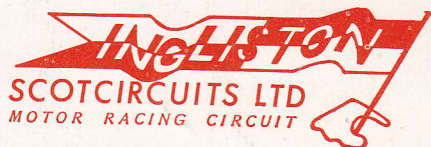


Promoted by



National Bank Chambers  
Duns Berwickshire

# THE S.M.T. TROPHY NATIONAL RACE MEETING

23rd JULY 1972

*Official Programme 20p.*

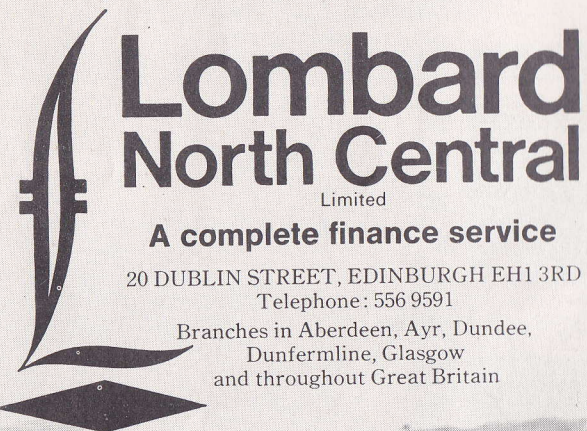
Organised by

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



# Formula Libre in Scotland.

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



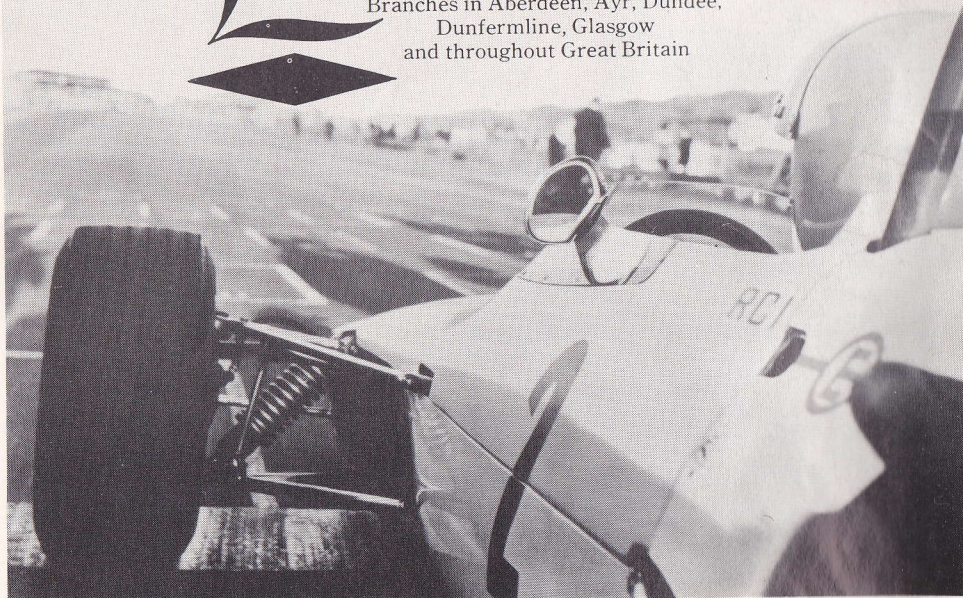
## Lombard North Central

Limited

**A complete finance service**

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

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



## IMPORTANT NOTICE

### ROSSLEIGH<sup>LTD.</sup> EDINBURGH

**HAVE TRANSFERRED THEIR  
BUSINESS FROM**

**ANNANDALE STREET  
7/8 QUEENSFERRY ROAD  
3/7 CORSTORPHINE ROAD**

## TO THEIR NEW autoplex

### OPENING HOURS

Sales Department (new and used cars)	9 a.m. — 6 p.m. Mon to Sat
Service Department	8 a.m. — 4.30 p.m. Mon to Fri 8 a.m. — 12 noon Sat
Parts Department	8 a.m. — 8 p.m. Mon to Fri 8 a.m. — 6 p.m. Sat

### ROSSLEIGH<sup>LTD.</sup>

also at  
Aberdeen Dundee Glasgow Hawick Inverness  
Kirkcaldy Perth Stirling Newcastle-upon-Tyne

**AT  
GYLEMUIR  
ROAD  
CORSTORPHINE  
EDINBURGH  
031 - 334 - 9102**





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



Essprint Ltd  
Duns  
Berwickshire  
03612-3737

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

CAN YOU AFFORD TO IGNORE THE ADVANTAGES?

### JOHN HUDSON (SCOTLAND) LTD

*We specialise in*

BOILER AND TANK CLEANING

ROAD MARKING - WHITE LINING

DOMESTIC AND INDUSTRIAL FUELS

*INGLISTON WHITE LINING by*

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

*(as a matter of COURSE)*

### INGLISTON LAP CONVERSION TABLE

secs.	m.p.h.	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 1000 cc	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	57.4 64.60
OUTRIGHT LAP RECORD			
	G BIRRELL	March 722 Ford	47.7 77.74





# INGLSTON 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:

	20 AUG	17 SEPT	15 OCT	Total No	@	TOTAL
Highland Adult					£1.00	£
Stand Juvenile					£0.80	
South Adult					£0.80	
Stand Juvenile					£0.60	
Car Park					£0.30	

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

F	E	D	B	A
---	---	---	---	---

 (please tick as appropriate)

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

## PLEASE REMEMBER THAT

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

Your life could depend on any one of the 500 or so voluntary marshals who are running today's meeting. Please co-operate with them to ensure not only the enjoyment of every pectator 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:—

20th August Closed Meeting  
 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).....  
.....

We're sick of putting advertisements for our individually-designed, well-insulated, centrally-heated, timber-frame houses in the Ingliston programme.

NO ONE EVER BOTHERS TO READ THEM ANYHOW!



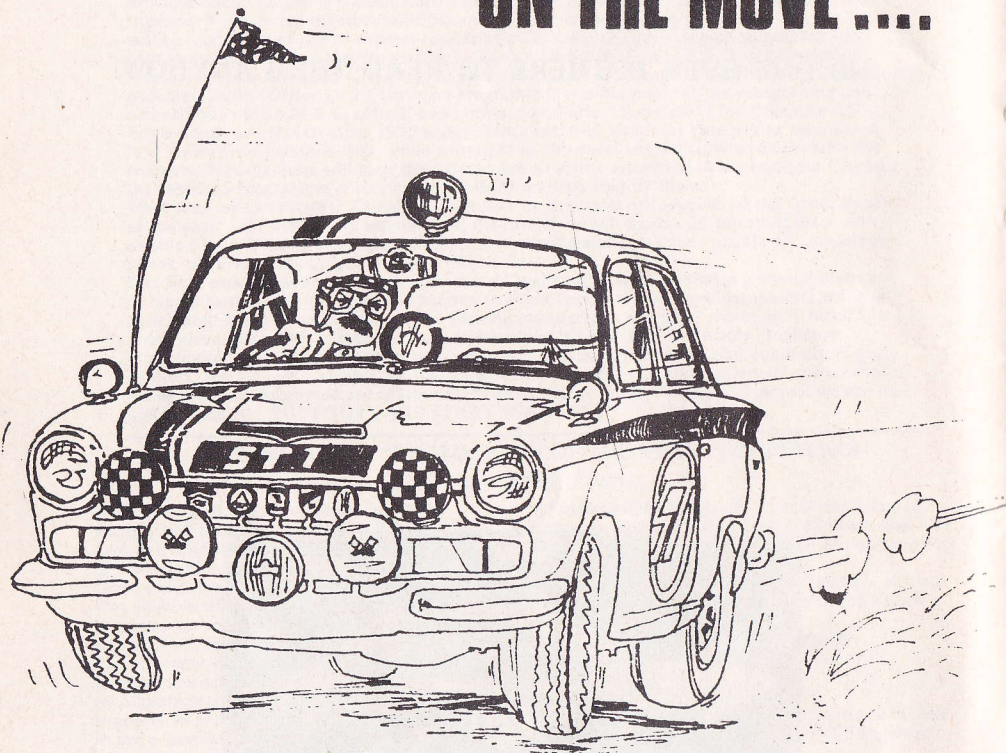
# Celtic Homes

Celtic Homes Ltd, Trinity Walls, Duns, Berwickshire.  
Phone: Duns 3785





# MOTORISTS ON THE MOVE....

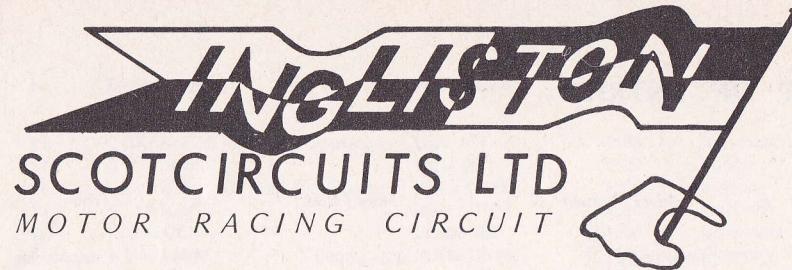


GO TO 10 BRANDON TERRACE for motor car  
accessories of the highest quality.

