56.4 secs 64.09



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Try as we might, we just can't get away from the absolutely unbelievable performance of Andy Barton at the last Ingliston Meeting. Despite the horrific weather, Andy demolished the existing up to 1000 cc saloon car record by 0.6 of a second, a quite remarkable feat and one even more incredible when you consider that the 1300 cc saloon car record is still at 57 seconds. (.2 seconds slower than Andy's new record). It's easy to see now why Andy has never bothered going for the higher capacity car — he has always maintained that the smaller car can go a darn sight faster! What we are now waiting for is a dry day since it is almost certain that Andy will make further inroads on the class lap record.

The incredible July race, in which Andy came 2nd overall in a field of much higher capacity cars, has put him in third position of the Hartley Whyte Scottish Saloon Car Championship. Andy is, however, chancing his arm today since he is off on holiday and this will be the second meeting (out of the six) which he has dropped for the Championship. To date, he has two wins to his credit — another two could put him right up there at the top but he will have no leeway whatsoever for the remaining Meetings. In short, it will be all or nothing for Andy in September and October. In his absence today, the honours could well go to either **Sedric Bell**, who has followed Andy's example by installing a Ford ex-formula 3 engine in his Mini, or to the remarkably speedy **John Fyda** whose Agra Imp has consistently managed 2nd place in the 1000 cc class this season. John is, in fact, running second in the Championship but, unless he can notch a win or two to his credit, that happy state of affairs may not continue for too much longer. Sedric, on the other hand, has had his problems this season but he is doubtless hoping that the change in the power unit will have its effect. **Brian Coyle** too will be hoping for better luck today with his "lighter than light" Hillman Imp. So far as we can see, this seems to be merely an engine bolted on to some space-framing with a few dabs of fibreglass on top! Once again, it's refreshing to see a good number of new faces in this class. And just for those of you who may have been confused, the **I Forrests** noted in the Programme do appear to be different people — even although they both have the same Christian name!

SPECIAL SALOON CARS

up to 1000 cc

15 Laps

100	R LECKIE	Hillman Imp	998
3-101	W G DONALD	Hillman Imp	998
102	P M PITMAN	Mini Cooper 'S'	999
1-103	J C FYDA	Agra Imp	998
104	I FORREST	CSE Imp	998
105	I FORREST	Hillman Imp	998
106	G M FINDLAY	Mini	998
107	B COYLE	Hillman Imp	998
2-108	S BELL / Cosmo Entertainments Club	Mini/Ford	997
109	H C MacKINNON	Mini Cooper 'S'	999
110	D M HALL	Chrysler Imp	998
111	W BORROWMAN / Sports-Tune / Moir & Baxter Ltd	Mini Cooper 'S'	999
112	A WILSON	Mini Cooper	998
113	N D SMITH	Mini Clubman	999
114	A SELLAR	Mini Cooper 'S'	999
115	D FISHER	Hillman Imp	1000
116	C CHISHOLM	Hillman Imp	998
117	J. CLELAND	MINI	

1st (£20) ~~100~~ 2nd (£15) ~~103~~ 3rd (£10) ~~101~~ 4th (£5) ~~117~~

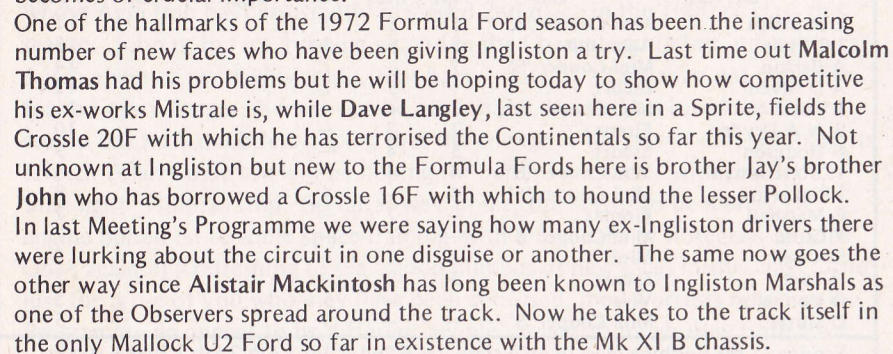
Bonus of £10 for the Fastest Lap to secs

a round in the Hartley Whyte Scottish Saloon Car Championship

THE HARTLEY WHYTE SCOTTISH SALOON CAR CHAMPIONSHIP										
Driver	Car	Apr	May	July	Aug	Sep	Oct	Total		
E M Smith	Mini Cooper 'S'	5	5	7				17		
J C Fyda	Agra Imp	5	5	5				15		
A Barton	Mini Cooper 'S'	7	—	7				14		
A D Niven	Escort	—	5	7				12		
J Veitch	Mini Cooper 'S'	7	4	—				11		
W N A Dryden	Firenza	7	3	—				10		
N Hodgson	Escort	5	4	—				9		
W Borrowman	Mini Cooper 'S'	4	4	—				8		
J Pinkerton	Mini Cooper 'S'	4	—	4				8		
G Marshall	Firenza	—	7	—				7		
F Gunn	Mini Cooper 'S'	—	7	—				7		
S A Bell	Mini	—	7	—				7		
H Tuer	Escort	3	2	—				5		
D Donnelly	Viva	—	—	5				5		
D Muter	Mini Cooper 'S'	—	—	5				5		

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

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



Prize Fund : £125 - 75 - 35 - 15



With a masterful display of driving last July, **Dougy Niven** drove himself straight back into contention in the Hartley Whyte Scottish Saloon Car Championship by winning both parts of the main Saloon race. In diabolical conditions he held off **Jimmy Veitch** in the first part of the two part race and, with a dry track in the second part, he kept his nose in front of a determined **Bill Dryden** and, latterly, the diabolically cheeky **Andy Barton**, to take the chequered flag and overall victory. Indeed, so determined was Bill, that it almost looked at one time as if the Firenza's nose was going to occupy the same position on the track as the Escort's, and that at the same time! Not content to rest on his laurels Dougal went on to win another fine race at Croft two weeks ago, again from Bill Dryden's Blydenstein power, and it now looks as if his luck has changed. Be that as it may, the demon tweak himself, **Archie Simmonds** (who is responsible for the Celtic Homes Escort) was saying only the other day that they are still not satisfied with the power delivered by the BDA powering the Escort. Apparently, at Croft, **Norman Hodgson** was a good ten miles an hour faster along the straight with his Escort and it was all that Bill and Dougal could do to keep in front of, or up with (as the case may be), him. Norman makes a welcome return to Ingliston today but, as he himself puts it, his Escort is not set up for the twisty Scottish circuit and there is really nowhere he can let the car have its head. After a fantastic start to this season, Bill Dryden too has had his misfortunes and he will be going all out today to try to blast his way back to the top of the Championship table.

Down amongst the 1300 cc cars, Jimmy Veitch has shown himself to be pretty devastating when on form, but just latterly the car has been having its mechanical problems too. **Eric Smith**, the present Championship leader, has not been slow to take advantage and today's dice between these two should be really worth watching. In May, however, it was **Frank Gunn** who turned the 1300 cc tables on everyone and another class win this afternoon would certainly put him back into Championship contention. In short, the new Regs for the Scottish Saloon Car Championship are proving to have opened this up to a much wider range of drivers than has previously been the case and we would certainly not take any bets at this stage as to who the eventual winner will be. And just to throw a dark horse into the picture, why not keep your eyes on Dubliner **Des Donnelly** whose Vauxhall Viva managed a class second at the last Meeting even although it was well down on its normal power.

