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THE



TROPHY
RACE MEETING

15th OCTOBER 1972

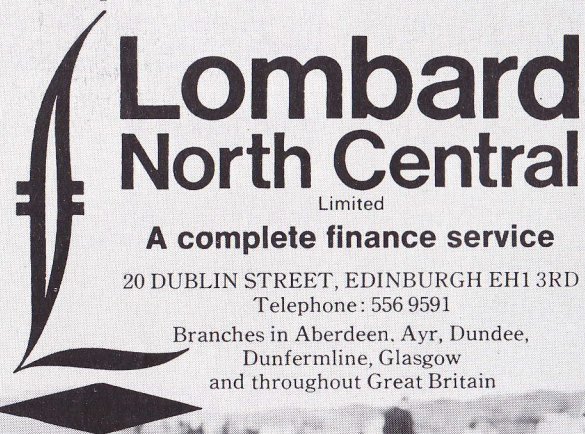
Official Programme 20p.

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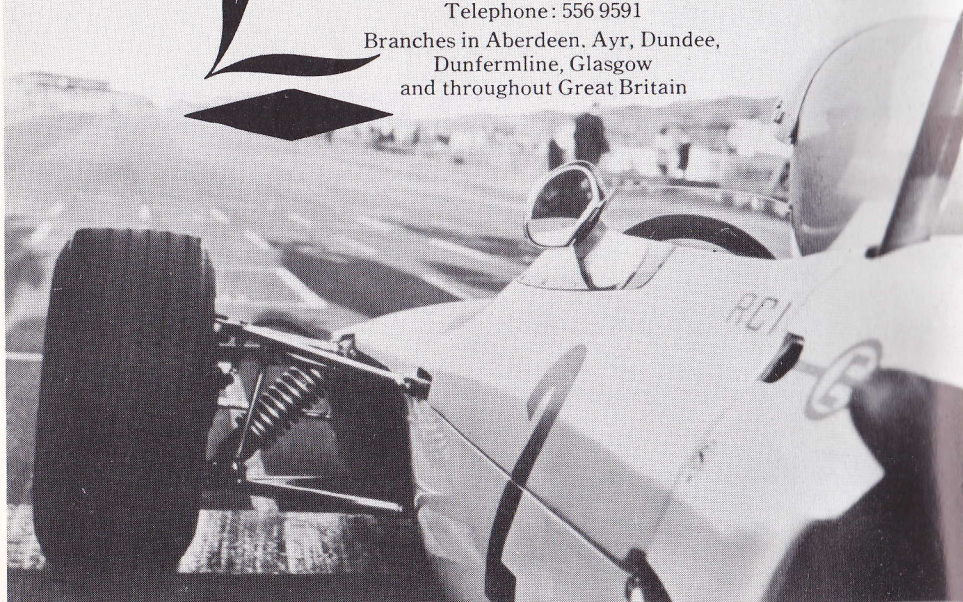
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INGLISTON LAP CONVERSION TABLE

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	46.6	79.57
Under 1000 cc	R SCOTT	Chevron B15	50.7	73.14
FORMULA FORD CARS				
	N R GINN			
	D MACLEOD			
	G CUTHBERT	Lotus 69F	54.0	68.67
	J POLLOCK	Crossle 20F		
SPECIAL GT and SPORTS CARS				
Over 1600 cc	J MILES	Chevron B19	48.7	76.14
Under 1600 cc	E LABINJOH	Fisher Spyder	53.2	69.70
Under 1150 cc	E LABINJOH	Fisher Spyder	53.2	69.70
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	56.2	65.98
SALOON CARS				
Over 1300 cc	G BIRRELL	Ford Capri RS	54.2	68.41
1001-1300 cc	E M SMITH & E PATERSON	Mini Cooper S Colvend Mini	57.0	65.05
Under 1000 cc	S A BELL	Mini Ford	55.4	66.93
OUTRIGHT LAP RECORD				
	G BIRRELL	March 722 Ford	46.6	79.57

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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.

We look forward to seeing you again in 1973 at the first of the new season's 6-meeting programme on 15 April.

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

Official Entry Form

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.

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)

Name

Address

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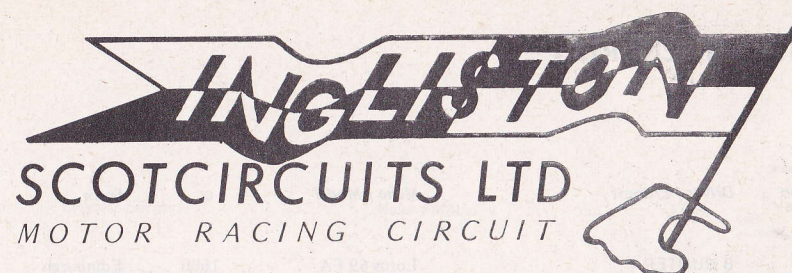
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Deputy Chief Marshal	J ROBERTSON
Chief Observer	R TRAILL
Chief Flag Marshal	J A MILLAR
Chief Track Marshal	I A DOUGLAS
Chief Medical Officer	Dr A M HORNE, TD
Chief Paddock Marshal	E R HERRALD
Chief Spectator Marshal	D McLAUCHLAN
Chief Grid Marshal	G MONTGOMERY
Starters	J W MACMILLAN & W STRUTH
Chief Crossing Marshal	A DICK
Chief Pits Area Marshal	P POOLE
Chief Timekeeper	Dr L JAMIESON
Chief Scrutineer	W CLELAND
Chief Lap Board Marshal	G KERR
Commentator	J W McINNES
Secretary of the Meeting	A M LAMB
Competitor Reception	E D HODGES and J GOOD
Results Processors	M MALCOLM
Judges of Fact	L BROWN, A BARCLAY, and E LIDDELL
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This meeting is held under the International Sporting Code of the F I A and the General Competition Rules of the R A C, the Standing Supplementary Regulations of the R A C and the additional regulations and instructions issued by the Club. Permit No RS/7888



THE NAIRN TRAVEL TROPHY MEETING

Sunday, 15th October, 1972

organised by

THE SCOTTISH MOTOR RACING CLUB LTD

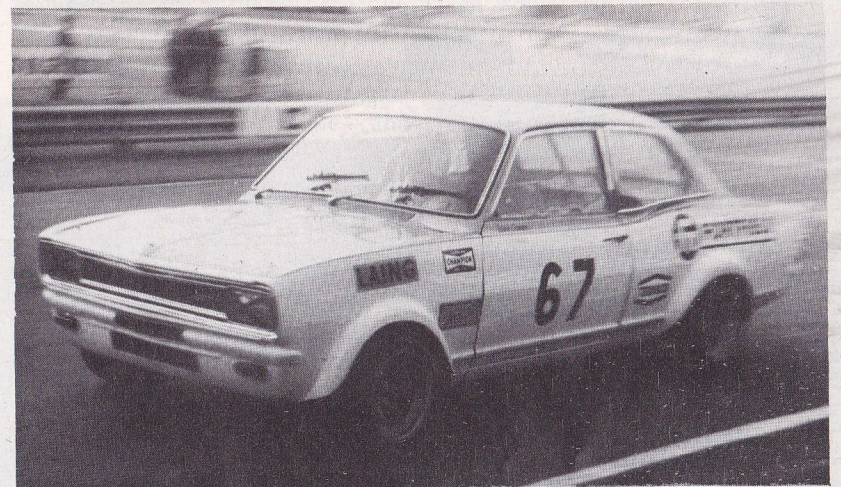
PROGRAMME & TIMETABLE

Scrutin. before a.m.		Practice Time a.m.	Event Time p.m.
	The Golden Lions Free-fall Parachute Display Team		2.15
8.45	The Alex Beith Trophy Race for Special Saloon Cars up to 1000 cc — 10 Laps	9.45	2.30
9.15	Formula Ford Cars — 12 Laps	10.15	2.55
9.45	The Army in Scotland Trophy Race for Special Saloon Cars over 1000 cc — 10 Laps	10.45	3.20
10.15	The Doune Cup Race for Historic Racing Cars 12 Laps	11.15	3.45
10.45	The John Player Special Trophy Race for Special GT, Sports and Clubman's Cars — 12 Laps	11.45	4.15
11.15	THE NAIRN TRAVEL TROPHY RACE for Libre Cars — 20 Laps	12.15	4.40
	Presentation of Trophies		5.00
	Special Saloon Cars — Final (the deciding round in the Hartley Whyte Scottish Saloon Car Championship) — 15 Laps		5.15
	Luncheon Interval	1.00	
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 HUNTER	Lotus 69 FA	1600	Edinburgh
2	J BLADES	Lotus 69 BDA	1600	Whitley Bay
3	J POLLOCK	Lotus 69 FVA	1594	Carrickfergus
4	B NELSON	Crossle 22F FVA	1594	Hillsborough
5	D BERRY	Brabham BT16/21B	3500	Colwyn Bay
6	P McGARRITY / Savoy Motors	Lotus 69	1598	Belfast
7	E LABINJOH / J Fisher	Fisher Alfa	1900	Edinburgh
8	A C GOODFELLOW	Cooper T90	5000	Falkirk
14	B HARRISON / Thistle Metalics Ltd	Vixen Imp	998	Glasgow
15	K ALLEN	Chevron B15	997	Carlisle
19	J MacGILVRAY	Crossle 20F	1600	Lerags
20	A R SHARPE	Lotus 51	1600	Larbert
21	G CUTHBERT	Lotus 69F	1600	Dundee
22	D S LANGLEY	Crossle 20F	1600	HorneyCommon
23	C HANSEN / AB3 Racing Developments	Merlyn Mk 20A	1600	Coventry
24	H ACHESON	Merlyn Mk 20A	1600	Cookstown
25	D STEEDMAN	Mistry Ford FF1	1600	Linlithgow
26	C MacLEAN	Hawke DL2B	1600	Alness
27	A WILSON	Titan Mk 6	1600	Dumbarton
28	J POLLOCK	Crossle 20F	1600	Greenisland
29	G TODD / Pinkie Mains Farm / McGregors Animal Feeds	Brabham BT28	1600	Edinburgh
30	K MILLAR	March 708	1600	Currie
31	S LAWSON	Hawke DL2B	1600	Kirkliston
38	A CHARNELL	Chevron B8 BMW	1991	Balerno
41	M S ROSS	Mallock U2 Mk 8B	1598	Monifeith
44	E LABINJOH / J Fisher	Fisher Spider	1100	Edinburgh
45	D McDONALD / Marquis Motor Co	Diva 10F	1098	Gorebridge
46	M OFFLEY / T Harrison	Lotus XI Le Mans	1098	Warrington
47	R HUTCHISON	A H Sprite	1293	Glenrothes
48	M NUGENT	Lotus Elan	1800	Pomeroy
49	J A HALL	Lotus Elan	1558	Edinburgh
50	R G HENDRY	M G Midget	1275	Edinburgh
51	D MORTON	Lotus Elan	1598	Dunkeld
52	A O NORTH	M G Midget	1293	Lisburn
53	Miss J K DOBBS	M G B	1798	Carrickfergus
54	T N THOMSON	Jaguar 'E' Type	3781	Wishaw
55	M HOPPERTON	M G Midget	1340	Inverary
56	A SOUTER	Lotus Elan	1598	Dundee