Get the best out of your motoring from

**ST sports  
tune**

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



## THE S M T TROPHY NATIONAL RACE MEETING

Sunday, 23rd July, 1972

organised by

THE SCOTTISH MOTOR RACING CLUB LTD

### PROGRAMME & TIMETABLE

Scrutin. before a.m.		Practice Time a.m.	Event Time p.m.
	DISPLAY by the BLUE STARS FREE FALL PARACHUTE TEAM		2.15
8.45	Formula Ford Cars — 15 Laps	9.45	2.30
11.20	The Auchentoshan Formula Libre Trophy Race for over 1500 cc Libre Cars — Part 1 — 20 Laps	12.20	3.00
A 9.15	The S M T Trophy Race	A 10.15	
B 9.45	for Special Saloon Cars — Part 1 — 15 Laps	B 10.45	3.35
10.15	Modified Sports and Saloon Cars — 15 Laps	11.15	4.05
—	The Auchentoshan Formula Libre Trophy Race — Part 2 — 20 Laps	—	4.35
—	The S M T Trophy Race — Part 2 — 15 Laps	—	5.10
	Presentation of Trophies		5.30
10.50	Scratch Race for up to 1500 cc Libre Cars — 15 Laps	11.50	5.50
p.m.	Luncheon Interval	p.m. 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	J POLLOCK	Lotus 69F2	1598	Carrickfergus
2	T D REID / Irish Racing Cars	Brabham BT30	1594	Tandragee
3	B HUNTER	Lotus 69 Atlantic	1600	Edinburgh
4	I C McLAREN / McLaren of Broxburn Ltd	Brabham BT35X	1790	Broxburn
5	A C MacGREGOR	Brabham BT35 Ford	1598	Leigh-on-Sea
6	B NELSON / Desmond Mack Racing	Crossle 22F	1970	Hillsborough
7	R MacKAY / Dunnets / Team M R E	Brabham BT36	1598	Bourne End
8	M WEBB	Brabham BT30	1594	Solihull
9	J BLADES	Lotus 69	1600	Whitley Bay
10	R HURST / Motor Race Consultants Ltd	March 713M	1598	Folkestone
11	J S CALVERT	March 722	1598	Seaham
12	J C GRAHAM	Crossle 19F	1800	Bearsden
14	E LABINJOH / J Fisher	Fisher Alfa	1998	Edinburgh
15	J R BLANCKLEY	Sar GT FVA	1598	New Penshaw
16	M MARTIN / Motor Supplies — Combat Cancer Campaign	Combat Cancer U2	1594	Castlereagh
17	G SILVERWOOD / Central Garage Mirfield Ltd	Chevron B19/21	1900	Mirfield
18	A CHARNELL	Chevron B8	1991	Balerno
19	A FOWLER	Mercury Prototype	1800	Hornchurch
20	P MacNAUGHTAN	Lotus 7	1594	Edinburgh
21	G EDWARDS / Barclays International Racing with Lola Cars	Lola T290	2000	London
22	D N THOMSON	Ecosse Imp	998	Edinburgh
23	G D ROBERTS	Brabham BT21	997	Crawfordsburn
24	J BARR	Brabham BT28	997	Edinburgh
25	G GAW	Brabham BT16	1098	Bangor
26	B HARRISON / Thistle Metalics Ltd	Vixen-Imp VBS	1400	Glasgow
27	E IRVINE	Brabham BT21B	997	Newtownards
28	E LABINJOH / J Fisher	Fisher Spyder	1100	Edinburgh
29	D McDONALD / Marquis Motor Co	Diva 10F	1098	Gorebridge
36	C MacLEAN	Hawke DL2B	1600	Alness
37	E F PRAXEL	Lotus 69F	1600	Harrogate
38	M THOMAS	Mistrale LM2	1600	Thornton Heath
39	C REEVES	Mallock U29BFF	1600	Larkhall
40	J MacGILVRAY	Crossle 20F	1600	Oban
41	K MILLAR	March 708	1600	Currie
42	J W SIMPSON / Civil Service Motoring Association Ltd	Lotus 61M	1600	Thornton Heath
43	A WILSON	Titan Mk6	1600	Dumbarton
44	P EASTWOOD	Merlyn 11A	1600	Lisburn
45	G TODD / Pinkie Mains Farm / McGregors Animal Feeds	Brabham BT28	1600	Musselburgh
46	D BASSETT	Nike Mk6	1600	Nottingham
47	H ACHESON	Merlyn 20A	1600	Cookstown
48	J McCLEMENTS / Desmond Mack Racing	Crossle 20F	1600	Comber

No	Driver / Entrant	Make / Model	cc	From
49	C HARKNESS / Malcolm Templeton	Lotus 69F	1598	Ballymena
50	G CUTHBERT	Lotus 69F	1600	Dundee
51	S RUSSELL / Star Plant Hire (Banbury)	Mallock U2FF	1600	Banbury
52	S LAWSON	Hawke DL2B	1600	Kirkliston
53	J POLLOCK	Crossle 20F	1600	Greensland
54	A L MILLER	Hawke DL2A	1600	Glasgow
55	D MacLEOD	Lotus 69F	1600	Attleborough
60	J ABSALOM / C Shutt	Ginetta G4	1150	Felton
61	I HALL	A H Sprite Mk1	1149	Bristol
62	J BAIRD	Ginetta G4	1150	Edinburgh
63	R FORESTER-SMITH / Marquis Motor Co	Ginetta G4	1098	Gorebridge
67	M HOPPERTON	M G Midget	1340	Inveraray
68	M NUGENT	Lotus Elan	1800	Pomeroy
69	D MORTON	Lotus Elan	1598	Dunkeld
70	A SOUTER	Lotus Elan	1598	Dundee
71	J B FLETCHER	Lotus Elan	1600	Littleborough
72	R HUTCHISON	A H Sprite	1293	Glenrothes
73	R D WYLLIE	Triumph GT6	1998	Annan
74	W L WOOD	M G Midget	1275	Edinburgh
76	W N A DRYDEN / S M T	Firenza	2500	Edinburgh
77	L HICKMAN / G Edmonds	Escort RS1600	1800	Albrighton
78	A D NIVEN / Celtic Homes Ltd	Ford Escort RS	2040	Whitsome
79	A ORMISTON	Riley Elf	1310	Dunfermline
80	D DONNELLY	Vauxhall Viva	2300	Dublin
83	J DRYDEN	BVRT Mini	1293	Lundie
84	F GUNN	Mini Cooper	1293	Milngavie
85	E PATERSON	Colvend Mini	1297	Edinburgh
86	E M SMITH	Mini Cooper 'S'	1293	Carlisle
87	J VEITCH	Mini Cooper 'S'	1293	Edinburgh
88	J PINKERTON	Mini	1293	Wroot
89	D MUTER / W E Jackson	Mini Cooper 'S'	1293	Northallerton
90	A BARTON	Morris Cooper SCA	997	Newburn
91	S A BELL / Cosmo Entertainments Club Carlisle	Mini Cooper 'S'	999	Carlisle
92	A SELLAR	Mini Cooper 'S'	999	Burntisland
93	G C GORDON	Mini Cooper	999	Bearsden
94	R LECKIE	Hillman Imp	998	Aberdeen
95	J C FYDA	Agra Imp	998	Dundee
96	D FISHER	Hillman Imp	998	Dunoon
97	W G DONALD	Hillman Imp	998	Tarland
99	W BORROWMAN / Sports-Tune / Moir & Baxter Ltd	Mini Cooper 'S'	999	Edinburgh
100	N D SMITH	Mini Clubman	999	Aberdeen
101	J B YOUNG	Mini Clubman	999	Burntisland
102	G WINDRUM	Hillman Imp	997	Belfast
103	D M HALL	Chrysler Imp	998	Brannockstown
104	B COYLE	Hillman Imp	998	Glasgow



## OFFICIALS AND CREDITS

Clerk of Course	W J STEIN
Controller	R J GINN
Steward for R A C	MAJOR R TENNANT REID
Stewards for Club	R KAY, W MARTIN, J A DICK PEDDIE
Chief Marshal	A H B CRAIG
Deputy Chief Marshal	J ROBERTSON
Chief Observer	R TRAILL
Chief Flag Marshal	J A MILLAR
Chief Track Marshal	K H ROBERTSON
Chief Medical Officer	LT COL A MacL HORNE, RAMC(V)
Chief Paddock Marshal	E R HERRALD
Chief Spectator Marshal	D McLAUCHLAN
Chief Grid Marshal	G MONTGOMERY
Starters	I CUNNINGHAM, J W MACMILLAN and W STRUTH
Chief Crossing Marshal	A DICK
Chief Pits Area Marshal	P POOLE
Chief Timekeeper	Dr L JAMIESON
Chief Scrutineer	W CLELAND
Chief Lap Board Marshal	G KERR
Commentator	J W McINNES
Secretary of the Meeting	A M LAMB
Competitor Reception	E D HODGES and J GOOD
Results Processors	W M CRABB and M MALCOLM
Judges of Fact	L BROWN, A BARCLAY, T SLEIGH, and E LIDDELL
Chairman of Race Committee	J L ROMANES
Catering	STADIA CATERING SERVICES
First Aid	THE BRITISH RED CROSS SOCIETY (Scottish Branch)
	THE SCOTTISH AMBULANCE SERVICE
	205 S GENERAL HOSPITAL RAMC(V)
	by kind permission of Col I SEYMOUR, TD
Fire Precautions	FIRE APPLIANCE SERVICES LTD
	EDINBURGH FIRE BRIGADE
Breakdown Equipment & Staff	CLELAND OF BOGSIDE
	JAMES ROSS & SONS LTD
	APPLEYARD (EDINBURGH) LTD
	ROSSLEIGH LTD
	WM STEIN & CO LTD
Outside Advertising	AEROSIGNS (LONDON) LTD
Car Parking	NATIONAL CAR PARKS LTD
Photographers	E BRYCE and C GARDINER
Cartoonist	P R MARSH
Public Address	KENNEDY OF LANARK
Press Liaison	Miss C LAIDLAW

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/7885



## INGLISTON NOTES

For those of you disbelieving types who did not accept that Chairman John Romanes of Scotcircuits was also Squire John of Lower Broughton Reaches, the above photo should be proof enough. Risking the fearsome penalties laid down by Squire John for the taking of photographs at Court functions, our intrepid freelancer sneaked this shot through to give the outside world some idea of the debaucheries practised at the annual thanksgiving banquet held by the Squire and Lady Dorris shortly before publication of the Company Accounts. (As yet no one has been able to record the ritual sacrifice of the accountant, following immediately upon such publication but the Ingliston Programme hope to be able to reveal this at a later date.)

While on the subject of banquets and mediaeval merriments the Royal Highland and Agricultural Society of Scotland intend putting on a Mediaeval Tournament on the first three days of September. Featuring the first appearance in Scotland of the British Jousting Society (at least, that was our information on 31st March!) with mounted and dismounted combat by knights in armour, archery, fencing, wrestling and falconry the event promises to bring to the Ingliston Showground something just that little bit out of the ordinary. For those who enjoy their



comforts there will be the traditional ox-on-the-spit while Jimmy McInnes will be pleased to note that a beauty contest is laid on too. Who knows, it might even replace Squire John's annual banquet!

What better link between the past and the present than the sponsors of today's race meeting — SMT. On 24th July 1966 the first national race meeting was held at Ingliston and, since that date, the July meeting has retained its connection with SMT, a connection which has proved remarkably successful for both parties. Today sees one major break with tradition, however — in the past the main event of the day, for the SMT Trophy, has always been the libre race. For 1972 however, SMT have decided that it was time the spotlight was shifted onto another class of vehicle and, having in mind Bill Dryden's successes this year with the incredible Firenza, what better than the saloons! Saloons it is then, and the decision could be the start of a new trend in main races. While Formula Ford and special saloons have both been the main event of the day before at Ingliston never has a non-libre event taken the star spot at a National Meeting. This was all quite understandable in the old days when libre machinery was so expensive (compared, that is, with other classes of racing car) that the main race naturally fell to those exotic machines. Escalation in the costs of motor racing having caught up with the non-libre classes it is now the case that a really competitive saloon (over 1300 cc that is) will cost as much as, if not more than, an FVA Formula 2 car. (Having said that, the Editor holds himself ready to defend himself from a horde of irate Irishmen!) Why then should the libre brigade hog the limelight — indeed, Ingliston has been famed for so long for its monumental saloon car thrashes that it's more than time the four seaters were elevated. Today, thus, sees the start of what could be a welcome trend in Scottish motor sport with, for the first time, the SMT Trophy going to the saloons.

Any Libre competitor reading the above may get the idea that the article heralds the end of that class at the Scottish Circuit. Nothing could be further from the truth! 1972 has so far proved to be *the* Libre year at Ingliston and the organisers have no desire or intention of changing this state of affairs. However, it is worth remembering that, whereas the cost of putting on an International field of F2 cars is pretty well prohibitive, it is quite within the bounds of possibility to put on a saloon car field of comparable quality. If, then, the best saloon car drivers are all assembled at Ingliston for the bash of the year, it follows that (at least, this is the theory) a better than normal crowd will attend to spectate, thereby indirectly benefitting the Libre entry. The Editor has,

however, again allowed himself to stray way out on a limb and is once again blithely dictating policy to his masters. Since he is "paid" (the quotation marks are not accidental!) not for dictating policy but for merely repeating it, kindly treat the last few lines as idle chatter!