EVENT 4

3.55 pm

SPECIAL SALOON CARS

over 1000 cc

15 Laps

Over 1300 cc

80	D DONNELLY / Donnelly Motors Ltd	Vauxhall Viva HC	2300
81	G LYNN	Ford Cortina	3500
82	N HODGSON / Crosby Moor Garage	Ford Escort BDA	1860
83	C BRADLEY / D A Harris	Ford Escort TC	1800
12-84	A D NIVEN / Celtic Homes Ltd	Ford Escort BDA	2040
1-85	W N A DRYDEN / S M T	Vauxhall Firenza	2500

1st (£20) 2nd (£10) 3rd (£5)

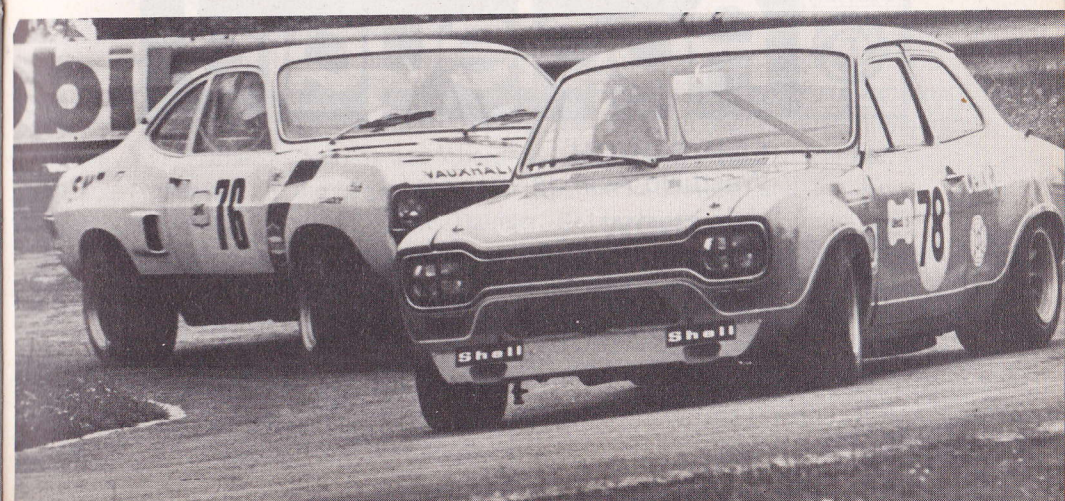
Up to 1300 cc

3-89	E PATERSON	Colvend Mini	1293
90	E W M McQUEEN	Mini Cooper 'S'	1293
91	J DRYDEN	Mini Cooper	1293
92	F GUNN	Arden Cooper 'S'	1293
93	J VEITCH	Mini Cooper 'S'	1293
2-94	E M SMITH	Mini Cooper 'S'	1293
95	D MUTER / W Jackson	Mini Cooper 'S'	1293
96	J PINKERTON	Mini	1293

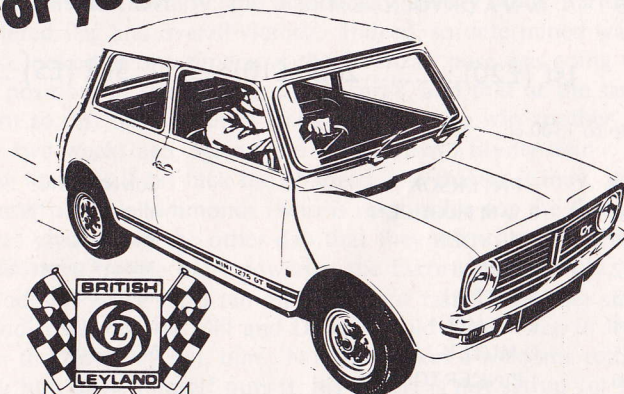
1st (£20) **8.5**... 2nd (£10) **8.4**... 3rd (£5) **8.9**...

Bonus of £10 for the Fastest Lap to **8.5**... **5.5:8** secs

a round in the Hartley Whyte
Scottish Saloon Car Championship



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THE APPELYARD MOTOR GROUP TROPHY RACE

It is particularly appropriate that today's premier event is sponsored by the Appleyard Motor Group. Few companies in the motor trade can have closer links with motor sport.

Many Ingliston enthusiasts will recall the achievements of some of the Appleyard directors in competitive motoring. In particular, Ian Appleyard, the Chairman was the first winner of an Alpine Gold Cup awarded for three consecutive penalty free runs, a feat only equalled by Stirling Moss.

His other successes included:—

- | | |
|-------------|--|
| 1951 | Winner of Dutch Tulip Rally |
| 1951) | |
| 1953) | Winner of the R A C Rally |
| 1953 | 2nd in Monte Carlo Rally, failing to win by just one second. |
| 1954 | First in Silverstone Production Car Race |
| 1950 - 1953 | Captain of Jaguar Rally Team |

Ken Fraser, the Deputy Chairman, was equally enthusiastic. He competed with no mean success in several Monte Carlo, Tulip, R A C and Scottish Rallies; also raced at Silverstone, Charterhall and numerous Hill Climbs.

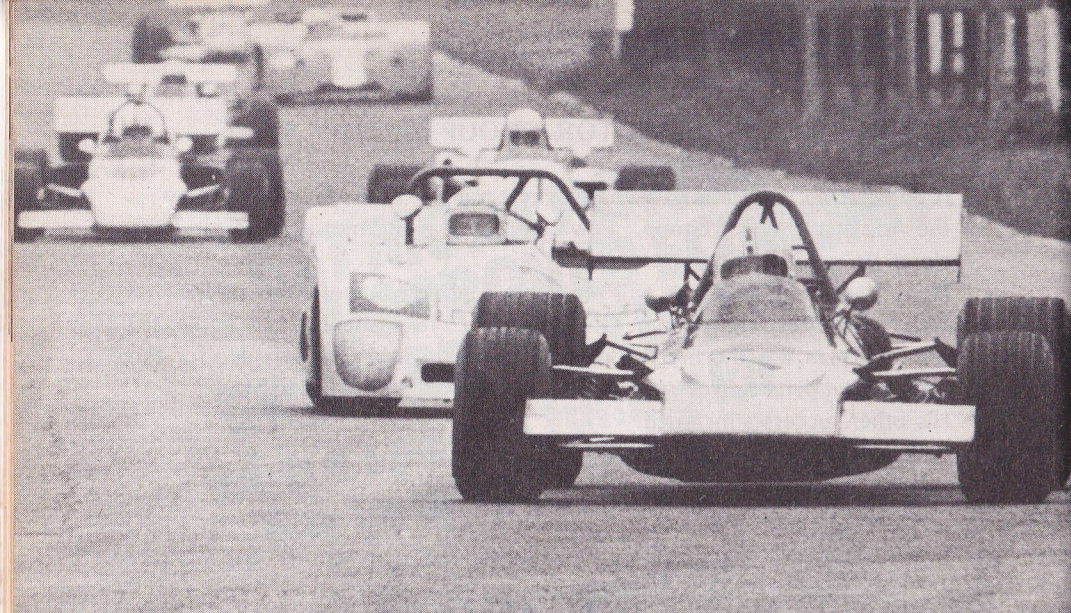
Iain Fraser, Managing Director of Appleyard (Glasgow) Ltd, has won races at Ingliston, has also competed on most of the main circuits in Britain and in 1965 was runner up in the Scottish Speed Championship.

James Gibbon, Managing Director of Appleyard Gibbon, Glasgow, has always been keen on racing. He built his own cars from Rover parts and competed regularly at Charterhall. He was a frequent class winner in Hill Climbs at Bo'ness etc, using a hotted up Landrover engine.

It was in 1968 that Ken Fraser, then head of the Scottish based Fraser Westfield Motor Group, and Ian Appleyard, boss of the Leeds based group, decided to merge. Last January the name change to Appleyard was made in Scotland with Ken continuing as Chairman and Managing Director of the Scottish organisation.

Today Appleyard in Scotland represents by far and away the largest and most comprehensive British Leyland distributorship north of the border. From headquarters at Larkhall, Lanarkshire, the division controls ten other Appleyard companies and has 18 branches based in the Glasgow, Edinburgh, Ayr, Hamilton, Stirling and Aberdeen areas, plus a branch at Carlisle. Appleyard are the largest Morris distributors in Scotland and are also distributors for Rolls Royce, Daimler, Rover, Jaguar and Triumph.