No	Driver / Entrant	Make / Model	cc	From
58	R FORESTER SMITH / Marquis Motor Company	Ginetta G4	1098	Gorebridge
59	J ABSALOM / C Shutt	Ginetta G4	1150	Morpeth
61	B MUIR / Wiggins Teape Ltd	Ford Capri RS2600	2940	Pershore
62	L HICKMAN / Gerry Edmonds Racing	Ford Escort BDA	1800	Albrighton
63	A D NIVEN / Celtic Homes Ltd	Boss Escort	5700	Whitsome
64	C BRADLEY / D A Harris	Ford Escort TC	1800	Glasgow
65	W N A DRYDEN / S M T	Vauxhall Firenza	2500	Edinburgh
68	D DONNELLY / Donnelly Motors Ltd	Vauxhall Viva HC	2300	Dublin
69	F GUNN	Arden Cooper S	1293	Milngavie
70	E M SMITH	Mini Cooper S	1293	Carlisle
71	J PINKERTON	Mini 1300	1300	Glasgow
72	J DRYDEN	Longman Mini	1298	Lundie
73	J A S VEITCH	Mini Cooper S	1293	Edinburgh
80	S BELL / Cosmo Entertainments Club	Mini / Ford	997	Carlisle
81	B BORROWMAN / Sports-Tune / Moir & Baxter Ltd	Mini Cooper S	999	Edinburgh
82	A FLEMING / A Wilson	Mini Cooper S	999	St Monance
83	R LECKIE	Chamois Coupe	998	Aberdeen
84	D FISHER	Hillman Imp	998	Dunoon
85	A SELLAR	Mini Cooper S	999	Burntisland
86	W G DONALD	Hillman Imp	998	Tarland
87	A BARTON	Mini Cooper SCA	997	Newcastle
88	N D SMITH	Mini Clubman	999	Aberdeen
89	J C FYDA	Agra Imp	998	Dundee
90	P M PITMAN	Mini Cooper S	999	Kirkcudbright
91	G WINDRUM	Hillman Imp	998	Belfast
1	B KAIN	1929 Bugatti 35B	2262	Atworth
2	R POTTER / A McKechnie	1955 Connaught B7	2500	Cirencester
3	J D ABSON	1935 Lagonda Rapier	1485	Epping
4	W R G MORRIS	1936 E R A 'B' Type	1488	Leafield
5	K KNIGHT	1935 Riley TT Rep	1496	Storrridge
6	J W S ROBERTS	1952 Cooper Bristol	1971	Warfield
7	H E MOFFATT	1934 E R A R3A	1488	London
8	J V LLEWELYN / H E Moffatt	1935 E R A R4A	1991	London
9	A G MURRAY	1934 E R A 'A' Type	1496	Bunny
10	R FIELDING	1937 Maserati Type 6C	1493	Forres
11	R PILKINGTON	1953 Cooper Bristol	1971	Dittisham





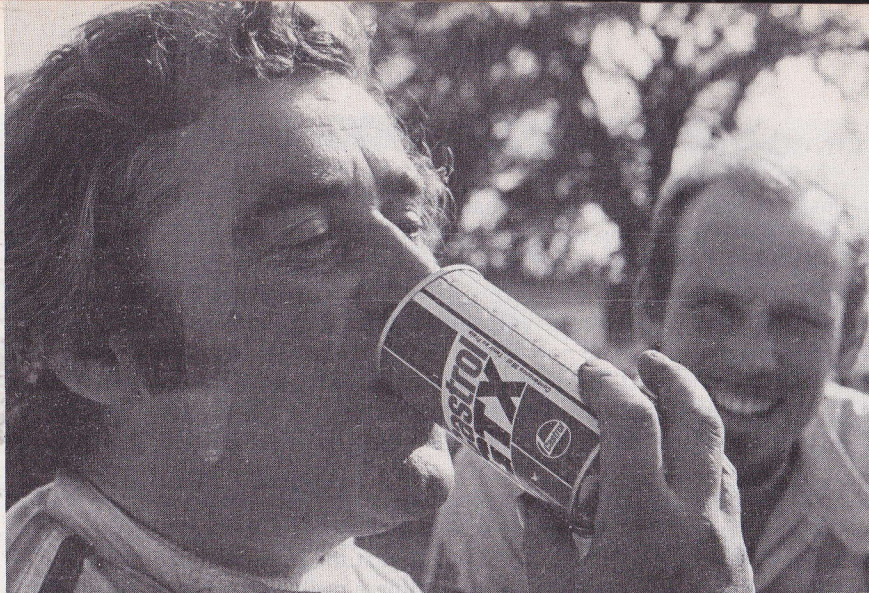
INGLISTON NOTES

Just to remind you (in case you had forgotten) that there is a "Photograph of the Year" Competition with a first prize of £10 and second and third prizes of £8 and £7 respectively. Turn to page 6 of this programme for further details and the official entry form. Those of you who have been amassing photographs throughout the year should note to let us have your entries at the earliest possible date now since you will appreciate that the printers will be finding time short if a quality calendar is now to be produced. How about it, then — let's hear from you with those remarkable photographs. And you will find an advance order form for the Ingliston Calendar of 1973 on page 52

And talking of remarkable photographs, Colin Lourie (the one-time regular programme photographer) was again lurking about at the last meeting and he submitted some of the best shots yet taken at the Ingliston circuit. Indeed, so good were many of these that, although there really was not space for them all in this programme, we deliberately extended the programme to allow their use on pages 12 to 14. See whether you can pick up the "Lourie" style in other parts of the programme — and having said that, there are no prizes for guessing the photographer who took the shot of the Chevron B8! All in all, a first class batch of photographs and very much the type of thing for which we are looking for the Ingliston "Photograph of the Year" Competition. (Hint, hint, Colin.)

Not only did we receive a batch of first class photos from Colin Lourie, but we also, at long last, had a superb response to our repeated bleats for help with the Ingliston Crossword. So much so, in fact, that we have even been able to print three crosswords in this programme — that should surely be sufficient to keep you all going over the winter before the next motor racing season starts! Many thanks, therefore, to all of you who gave a hand; let us only hope that we can count on a similar response in coming years!

And speaking of support from the public, we have also at long last had some response to our plea for your "moans and groans". Not that these are in fact too "moany"! B. McDonald, for example, approves of the "sidelines" we arrange like "idiots leaping out of planes, etc, little competitions and especially the prizegivings with the interviews". He would also like to see more driver interviews between the racing if this can be arranged. While the latter suggestion does have a lot of merit, the problem will always remain one of time — if interviews are held between each race there is a chance that the programme could fall badly behind schedule. Those in the main grandstand should always remember too that, while they can hear and see the interview, the spectators at the back of the circuit (and in the South Stand) are unable to see what is happening and to them all they can hear is a rather unintelligible murmur.



"Mind you, Jimmy, you'll find it all comes unstuck on the corners!"

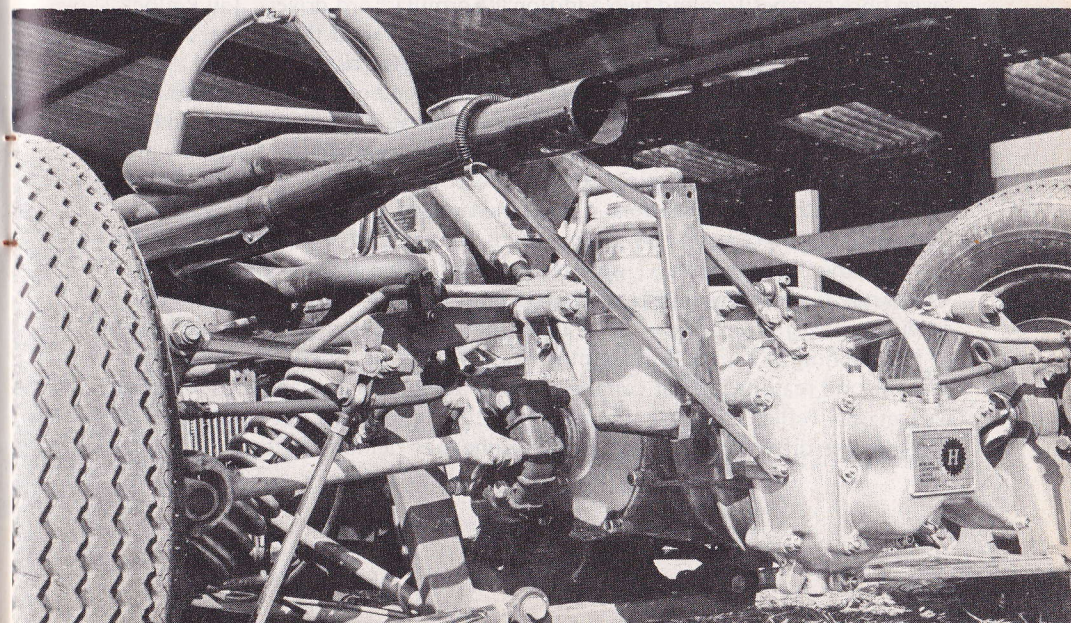
Mr McDonald's main moan was, however, that he was unable to gain admission to the Paddock in September due to the fact that all the Paddock Passes were sold out. Surely there is a moral here for S M R C — print more passes! Perhaps, if we do so, we may become the perfect circuit to Mr McDonald since he states that, although he has never been to a completely perfect one, "for spectator facilities and interesting racing Ingliston is certainly one of the best".

David Guild, on the other hand, finds that one of his pet hates is pulling up behind a driver in the right hand lane at either traffic lights or at a junction only to find that he indicates a right turn after the lights change! Surely this is really a matter of judgment — and if you are anything like the Editor you always judge wrong! An extension of this pet hate occurs when waiting to turn on to a main road from a side junction. The car coming towards you slows down dramatically and then, after it has actually turned into your road, it helpfully gives a left hand signal! As David Guild rightly points out, the whole intention of having indicators is to give other motorists advance warning and that intention is completely defeated if drivers do not use their indicators correctly. Just for interest's sake, however, what about the case where a driver does come along towards you on the main road with his left indicator showing when you wish to turn out of the side road on to the main highway. Are you justified in so turning, relying on his indication? Watch how you answer that one since there could be circumstances which would render you to be driving without due care and attention should a collision occur as a result of your pulling on to the main road, the other driver failing to turn left as indicated. Remember, indicators on cars can fail and one of the most common failings is for them to forget to cancel themselves!

David does go on with a good point, however, when he mentions the problems found up in the Highlands on the single track roads. Since he has a cottage in the North, David can speak with some authority and he finds it infuriating to catch up with a slower car (or a tourist?) who instantly becomes "mirror blind". Having had experience of the Highlands and of single track roads, the Editor would agree with David that most drivers up North are very considerate indeed, pulling in at the nearest passing place to let one through. However, there are the odd morons who seem to suddenly get a Stirling Moss complex and who find it just a bit too humiliating to pull in to let you past. Once again, however, the only cure is to sit back, seethe quietly to oneself and switch on the radio and try to forget it.

While on the subject of moans, many of you may well have been disappointed at the turnout for the last Ingliston meeting when, on paper, we had two of the best saloon and libre races yet to hit Scotland. By the time the cars assembled on the grid things were an awful lot sorrier and you can rest assured that you are not the only disappointed ones! Rather than taking the saloon car event (which did manage to assemble a full grid) let's just take a look at what happened in the libre race and analyse the drop-out. The published entry was of fifteen single-seaters but there fell to be added to this a further four late entries, making a total of nineteen cars competing for fifteen available places on the grid, no less. Before race day itself only one car withdrew for mechanical reasons, that being George Silverwood with the Chevron B19. On the morning of the race itself withdrawals were received from Andy Goodfellow and John Calvert (and in neither of these cases was any reason given) as also

The nether end of Jay Pollock's record-holding Crossle 20F.