Regular Ingliston spectators will be well aware of the value of the information shown on the grid position van. During the morning of each Ingliston race day a practice session is held for all cars entered, and it is from the times recorded by those cars in practice that the grid positions for the start of each race are worked out. Since the front right grid position (looking from the driver's point of view) confers a very real advantage at the start, this is known as "pole" position, and there is keen competition during the morning to clock the fastest lap, the requisite for the favourable grid position. The other drivers are set out on the grid in decreasing order of fastest practice times reading from right to left and front to back. These Starting or Grid Positions are shown on the grid position van (situated on the outside of the track at the entry to the arena) prior to the race, accordingly allowing you to assess the performance of each car in practice. The van itself is operated by Mr Colin and Mr Victor Brown, keen rally enthusiasts in the 1950s who have since transferred their interests to Motor Racing and Ski-ing. As well as being Managing Directors of C & J Brown Ltd, the well-known Edinburgh House Furnishers, they also run a sports shop called Hans/Sport, specialising in Ski equipment.

Talking of past and present, let's throw our minds back to the very first Ingliston National Meeting held on 24 July 1966, the first SMT Trophy Meeting. Just comparing the drivers with those entering for Ingliston events nowadays is most interesting. On the single-seater front there was of course the inimitable Jock Russell while Ed Labinjoh (there only can be one E A Labinjoh, can't there) fielded a Fisher-Lancia and John Calvert a Formula 3 Brabham. In saloons were Jim Pinkerton, Bill Borrowman, Andy Barton, Dave Muter, and Tony Charnell (then with a Hillman Imp). Bill Dryden, of course, had the Elan and Reg Forester-Smith the old Lotus XI GT. One interesting discovery on turning back the records, however, is Jimmy Veitch — in July of '66 Jimmy was circulating in the Diva GT: and he clocked third fastest lap in practice (fastest lap going to the eventual GT race winner, Bill Dryden).

Going all the way back to the very first Ingliston Meeting in April '65 is even more fascinating. The Border Reivers were still on the go in these days, entering Andrew Cowan in an Elan (for competition he had the Elan of John Calvert, Johnny Blades' Ginetta and — wait for it — Tom Sleight's Jaguar). Brian Coyle

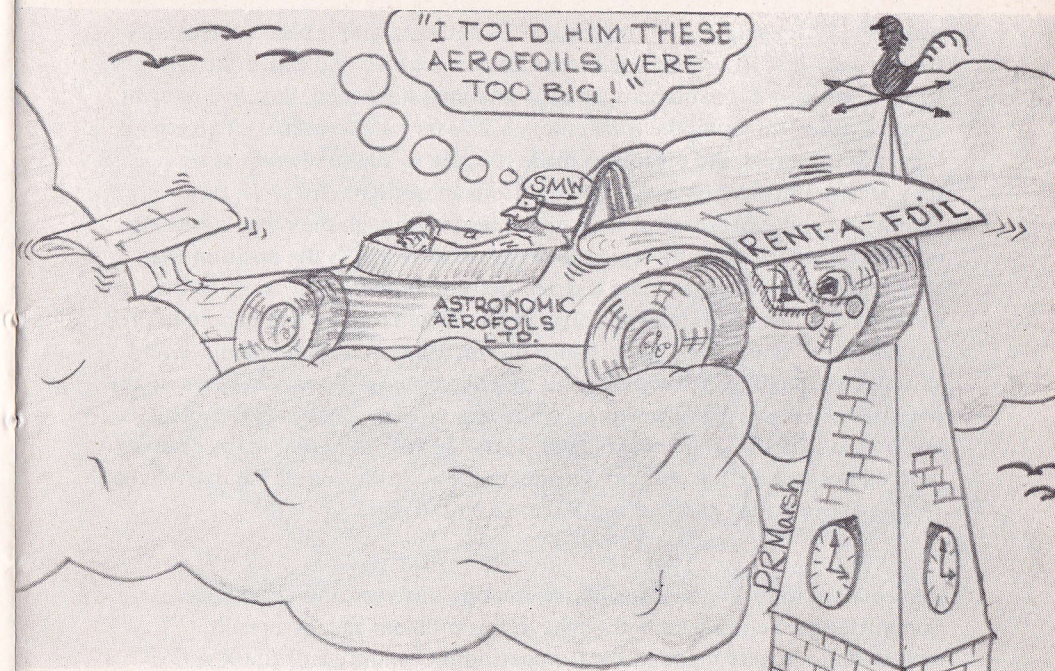


and Jim Dryden were still in evidence in the up to 1200 cc Saloon Class ( the eventual winner being Ronnie McCutcheon) while John Absalom still had the G4 even then! In those days there were two races for "racing cars" and both were won by the present Clerk of the Course, Bill Stein, in the Ecosse Climax. Second to Bill in one of these was Willie Forbes and, in the other, Tommy Reid (then with a Lotus 22). Scotcircuits Chairman, John Romanes, was fifth in both races with his Brabham while the retirals included Jock Russell and Malcolm Templeton (Crawford Harkness' entrant today). Both Gerry and Graham Birrell were hammering at it in the old Perdal Anglia while Bill Borrowman, Bill Dryden and Henry Tuer were all in evidence. Heavens above, the Editor's brother was even there! (Well can the Editor remember the feverish nights spent building the old Lotus XI up only to spend the following Sunday taking a brush and sweeping it up beside the barrier — give him his due , however, he managed a fourth in that, his first race.) All in all, it's quite remarkable how the same old names and faces keep cropping up. Even after hanging up their helmets you'll still find most of them lurking around the Circuit in one capacity or another!

Just talking about some of the old familiars in Scottish Motor Sport leads us on inevitably to the problem of drop outs in racing! One of the biggest problems Ingliston has had to face in recent years has been the ever increasing drop out rate between the time the entries for an event are in and the start of the event itself. Take April of this year for example, (although the first Meeting of any season is an extreme case due to cars not being ready in time, or hold-ups in the delivery of spare parts etc).

The figures for that Meeting were as follows: —

Class	Entered	Withdrew before event	Failed to appear	Practised	Raced
Saloons up to 1000 cc	19	1	2	16	13
Formula Ford	26	5	6	15	13
Saloons over 1000 cc	19	1	3	15	10
Libre Cars	25	4	4	17	14
GT & Modified Sports Cars	22	0	2	20	14
	111	11	17	83	64



It follows therefore that, of the 111 entries received, only 58% actually raced. (In short, when you find a page full of entries in the Programme and only seven cars on the grid, don't please blame the organisers — the Programme is compiled ten days before each Meeting and the Editor knows only too well that there is nothing more frustrating than watching a good entry dwindle away before your very eyes.) There are naturally good reasons for many of these drop outs and the 10% who had the courtesy to advise the organisers of their withdrawal prior to the event were all genuine cases. The people who do annoy the organisers are the 15% or so who merely don't turn up at all and don't give any advance warning whatsoever. Not only do they cause annoyance, they are often instrumental in further reducing the numbers on the grid.

Because of this high drop out rate the organisers have been forced in recent years to re-adopt a practice of accepting reserves for racing events ( a practice discontinued many years ago because, no matter how it was operated, it tended to create friction with competitors and became much more trouble than it was worth). Until now, the Circuit has been able to accept 18 cars outright for any event. All 18 cars practise and the fastest 15 only qualify for the grid (since the R A C restrict the number of starters at Ingliston in any race to 15 cars). On present drop out rates, however, the Circuit has now come to expect a grid

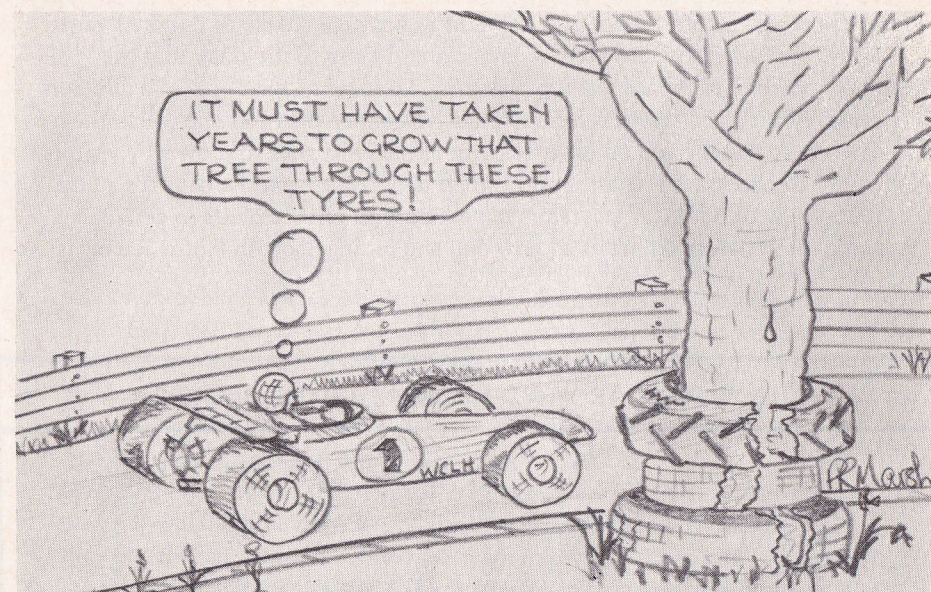


of some 12 cars only out of the original 18 entrants, and it became necessary to take out "grid insurance" by accepting reserves over and above the outright entries. Imagine for a moment, as has sometimes happened, that five reserves were accepted (bringing the total entry to 23 cars for one event). To keep everyone informed, the organisers made it a rule to advise reserves as soon as they receive notification of withdrawal from an outright entry. If, however, competitors did not advise of withdrawal (even although they may never have intended turning up in any event) the reserves were left in the position that they had no idea whether there was any point in bothering to come to the Circuit at all. The fifth reserve, for example, would require five people to drop out before he would even get a chance of practising, and even then he would still have to qualify for the grid on his practice time. If he was unaware of any withdrawals, was it really worth his while towing a car a considerable distance on what looked like a forlorn chance? Little wonder then that many reserves decided not to take the chance. The net result — at the end of the day maybe 16 cars appeared for practice and 12 or 13 on the grid!

Immediately following the April Race Meeting this year, the Joint Race Committee gave considerable thought to this problem and, as a result, representations were made to the Competitions Committee of the R A C requesting permission for the Ingliston Circuit to practise 20 cars at once instead of the previous limit of 18. Shortly after the May Meeting R A C approval came through and today, it has accordingly been possible to accept 20 cars outright for each event. This decision will have, we hope, far reaching consequences.

To begin with, it will mean that all 20 accepted entries will be assured of an equal opportunity to practise and thus qualify for the grid of 15 cars in the race itself. As a result it is hoped that no competitor will feel that there is little point in coming to the Circuit purely because he may not get a drive. The new decision has also been supplemented by an announcement that, as a direct result, no reserves will be accepted over and above the 20 outright entries for any event, thus again ridding the Circuit of a potential source of friction.