Perhaps a far cry from motor sport. But an insight into the dedication of motoring enthusiasts who realise how integral and important a part the motor car plays in the lives of all of us.



Once again we see an absolutely first rate entry for today's Libre race and the competition will be as fierce as ever for both the Appleyard Motor Group Trophy and for points in the Lombard North Central Championship. As we mentioned earlier in Ingliston Notes, the Lombard Championship is now hotting up in excitement and today's race could well be one of the decisive ones. Away out there in front with a lead of 6 points over his nearest rival is Irishman **Brian Nelson**, with the prototype Crossle 22F. Although he starts as favourite for this event, there could well be little to choose between Brian and the split new Brabham BT38 of **Tommy Reid**. Indeed, the Editor would almost put his money on Tommy since his car is not only newer but sports a 2-litre Vegantune powerhouse which will certainly cause him to improve upon his earlier performances this year in a rather tired FVA. This afternoon will not, however, be the first time that Brian and Tommy have come to grips since the latter bought his new Brabham —“come to grips” is perhaps too literal! A fortnight ago, in Ireland, Brian found himself motionless on the grid while everyone else shot off for the first bend; that is, everyone else but Tommy who found himself pretty well on top of Brian! The Brabham should have been repaired in time for this afternoon though and we can accordingly look forward to seeing Tommy's first competitive outing in this car.

Out to prove that, regardless of what expensive machinery you buy, you still have to go a long way to beat a good FVA, is **John Pollock** who showed that it could be done by beating Brian Nelson to the flag in the second part of the Libre event at the last Meeting. Indeed, so far this year, there has been very little to choose between Brian Nelson and John Pollock

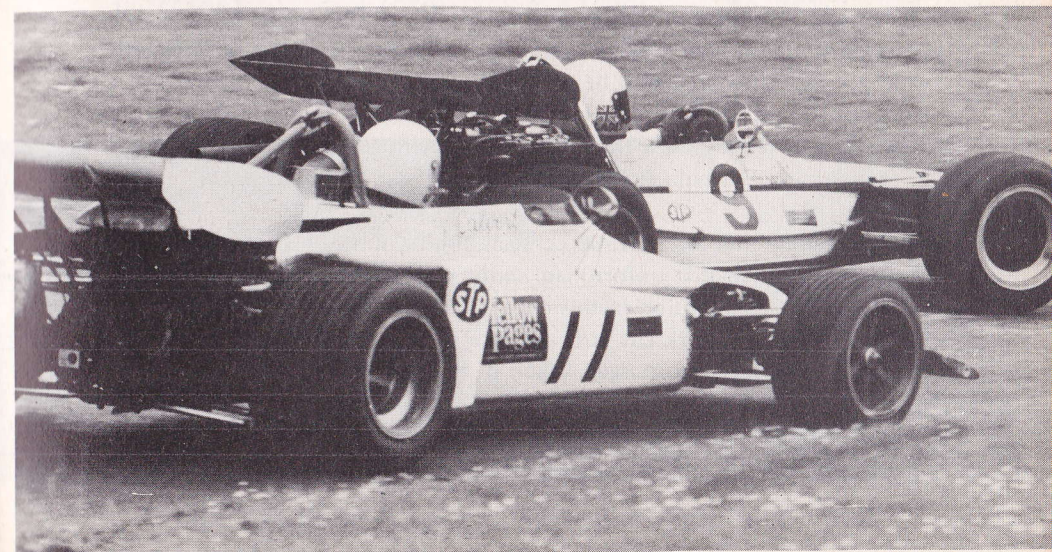
THE LOMBARD NORTH CENTRAL CHAMPIONSHIP

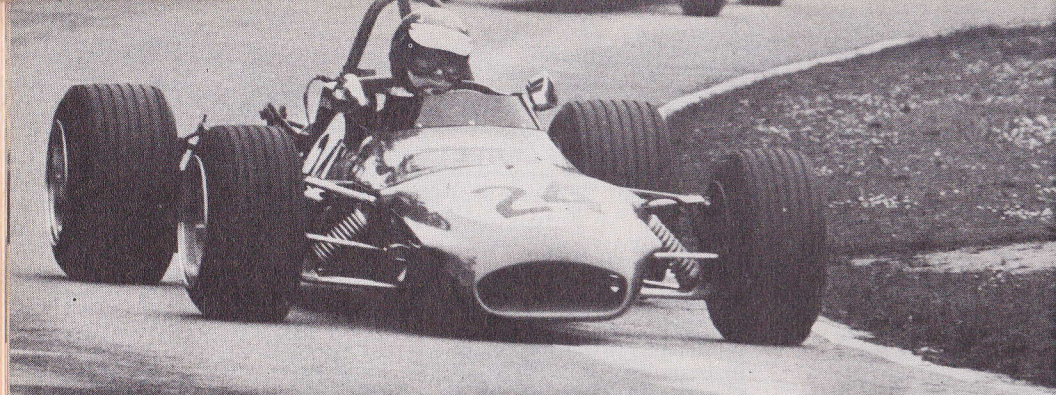
Driver	Car	Apr	May	July	Aug	Sep	Oct	Total
B Nelson	Crossle 22F	10	—	11				21
J Pollock	Lotus 69 FVA	—	7	8				15
J H Blades	Lotus 69 Atlantic	5	3	6				14
T D Reid	Brabham BT30FVA	7	5	—				12
G Birrell	March 722 Ford	—	10	—				10
J Calvert	March 722 FA	—	4	5				9
D Berry	Brabham BT16/21B	4	—	—				4
I C McLaren	Brabham BT35X	3	1	—				4
G Silverwood	Chevron B19/21	—	—	4				4
A Charnell	Chevron B8	—	—	3				3
B Hunter	Lotus 69 Atlantic	—	2	1				3
J Barr	Brabham BT28	1	1	1				3
P McGarrity	Lotus 69 FVA	2	—	—				2
E Labinjoh	Fisher Alfa	—	—	2				2
J R Blanckley	Sar GT FVA	—	—	2				2

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

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

(when both have been on form) and it could almost be said to be a case of “who gets into the lead first”. Now John advises us that he hopes his car will be going even faster for this afternoon's race and, if so, we could see him repeating his July performance, and really upsetting the Championship table. Third place man, **Johnny Blades**, also showed earlier this year that he could keep in touch with (and overhaul) the Crossle 22F, no mean feat when you consider that Johnny is fielding a Formula Atlantic car which is, on paper, considerably slower than the Formula 2 machinery. In practice, however, the reverse is almost the case and one of the features of this year's Libre events has been the terrific performances by Formula Atlantic BDAs at the circuit.





That's it then — our prediction for the leading quartet. On form to date the winner will almost certainly be one of Brian Nelson, Tommy Reid or John Pollock but the surprises could come from Johnny Blades or, indeed, from newcomer to the circuit **John L'Amie**. John, who is an 'ami' of Brian Nelson and who partnered him in Sports Car races on the Continent last year, has purchased an identical car to Brian's and he brings this over this afternoon for its first Scottish airing. Nor is John noted for his tardiness and he could well be the dark horse of this race. Another Irishman joining the Ingliston invasion is **Patsy McGarrity** who fields a similar car to John Pollock's. Patsy, a respected competitor in Irish Motor Racing circles, has been seen here before in Formula Fords, but this will be the first time that we will have seen him handling the more powerful machinery.

Chasing the leaders for all they are worth will be the Chevron B19/21 of **George Silverwood** and **Ian McLaren's** BT35X, a car perhaps happier on the hills. Local Formula Atlantic opposition comes from **Bernie Hunter** and, a newcomer to this class, **Derek Palmer** with his McLaren Formula Atlantic. One welcome return is that of the 1971 Ingliston Formula Ford Champion, **Neil Ginn**, who tied up this season with the GRD Team — bearing in mind his sponsors, it's almost certain that someone will suggest what got into a twist should he spin off! The GRD 372 is a highly competitive piece of Formula 3 machinery and it will be more than interesting to see just how this can compete with the more powerful Formula 2 and Formula Atlantic cars here today.