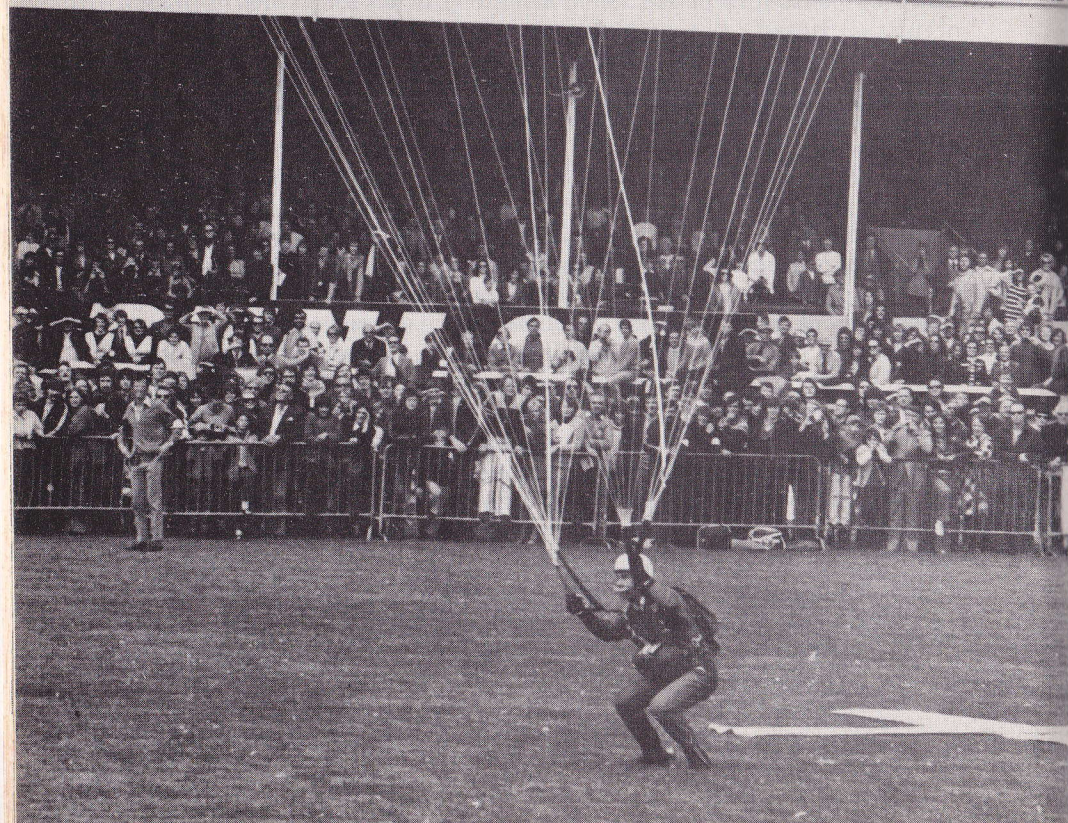




from John L'Amie and Tommy Reid, both of which were unable to come for mechanical reasons. Bob Snelson, Derek Palmer and Geoff Todd all failed to put in an appearance and in all of these three cases no notification was given to the organisers. After practice in the morning we lost a further four cars in the shape of Bernie Hunter, Eddie Labinjoh, Bob Rae and John Barr and this left only seven libre cars for the grid. The organisers accordingly invited a further seven Formula Fords to take part and, as the time for the race drew near, a certain amount of finger crossing and nail biting took place up in Race Control. In all, nine cars came up for the race — these included the remaining seven libre competitors and two additional Formula Ford drivers, Jay Pollock and Dave Langley. All was not done however for three of these drivers were unable to start. After the warming up lap Patsy McGarrity discovered a leaking diaphragm in his fuel injector system while, even before getting on to the track for the warming up, Johnny Blades found that all of his brake fluid had leaked through a split in a T-junction. Dave Berry too shed the fan belt which had come off earlier in practice, putting him out of the race. The net result was a race with only six starters — that is, six out of a possible twenty-six! In many cases there were very good reasons for not competing but we wonder just why the “non-appearers” were not present? What too was the problem with Andy Goodfellow and John Calvert (although we do give these two due credit for advising us of non-appearance, John Calvert even going to the length of telegraphing us on the Sunday morning)? It may be, of course, that they all had good reasons for not coming — in the absence of explanations, however, we can only reflect that an extra five cars on the grid might have made a considerable difference to what became a one man demonstration.

The Historic Car Race today will naturally throw our minds back to the past and, while wandering down memory lane, let's not forget that the second National British Race Meeting to be held at Inghlston in October 1965 was sponsored by Lombank Ltd the finance company. Lombank were indeed involved in the Inghlston circuit even before that date and their support over the years has been both gratifying and, we hope, of mutual benefit to both them and the circuit. It is particularly appropriate to recall their sponsorship through the years (they sponsored a Race Meeting — usually the October one — in each of the past six years) since today sees the final round in the new Lombard North Central Libre Championship. At the end of last year Lombank ceased to exist as such and became a part of the new banking group “Lombard North Central Ltd”. With the withdrawal from sponsorship of Major Thomson at the same time Lombard stepped in to back the circuit's premier championship and this must now surely be one of the most financially rewarding at any of the British circuits (bearing in mind the number of races involved). That the competitors also thought so has been evident throughout the season, the competition having been particularly fierce in the first four meetings this year to amass championship points. Naturally, our appreciation goes to Lombard North Central and their Scottish General Manager, Mr Gordon F Skilton, for their and his continued support and we sincerely hope that this, perhaps the longest association in the circuit's history, will continue for many years to come.

Answers to the Inghlston Crossword
Across : 1. J. Y. Stewart's; 5. Yore; 7. Oust; 9. Slot; 11. Noire; 12. Titan;
 14. R.S.A.C. (?); 15. Dent; 16. Lumo; 18. Sedric Bell.
Down : 1. Jay; 2. The Starter; 3. A Motor Club; 4. Sit; 6. On Time;
 8. Scream; 10. On; 13. N.S.; 15. Des; 17. Oil.
Answers to the Crosswords on page 22
A Across : 3. Titan; 5. Grid; 7. Sublime; 8. Inghlston; 11. Ovation;
 14. Wood; 15. On the.
Down : 1. Age; 2. His; 4. Armco; 6. Dull; 9. Niven; 10. Slow;
 12. Non; 13. Add.
B Across : 1. Inghlston; 6. Tan; 7. Slow; 10. Epee; 12. Prowess;
 13. Battery; 17. Spat; 18. Tens; 20. Exe; 21. Edinburgh.
Down : 2. Nil; 3. Stewart; 4. Tape; 5. Ones; 7. Stubbs; 8. Op;
 9. Written; 11. Espys (Ouch!); 14. Ape; 15. Taxi;
 16. Ye; 19. Nag.

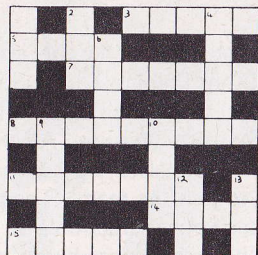


Wind conditions permitting, the first item on the programme this afternoon is a Free-fall Parachute Display by the Golden Lions Display Team which was formed in 1969 to promote interest in the sport of free-fall parachuting and to assist recruiting for the Regiments of the Scottish Division. All the team members are volunteers and it appears that there are always other members of the Scottish Division under training ready to join the team. The parachutes used by the Golden Lions are Para Commander Sport Parachutes of 24 feet in diameter, each of which costs about £200. These chutes are highly manoeuvrable and the jumpers can achieve a high degree of accuracy with them. There are 36 slots cut in the canopy to provide drive and steerage and accordingly it is possible, on a calm day, to travel across at 10 or 12 mph, brake the chute and drop vertically or stall the parachute and go very slowly backwards. On a windy day, however, the jumper will turn and face into the wind in order to have a soft landing.

So that they can easily be seen from the ground, the jumpers will leave the aircraft with smoke canisters attached to their ankles. These canisters leave a trail of coloured smoke which enables you, the spectator, to see not only the jumpers, but also the manoeuvres they carry out in free-fall. During the free-fall phase of their descent, the jumpers reach a terminal velocity of 120 mph but, when tracking (that is, travelling diagonally across the sky) speeds of 180 mph can be reached. As well as tracking the jumpers can perform aerobatics such as front loops, back loops, left and right turns, side rolls and linkups with other jumpers.

The coloured cross which will be laid out in the centre of the arena is not a target, it is a guide to jumpers. By looking at it from the aircraft they can tell from which direction the wind is coming and its speed. It also serves as a means of communication between the ground controller and the jumpmaster. In other words, by laying the panels out in a certain way the ground controller can tell the jumpers to stay in the aircraft if it is necessary. Should the wind increase to over 15 mph jumps are cancelled in the interest of the safety of both jumpers and spectators alike and the panels can be used to tell the jumpmaster to cancel the jump and land with the plane in this event. For demonstration purposes, the jumpers do not try to land on the cross — the idea is to land around it. The reason for this is that to land on a precise spot often involves unorthodox landing techniques which, unless made on special areas, can lead to serious injuries.

With a total number of 2303 jumps made by the Golden Lions Team up to December of last year, today's display should be a polished and professional event. The parachutists dropping will consist of 4 members of the team, led by Corporal Patrick McGuire of the Argyll and Sutherland Highlanders, ably backed by Privates George L Falconer (King's Own Scottish Borderers) and Willie Holmes (The Black Watch) and Lance Corporal "Scouse" Cameron (Queen's Own Highlanders).



R F Ellis

Just to give you all something to do over the Winter lay off we publish a further two contributed crosswords. Both are remarkably easy (it's easy for Ed. to say that having seen the answers) but they do have the merit of filling this page without further effort. Have at it then!

Across

3. Strong man in a Formula Ford Car
5. See 15 across
7. Under a Citrus Fruit, or how bad can these clues get?
8. Just seven miles from the Post Office in Edinburgh
11. Spectacular driving by 9 down often gets the crowd to stand up and cheer, over the station
14. Would you make a chassis out of this? Marcos used to
- 15 and 5 across. I should be in the middle of Neil Ginns car, just before the start 2,3,4

Down

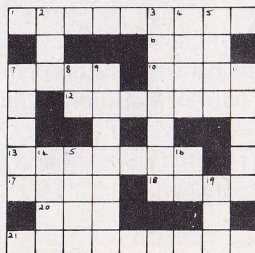
1. Ever increasing the rearranged front part of an eagle
2. It belongs to him
4. A stout safety aid, in one of your limbs and company
6. Processional races tend to be overcast
9. Escorting German no with a vee, sideways
10. Worms don't make fastest lap time
12. De Gaulles strict refusal, in French no nonsense
13. Summing up a mixed up dad

Across

1. THE Racing Circuit
7. This driver hasn't a look in!
12. A winning quality
17. Old fashioned ankle warmer at the race
20. X equals a river
6. Brown by exposure to sun
10. A sword in France
13. No car is good without one
18. Ten of these make one hundred
21. THE Capital City

Down

2. Nothing at all
4. Found between winning posts
7. None of these in the pits Please!
9. Not by word of mouth
14. Imitated
16. You in olden days
3. He's the Greatest
5. A messed up nose
8. A short operation
11. Catches sight of
15. Not allowed on the circuit
19. Equine racer



A G Cumming



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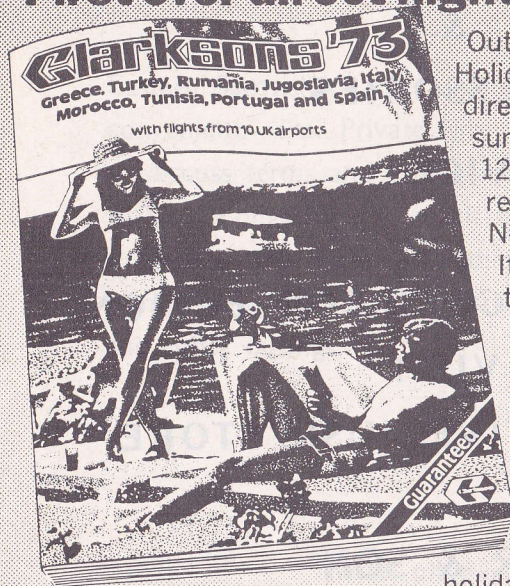
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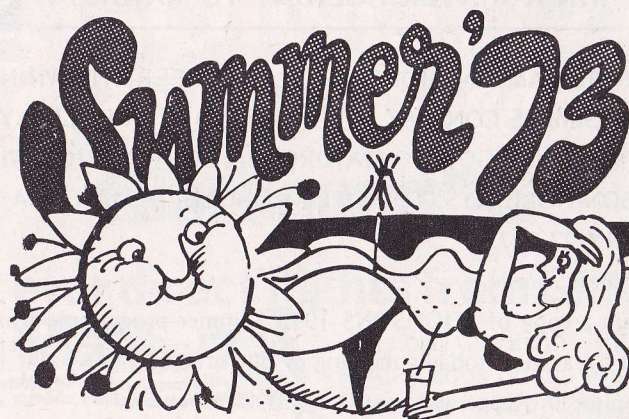
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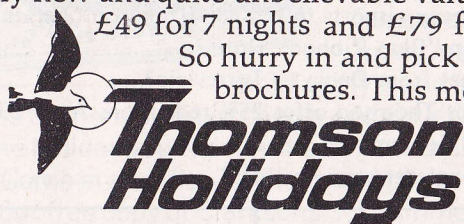
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W N A Dryden	9	1	2	9	9		30
S A Bell	-	9	-	9	9		27
E Labinjoh	9	-	6	6	6		27
M Hopperton	-	2	9	9	6		26
A Charnell	6	9	2	-	9		26
J Pollock (Libre)	-	6	9	6	4		25
J C Fyda	6	6	3	6	4		25
J Pollock (FF)	9	6	9	-	-		24
J Absalom	4	3	-	6	9		22
A D Niven	-	6	9	6	-		21
A Barton	9	-	6	-	6		21
G Birrell	-	9	-	-	9		18
C MacLean	6	4	4	-	4		18
E M Smith	3	3	4	2	4		16
G Cuthbert	-	2	-	6	6		14
J H Blades	4	2	4	4	-		14
J Veitch	4	-	6	-	1		11
T D Reid	6	4	-	-	-		10
G Marshall	-	9	-	-	-		9
J Barr	-	-	9	-	-		9
G Silverwood	-	-	-	9	-		9
F Gunn	-	4	1	1	3		9
W G Donald	2	2	-	4	1		9
S Lawson	-	-	3	3	3		9
N Hodgson	6	2	-	-	-		8
W Borrowman	4	4	-	-	-		8
G Todd	4	-	-	4	-		8
I Hall	-	-	4	-	4		8
M Nugent	-	1	6	-	-		7
A Souter	-	-	3	4	-		7
B Harrison	-	-	4	-	3		7
M S Ross	1	-	-	2	4		7
A Collier	-	6	-	-	-		6
E Paterson	-	-	2	4	-		6
J S Calvert	-	3	3	-	-		6