Since no reserves are now being accepted, competitors are asked to note the new practice as regards entries, that will henceforth come into operation. Once the Entry List for any event is fully subscribed, the Secretary of the Meeting will commence a supplementary list of any extra potential entries. Immediately word is received of the withdrawal of an existing entry, the Secretary will contact the person whose name appears at the top of the supplementary list to advise that person that his entry can then be accepted. By these means only the 20



outright entries will be invited to the Circuit, and any persons on the supplementary list who have not heard from the Secretary, should note that there is no point in their attending. It is accordingly most important for outright entries to notify the Secretary of their withdrawal at the earliest opportunity so that their place on the Entry List may be filled by someone on the supplementary list. We can only hope that the new system will have the effect of combating, even in small measure, the increasing drop out rate. Whether or not it will be successful, we do know that the Secretary has heaved a sigh of relief at the abolition of reserve status with the multiple problems that status brought.

Just by way of blowing our own trumpet for a change (some change!) it is perhaps worth thinking about what one or two of our sponsoring guests from down South had to say about Ingliston last May (with particular reference to the main Libre event). Anyone here in May will remember that the Libre race was an unforgettable experience. For those in the main Grandstand it was not only the sight and sound of the cars that got through — you could literally feel them going by in the pit of your stomach! Many of the guests present, who also know well many of the English and Continental Circuits, had never before in their lives experienced such an intimate involvement with a race. Down South, they felt, you are lucky to hear a drone in the distance while witnessing



a helmet and aerofoil shoot past behind the Armco a couple of hundred yards away. At Ingliston, however, the public are so close to the track that the atmosphere of each race really gets across. To some of the Coca-Cola directors certainly the main race was a completely new experience and one which they wish could be repeated on other circuits. Which just goes to show why visitors from "abroad" rave about Ingliston when they come here. Perhaps it's a pity that so few of our local spectators travel South to other circuits to get a fair comparison before telling us all how dull and boring Scottish Motor Racing is!

#### THE "B M R C TROPHY" MEMBERS CHAMPIONSHIP

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

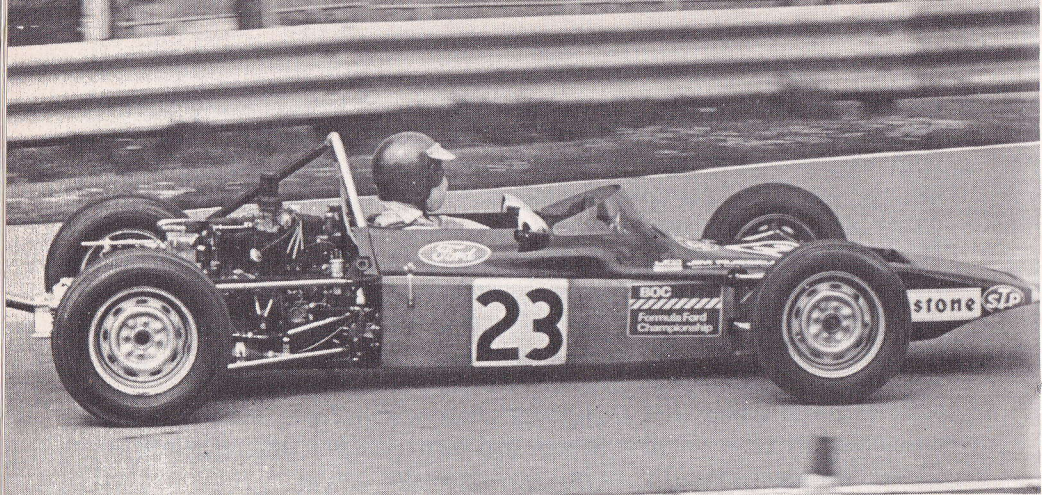
Scoring: In each event per Club member — 1st 9; 2nd 6; 3rd 4; 4th 3; 5th 2; 6th 1. Best score per meeting to count.

Prize Fund : £50 — 30 — 20 — 10 — 5

Just for the record, spectators may be interested to learn that this is in fact the 50th Race Meeting held at Ingliston since its inception. Those of you who have had your pencils and paper out to do some quick calculations will doubtless be on the point of taking issue with us on the grounds that there have only been 48! While 48 Meetings have been open to the public, there have in fact been a two Race Meetings which were not attended by the general public. The first was an early Meeting for Marshals and drivers to enable both to familiarise themselves with the Circuit prior to its opening in 1965. The other Meeting was a non-public Novices' Meeting several years ago. Hence, Ingliston now achieves its half century and, from today's Entry List, it could well be a memorable occasion. Let us only hope that we shall still be wearing so well in 50 Meetings time!

Dropping in on us this afternoon at 2.15 (if Air Traffic Control Permission is granted) will be three members of the Blue Stars Free Fall Parachute Team, the only civilian professional free fall team in Britain. Keep your ears open to the Commentator for this since, if you aren't looking skywards, you may find yourself being used as an involuntary landing cushion! Not to worry, though — the Blue Stars assure us that they will drop a couple of bricks to clear the area first. It's never been known to fail, they say!





As the current leader in the Ingliston Formula Ford Championship, Jay Pollock is the obvious favourite for today's Formula Ford Race, all the more so in the light of his consistent successes both here at Ingliston and abroad (in Ireland, that is) this year. Jay brings with him, however, another strong Irish contingent, perhaps the most contentious of which, (apart from himself that is) will be Crawford Harkness, well known for his Formula Ford exploits at Ingliston in the past. Crawford it was who gave the 1971 Kings Cup Champion, Neil Ginn, a fair old shock last October and he could be well placed for a win here today. Don't, however, underestimate the rest of the Irish brigade since Harry Acheson, Jim McClements and Paul Eastwood have all clocked up points in the FF Championship already and there is no reason to doubt that they will score more today!

The Scottish reply could well come from Colin MacLean who has driven exceedingly steadily this year with his Hawke DL 2B to take second and third places in April and May respectively. These two places have been good enough to slot him in second position of the Championship, one point ahead of his nearest Scottish rival, Don Macleod in the Lotus 69, last Meeting's Formula Ford winner. Dundee driver, Graham Cuthbert, will also be out to uphold his native honour while a few foreign faces are in evidence from the other side of the Border. Old regular, John Simpson, returns with his Lotus 61M and new faces are seen in Ed Praxel and Doug Bassett. The latter driver, from Nottingham, Started racing in March of this year only and already, out of ten races, he has notched up five wins and one second place with his Nike Mark VI (whatever that may be!). At eighteen years old, Doug could well be a man to watch for the future. As well as being a representative field of drivers, today's race sees a fair miscellany of cars, with examples of Hawkes, Lotus, Mistrale, Mallock, Crossle, March, Titan, Merlyn, Brabham and Nike — could be interesting!

EVENT 1

50 46 52 49 48 39  
53 51 40 37 43  
55

2.30 p.m.

## FORMULA FORD CARS

15 Laps

36	C MacLEAN	Hawke DL2B	1600
37	E F PRAXEL	Lotus 69F	1600
38	M THOMAS	Mistrale LM2	1600
39	C REEVES	Mallock U29BFF	1600
40	J MacGILVRAY	Crossle 20F	1600
41	K MILLAR	March 708	1600
42	J W SIMPSON / Civil Service Motoring Association Ltd	Lotus 61M	1600
43	A WILSON	Titan Mk6	1600
44	P EASTWOOD	Merlyn 11A	1600
45	G TODD / Pinkie Mains Farm / McGregors Animal Feeds	Brabham BT28	1600
46	D BASSETT	Nike Mk6	1600
47	H ACHESON	Merlyn 20A	1600
48	J McCLEMENTS / Desmond Mack Racing	Crossle 20F	1600
49	C HARKNESS / Malcolm Templeton	Lotus 69F	1598
50	G CUTHBERT	Lotus 69F	1600
51	S RUSSELL / Star Plant Hire (Banbury)	Mallock U2FF	1600
52	S LAWSON	Hawke DL2B	1600
53	J POLLOCK	Crossle 20F	1600
54	A L MILLER	Hawke DL2A	1600
55	D MacLEOD	Lotus 69F	1600

1st (£20) 53 2nd (£15) 55 3rd (£10) 36 4th (£5) 52  
Bonus of £10 for the Fastest Lap to 46 59.4 secs.

a round in the Ingliston Formula Ford Championship

THE INGLISTON FORMULA FORD CHAMPIONSHIP									
Driver	Car	Apr	May	July	Aug	Sep	Oct	Total	
J Pollock	Crossle 20F	9	6					15	
C MacLean	Hawke DL2B	6	4					10	
D Macleod	Lotus 69F	—	9					9	
G Todd	Brabham BT28FF	4	—					4	
P Eastwood	Merlyn 11A	3	—					3	
P Harrington	Cougar 72F1	—	3					3	
J McClements	Crossle 20F	2	—					2	
G Cuthbert	Lotus 69F	—	2					2	
H Acheson	Merlyn 20A	1	—					1	
J W Simpson	Lotus 61M	—	1					1	

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



## A word about AUCHENTOSHAN DISTILLERY

Auchentoshan Distillery is a Lowland Malt Distillery lying just outside the imaginary line from Dundee to Greenock, which for this purpose, forms the southern boundary of the Highlands.

Founded in 1825, by Thorne, it had only two other owners before being acquired in 1969 by Eadie Cairns.

The water supply, so important to any distillery, comes from the Old Kilpatrick Hills, north of the Distillery.

Auchentoshan Malt Whisky is made entirely from the finest malted barley which is purchased from specialist maltsters. In former days, distillers used to make their own malt.

Malting consists of inducing the seed — the Barleycorn — to start to germinate by creating in controlled conditions the effect of Spring rain and warmth, then when the green shoots begin to appear from each seed, to stop this action by heating over a peaty flame — Kilning. The purpose of Kilning is to start the conversion of the starch in the seedling into sugar, and this sugar will eventually become the source of alcohol.

The Kilning process also imparts the flavour of peat to the finished malt. Auchentoshan is, however, only lightly peated.

Malt is delivered by purpose-built lorries which discharge into a conveyor system to fill the distillery's four storage bins which have a total capacity of 80 tonnes. From these bins, the malt passes through sieves and magnetic screens so that not the smallest particle of foreign matter or unwanted husks goes into the mill. The electrically operated mill then grinds the malt into husk, grist, and flour. This "Grist", as it is called, is conveyed by elevators to the grist hoppers. There are two of these, so constructed that each is sufficient for one charging of the mash tun (288 bushels or 5.5 tonnes).

When all is ready, the grist is allowed to feed by gravity into the mashing machine where it is mixed with water (3,500 gallons/15,925 litres) at a temperature of 147 F/64 C and poured into the mash tun. It is then allowed to infuse for about an hour and the resultant sugary liquid ("malt extract") is drawn off into a tank at a lower level (the "underback"). Then there is a "Sparging" or rinsing to extract all the sugar possible, and this time the water is even hotter, 180 F/82 C. Finally a further sparging lasting an hour, and the remaining liquid is used as the first water of the next mash.