Down amongst the "up to 1500 cc" cars the favourite must be **Doug Thomson** who had that unfortunate shunt with Doug Basset at the last Meeting. The competition in this class is getting fiercer, however, and Doug will have his work cut out, as fierce competition will be on hand from the now De-Turbocharged Vixen of **Brian Harrison**, **Greg Roberts'** Brabham BT21, **Eddie Irvine's** similar car and **Ken Allen's** Chevron. All in all, then, a thundering good entry and the prospects of yet another cracking race for the Lombard North Central Championship.

EVENT 5

4.25 pm

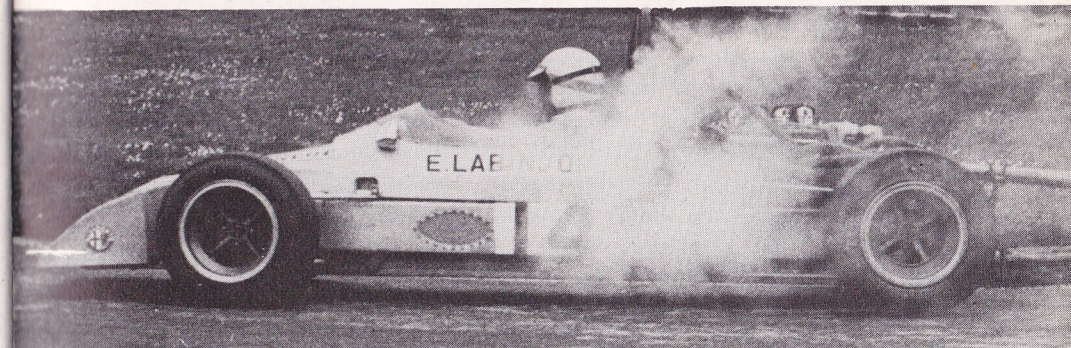
THE APPELYARD MOTOR GROUP TROPHY RACE for Libre Cars 25 Laps

1-1	B NELSON / Desmond Mack Racing	Crossle 22F	1970
2	J L'AMIE	Crossle 22F	1970
3	N GINN / Lyle & Scott Y Front Racing Team	GRD 372	1600
2-4	T D REID / Belfast Telegraph	Brabham BT38	1994
5	G SILVERWOOD / Central Garage Mirfield Ltd	Chevron B19/21	1900
6	R SNELSON	Lotus 22/31	1600
7	B HUNTER	Lotus 69 Atlantic	1600
8	I C McLAREN / McLaren of Broxburn Ltd	Brabham BT35X	1790
9	A C GOODFELLOW	Cooper T90 F5000	5000
10	E LABINJOH / J Fisher	Fisher Alfa	1900
11	T DZIERZEK	Brabham BT21	2140
12	A H F PALMER	McLaren F Atlantic	1580
14	J BLADES	Lotus 69 Atlantic	1600
3-15	J POLLOCK	Lotus 69 FVA	1598
16	P McGARRITY	Lotus 69 FVA	1598
17	G D ROBERTS	Brabham BT21	997
18	B HARRISON / Thistle Metalics Ltd	Vixen Imp VB5	998
19	D N THOMSON	Ecosse Imp	998
20	E IRVINE	Brabham BT21	997
21	K ALLEN	Chevron B15	997
22	J. BARR	BT 29	

1st (£100) 2nd (£50) 3rd (£30) 4th (£15)

5th (£5) Fastest Lap secs

a round in the Lombard North Central Championship



"Eddie Lab brews it up in a big way at the July Meeting"



EVENT 6

5.10 pm

210 & 250 KARTS

15 Laps

11 LAPS

250 Karts

6	R M DAWSON	Zip 72	250
8	P DUGDALE	Blow Hustler	250
26	P J BIAGI	Blow Hustler	250
27	J D LEITCH	Blow Hustler	250
85	A K SMITH	Zip	250
159	D F MANN	Zip	250
92	G D SUTHERLAND	Korvette	250
56	B MacKINVEN	Zip Silverstone	250
92	I HEGGIE	Zip Montessa	250
108	W BINGHAM	Blow	250

31
139

1st (£20) ...8... 2nd (£12) ...85... 3rd (£8) 4th (£5)

210 Karts

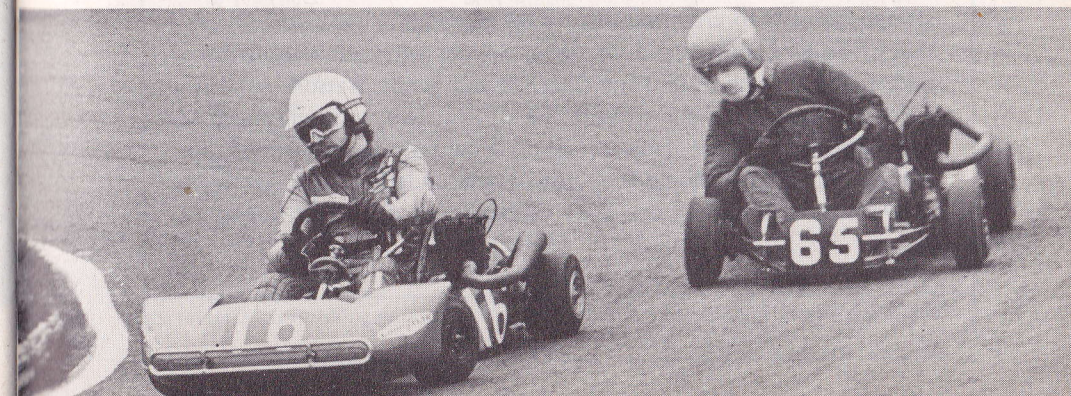
30	G RAMAGE	Blowkart	210
35	S RILEY	Blow Hustler	210
151	A D BOYD	Korvette	210
213	G T BETT	Blow	210
16	A D MANCINI	Hustler	210
115	R J CAMERON	Blow	210
41	T WINTON	Blow	210
1	D A DUFFIELD	Blow	210
135	W C CLARK	Barlotti Monza	210
38	A D MATHIE	Korvette	210
80	J R THOMSON	Blow Victor	210
72	D J BOA	Blow Victor GT	210
162	A G KENNEDY	Sprint	210

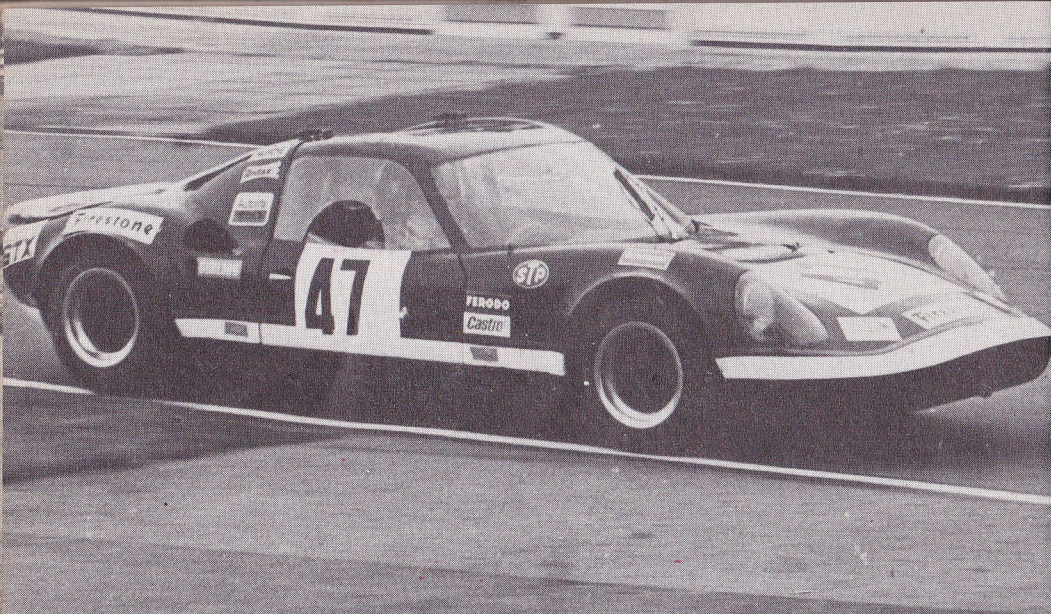
177
189

1st (£20) ...189... 2nd (£12) ...16... 3rd (£8) 4th (£5)