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

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Buyers attending these weekly sales come from far and near, from all over Scotland, The Orkney Islands, The Hebrides and other Western Isles, the Midlands of England and as far South as Bournemouth and Portsmouth. They are unable to recall a buyer from the Scillies or the Channel Islands although he might, of course, have used a Glasgow address.

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While the company does not enter competitive motor racing it takes pleasure in lending support to Scotcircuits Ltd and the Scottish Motor Racing Club Ltd in keeping Scotland to the fore in this sphere of sport.



The new "class structure" in the Hartley Whyte Scottish Saloon Car Championship has really made this one of the most exciting championships this year and for this, the last meeting of the season, we now find ourselves in the nail-biting position of having no fewer than four people with a chance of winning the title. (There are indeed more than four, but the odds are against an outsider now coming into the top placings.) These four are Bill Dryden, Eric Smith, Sedric Bell and Andy Barton, while, on the fringe, is Dougal Niven with his Escort. All eyes will, however, be on Sedric Bell this afternoon since he must start today as the favourite for the Scottish Saloon Car Championship title. A win today would give him maximum points and the only other person able to achieve that figure is the current champion, Bill Dryden, who also requires a win to reach the magic total of 29. In the event of a tie between them, the decision would in fact go to Bill Dryden as having the "highest number of highest placings" but, with Yogi Muir present today, Bill will have his work cut out to notch the necessary eight points.

Sedric, on the other hand, has twice demolished the up to 1000 cc class record and, so long as he keeps going this afternoon, this could well be the win he requires. The main opposition is bound to come from Andy Barton but, after having blown his engine recently at Croft, Andy has had to throw together a new Formula 3 SCA and there is no saying how this will go today. Should Andy win, however, and should Sedric come second (which could well happen) then we would find them both with 27 points — the sport would then start if Bill Dryden should come second for he too would finish with 27 points. The "highest number of highest placings" rule would then operate and the Editor is most certainly not going to take away from the Joint Race Committee's fun in trying to sort that lot out! Just to make matters worse, should Eric Smith win his class this afternoon, he too will end up with 27 points! In short, the Joint Race Committee could find itself with a pretty big headache and the nail-biting could well be prolonged for a couple of days yet! Although presently in fourth place, Dundonian John Fyda will have a hard job to keep up with the flying Bs although he is a prime candidate for the higher placings. Having said that, all we can usefully add is advice to sit back and enjoy the tension! Don't forget too that this race is merely a heat for the Championship deciding event 7, the five fastest from each of the three saloon car classes qualifying for the final event of the day. Those wishing to keep their score sheets up to date should therefore note that all finishers in this event (and in event 3) will score 1 Championship point, the usual scoring on places etc being reserved for event 7.

EVENT 1

2.30 pm

THE ALEX BEITH TROPHY RACE for Special Saloon Cars up to 1000 cc 10 Laps

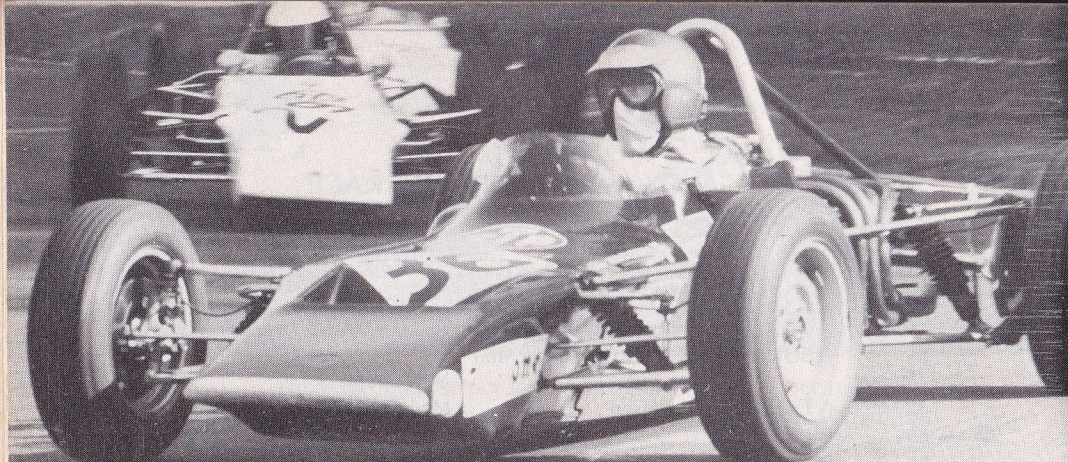
80	S BELL / Cosmo Entertainments Club	Mini / Ford	997
81	B BORROWMAN / Sports-Tune / Moir & Baxter Ltd	Mini Cooper S	999
82	A FLEMING / A Wilson	Mini Cooper S	999
3 — 83	R LECKIE	Chamois Coupe	998
84	D FISHER	Hillman Imp	998
85	A SELLAR	Mini Cooper S	999
86	W G DONALD	Hillman Imp	998
1 — 87	A BARTON	Mini Cooper SCA	997
88	N D SMITH	Mini Clubman	999
2 — 89	J C FYDA	Agra Imp	998
90	P M PITMAN	Mini Cooper S	999
91	G WINDRUM	Hillman Imp	998

1st (£20) ~~97~~...2nd (£15) ~~80~~...3rd (£10) ~~83~~...4th (£5) ~~90~~..

Bonus of £10 for the fastest lap to secs

Heat 1 of the Final Round in the Hartley Whyte Scottish Saloon Car Championship





This being the "Championship day" at the Scottish circuit, what would be more natural than to have a look at the Formula Ford Championship. While Don MacLeod presently seems to be way out ahead with 33 points it is possible for Irishman **Jay Pollock** to equal his total with a win this afternoon. Like the other championships, the best four scores only count and, since Don is already counting four scores (and Jay only has three recorded) there is a strong possibility of a points draw in this championship too. However, even if Jay were to win, should Don be able to finish in anything like a decent place, he would win the title on the "highest number of highest placings" rule. Should anything go wrong with his Lotus 69, however, we could have yet another Joint Race Committee problem on our hands! In short, like most of the other Ingliston Championships, this one is still very much up in the air and we will have to wait and see when the chequered flag falls. Apart from the battle for the lead, there is also a first class dice going on between **Colin MacLean's** Hawke DL2B and the Lotus 69 of Dundee's **Graham Cuthbert**. After a slow start to the season, Graham has thundered back into contention with two second places at the last two meetings and, indeed, so well was he going in September that he is now the joint lap record holder with Jay Pollock, Don MacLeod and Neil Ginn. (Speaking of which, it now looks as if the 54 second barrier set up by Neil Ginn with his Lotus 69 last year is proving a difficult nut to crack for the present Ingliston Formula Ford drivers.) For Graham Cuthbert to take third place in the championship from Colin MacLean however he will have to come either first or second this afternoon and Colin is not the man to let him do this easily.

That then is the Championship line-up for this afternoon and we can expect a thundering good race between the major contenders. Knocking on the door for championship placings, however, are both **Geoff Todd** with his Formula Ford Brabham BT28 and **Stuart Lawson** (Hawke DL2B). Both cars are evenly matched but they will find it difficult to elevate themselves into the prize money since, at best, a first or second place will be needed. Having in mind the fact that the three leading contenders for the championship are also joint lap record holders, this is perhaps unlikely but neither Geoff nor Stuart will be about to give up without a struggle.

EVENT 2

2.55 pm

Formula Ford Cars

12 Laps

19	J MacGILVRAY	Crossle 20F	1600
20	A R SHARPE	Lotus 51	1600
21	G CUTHBERT	Lotus 69F	1600
22	D S LANGLEY	Crossle 20F	1600
23	C HANSEN / AB3 Racing Developments	Merlyn Mk 20A	1600
24	H ACHESON	Merlyn Mk 20A	1600
25	D STEEDMAN	Mistry Ford FF1	1600
26	C MacLEAN	Hawke DL2B	1600
27	A WILSON	Titan Mk 6	1600
28	J POLLOCK	Crossle 20F	1600
29	G TODD / Pinkie Mains Farm / McGregors Animal Feeds	Brabham BT28	1600
30	K MILLAR	March 708	1600
31	S LAWSON	Hawke DL2B	1600

1st (£20) ²⁸.....2nd (£15) ²⁶.....3rd (£10) ²⁹.....4th (£5)

Bonus of £10 for the fastest lap to secs

The Final Round in the Ingliston Formula Ford Championship

THE INGLISTON FORMULA FORD CHAMPIONSHIP								
Driver	Car	Apr	May	July	Aug	Sep	Oct	Total
D Macleod	Lotus 69F	-	9	6	9	9		33
J Pollock	Crossle 20F	9	6	9	-	-		24
C MacLean	Hawke DL2B	6	4	4	-	4		18
G Cuthbert	Lotus 69F	-	2	-	6	6		14
S Lawson	Hawke DL2B	-	-	3	3	3		9
G Todd	Brabham BT28ff 4	-	-	-	4	-		8
P Eastwood	Merlyn 11A	3	-	-	-	-		3
P Harrington	Cougar 72F1	-	3	-	-	-		3
H Acheson	Merlyn 20A	1	-	-	-	2		3
J McClements	Crossle 20F	2	-	-	-	-		2
D Bassett	Nike Mk 6	-	-	2	-	-		2
J W Simpson	Lotus 61M	-	1	1	-	-		2
C Reeves	Mallock U2	-	-	-	2	-		2
J MacGilvray	Crossle 20F	-	-	-	1	-		1
D S Langley	Crossle 20F	-	-	-	-	1		1

Scoring : 1st 9, 2nd 6, 3rd 4, 4th 3, 5th 2, 6th 1. Best four scores count only.
Prize Fund : £125 - 75 - 35 - 15

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THE SCOTTISH DIVISION

The Infantry Regiments of the Army are now grouped for administrative purposes into Divisions of Infantry. The Scottish Division consists of the 8 Scottish Infantry Regiments of the line, their two Depots, four T & A V R battalions and affiliated Cadet Units: within that Division the Regiments maintain their separate identities, traditions and customs as part of a larger family — the great family of Scottish fighting men. Headquarters, in Edinburgh Castle, is responsible for the manning, recruiting and basic training of the Regiments, wherever they may be serving.