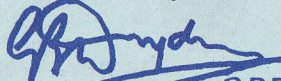
The solid residues remaining in the mash tun, consisting of spent grains and known as "Draff", are dropped through emptying ports in the floor of the vessel and leave the building by conveyors, to be taken away by lorries



This is the seventh year SMT has sponsored this meeting and it is an occasion we always look forward to.

On behalf of SMT, I would like to express thanks to all those who work so hard to make these meetings a success and to wish all competitors the best of luck, and an exciting afternoon's sport to every one of you.



  
G.B. Dryden  
Managing Director, SMT.

## Get on the winning streak!

Watch out this afternoon for SMT's racing Firenza driven by Bill Dryden. This potent machine has been specially prepared by SMT — and very successfully too. Last time out, it broke the outright lap record during the Burmah Trophy race recording a fantastic time of 55 seconds.

You'll find the same standard of professionalism behind the car you buy from SMT. Take a test drive and see!





## **are the Vauxhall people...**

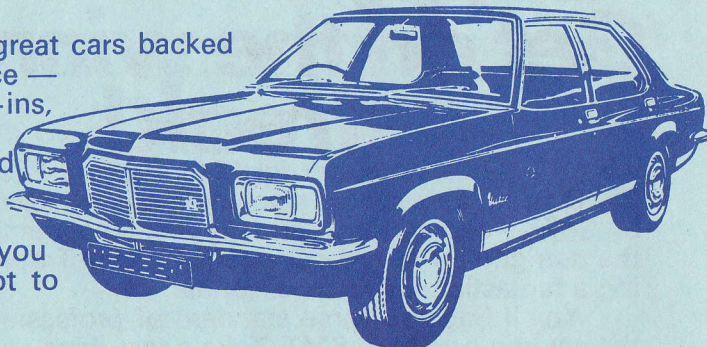
The Vauxhall marque is synonymous with SMT — a great range of cars backed by Scotland's largest motor trading organisation.



The Viva range is probably the best "value for money" on the road today.

The new Transcontinental range of Victor, VX 4/90, and Ventora are setting new standards of design and safety at low cost.

All these great cars backed by great service — generous trade-ins, easy HP terms, fast service, and a vast stock of spares and accessories — you can't afford not to see SMT.



## **...and Used Car Specialists**

SMT has built up a reputation for selling quality used cars and no-nonsense dealing. You won't find a "banger" or a car that isn't reliable at SMT — just a great selection of well-maintained, sensibly priced cars.

A great deal of work goes on to ensure that the cars on offer match the standards demanded by our customers.

## **Self Drive Hire**

SMT is recognised as being the largest hiring business in Scotland. And when you're at the top, you've got to be good to stay there.

There are 14 SMT hiring branches in Scotland and N.W. England offering anything from a Fiat 127, Viva, Victors to Bedford Vans, 12 Seaters and Motor Caravans — ALL at very competitive rates and with fully comprehensive insurance. All the vehicles join the fleet brand new too!

## **Contract Hire**

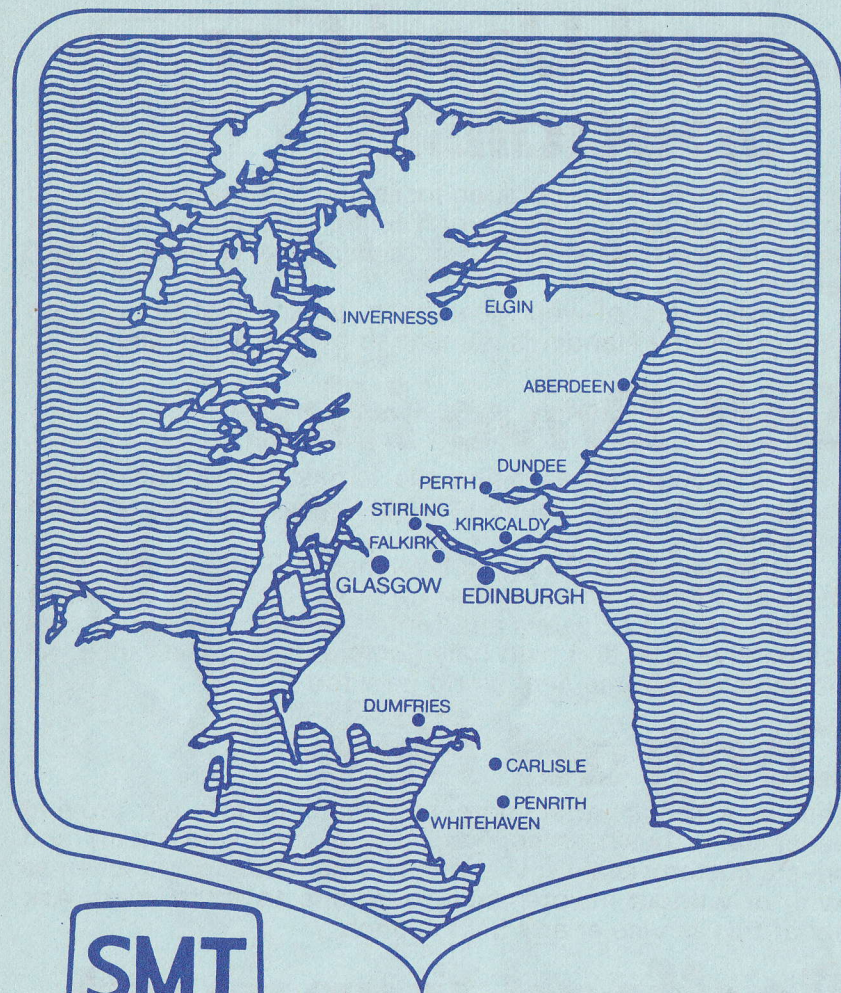
This is a service that more and more people are proving beneficial — business concerns (both large and small) and private customers alike. We offer two comprehensive schemes (with or without maintenance) over one to three years. Ask about this service at any SMT branch.

## **Bedford Transport Specialists**

That is the name SMT have made for themselves in the commercial vehicle market. From the sales of Bedford (light vans, vans, 12 seaters, caravan conversions, trucks, tippers and "artics"). Nobody knows this side of the business better than SMT.

Commercial vehicle operators know that SMT have all the answers from the complicated plating regulations to specialised body building. Trust SMT.





**SMT**  
**covers the country**

26 SMT branches up and down the country

- Main Dealers for Vauxhall and Bedford
- all with the same no-nonsense attitude and each catering to today's motorist and his needs.

**You can't afford not to deal with SMT!**

and processed into a high protein cattle feed. The Auchentoshan system of mashing is significantly different from that used in other malt distilleries, and is the second reason for its fine distinctive quality.

The malt extract — "Wort" — which has been collected is first cooled then passed through a stainless steel main to the tun room where it is filled into one of the eight fermenting vessels known as "Wash Backs". These are specially made from Scottish grown larch, and have a capacity of 4,000 gallons/18,200 litres each. Yeast taken from the refrigerated storage room is added and very shortly, fermentation starts. Briefly, yeast, which is a living organism, feeds on the sugar in solution and creates alcohol, whilst giving off carbonic acid gas. The fermentation lasts for about 72 hours under the watchful eye of the distillery staff, who are on duty night and day.

The fermented wort, now known as "Wash", is pumped to a tank in the still house, after which the empty fermentation vessel is thoroughly cleansed, using hot water, under pressure, and antibiotics, as cleanliness is of paramount importance. We have already noted two features which are particular to Auchentoshan — the lightness of the peating of the malt, and the special method of mashing.

The third and most significant difference from other malt distilleries is to be seen on entering the still house — three pot stills. Normally there would be two, or several groupings of two, but Auchentoshan, following the old tradition of Lowland malt distilleries, has triple distillation.

The time allowed for maturing varies, but Auchentoshan will rarely leave the distillery until it has developed for five or six years. It is staggering to note that where Scotch whisky is kept maturing for twelve years, and much of Auchentoshan is, the loss through evaporation is 25% of the amount that went into the cask originally.

Like all malt distilleries by far and away the greater part of every season's output is sold to other brand owners to play its part as a constituent of their famous blended Scotch whiskies.

Auchentoshan is therefore part of every well-known brand. An ever growing amount of Auchentoshan is, however, bottled by the proprietors as a single unblended malt for which there is a rapidly increasing demand, both for export and in the home trade.

The proprietors of Auchentoshan Distillery are Messrs Eadie Cairns the old established Glasgow wine and spirit merchants whose Chairman is Mr J E Milne, well-known racing driver whose many successes in his famous M G Midget include several races here at Ingliston.





Last July the Libre event saw an incredible mixture of Formula 2 and 2 litre Sports Cars, all resulting in a tremendous race, the like of which has had to wait until this year to be surpassed. Today, again, a similar mixture gets together for what promises to be the third in a series of unforgettable Libre dices at Ingliston. Like today's main race, the Auchentoshan Formula Libre Trophy Race will be held in two parts, each race being a race in itself, with the Auchentoshan Trophy going to the winner on aggregate. On paper, that winner could well be the 1970 Formula Libre Champion of Ingliston, **Brian Nelson**, with his prototype Crossle 22F Formula 2 car. In May, while the honours went conclusively to **Gerry Birrell**, Brian's performance in practice does rate him as today's odds-on favourite. Until May the outside lap record at Ingliston stood to **Tommy Reid** and **John Miles** at 48.1 secs. Gerry battered that down to 47.7 secs. but, in practice, Brian Nelson had clocked the time of 47.9, only .2 off the new outright lap record. (It is perhaps interesting to note that, in practice at the last Meeting, Gerry turned in an incredible 47.2 sec. lap — an average speed of 78.56 miles per hour. At this rate, an 80 m.p.h. lap could well happen at Ingliston within the next eighteen months.)