While there may only be 24 names listed opposite, please don't blame us if 60 Karts turn up! Whatever we seem to do has no apparent effect whatsoever — we regularly tell the Kart competitors to have their entries in by the closing date (some ten days before the Race Meeting) but it just seems that these blighters are more used to shoving their entries in at the last minute! By the closing date, therefore, all that we had were the 24 names listed opposite. At the time of going to press, however, we are reliably informed that there will almost certainly be twice that number, if not a full grid of 60 Karts!

As has been explained in previous Programmes, Karts are numbered on a performance basis. Thus, the faster drivers are awarded the lowest numbers and spectators can accordingly gain a good indication of which vehicles to watch out for merely by their low numbering. Having said that, all eyes will naturally be on number 1, David Duffield from Broxburn, West Lothian, who only recently clinched the British Championship. David is, accordingly, the British Kart Champion and it is refreshing to see not only him at this Meeting but also the Championship resting where it belongs (in Scotland)! Up against him, however, will be two of the leading English drivers, Peter Dugdale and Raymond Dawson. Doubtless the winner of the last two Kart events at Ingliston, Allan Smith, will also be present and you should therefore keep your eyes peeled for a "Formula 3 type" dice up at the front.





Almost certainly the winner today will be George Silverwood with the Chevron B19/21 driven last year by John Lepp. This is no slur on the driving capabilities of the other competitors in the race but, if one is honest, there is really nothing which can live with a B19 in this field.

Tony Charnell, with the Chevron B8, is perhaps the only man who could possibly do anything but his car is giving away several years to the bigger sports car and, barring mechanical or other accidents, the result must be a foregone conclusion.

Or must it? Tony Charnell is, after all, the leader of the Sheila Whyte Tankard Championship at present and he is not noted for any tendency to give up the ghost without at least having a good go first. Another ex-regular who makes a welcome return is Sandy Watson with his Clubmans Mallock U2 — this car, immaculately prepared, could well upset quite a few apple carts and there is just a possibility that he might be able to keep close enough to the B19's exhaust pipes to give him a chance of sneaking past at the end of the day. Nor must we forget that the Sar GT has an FVA powerhouse!

One name which has not yet been mentioned but which nevertheless always manages to cross the line up there amongst the front runners is that of Eddie Labinjoh, and his Fisher Spyder will be mixing it in no uncertain way with both Tony Charnell and Sandy Watson. And if Tony and Sandy are able to keep the B19 in sight, that will mean that he will be with it too! However, should the B19 disappear into the distance, spectators should look out for a thundering good dice behind it between the Clubmans Cars, Tony Charnell and the Fisher Spyder.

EVENT 7

5.40 pm

SPECIAL G T, SPORTS & CLUBMANS CARS

10 Laps

Over 1150 cc

1-5	G SILVERWOOD / Central Garage	Chevron B19/21	1800
	Mirfield Ltd	Chevron B8	1991
2-51	A CHARNELL	Lotus 7	1594
52	P MacNAUGHTAN	Mallock U2 Mk6B	1598
53	R MacNAB	Mallock U2 Mk8B	1598
54	M S ROSS	Mallock U2 Mk11B	1598
55	A G WATSON	Sar GT	1598
56	J R BLANCKLEY		
70	R. G. HENDRY	M.G. Midget	1275
69	M. HOPPERTON	M.G. Midget	1276
62	W. L. WOOD	M.G. Midget	1293

10 SEC PEN.

1st (£20) ... 5 ... 2nd (£10) ... 55(3) ... 3rd (£5)

Up to 1150 cc

3-57	E LABINJOH / J Fisher	Fisher Spyder	1100
58	D McDONALD / Marquis Motor Co	Diva 10F	1150
79	F. ABSALOM	GINETTA G4	1150
76	R. FORESTER-SMITH	GINETTA G4	1098
25	G. R. WILSON	M.G. Midget	1098

1st (£20) ... 57(3) ... 2nd (£10) 3rd (£5)