Much that is famous in Scottish fighting tradition springs from the Regiments of the Division. The Royal Scots (The Royal Regiment and the senior infantry regiment in the British Army), The Royal Highland Fusiliers (a marriage, effected in 1959, of The Royal Scots Fusiliers and The Highland Light Infantry), currently stationed in Singapore and due to return to Edinburgh next year. The King's Own Scottish Borderers (based in Edinburgh and due to go to Berlin next year). The Cameronians, represented in our T & A V R units, The Black Watch (the oldest Highland Regiment) currently stationed in Hong Kong. Queen's Own Highlanders currently stationed in Germany as a mechanised battalion. The Gordon Highlanders stationed in Scotland at the moment but due to move to Singapore next year and The Argyll and Sutherland Highlanders recently expanded to battalion strength again and currently on an operational tour in Northern Ireland.

THE ROYAL SCOTS

Who we are. The Royal Scots (The Royal Regiment) are the senior Infantry Regiment in the British Army having been formed in 1633. We operate with all the very latest equipment and with nearly 340 years of tradition and experience behind us we have been longer in the game than any other Infantry Regiment. If you live in Edinburgh, The Lothians or Peeblesshire The Royal Scots is YOUR Local Regiment. If you live elsewhere you are more than welcome to join Scotland's Senior Infantry Regiment.

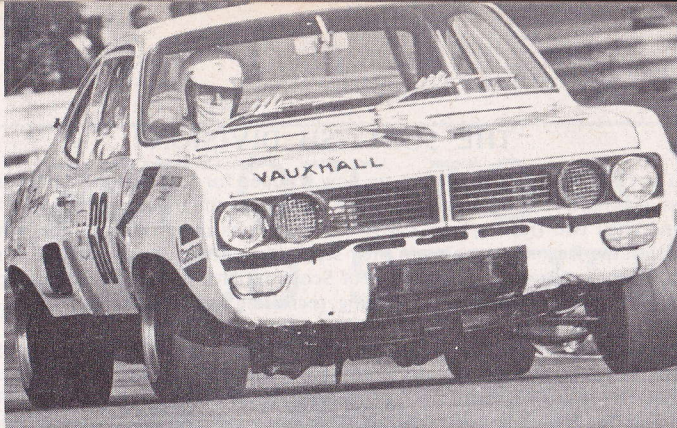
What we do. From now until about 1974 we are the British Battalion of a multi-national NATO force whose job is the defence of NATO's flanks. (This force is officially called the Allied Command Europe Mobile Force (Land).) These flanks are Norway and Denmark in the North and Greece and Turkey in the South. At least twice each year we go abroad to train with units of the American, Canadian, Danish, Greek, Italian, Norwegian, Turkish and West German armies. We have also done emergency tours in Northern Ireland. In 1971 we went to Norway and Greece. Some of us also went to Denmark. Why not join us this year?

THE ROYAL CORPS OF TRANSPORT

The chief responsibility of the Royal Corps of Transport is to organise and operate the means of transport which support the British Army in war and peace. In addition, the Corps executes the movement of men and materials worldwide, operates ports and performs certain functions in connection with air movement and air logistic support.

Although transport support takes many forms including the operation of coastal and sea-going craft, hovercraft, railways and amphibians, it is in the provision of road transport in close support of combat units that the soldier of the Royal Corps of Transport finds his main role. No modern Army can exist without the backing of a sophisticated and highly mobile transportation system to provide the means of distributing ammunition, fuel and rations, and the Royal Corps of Transport provides this for the British Army. Every soldier in the Corps is trained to drive vehicles varying from motor cycles to giant 100 ton tank transporters, and each is trained to live and fight in a theatre of operations using the light weapons in use by the Army.

There are also specialist units to provide seamen and engineers to man both small and ocean-going craft, crews to fly in Royal Air Force aircraft for the despatch of parachuted stores, and port specialists to handle the loading and unloading of ships and clearance of stores across beaches. These units are fully integrated in the overall pattern of transport support. Closely linked with this work is the control and operation of rail transport in which certain soldiers are trained to drive modern diesel locomotives.



If you've already read the race preview appearing in this programme for the up to 1000 cc Special Saloon Car race you'll now be fully aware of the importance of this race — even more so, now that the result of the smaller capacity heat is known. Two of the potential championship winners are included in this field. One of the favourites, **Bill Dryden** (currently leading the championship) fields the S M T Firenza with which, until the last meeting, he held the outright saloon lap record. That record was thoroughly demolished by Gerry Birrell with the Cologne Capri but the car to watch today will almost certainly be **Brian Muir's** RS2600 Capri. Brian won the six hour Ricard race with this car six weeks ago and it is perhaps the most potent Capri in Europe. Having said that, who is going to challenge him? The only car with the horses to do so is the Boss Escort of **Doug Niven**. Doug had an unhappy day in September, finding himself in the hot seat on returning to the pits after practice (see not so comic strip pics on front cover). For all that, and bearing in mind that the car was not handling as well as it might have done, he was still turning in 54 second laps in practice and now that the dreaded Gerry B has helped to set this car up it could well be a force to be reckoned with.

The other potential winner of the Scottish Saloon Car Championship is up to 1300 cc driver **Eric Smith**. Since only the best four scores count, however, Eric requires a class win today to improve his score of 24 points and, even if he does win, he can only achieve a total of 27 points. If anything the competition in the 1300 cc class has been fiercer than in any of the other saloon car classes this year and he will have his work cut out to beat the flying Minis of **Jimmy Veitch** and **Frank Gunn**. All in all, therefore, this looks like being a fitting climax to one of the best saloon car championships ever and there is a good chance that, even after the dust and the exhaust fumes have settled, there will still be some doubt as to the Scottish Champion. Taking the long view, however, one of the most interesting cars will almost certainly be the Celtic Homes Boss Escort (did we say Gurney-Weslake last month!) — this car is still really being set up properly and we could be looking at the 1973 championship winner already! Before the new season dawns, however, we still have to sort out the 1972 championship and that will be determined by the last race of the 1972 season in which the fastest five from each of the two classes in this event will be doing battle with the fastest five cars from event 1. Certainly this is not the meeting for you to go home early.

EVENT 3

3.20 pm

THE ARMY IN SCOTLAND TROPHY RACE

for Special Saloon Cars over 1000 cc

10 Laps

Over 1300 cc

1-61	B MUIR / Wiggins Teape Ltd	Ford Capri RS2600	2940
2-62	L HICKMAN / Gerry Edmonds Racing	Ford Escort BDA	1800
63	A D NIVEN / Celtic Homes Ltd	Boss Escort	5700
64	C BRADLEY / D A Harris	Ford Escort TC	1800
65	W N A DRYDEN / S M T	Vauxhall Firenza	2500
68	D DONNELLY / Donnelly Motors Ltd	Vauxhall Viva HC	2300

1st (£20) **61** 2nd (£10) **62** 3rd (£5) **65** **68**

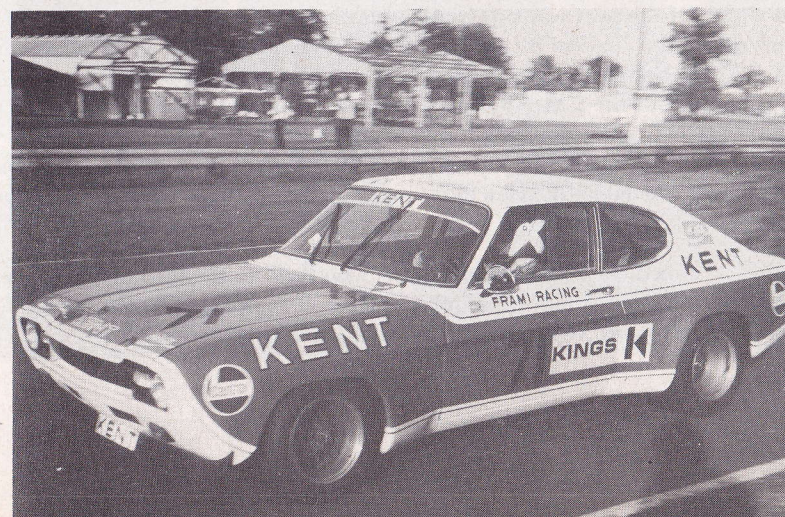
1001 — 1300 cc

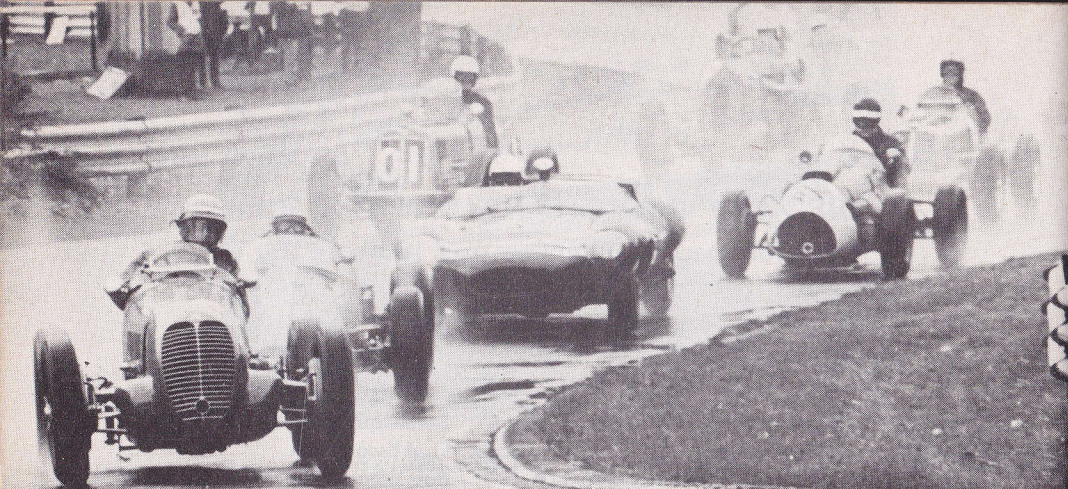
69	F GUNN	Arden Cooper S	1293
3-70	E M SMITH	Mini Cooper S	1293
71	J PINKERTON	Mini 1300	1300
72	J DRYDEN	Longman Mini	1298
73	J A S VEITCH	Mini Cooper S	1293

1st (£20) 2nd (£10) 3rd (£5)

Bonus of £10 for the fastest lap to secs

Heat 2 of the Final Round in the Hartley Whyte Scottish Saloon Car Championship





With such a varied field it is anybody's guess as to who will win this race, and a lot will depend on who is in front at the first corner. Of the supercharged pre-war cars, JOHN VENABLES - LLEWELYN's E R A ,chassis number R4A, is a 2-litre and he should thus have an advantage over the similar smaller engined 1½-litre cars of HAMISH MOFFATT (R3A), BILL MORRIS (R12B "Hanuman") and SANDY MURRAY (R1A). Roughly on an equal footing with these E R A's from across the Border will be a 1½-litre 6C Maserati from Forres in the North, driven by RAY FIELDING. This car is suited to the twists of Ingliston, although it is no more powerful than the E R A's. BERNARD KAIN's straight-8 cylinder 2.3 litre supercharged Bugatti Type 35B is the oldest car entered, dating back to 1929, but it is a pukka Grand Prix car of the vintage era, and well worth travelling many miles to see and hear.

JONATHAN ABSON has an unsupercharged car based on the sports Lagonda Rapier with its small twin overhead camshaft engine, whilst KEITH KNIGHT's unsupercharged Riley was once a saloon, believe it or not. It goes far quicker than its manufacturers ever expected or intended. The Rapier belongs to Elliot Elder of Edinburgh.

Of the post-war cars that had been entered at the time these notes were written, the 2½-litre B-type "Syracuse" Grand Prix Connaught, driven by RAY POTTER, should be the most powerful, and will bring back memories of Tony Brooks, but the 2-litre Formula 2 Cooper-Bristols driven by RICHARD PILKINGTON from Devon and JOHN ROBERTS from Berkshire should be fairly evenly matched and highly suitable for Ingliston. After graduating from sports Rileys, the late Mike Hawthorn made his name at the wheel of a Cooper-Bristol.

For those Scottish enthusiasts who thrill to the skirl of the superchargers, this annual autumn Historic Car Race at Ingliston is becoming a serious rival to Burns Night and the Braemar Gathering.