Brian will, however, not be allowed to have things all his own way today since the by now usual strong Irish (and Scottish and English) contingent is arrayed against him. Heading the list are his compatriots, **Tommy Reid** and **John Pollock**. Both Tommy and John clocked practice times of 48.2 in May and this is all the more incredible bearing in mind that they each have merely FVA engines as opposed to Brian's 2 litre Brian Hart Mill. While, as current leader of the Lombard North Central Championship, Tommy will be all out to consolidate his position, John has shown on past form this season that he could well be, like brother Jay in the Formula Fords, a leading contender for

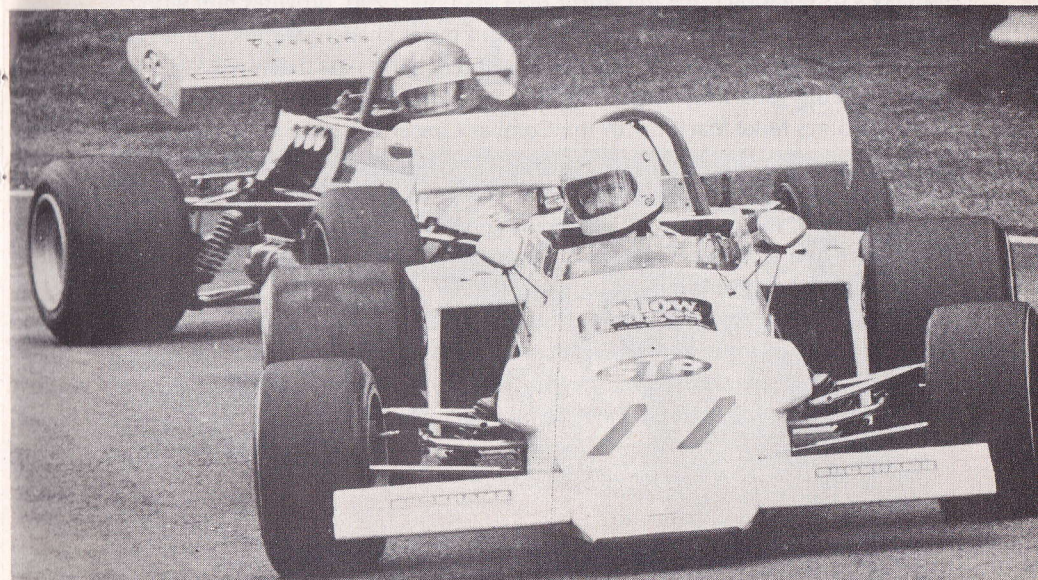
#### THE LOMBARD NORTH CENTRAL CHAMPIONSHIP

Driver	Car	Apr	May	July	Aug	Sep	Oct	Total
T D Reid	Brabham BT30FVA	7	5					12
B Nelson	Crossle 22F	10	—					10
G Birrell	March 722 Ford	—	10					10
J H Blades	Lotus 69 Atlantic	5	3					8
J Pollock	Lotus 69 FVA	—	7					7
D Berry	Brabham BT16/21B	4	—					4
J Calvert	March 722 FA	—	4					4
I C McLaren	Brabham BT35X	3	1					4
P McGarrity	Lotus 69 FVA	2	—					2
B Hunter	Lotus 69 Atlantic	—	2					2
J Barr	Brabham BT28	1	1					2

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

Championship honours. Providing the Irish/Scottish link is **J Campbell Graham** who returns to the Circuit after a long absence with the ex-Ken Fildes Crossle 19F1. With an Alan Smith tuned FVC this car should be a force to be reckoned with although it will doubtless be hounded unmercilessly by **Ian McLaren's** Brabham BT 35X (the ex-Sir Nick Williamson car) and **Ronnie MacKay's** Brabham BT 36. After months (nay, years!) of patient work, **Jack Fisher** now seems to have finished the single-seater Alfa and **Ed Labinjoh** will accordingly once again be seen on the single-seater circuit.

One of the incredible facts of life at the Ingliston Circuit this year has been that the competitive Formula Atlantic cars have been able to hold their own with the theoretically more powerful Formula 2 machinery. Accordingly, both





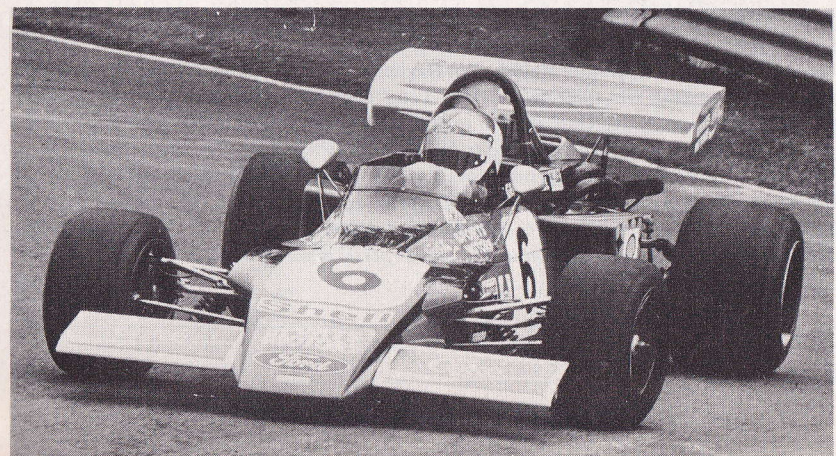
21 11 3 18 19 15  
6 9 8 12 16

EVENT 2

3.00 p.m.

THE AUCHENTOSHAN  
FORMULA LIBRE TROPHY RACE  
for over 1500 cc Libre Cars (Part 1)  
20 Laps

1	J POLLOCK	Lotus 69F2	1598
<del>2</del>	<del>T D REID / Irish Racing Cars</del>	<del>Brabham BT30</del>	<del>1594</del>
3	B HUNTER	Lotus 69 Atlantic	1600
<del>4</del>	<del>I C McLAREN / McLaren of Broxburn Ltd</del>	<del>Brabham BT35X</del>	<del>1790</del>
5	A C MacGREGOR	Brabham BT35 Ford	1598
6	B NELSON / Desmond Mack Racing	Crossle 22F	1970
7	R MacKAY / Dunnets / Team M R E	Brabham BT36	1598
8	M WEBB	Brabham BT30	1594
9	J BLADES	Lotus 69	1600
10	R HURST / Motor Race Consultants Ltd	March 713M	1598
11	J S CALVERT	March 722	1598
12	J C GRAHAM	Crossle 19F	1800
14	E LABINJOH / J Fisher	Fisher Alfa	1998
15	J R BLANCKLEY	Sar GT FVA	1598
16	M MARTIN / Motor Supplies — Combat Cancer Campaign	Combat Cancer U2	1594
17	G SILVERWOOD / Central Garage Mirfield Ltd	Chevron B19/21	1900
18	A CHARNELL	Chevron B8	1991
19	A FOWLER	Mercury Prototype	1800
<del>20</del>	<del>P MacNAUGHTAN</del>	<del>Lotus 7</del>	<del>1594</del>
21	G EDWARDS / Barclays International Racing with Lola Cars	Lola T290	2000
30 T. Dzer			
1st (£75) ... 6. 2nd (£40) ... 4. 3rd (£20) ... 21. 4th (£10) ... 9. ....			
5th (£5) ..... Fastest Lap 6 ..... 55secs.			



Johnny Blades and John Calvert have been able to give the Formula 2s a good run for their money so far this year, Johnny having been third and fifth in April and May respectively and John fourth in May. Local driver **Bernie Hunter** also joins the Atlantic ranks and, with competitive BDAs, these three could upset the leaders quite considerably. The fantastic exploits of John Miles with the DART Chevron B19 last year showed just how potent the 2 litre sports cars can be against Formula 2 machinery and today two of the leading international cars are present to again challenge the single-seater domination at Ingliston. **George Silverwood**, who will be remembered as the runner up in the 1969 Sheila Whyte Tankard Championship at Ingliston, has already confirmed his promise this year by leading the Silverstone Formula Libre Championship with the Chevron B19/21 brought to Ingliston today. This car has already won one of the International 2 litre rounds in the hands of John Hine in Brazil this year and it will be a potent contender this afternoon. **Guy Edwards**, with the Barclay's International Racing with Lola Cars Lola T290, provides him with international 2 litre competition while **Alan Fowler** challenges the big boys with his FVC Mercury prototype. Against this potent sports car machinery will be local ace, **Tony Charnell**, with his BMW powered Chevron B8 while, from Ireland, comes **Mike Martin** with the Combat Cancer U2, a car with sponsorship agreeable to every one.

All in all, then, the makings of a cracking good race with what could well be a cliffhanger of a second heat later in the afternoon. And remembering the May Libre event the Editor is almost tempted to advise spectators in the main Grandstand to use earplugs before the race starts! And just by way of introducing a touch of mystery to the proceedings, although not listed in the Entry List there is a vague rumour that mighty Jock himself might sneak into the Circuit with a new Scottish-named car. Wonder what that could be?





Today, as you will have read in Ingliston Notes, the main event of the day is the S M T Trophy Race for special saloon cars. To give the best possible grids for this event, therefore, the fastest 15 cars in practice from those listed opposite will take part in this race (any failing to qualify being eligible for consideration for Event 4). The main race today should, accordingly, resemble one of the old Hartley Whyte finals with two important exceptions. The first is that, this time, there will be no heats! The fastest 15 cars will all therefore appear on the grid before your very eyes! The second difference is that the race is being held in two parts and the overall results, which will count towards the Hartley Whyte Scottish Saloon Car Championship, will determine who wins the S M T Trophy.

Naturally, S M T themselves will be hoping to bring the Trophy home to roost by virtue of a win by Bill Dryden. Bill, in fact, has a very strong chance of taking the honours today since, on past form this season, the Firenza has demolished the local opposition. So far the expected confrontation between Bill and Dougal Niven in the Celtic Homes' Escort has not taken place, but Dougal is quietly confident that the ex-Alan Mann RS1600 will now be slightly more reliable. Today, therefore, could be his day, but if not, Ford has a back-up in Lawrie Hickman to challenge the might of Vauxhall.

On the 1300 cc front, Jimmy Veitch, Jim Dryden and Frank Gunn will all be piling on the pressure to both win their own class and challenge the big boys. Eric Smith, who has clocked fastest lap in this class at both Ingliston Meetings this year, but who has yet to win the class itself, will also be trying to beat his bogey while, in the smaller saloon class, we can expect a fair measure of pressure from old favourites Andy Barton, Sedric Bell, Bill Borrowman and John Fyda. Just to ginger things up the two fastest Imps from Ireland are entered in the hands of David Hall and G Windrum. All in all, it should be a thundering good race and a preview of a repeat performance in Event 6.

# THE S M T TROPHY RACE for Special Saloon Cars — Part 1 — 15 Laps

Over 1300 cc.

76	W N A DRYDEN / S M T	Firenza	2500
77	L HICKMAN / G Edmonds	Escort RS1600	1800
78	A D NIVEN / Celtic Homes Ltd	Ford Escort RS	2040
79	A ORMISTON	Riley Elf	1310
80	D DONNELLY	Vauxhall Viva	2300

1st (£15) ~~78~~ 78 2nd (£10) ~~76~~ 76 3rd (£5) ~~80~~ 80

1001 — 1300 cc.

83	J DRYDEN	BVRT Mini	1293
84	F GUNN	Mini Cooper	1293
85	E PATERSON	Colvend Mini	1297
86	E M SMITH	Mini Cooper 'S'	1293
87	J VEITCH	Mini Cooper 'S'	1293
88	J PINKERTON	Mini	1293
89	D MUTER / W E Jackson	Mini Cooper 'S'	1293

1st (£15) ~~87~~ 87 2nd (£10) ~~86~~ 86 3rd (£5) ~~84~~ 84

up to 1000 cc.