Bonus of £10 for the Fastest Lap to secs

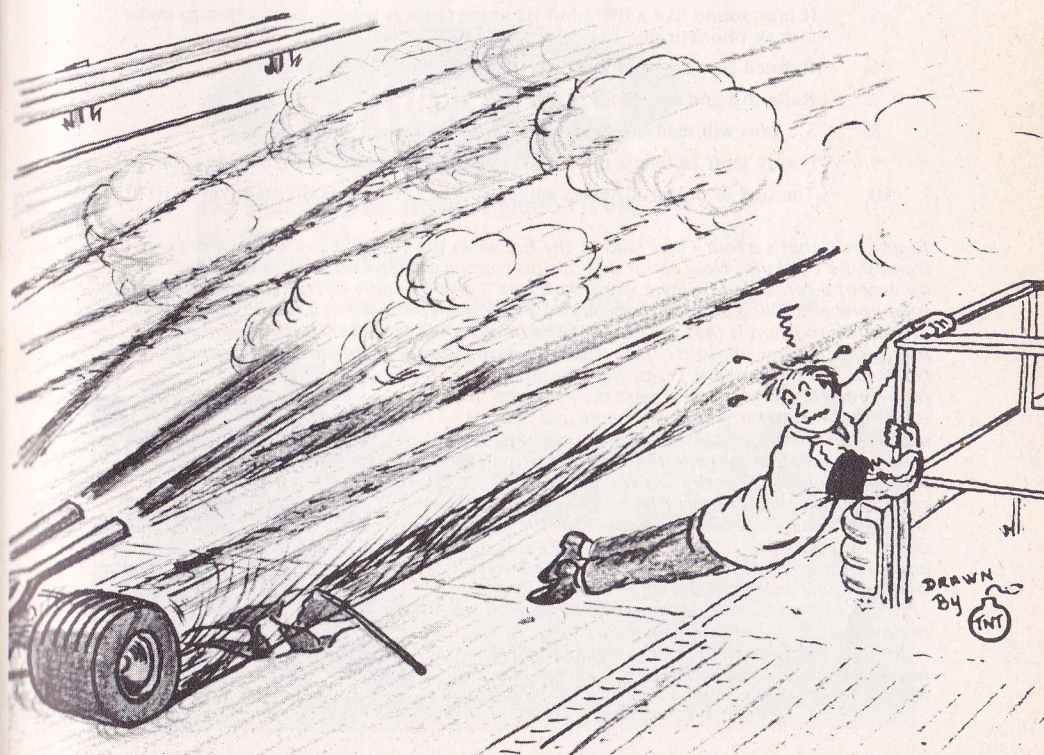
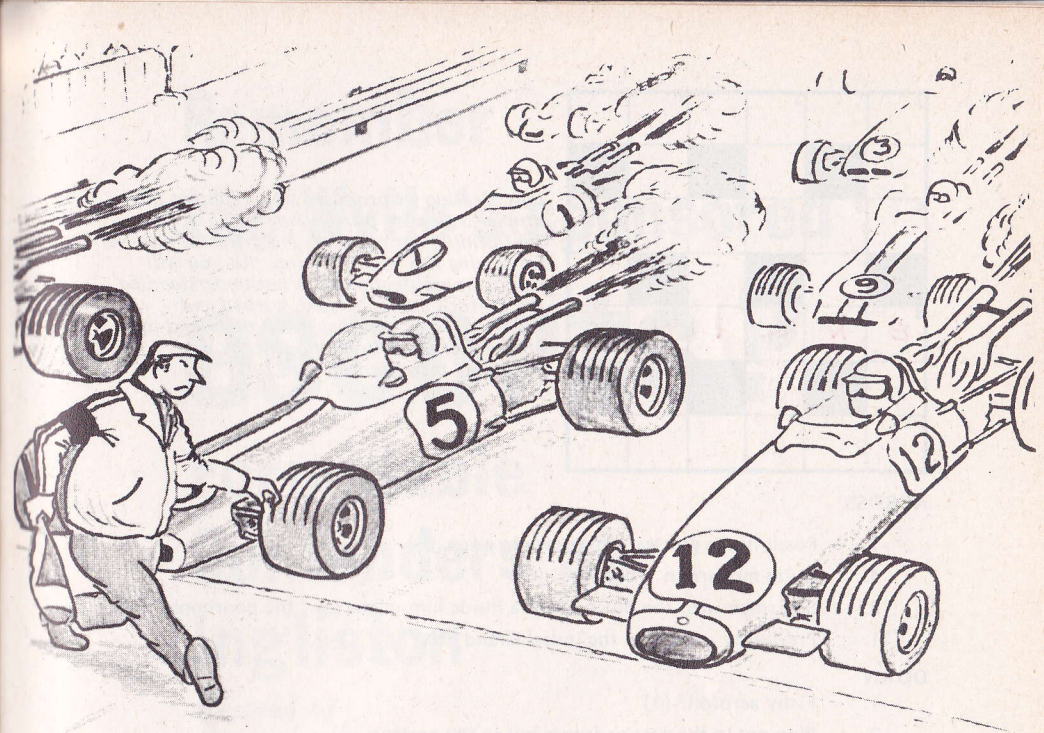
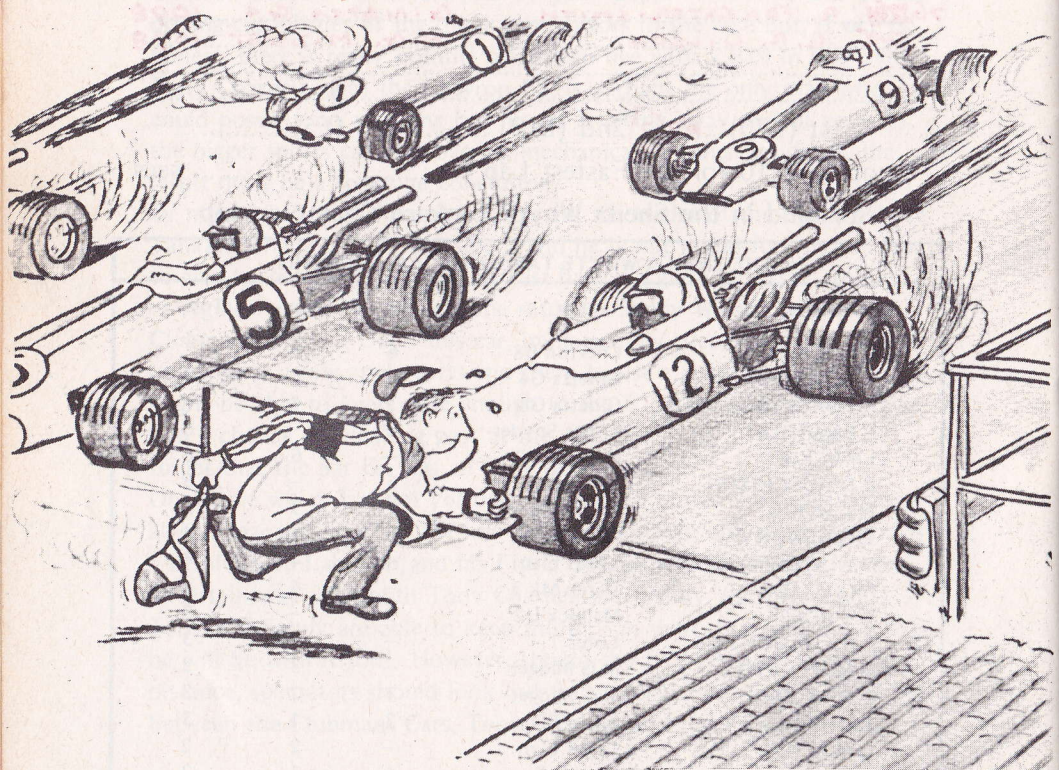
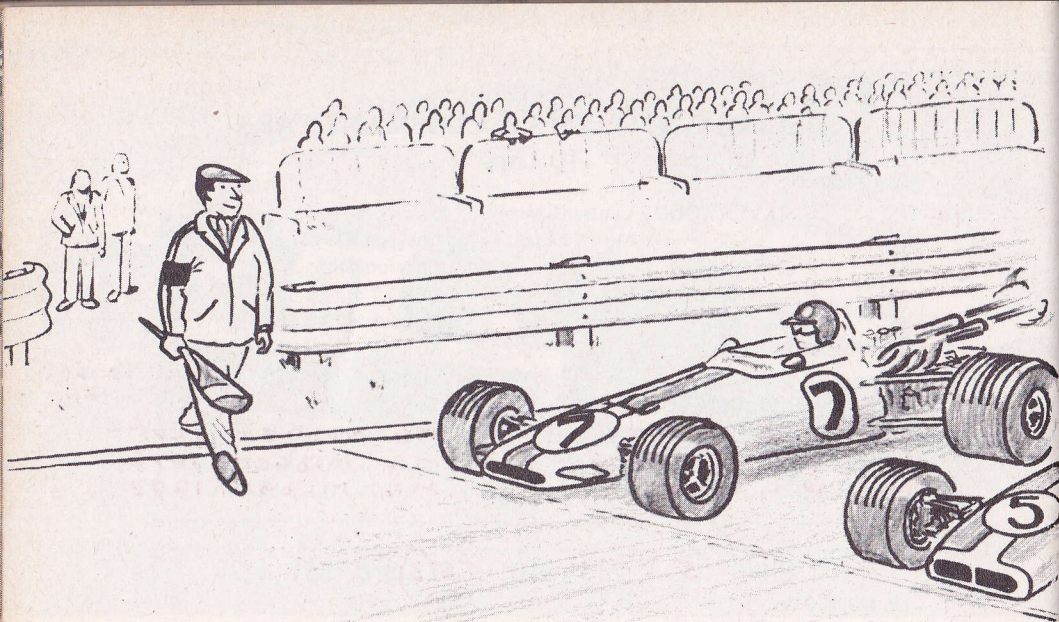
a round in the Sheila Whyte Tankard Championship

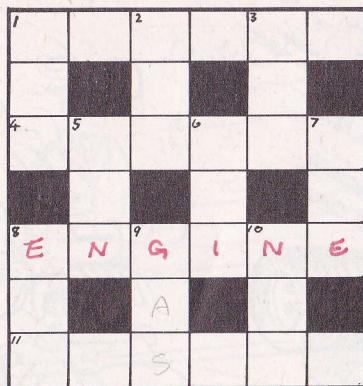
THE SHEILA WHYTE TANKARD CHAMPIONSHIP

Driver	Car	Apr	May	Total
A CHARNELL	Chevron B8	6	6	12
J ABSALOM	Ginetta G4	4	6	10
R FORESTER-SMITH	Ginetta G4	3	4	7
E LABINJOH	Fisher Spyder	6	—	6
J MACKIE	Mallock U2	—	6	6
R D HUTCHISON	A H Sprite	6	—	6
W L WOOD	M G Midget	2	3	5
R G HENDRY	M G Midget	4	—	4
M NUGENT	Lotus Elan	—	4	4
A COLLIER	Daren Mk 3	—	4	4
M S ROSS	Mallock U2	3	—	3
P MacNAUGHTAN	Lotus 7	—	3	3
M HOPPERTON	M G Midget	—	3	3
G R WILSON	M G Midget	1	2	3
J A HALL	Lotus Elan	2	1	3
D MORTON	Lotus Elan	—	2	2
D McDONALD	Diva 10F	1	1	2

Scoring: 1 for finishing plus, in each class, 1st 5, 2nd 3, 3rd 2, 4th 1. Best 4 scores count.