EVENT 4

3.45 pm

THE DOUNE CUP RACE

for pre-war and post-war historic racing cars

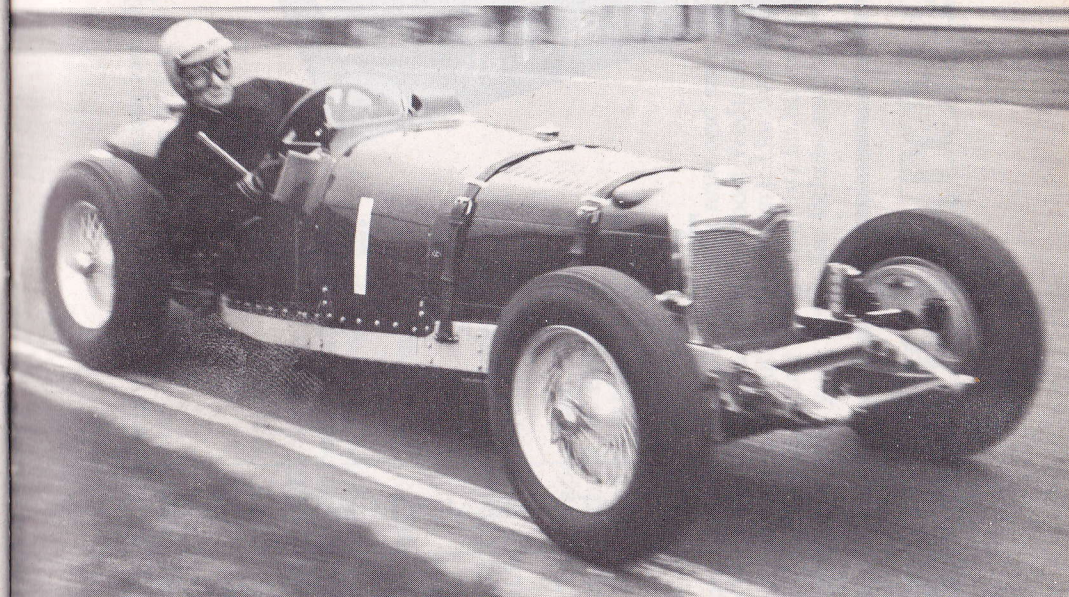
12 Laps

1	B KAIN	1929 Bugatti 35B	2262
2	R POTTER / A McKechnie	1955 Connaught B7	2500
3	J D ABSON	1935' Lagonda Rapier	1485
4	W R G MORRIS	1936 E R A 'B' Type	1488
5	K KNIGHT	1935 Riley TT Rep	1496
✓ 6	J W S ROBERTS	1952 Cooper Bristol	1971
3- 7	H E MOFFATT	1934 E R A R3A	1488
8	J V LLEWELYN / H E Moffatt	1935 E R A R4A	1991
9	A G MURRAY	1934 E R A 'A' Type	1496
10	R FIELDING	1937 Maserati Type 6C	1493
2- 11	R PILKINGTON	1953 Cooper Bristol	1971

1st (£10)⁶.....2nd (£5)².....3rd (£3)¹¹.....

To the first pre-war car, The Doune Cup; to the first post-war, a Tankard

Fastest Lap Pre-war⁷.... ⁶~~2~~:²secs Post-war ⁶~~2~~:²secs



JPSM/5

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Sunday, 22nd October

The day to celebrate with the 1972 World Champions: Emerson Fittipaldi; the John Player Specials and John Player Team Lotus. See the presentation to the 1972 World Champion and watch the Victory parade.

Timetable:

GATES OPEN 8AM

Emerson Fittipaldi Victory demonstration
in the John Player Special followed by
the World Champions Presentation

Shell Super Oil F3 Championship
Final round

John Player Challenge Trophy Race
for Formula 1 and Formula 5000

Wiggins Teape Paperchase '72
Final round of the RAC British
Touring Car Championship

The Formula Ford World Cup

Admission: On the day - £1.50. Book now and save 25p.
Advance bookings accepted up to last post Wednesday 18th October. Covered Grandstand
seats are £2.50 extra (Adults or Children); Uncovered Grandstand seats are £2.00 extra.
Paddock Transfers (Limited Number only) £2.50 extra. Souvenir Poster - 20p each.
Don't forget SAE with your order for tickets and our FREEPOST system.



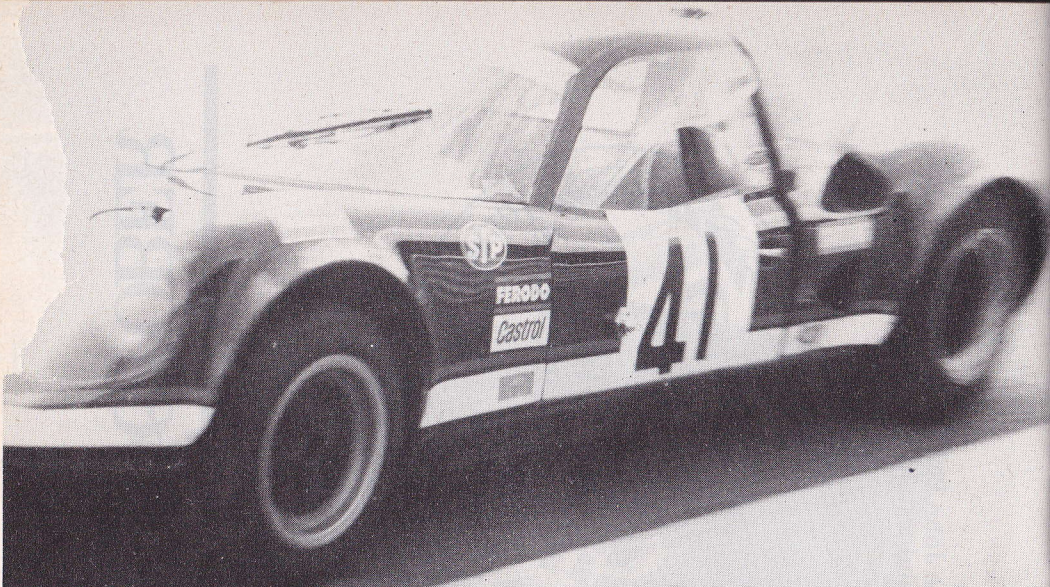
25 laps 12.40 p.m.

40 laps 2.00 p.m.

20 laps 3.30 p.m.

15 laps 4.30 p.m.

BRANDSHATCH 20,21,22ndOCTOBER



Like its brother championship, the Sheila Whyte Tankard Championship for Special GT and Sports Cars etc is also in the position of possibly giving the Joint Race Committee a fair old headache. As things stand at present the Championship is led by **John Absalom** with his Ginetta G4 but, with equal points, are the second and third placed men, **Tony Charnell** and **Eddie Labinjoh**. John Absalom's score is derived from four meetings, however, whereas his twin opponents have only scored in three of the race meetings this season — as a result Tony and Eddie must now surely be the two favourites.

With little in the way of opposition this afternoon, there seems to be no reason why Tony should not pilot his B8 home in the lead thereby ensuring the maximum pointage of 24 points and the £125 first prize in the Championship. The only other man now able to score 24 points is Edinburgh driver, **Eddie Labinjoh**, with the incredible Fisher Spider. Eddie has to win the up to 1150 cc class, which he has already done three times this season, to get this maximum but, even if he does this, Tony will still take the first prize as a result of his two placings in the S M T Trophy Race in July (at least, that is the Editor's understanding of the position although, once again, it would be up to the Joint Race Committee to sort things out in the event of a points tie). Having said that, it looks as if Tony is pretty well all the way there, let us merely cast our minds back to the very first race meeting this year when, although he had everything neatly wrapped up with a good 50 yards lead, Tony eased off sufficiently to let the Fisher Spider close right up on him and then, to crown everything, he got the shock of his life as the yellow Mini-powered sports car shot through on the second last bend! Even should that happen today the result should be unaltered since class placings are what count and Tony has nothing to fear from over 1600 cc entries this afternoon. The only opposition could come from **Mike Nugent's** incredibly quick Lotus Elan or the returning E-type of **Tommy Thomson**. Having said all that, however, the fun will really start should Tony do a silly half way through the race!

EVENT 5

4.15 pm

THE JOHN PLAYER SPECIAL TROPHY RACE

for Special GT, Sports and Clubman's Cars

12 Laps

Over 1150 cc

2-38	A CHARNELL	Chevron B8 BMW	1991
41	M S ROSS	Mallock U2 Mk 8B	1598
47	R HUTCHISON	A H Sprite	1293
48	M NUGENT	Lotus Elan	1800
49	J A HALL	Lotus Elan	1558
50	R G HENDRY	M G Midget	1275
3-51	D MORTON	Lotus Elan	1598
52	A O NORTH	M G Midget	1293
53	Miss J K DOBBS	M G B	1798
54	T N THOMSON	Jaguar 'E' Type	3781
55	M HOPPERTON	M G Midget	1340
56	A SOUTER	Lotus Elan	1598

1st (£20) **38(2)** 2nd (£10)..... **51(4)** 3rd (£5)

Up to 1150 cc

1-44	E LABINJOH / J Fisher	Fisher Spider	1100
45	D McDONALD / Marquis Motor Co	Diva 10F	1098
46	M OFFLEY / T Harrison	Lotus XI Le Mans	1098
58	R FORESTER SMITH / Marquis Motor Company	Ginetta G4	1098
59	J ABSALOM / C Shutt	Ginetta G4	1150

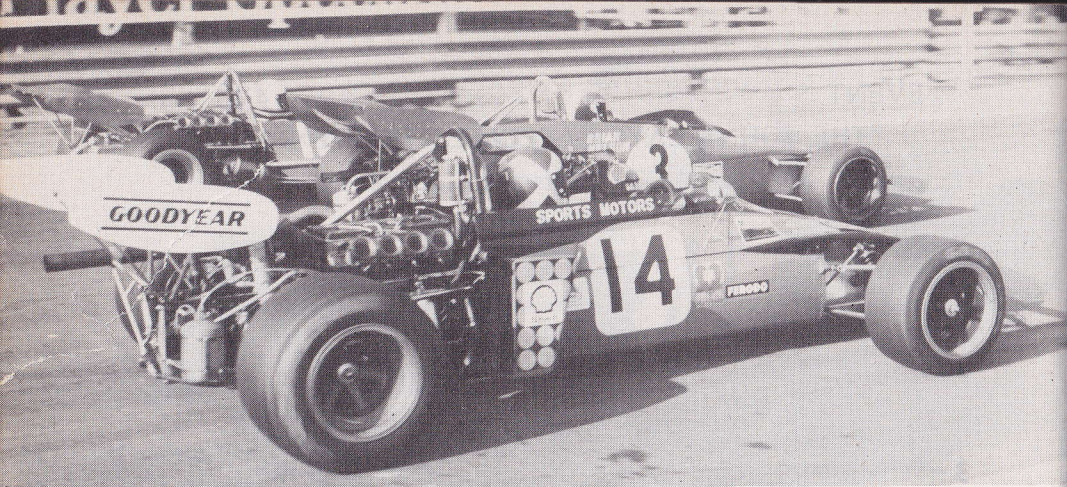
1st (£20) **44(1)** 2nd (£10)..... **59(3)** 3rd (£5) **58(5)**

Bonus of £10 for the fastest lap to secs

The Final Round in the Sheila Whyte Tankard Championship

THE SHEILA WHYTE TANKARD CHAMPIONSHIP								
Driver	Car	Apr	May	July	Aug	Sep	Oct	Total
J Absalom	Ginetta G4	4	6		4	4		20
A Charnell	Chevron B8	6	6		-	6		18
E Labinjoh	Fisher Spider	6	-		6	6		18
M S Ross	Mallock U2	3	-		4	6		13
R Forester-Smith	Ginetta G4	3	4		2	2		11
R G Hendry	M G Midget	4	-		3	3		10
M Hopperton	M G Midget	-	3		4	-		7
J Mackie	Mallock U2	-	6		-	-		6
R D Hutchison	A H Sprite	6	-		-	-		6
A G Watson	Mallock U2	-	-		6	-		6
G Silverwood	Chevron B19/21	-	-		6	-		6
D Morton	Lotus Elan	-	2		-	4		6
W L Wood	M G Midget	2	3		1	-		6
D McDonald	Diva 10F	1	1		3	-		5
M Nugent	Lotus Elan	-	4		-	-		4
A Collier	Daren Mk3	-	4		-	-		4