90	A BARTON	Morris Cooper SCA	997
91	S A BELL / Cosmo Entertainments Club Carlisle	Mini Cooper 'S'	999
92	A SELLAR	Mini Cooper 'S'	999
93	G C GORDON	Mini Cooper	999
94	R LECKIE	Hillman Imp	998
95	J C FYDA	Agra Imp	998
96	D FISHER	Hillman Imp	998
97	W G DONALD	Hillman Imp	998
99	W BORROWMAN / Sports-Tune / Moir & Baxter Ltd	Mini Cooper 'S'	999
100	N D SMITH	Mini Clubman	999
101	J B YOUNG	Mini Clubman	999
102	G WINDRUM	Hillman Imp	997
103	D M HALL	Chrysler Imp	998
104	B COYLE	Hillman Imp	998

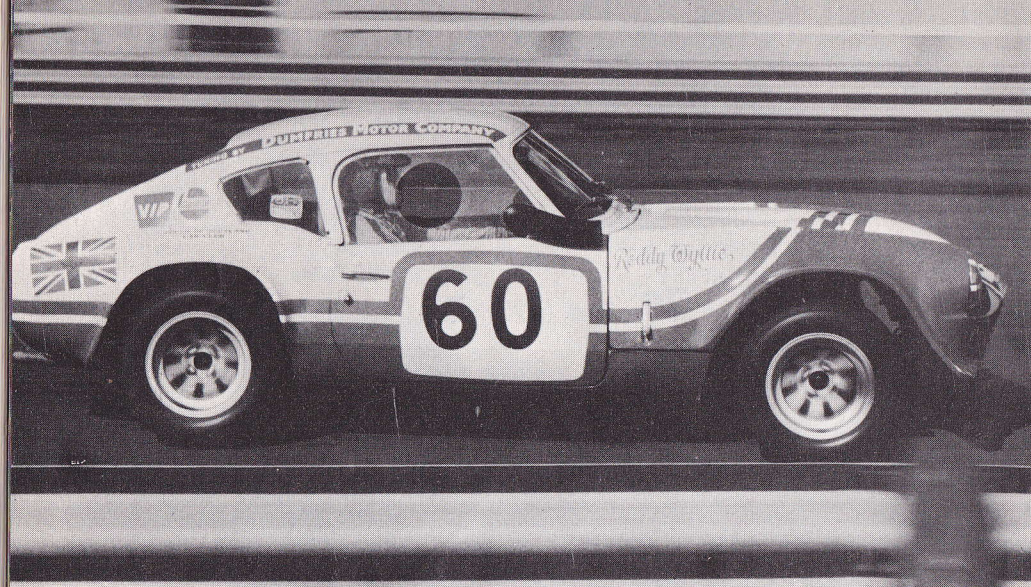
1st (£15) ~~90~~ 90 2nd (£10) ~~95~~ 95 3rd (£5) .....

## THE HARTLEY WHYTE SCOTTISH SALOON CAR CHAMPIONSHIP

Driver	Car	Apr	May	July	Aug	Sep	Oct	Total
J Veitch	Mini Cooper 'S'	7	4					11
W N A Dryden	Firenza	7	3					10
E M Smith	Mini Cooper 'S'	5	5					10
J C Fyda	Agra Imp	5	5					10
N Hodgson	Escort	5	4					9
W Borrowman	Mini Cooper 'S'	4	4					8
G Marshall	Firenza	—	7					7
F Gunn	Mini Cooper 'S'	—	7					7
A Barton	Mini Cooper 'S'	7	—					7
S A Bell	Mini	—	7					7
A D Niven	Escort	—	5					5
H Tuer	Escort	3	2					5

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





Today sees a slight change in the Modified Sports Car position. Usually, since entries in both this class and the GT class have been insufficient in the past to make full races on the date of closing, the GT and Modsports events have been amalgamated into one. Today, however, as you will have noticed, the GTs are being thrown to the lions and we have been forced to look elsewhere for cars to fill up the Modsports grid. It just so happens that we could well have a few saloon cars left over and, bearing in mind that the recently announced regulations for the new production sports car class in 1973 include homologation of certain saloon cars with production sports cars, the answer was not hard to find. Accordingly, those saloons which do not qualify for the S M T Trophy Race will be given an opportunity of filling the Modified Sports Car grid this afternoon, and blank spaces are provided in the Programme for you to fill these in as they are announced by the Commentator. All in all, the organisers feel that the mixture of saloons and modsports should be pretty competitive.

What then is the form for this race? There are, of course, the local favourites, John Absalom, Miles Hopperton and Alex Souter, all of whom are likely to give each other a fair old run for their money. Back up from England, however, after an absence of a few meetings is the incredible Elan of Jon Fletcher which not only holds outright and class lap records at Circuits the length and breadth of England but also presently leads the National S T P and Chevron Modsports Championships this year. From his past form at Ingliston, Jon will be a hard man to beat and you should look out for a first class dice this afternoon.

EVENT 4

4.05 p.m.

## MODIFIED SPORTS CARS

and Special Saloon Cars

15 Laps

Up to 1150 cc.

60	J ABSALOM / C Shutt	Ginetta G4	1150
61	I HALL	A H Sprite Mk1	1149
62	J BAIRD	Ginetta G4	1150
63	R FORESTER-SMITH / Marquis Motor Co	Ginetta G4	1098

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

Over 1150 cc.

67	M HOPPERTON	M G Midget	1340
68	M NUGENT	Lotus Elan	1800
69	D MORTON	Lotus Elan	1598
70	A SOUTER	Lotus Elan	1598
71	J B FLETCHER	Lotus Elan	1600
72	R HUTCHISON	A H Sprite	1293
73	R D WYLLIE	Triumph GT6	1998
74	W L WOOD	M G Midget	1275

1st (£20) **67** ..... 2nd (£10) **68** ..... 3rd (£5) **61** ..... **70**

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







EVENT 5

4.35 p.m.

## THE AUCHENTOSHAN

### FORMULA LIBRE TROPHY RACE

for over 1500 cc Libre Cars (Part 2)

20 Laps

1	J POLLOCK	Lotus 69F2	1598
2	T D REID / Irish Racing Cars	Brabham BT30	1594
3	B HUNTER	Lotus 69 Atlantic	1600
4	I C McLAREN/ McLaren of Broxburn Ltd	Brabham BT35X	1790
5	A C MacGREGOR	Brabham BT35 Ford	1598
6	B NELSON / Desmond Mack Racing	Crossle 22F	1970
7	R MacKAY / Dunnetts / Team M R E	Brabham BT36	1598
8	M WEBB	Brabham BT30	1594
9	J BLADES	Lotus 69	1600
10	R HURST / Motor Race Consultants Ltd	March 713M	1598
11	J S CALVERT	March 722	1598
12	J C GRAHAM	Crossle 19F	1800
14	E LABINJOH / J Fisher	Fisher Alfa	1998
15	J R BLANCKLEY	Sar GT FVA	1598
16	M MARTIN / Motor Supplies - Combat Cancer Campaign	Combat Cancer U2	1594
17	G SILVERWOOD / Central Garage Mirfield Ltd	Chevron B19/21	1900
18	A CHARNELL	Chevron B8	1991
19	A FOWLER	Mercury Prototype	1800
20	P MacNAUGHTAN	Lotus 7	1594
21	G EDWARDS / Barclays International Racing with Lola Cars	Lola T290	2000

1st (£75) ..... 1 2nd (£40) ..... 6 3rd (£20) ..... 9 4th (£10) ..... 11  
5th (£5) ..... Fastest Lap ..... secs.

Overall Positions on Aggregate

1st (£50) ..... 6 2nd (£25) ..... 1 3rd (£10) ..... 9  
a round in the Lombard North Central Championship 37-27.9 37-32 38-40.6 38-41.4







This then is the second part of today's main race and the result of this event will determine who wins the S M T Trophy for 1972. Perhaps it might help spectators to understand the position if we explain to you just how the aggregate results are worked out. You will doubtless already be aware that the race time of each competitor is taken by the timekeepers in every event and, on the official results which are published, this time is also quoted. To obtain the aggregate results, each finisher in each part of this two part event will add together the race times for each part and the competitor who has completed both parts in the shortest time becomes the overall winner. The other places are determined in the same fashion. It will thus be apparent to every one that this event will provide not only a test of driving skill but also of the endurance of the cars concerned. It could well be, then, that as well as the cars racing against each other, the leaders could also be racing against the clock; and if the winner of the first part goes even slightly off song in this race, the whole event could well be wide open.

Just by way of an aside, one interesting illustration does show the problems which beset the amateur racing driver these days. Dougal Niven, you will recall, purchased the ex-Alan Mann Escort BDA at the beginning of this year. The car had originally been driven by Frank Gardner some three or four years ago and had then been sold to a purchaser in Africa. While the car reached Africa (along with the import duties) the price never reached Britain and accordingly it sat there for well over a year gathering dust! Eventually, one enterprising individual paid for the export duty and the car returned to Gt. Britain and fell almost immediately into Dougal's hands. When he got it, however, there was absolutely no indication of what state the car was in or what its tuning or specification should be. Dougal, however, recently met Frank Gardner at the Mondello thrash a few weeks ago and learned for the first time just how the car should be set up. As a result, considerable work has been carried out on it over the past few weeks and, if it all holds together, it should now be a force to be reckoned with at the Circuit. The moral of the story is of course, that when you buy a racing car, it helps if you can obtain at the same time details of how the car can best be set up for racing!

EVENT 6 5.10 p.m.

### THE S M T TROPHY RACE for Special Saloon Cars — Part 2 — 15 Laps

Over 1300 cc.

76	W N A DRYDEN / S M T	Firenza	2500
77	L HICKMAN / G Edmonds	Escort RS1600	1800
78	A D NIVEN / Celtic Homes Ltd	Ford Escort RS	2040
79	A ORMISTON	Riley Elf	1310
80	D DONNELLY	Vauxhall Viva	2300

1st (£15) ..... 2nd (£10) ..... 3rd (£5) .....

Bonus of £10 for Fastest Lap in class in whole event to.....secs.

1001 — 1300 cc.

83	J DRYDEN	BVRT Mini	1293
84	F GUNN	Mini Cooper	1293
85	E PATERSON	Colvend Mini	1297
86	E M SMITH	Mini Cooper 'S'	1293
87	J VEITCH	Mini Cooper 'S'	1293
88	J PINKERTON	Mini	1293
89	D MUTER / W E Jackson	Mini Cooper 'S'	1293

1st (£15) ..... 2nd (£10) ..... 3rd (£5) .....

Bonus of £10 for Fastest Lap in class in whole event to.....secs.

up to 1000 cc.

90	A BARTON	Morris Cooper SCA	997
91	S A BELL / Cosmo Entertainments Club Carlisle	Mini Cooper 'S'	999
92	A SELLAR	Mini Cooper 'S'	999
93	G C GORDON	Mini Cooper	999
94	R LECKIE	Hillman Imp	998
95	J C FYDA	Agra Imp	998
96	D FISHER	Hillman Imp	998
97	W G DONALD	Hillman Imp	998
99	W BORROWMAN / Sports-Tune / Moir & Baxter Ltd	Mini Cooper 'S'	999
100	N D SMITH	Mini Clubman	999
101	J B YOUNG	Mini Clubman	999
102	G WINDRUM	Hillman Imp	997
103	D M HALL	Chrysler Imp	998
104	B COYLE	Hillman Imp	998

1st (£15) ..... 2nd (£10) ..... 3rd (£5) .....

Bonus of £10 for Fastest Lap in class in whole event to.....secs.