Prize Fund — £125 : £75 : £35 : £15





Last Meeting we promised you a simpler than simple Crossword puzzle and, for once, we are fulfilling our promise. No prizes whatsoever for solving this weak offering. All you will win is the satisfaction of at last understanding the Editor's nasty, twisted, warped and sadistic turn of mind (as it was described to him, rather unfairly he thought, by one frustrated puzzle unsolver in July!

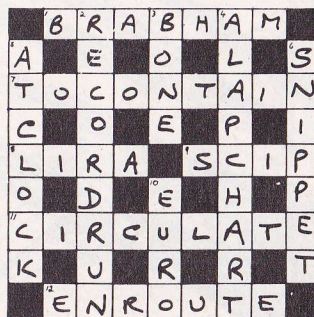
ACROSS

1. Possibly the greatest driver ever in a fog. (6)
4. Quite modern in whinstone. (6)
8. Scotsman with too much Geneva inside him might say "the poorhouse"! (6)
11. Previously overtaken the initial Grand Prix? (4,1,1)

DOWN

1. Fishy aerofoil? (3)
2. Won not in the past or future but in the present. (3)
3. Mobile yoghurt sliding uphill? (3)
5. It may sound like a BRM but its importance is wildly contracted to make money phonetically (3)
6. Refined company marketing 9 Down. (3)
7. Raise this and cry. (3)
8. S F fans will read our minds on this one. (3)
9. Handy stuff to feed a racer with and it comes out of the North Sea too. (3)
10. The sort of power 8 Across will deliver in a few years if you go on at it! (3)

Right then, that's a four - love lead to the Editor in the compiling of Crosswords and, frankly, he's fed up. How about one of you coming across with one for a change? Just by way of a carrot (a favourite word that!) we'll give a couple of free Grandstand tickets to anyone compiling and sending in a Crossword which is used in a future Programme. The only condition is that the puzzle must have some connection with Ingliston and motor sport. How about it? Just churn it out and pop it in an envelope addressed to National Bank Chambers, Duns, Berwickshire (not forgetting to stamp and post the envelope, that is!). Pop in a note of your own name and address and, if you're really lucky, the Editor might even send you an autographed letter of appreciation (for saving him hours of work). As for last month's crossword the answer is printed on the right. The winner of the free Grandstand ticket for the first correctly solved puzzle sent in (there only was one entry in the competition anyway - surely it wasn't that difficult) was John Brown of Station Road in Shotts. Seems like he's the only one of you whose brain works in a sane and logical sort of way. Although, John, as the immortal bard probably never said, "the whole world's mad except thee and me." Etc etc!



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THE INGLISTON COMPETITION

Nothing too mind-bending this month — just a few simple (we say that every Meeting) questions to test your undoubted knowledge of the Ingliston circuit. This time just cast your mind back (and remember, back is what we said) to the old agricultural days on the circuit when we called the corners by such incredible and, to those not familiar with the Royal Highland Show, incomprehensible names as Merchants', Farmers', Shepherds', etc. If Ian Scott Watson will pardon the artistic liberty about to be taken with an excerpt from one of the old Programmes, let's take a quick trip round the track with him in his +2. All you have to do is to supply the missing words!

"..... is flat out; don't need to brake for, just lift off momentarily to steady the car up and a quick flick left then right without touching the kerbs and one's just in time to line the car through, then, woops, over the bump while braking hard and hurriedly select second gear. Watch it for locking up the brakes and hold it as it drifts wide on opposite lock coming out of..... and then it's foot flat down and up to third before the anchors come on for that horrible feeling as you charge downhill and slither around the 90° righthander at, Now it's onto the fastest part of the circuit and, as it snicks back into third, comes the satisfied feeling that you've earned yourself a pint here for getting round that last corner!"

On the principle that you're not going to drive any further if you drink, that's all you're getting as regards a jaunt round the circuit this month. Were you able to name the corners, however? If so, do you know where "here" is? And, can you say where "here" was in relation to Ploughmans' on the circuit? Thought that would catch you out!!

ANSWERS to INGLISTON COMPETITION

The missing words were "Farmers", "Bakers", "Basses", "Those of you Foresters", "Gardners", "Gardners", "Shepherds", "Those of you who have driven before at Ingliston, doubtless remembering the bump at Gardeners' circuit since the bump was flattened out at the time of the extension to the circuit and, at the same time, Shepherds' changed from being a nasty 90° horror to being a gentle (and nasty) flat out curve. "Here", therefore, logically becomes Bakers', and those of you who specified the relationship between Bakers' and Ploughmans' obviously stopped for more than one pint! There isn't any! There was, of course, no Ploughmans' corner on the old circuit, this being created at the point where the extension rejoined the old circuit just below Bakers' at what is now the Lefthander.

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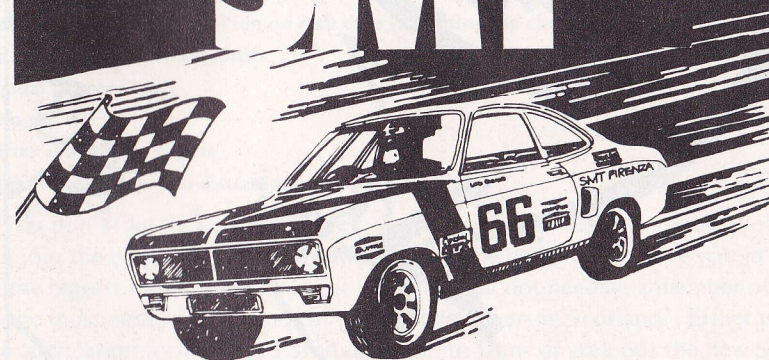
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FOR THE ATTENTION OF NON — MEMBERS

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

Discounted season tickets at Ingliston

Regular Club News (presently incorporated in "Top Gear", Scotland's Motoring Monthly)

Cheap (Scots, take note) family membership

Use of the MacRobert Pavilion on race days (including the club bar)

Communion with fellow spirits

Annual Dinner Dance

Film show

Natter and Noggin Nights

Other social events and discussions planned

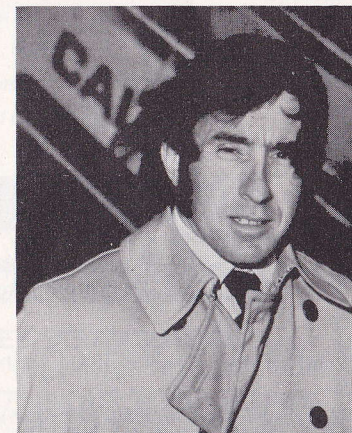
If you don't like these benefits, well, we are not particularly worried if you do not join the club; if you do, however, we shall be delighted to have you in one of the biggest motor clubs in Great Britain. Why not become a member of one of the most enthusiastic bands of motor sport lovers in Scotland?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

JACKIE

STEWART

SMRC's President
and

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

of

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.....