Scoring 1 for finishing plus, in each class, 1st 5, 2nd 3, 3rd 2, 4th 1. Best four count. For brevity's sake only scores of 4 or over are shown in the table above
Prize Fund : £125 — 75 — 35 — 15



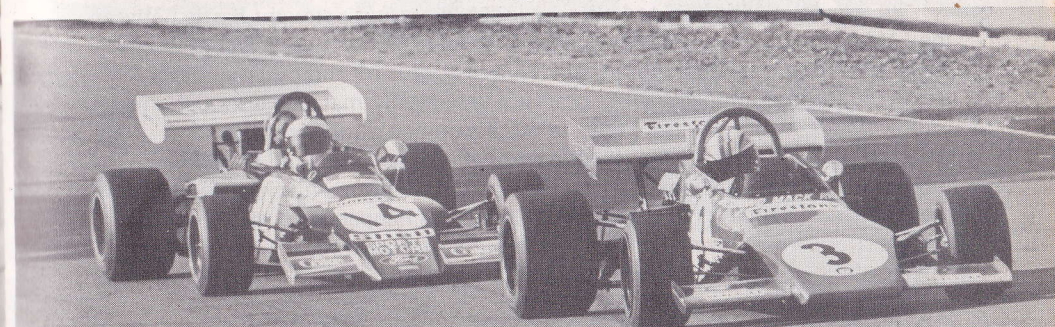
About the only thing that is certain about this race is that it is not going to affect the position as regards the lead in the premier Ingliston Championship, the Lombard North Central Championship for Libre Cars, with its £450 1st prize. Brian Nelson clinched this with his 2nd place to Gerry Birrell at the last meeting and there is now no one in the table that can possibly overtake him. What makes for all the uncertainty, however, is the fact that Desmond Mack Racing pulled out of sponsorship a fortnight ago, rather leaving Brian floating about in mid-air. Brian, however, is one of those few dedicated competitors who feels that he has an obligation to the circuit and accordingly he hunted around for a spare car. John L'Amie (who, you will remember, was unable to attend the last meeting after having dropped a valve in his Brian Hart 2 litre BDA) proved to be the answer since he had a chassis but no engine! As a result, Brian has begged, borrowed or stolen an old FVA and has been desperately trying to build this up in time for today's race. While a week ago he was still short of some parts he is hopeful of having this ready this afternoon if only to put in an appearance.

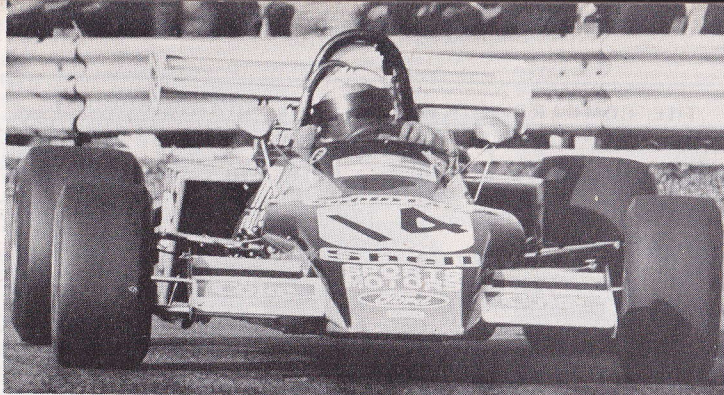
Knowing Brian Nelson, however, there is little doubt that, if he does get the car built up in time, he will do more than simply appear! This season, for some unknown reason, the FVAs have been going as quickly as (if not quicker than) the potentially more powerful FVC engines and the man who has proved this on numerous occasions is Brian's fellow-Irishman, John Pollock, with his Lotus 69. John, indeed, is the fastest FVA driver now at the circuit and, in the absence of 2 litre alloy engines, he must surely be the favourite for a win today. Any good placing would, however, secure John's 2nd place in the Lombard Championship. Be that as it may, what we will all be looking out for today will be a battle between John and Brian on equal terms — provided, of course, that Brian is able to build up his engine timeously. The other man from Ireland who will be fairly pushing them along is Belfast driver Patsy McGarrity. Patsy also fields a Lotus 69 FVA and he was more than disappointed not to get a run at the last meeting. He had perhaps the cruellest luck of all, having come up to the race and completed the statutory warming up lap before discovering that a leaking diaphragm in his fuel injection system

THE LOMBARD NORTH CENTRAL CHAMPIONSHIP								
Driver	Car	Apr	May	July	Aug	Sep	Oct	Total
B Nelson	Crossle 22F	10	-	11	10	7		38
J Pollock	Lotus 69 FVA	-	7	8	7	5		27
G Birrell	March 722 Ford	-	10	-	-	10		20
J H Blades	Lotus 69 FA	5	3	6	5	-		19
T D Reid	Brabham BT30 FVA	7	5	-	1	-		13
J Calvert	March 722 FA	-	4	5	-	-		9
G Silverwood	Chevron B19/21	-	-	4	2	-		6
B Harrison	Vixen Imp	*	-	1	-	4		5
I C McLaren	Brabham BT35X	3	1	-	1	-		5
D Berry	Brabham BT16/21B	4	-	-	-	-		4
J L'Amie	Crossle 22F	-	-	-	4	-		4
A Charnell	Chevron B8	-	-	3	-	-		3
N Ginn	GRD 372	-	-	-	3	-		3
D S Langley	Crossle 20F	*	-	-	-	3		3
B Hunter	Lotus 69 FA	-	2	1	-	-		3
J Barr	Brabham BT28	* 1	1	1	-	-		3
Scoring 1 for finishing plus 1st 9, 2nd 6, 3rd 4, 4th 3, 5th 2, 6th 1. Best four count. For brevity's sake only scores of 3 or over are shown in the table above								
Prize Fund : £450 — 200 — 100 — 60 — 40								
Bonus of £50 to highest placed 'up to 1500 cc' driver *								

was pouring petrol all over his engine. Had he carried on (and the scrutineers would have made sure that he did not) the results could have been horrific. In practice for the last meeting, however, Patsy was turning in times of around 50 seconds and these he could improve on today.

The man who will be pulling out all the stops, however, is the 4th place man in the Lombard Championship, Whitley Bay driver, Johnny Blades. Johnny has had a chequered career at Ingliston, having taken part in many events here throughout the years (including the very first race ever held at the circuit in which he was placed 5th behind John Calvert's Elan). His previous best year at the circuit was in 1968 when, with an FVA powered Chevron GT he took third place in the Sheila Whyte Tankard Championship and held the over 1150 cc GT lap record at a speed of 68.79 mph (a record that stood for almost a year until demolished by John Miles with the works Lotus 62). 1972 however looks like being another successful year for Johnny since he is presently lying 4th in the Lombard Championship only one point behind the 3rd place man Gerry Birrell. Johnny's 19 points however are derived from four races and, as a result, to beat Gerry he will have to come 3rd or better today. In an effort to do this, we understand that he may well be installing an FVC engine in his Lotus 69 and this, on paper, should be the most powerful car on the grid this afternoon. Be that as it may, Johnny presently holds the fastest lap





time for a Formula Atlantic car on the circuit at 48 seconds dead (a time underneath the 1971 Libre lap record) and one wonders whether he might not have been wiser to retain the well-tried and proven Atlantic BDA engine. Time alone will tell and his attempt to regain 3rd place in the Championship could well be one of the exciting features of this race.

One car which has never really managed to get itself straightened out is Jack Fisher's Alfa but Jack has been having another shot at this and he hopes to produce a better showing this afternoon. The other local driver in this event is Bernie Hunter who also had his problems in September and he too will be looking for a happier run this afternoon. The dark horse of this event must surely be Dave Berry with his Rover powered 3½ litre Brabham BT16/21B. When this car was going properly in April this year Dave turned in a first class drive but, of late, it has shown a marked tendency to shedding fanbelts! Dave has been pestered with this problem for several weeks now but, if it can hold the belt on, the Brabham could well be up there with the leaders-(and even well to the fore) when the flag falls.

Today's race should also determine who will be the winner of the "up to 1500 cc" prize in the Lombard Championship, a prize of £50. Leading presently in this class is Brian Harrison with his Vixen Imp, but he will be challenged today by the Chevron B15 of Ken Allen. Brian, however, has been a regular competitor at Ingliston now for many years and if anyone deserves the trophy, he does! His closest rival is now Dave Langley, who with his Crossle 20F, came home in 5th place in September, thereby scoring his three championship points. In light of the smaller than usual Libre entry today, an invitation has been extended to the faster Formula Fords to compete and it could well be that Dave will be having a go to try to pull back some points from the Vixen Imp.

All in all, then, today's race looks like being a straight battle between the FVAs of Brian Nelson, John Pollock and Patsy McGarrity with considerable pressure being exerted by Johnny Blades in his Lotus 69 and by Dave Berry's Brabham. Indeed, on paper all the cars are very evenly matched although the Editor would, after reflection, tend to put his money on the Irish. And, speaking of which, once again it is the Irish who have dominated Ingliston this season — without them Libre racing would have been a much duller and drabber affair. It makes one wonder just what has happened to those Scottish single-seater owner-drivers (and we can think of at least three off-hand) who have barely deigned to visit their local circuit.

21	G. CUTHBERT	LOTUS 69 F	1600
31	S. LAWSON	HAWKE DL2B	1600
22	D.S. LANGLEY	CROSSE 20F	1600

EVENT 6

4.40 pm

THE NAIRN TRAVEL TROPHY RACE

for Libre Cars

20 Laps

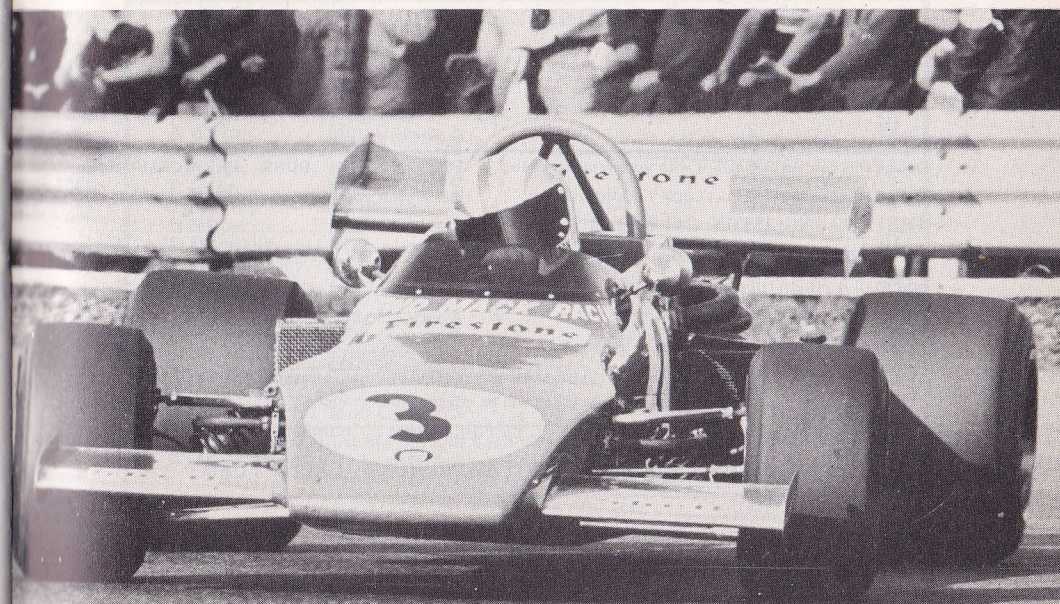
1	B HUNTER	Lotus 69 FA	1600
2	J BLADES	Lotus 69 BDA	1600
1-3	J POLLOCK	Lotus 69 FVA	1594
2-4	B NELSON	Crossle 22F FVA	1594
8	D BERRY	Brabham BT16/21B	3500
8	P McGARRITY / Savoy Motors	Lotus 69	1598
7	E LABINJOH / J Fisher	Fisher Alfa	1900
8	A C GOODFELLOW	Cooper T90	5000
14	B HARRISON / Thistle Metalics Ltd	Vixen Imp	998
15	K ALLEN	Chevron B15	997
3 - 10	R. SCOTT	BRABHAM BT 38
16	D. JOHNSON	CHEVRON VB
22	J. POLLOCK	CROSSLE 20 F	1600
19	J. MCGILVERAY	CROSSLE 20 F	1600
38	A. CHARNALL	CHEVRON BB BTU	1991
9	T. BLENZACK	BRABHAM BT 31
26	C. MALLAN	HAWKE DL 2B	1600

1st(£100)...3.2nd(£50) 10...3rd(£30) 4...4th(£15) 2...

5th(£5) Fastest Lap secs

Bonuses of £15 — £10 — £5 to first three Formula Fords

The Final Round in the Lombard North Central Championship



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EVENT 7

5.15 pm

Special Saloon Cars — Final

15 Laps

over 1300 cc

1- .61.	B. MUIR	CAPRI 132600	39.40
3- .62.	L. HICKMAN	ESCORT 1300	16.00
.65.	W N A DRYDEN	FIRENZA	38.90
.68.	D. DONNELLY	VIVA 1150	38.00
.63.	A D NIVEN	BOSS ESCORT	57.00
1st (£15)	.61 (1)	2nd (£10)	.65 (2)
		3rd (£5)	.62 (3)

1001 — 1300 cc

.70.	E M SMITH	MINI COOPER S	13.93
.71.	J. PINKERTON	MINI	13.90
.73.	J. VEITCH	MINI COOPER S	13.93
.69.	F. GUNN	ARLEN COOPER S	12.93
.72.	J. DRYDEN	MINI	13.90
1st (£15)		2nd (£10)	
		3rd (£5)	

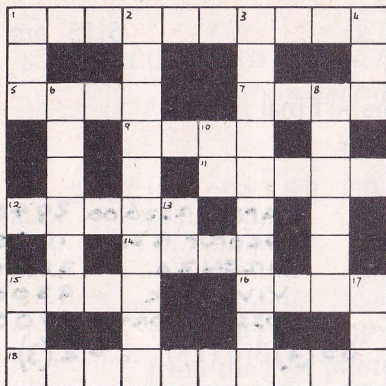
up to 1000 cc

2- .87.	A. BARTON	MINI SCA	9.97
.80.	S. BELL	MINI-FOAM	9.97
.83.	A. LECHE	CHAMIONS	9.98
.90.	P. PITMAN	MINI COOPER S	9.99
.86.	W G DONALD	IMP	9.92
1st (£15)	.80 (5)	2nd (£10)	.87 (6)
		3rd (£5)	

The Final 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
W N A Dryden	Firenza	7	3	-	7	7		24
E M Smith	Mini Cooper S	5	5	7	4	7		24
S A Bell	Mini	-	7	-	7	7		21
J C Fyda	Agra Imp	5	5	5	5	4		20
A Barton	Mini Cooper S	7	-	7	-	5		19
A D Niven	Escort	-	5	7	5	-		17
J Veitch	Mini Cooper S	7	4	-	-	4		15
F Gunn	Mini Cooper S	-	7	-	3	5		15
C Bradley	Escort TC	4	-	-	4	4		12
D Muter	Mini Cooper S	-	-	5	5	-		10
D Donnelly	Viva	-	-	5	-	5		10
N Hodgson	Escort	5	4	-	-	-		9
W G Donald	Hillman Imp	2	2	-	4	1		9
W Borrowman	Mini Cooper S	4	4	-	-	-		8
J Pinkerton	Mini Cooper S	4	-	4	-	-		8
E Paterson	Mini Cooper S	-	-	-	-	7		7
G Marshall	Firenza	-	7	-	-	-		7
P Pitman	Mini Cooper S	1	1	-	1	3		6
H Tuer	Escort	3	2	-	-	-		5
J Dryden	Mini Cooper S	-	3	-	2	-		5

Scoring : 1 for finishing plus, in each class, 1st 6, 2nd 4, 3rd 3, 4th 2, 5th 1. Best 4 scores count. For brevity's sake, only total scores of 5 or over shown above.
Prize Fund : £300 — 150 — 75 — 25.



Well, thank goodness for that! At long last the public has come to the Editor's rescue with a positive feast of crossword puzzles for publication. One of these, contributed by Neil Turner, is just to your left and for once Ed even got some pleasure out of solving it! See how well you can do it without the solution at hand.

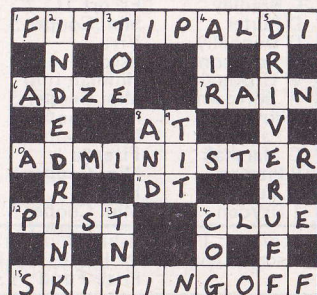
CLUES ACROSS

1. Whose car is number 005? (1,1,8)
5. Olden days which weren't mine. (4)
7. It's hidden if you start to beat the leader. (4)
9. You will be lost if you take a wrong one in a rally. (4)
11. How Beltoise would describe Fittipaldi's colour scheme. (5)
12. Type of Formula Ford car. (5)
14. Governing body of Scottish motor sport. (1,1,1,1)
15. Result of a ding? (4)
16. Rod Mansefield's sponsoring company. (4)
18. Ingliston class record holder. (6,4)

CLUES DOWN

1. Formula Ford brother. (3)
2. He waves a blue and white flag. (3,7)
3. The S M R C is an example of one. (1,5,4)
4. Drivers might do this in a bucket!! (3)
6. Competitors should always arrive thus at a race meeting. (2,4)
8. Matras are renowned for making this noise. (6)
10. Don't switch off, leave it. (2)
13. Initially drives a Mini at Ingliston. (1,1)
15. Either O'Donnelly or O'Dell. (3)
17. March sponsors produce an additive for it. (3)

That's it then — the last racing crossword for 1972. And if you want the answers you'll just have to search through the other pages of the Programme! As for last month's crossword, if you did have any trouble solving it the correct solution is to your right. Certainly enough of you got it right since we were inundated with entries for the Crossword Competition. The first correctly solved puzzle opened came from Robert Anderson from Carnoustie and he will no doubt be enjoying today's racing from the free grandstand seat which he won thereby. If you're looking for prizes today, however, don't bother — you'll have to content yourself merely with the mental satisfaction of having worked it out!



THE INGLISTON COMPETITION

You may already have noticed that, on pages 12 to 16, we have a field day with the old Brownie. So good were the photographs sent to us from the last meeting that it would have been criminal not to have used them! See just how well you're up on the cars and drivers, however, by trying to name the cars shown on these pages (those that you can see clearly, that is) and the respective drivers. Just to make life easier we'll even tell you that there are only four cars involved:

CAR	DRIVER
1
2
3
4

Now, as a final brain teaser, just name the two drivers shown in the photo at the top of P16!

ANSWERS TO INGLISTON COMPETITION

This really is getting to be too easy, isn't it. After all, we do keep choosing the same cars every time! Top of the page in the paddock was of course the Vauxhall Fireza of SMT, driven by Bill Dryden, while, immediately below him was the Mini Ford of Sedric Bell (strongly tipped for this year's Scottish Saloon Car Championship). Casting the old eyes to the right we find the Ford Capri RS of Gerry B (Birrell, that is) with Jackie Patterson's Fortfield Viva immediately below. Then it's back to Bill Dryden's Fireza and, overleaf, two brilliant shots of the "fag packet" Capri. As for the two nits on page 16, the "egg!" quaffing the GTX is Jimmy (me bones creak) Veitch while the not so daft onlooker is Sedric Bell.

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Sounds impossible, doesn't it. Double your money in this day and age — it just doesn't happen. That's where you're wrong, though: it does happen, and this is where we tell you about it. The simplest way of doubling your money is by joining the Scottish Motor Racing Club (there had to be a catch in it somewhere, didn't there). Annual membership of the SMRC costs a mere £2.10 but, for that, benefits totalling £4 in all can be obtained. If you don't believe us just read on — we'll even tell you about the additional advantages of membership for which we don't even charge!

For those who join the SMRC at this Meeting, membership is assured not only for the rest of the 1972 season but also for the whole of 1973. As a member this year, you will be able to apply for tickets for the Club's annual Dinner/Dance (MacRobert Pavilion — November 24) at which it is fully anticipated that Jackie Stewart, the Club President and 1972 World Champion, will be present. Also present will be a very famous Guest of Honour and the racing maestro himself, Chris Barber, on the musical stakes. For 1973, the Club Member has exclusive right to the greatly discounted season tickets at Ingliston, each of which is freely transferable (thereby allowing its use by another member of the family even if you cannot make it yourself). These season tickets, at £5 each, entitle the holder to free car parking and a grandstand seat at all six 1973 Meetings, all of which would cost you the total of £7.80 were you to pay for similar benefits "through the gate" in the usual way. Add to that saving of £2.80 the free subscription to "Top Gear" (the magazine which is presently utilised by the Club as its official outlet) and you are adding a further £1.20 to the value already received. The total — £4; nearly double the annual subscription. And even if you are joining for the first time (in which case an additional entrance fee of £1 is exigible) you are still making a profit! We can't be fairer than that, can we?

Now that you've been satisfied on the financial side, just what else do you get for your money (apart, that is, from being associated with the biggest and most enterprising motor club in Scotland). As a member you will naturally have the use of the magnificent MacRobert Pavilion, complete with its 400-seater Restaurant, balconies overlooking the circuit, full members licensed Bar and excellent toilet facilities. You will also have free access to the Paddock at Ingliston, access to which costs the general public 20p a time. Your free copy of "Top Gear", Scotland's motoring monthly, will keep you abreast of all Club developments through the four-page Club section and will give you reports of each Ingliston Meeting (to keep you up to date if you do happen to be unfortunate enough to miss any). For those of you with a yen to have a go yourselves, special Members' Practice Days are organised regularly throughout the summer when Club Members have the opportunity of trying out their own cars on the Ingliston Circuit.

Social activities are not forgotten either and, from time to time during the winter months, the Club holds Film Shows, Noggin and Natter Nights, Dance and Talks. Indeed, special Sub-Committees are presently being set up by the Club to encourage social activities throughout the length and breadth of Scotland to stimulate further interest in the sport amongst members. And by members, we mean also "family" members (being relatives of full members resident in the same household) who are able to to enjoy all the privileges of full membership bar the distribution of literature and ability to enter for competitive events.

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of

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

Signature, please

(Please tick appropriate boxes)

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.....Lapel Badge	@ £0.25	.
.....Cuff Links (Pr.)	@ £1.10	.
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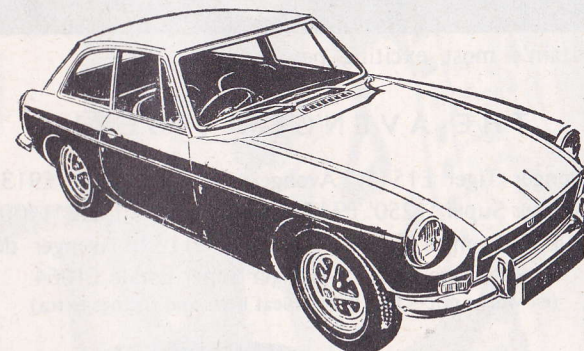
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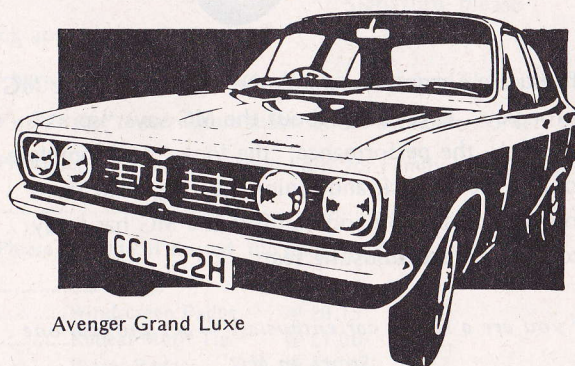
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UNTIL 1973 THEN!