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

...../...../ 72

Signature, please

(Please tick appropriate boxes)

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☐ I would like to pay future subscriptions by Bankers Order

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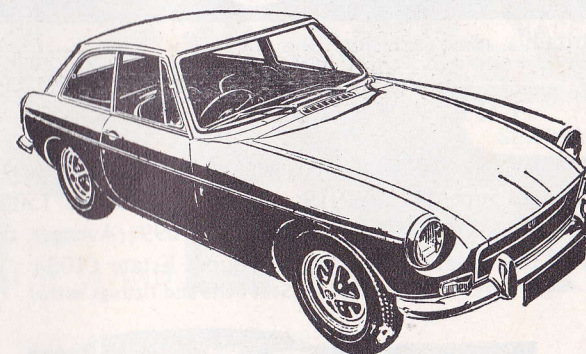
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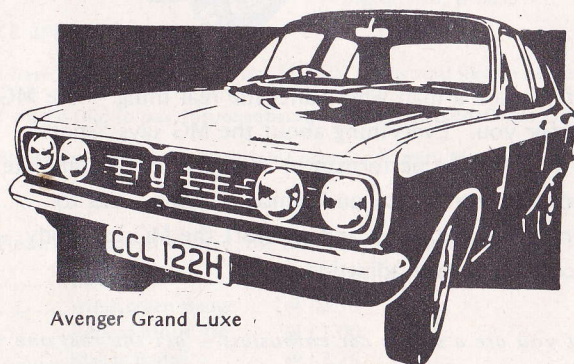
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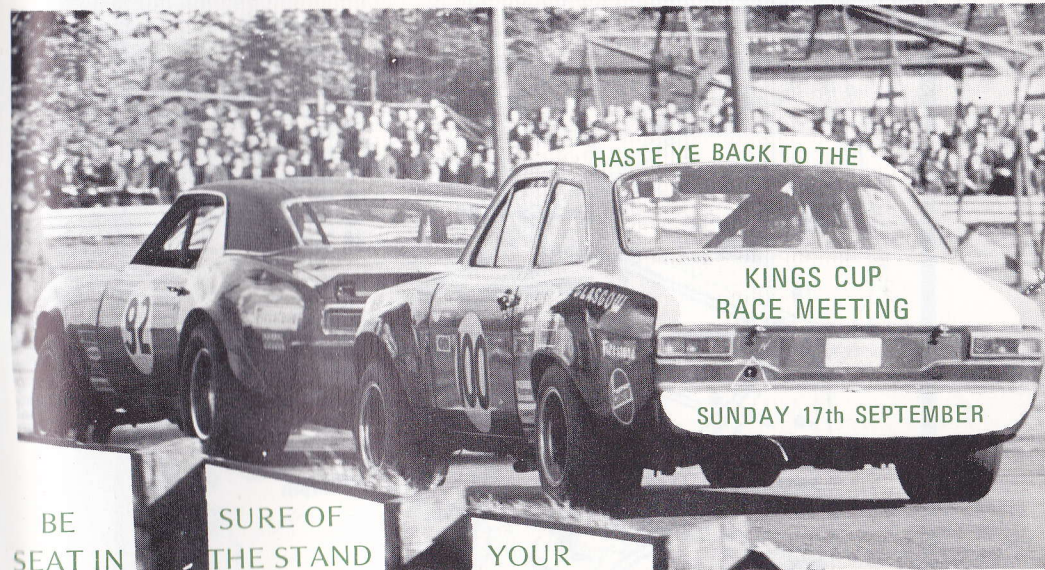
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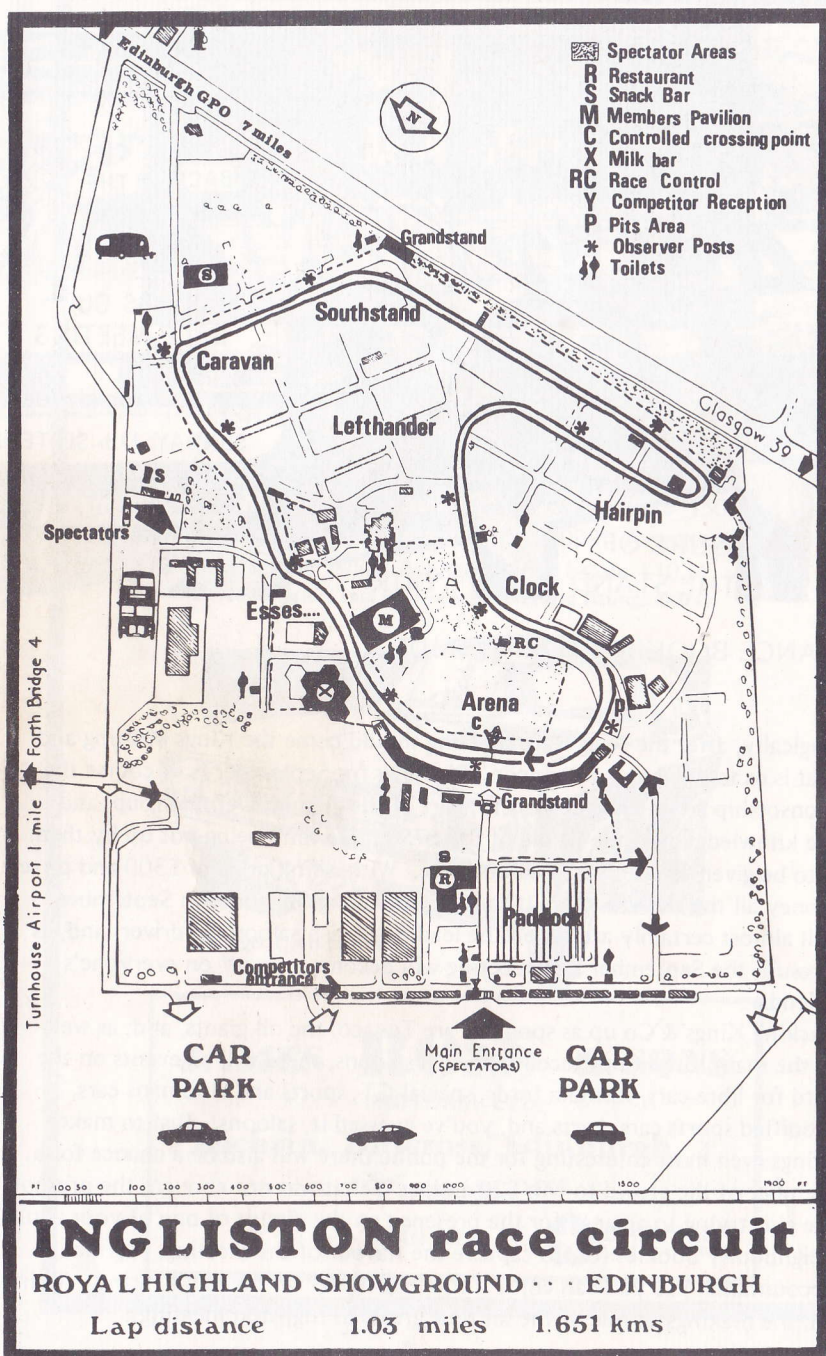


ADVANCE BOOKING FORM INSIDE

Logically, after the Aces Race Meeting should come the Kings Meeting and that is exactly what is to happen. Big news for September is of course the sponsorship from Kings & Co Ltd, part of the Tarmac Derby Group, and the knowledge that the whole of the £750 prize fund being put up by them is to be given to one special saloon race. With a first prize of £300 and prize money all the way down to 10th place, the Kings Cup race in September will almost certainly attract all the leading British saloon car drivers and, as a result, the September race meeting will become a 'must' on everyone's calendar.

Backing Kings & Co up as sponsors are Texaco, the oil giants, and, as well as the main Kings Cup Race for special saloons, there will be events on the card for libre cars, formula fords, special GT, sports and clubmans cars, modified sports cars, karts and, you've guessed it, saloons! Just to make things even more interesting for the public there will also be a chance for a member of the crowd to win £20 and, as if that was not enough, the promoters are also trying to arrange for the presence on the circuit of one of your actual neighbourly bookies (or, to capture the flavour of the meeting, "tarmac accountants") so you can enjoy a friendly flutter on the day's racing. All in all, the makings of one of the all time greats in Ingliston meetings.

DON'T FORGET — INGLISTON — Sunday 17th SEPTEMBER — 2.00 pm



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