Overall Results on Aggregate 1st (£20) **78** 2nd (£10) **90** 3rd (£5) **86**

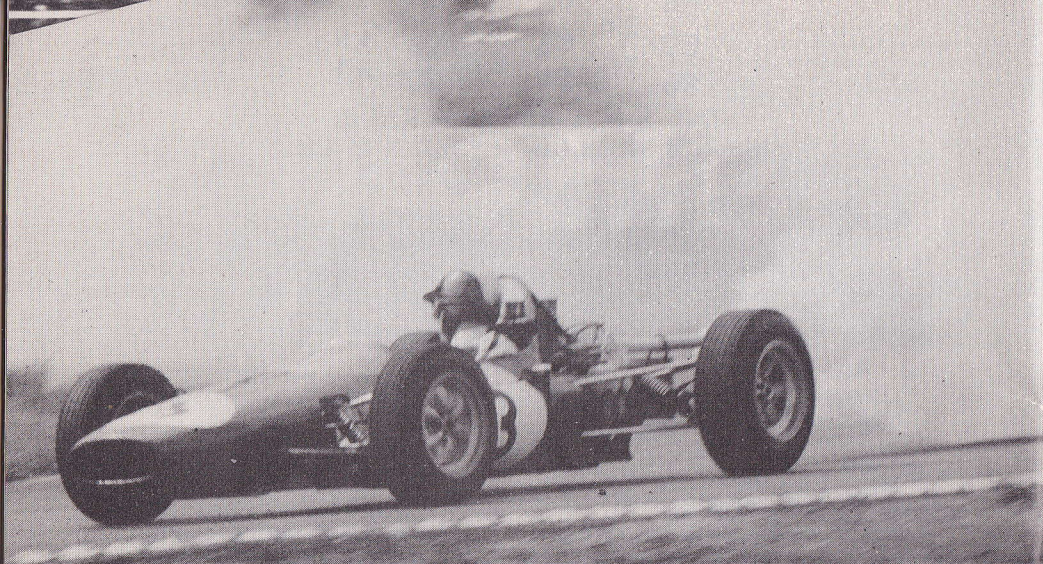
a round in the Hartley Whyte Scottish Saloon Car Championship

*New class Sat Record*

**56.8**







The last event on today's card is really by way of an experiment and it could produce a surprisingly good race. In what might loosely be described as "the good old days" sufficient up to 1000 cc single-seater entries were received to enable the Ingliston organisers to run Libre events in two separate class races. For the past four years, however, this has not been possible since the smaller capacity cars have waned in popularity. The fact that a superb entry has been received for the over 1500 cc Libre class for this meeting, however, and a slightly better than usual up to 1500 cc Libre entry, provides the basis for a separate scratch race for up to 1500 cc Libre cars this afternoon and the similar capacity GT entries have been amalgamated. Providing the Formula Fords are willing to fill up the grid (and, since they have proved themselves to be very competitive with this class of single-seater in the past, there is a strong chance that they will be so minded) this event could provide first class close motor racing.

The favourites, however, are likely to be **Doug Thomson** (who won this class in the April Libre event with his Ecosse Imp), **John Barr** (whose Brabham BT 28 won similarly in May) and **Ed Labinjoh's** Fisher Spyder. While on paper, Ed's car is theoretically heavier and less highly tuned than the single-seaters, in practice Ed has been known to upset theory on several occasions. Certainly, if he can overhaul and beat a 2 litre Chevron B8 there's no saying what he can do to a 1000 cc single-seater! The dark horse will be again be **Brian Harrison** with the turbo-charged Vixen-Imp VB 5, a car which has yet to show its full potential at the Circuit. Adding to the excitement will be a strong Irish contingent from **Eddie Irvine**, **Gerry Gaw** and **Gregory Roberts**, while the Formula Ford contingent will almost certainly be in there mixing it.

EVENT 7

LIBRE CARS up to 1500 cc

Scratch Race — 15 Laps

22	D N THOMSON	Ecosse Imp	998
23	G D ROBERTS	Brabham BT21	997
24	J BARR	Brabham BT28	997
25	G GAW	Brabham BT16	1098
26	B HARRISON / Thistle Metalics Ltd	Vixen-Imp VB5	1400
27	E IRVINE	Brabham BT21B	997
28	E LABINJOH / J Fisher	Fisher Spyder	1100
29	D McDONALD / Marquis Motor Co	Diva 10F	1098

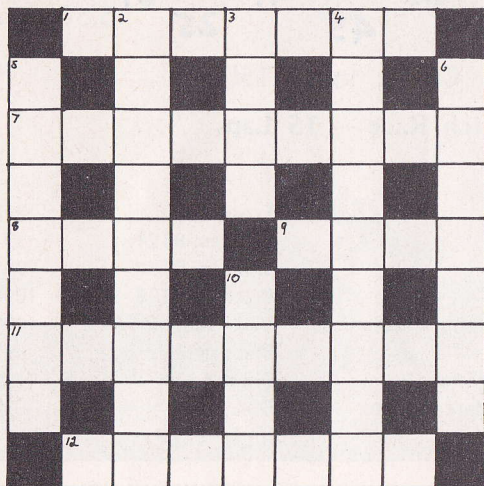
1st (£20) **24** 2nd (£15) **28** 3rd (£10) **26** 4th (£5) **39**

#### THE SHEILA WHYTE TANKARD CHAMPIONSHIP

Driver	Car	Apr	May	July	Aug	Sep	Oct	Total
A Charnell	Chevron BMW B8	6	6					12
D McDonald	Diva 10F	4	6					10
M S Ross	Mallock U2/8B	6	—					6
E Labinjoh	Fisher Spyder	6	—					6
J Mackie	Mallock U2/X1B	—	6					6
P MacNaughtan	Lotus 7	—	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 4 scores count.





Having foxed you all completely in May with a Crossword with no clue for 19 Across (no, it wasn't a deliberate mistake) we'll try again after the Highland Show with a slightly easier offering. (Speaking of ease, we can promise a simpleton's Crossword for August — even the Editor can do it!) Seriously, the May Crossword was perhaps just a bit on the devious side — even allowing for the missing clue — and today's is by way of an attempt at a reconciliation with the puzzle-solving public. Those of you with a yen for this type of thing should have it solved by the prizegiving! And speaking of prizes, just for a change we'll give a free Grandstand ticket for the August Meeting to the person submitting the first correctly solved puzzle

opened. When you've worked it out, just fill in your name and address below, tear out the page, and send it to Scotcircuits Ltd, National Bank Chambers, Duns Berwickshire.

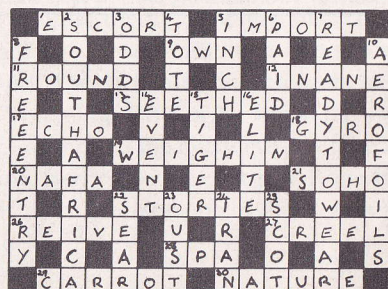
- ACROSS
1. While down under they might erroneously say, "seize the bacon" this Aussie, although three times at the top, changed GB! (7)
  2. Cut this disc at a fast pace and you might almost be said to have done an 11 Across! (6,3)
  3. Sort of suspension a dog might wish to have. (4)
  4. Useful for following the race or making quick notes on your knee of the patient's condition. (1,3,5)
  5. Where one might expect the Ingliston timekeepers to be located. (2,5)
  6. Your pets may nip you to cut off this little bit. (7)
  10. Prefix for a continental peon! (4)
- DOWN
7. Verbally enclose in no tin coat. (2,7)
  8. "Bank of Italy (Products)" sponsoring Dick Scott perhaps? (4)
  9. Reversed pics cause cameraman to miss a beat. (4)
  11. Go round the circuit in considerably under the record lap time. (9)
  12. French on the way in fourteen cars. (2,5)

NAME.....

ADDRESS.....

BLOCK  
CAPITALS  
PLEASE

Now, for those of you keen to learn the result of the May Crossword just look to your right! Once again, apologies for the missing clue. If any of you got even half of it correct, however, the Editor reckons you deserve a medal!



# Remember the Wylie's sponsored escorts?

## Formidable Contenders at Ingliston

Prepared by:

WYLIE'S PERFORMANCE CENTRE  
part of The Wylies Ltd Organisation



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

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





## THE INGLISTON COMPETITION

This being the SMT Trophy Meeting, and considering the long and happy association between SMT and the Scottish circuit, we thought it might be a good idea to slant this months competition to the sponsors. See then if you know enough about your local motor racing to answer the following.

1. Which of the following drivers won the first SMT Trophy in 1966  
(a) Willie Forbes (b) Jock Russell (c) Peter Gethin (d) Andrew Fletcher
2. Which of the entrants for todays libre race have previously won the SMT Trophy  
.....
3. While well known for his Viva and Firenza exploits; who can remember what Bill Dryden drove on his first outing at Ingliston in April 1965  
.....

## ANSWERS to INGLISTON COMPETITION

1. Peter Gethin in a works Lotus won the 1966 SMT Trophy overall (although he was second to Jock Russell in the first part of the two part race and third to Willie Forbes and John Cardwell in the second part).
2. Brian Nelson won this in 1970, the year in which he was the Libre Champion at Ingliston.
3. Bill's first Ingliston drive was a Vauxhall VX4/90 — he retired! Perhaps as a result of that retirement he switched to Lotus (Elan) for his next Ingliston outing on 29 August 1965 (he was second to Johnny Blades' Ginetta). For the following September he was driving both Elan (3rd) and Viva (6th) but the latter was short lived too, the Elan alone being kept until well into the 1966 season before Bill was seen in the open wheelers, the car being the old Ecosse Climax.

### FIRE APPLIANCE SERVICES LTD.

ST. BOSWELLS

ROXBURGHSHIRE

Telephone 3233 or 3739

Associate Company: Fire Appliance Services (International) Ltd.

OUR MONNEX DRY POWDER FIRE EXTINGUISHERS

SAFEGUARD THE INGLISTON MOTOR RACING

CIRCUIT AT EVERY MEETING

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

# WIN WITH SMT



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

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



71 Lothian Road

Edinburgh 031-229 2488





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

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

**Kings & Co. Limited**

**134 NITHSDALE DRIVE, GLASGOW, S1**

Tel.: 041-423-6611    Member of the Tarmac Derby Group

## FOR THE ATTENTION OF NON — MEMBERS

To be perfectly honest, the non-members are the most pampered shower that one can come across. Every month for eons past, hard pressed members of the S.M.R.C. staff scratch their heads and generally work themselves into an early grave just to think up new things to say to induce you, the non-member to join the Scottish Motor Racing Club. As everyone knows, the benefits of club membership have not altered — it is merely the way that we have to serve them up to you in the programme that changes month by month. For 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 Inglisdon

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

Cheap (Scots, take note) family membership

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

Communion with fellow spirits

Annual Dinner Dance

Film show

Natter and Noggin Nights

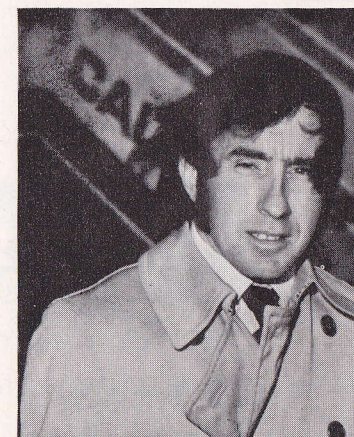
Other social events and discussions planned

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

JACKIE

STEWART

SMRC's President  
and  
1971 World Champion





For Office Use

C B Ref

Memb No

## APPLICATION FOR 1972 MEMBERSHIP

Complete in BLOCK CAPITALS THROUGHOUT

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

of .....  
.....  
.....

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

...../...../ 72 .....  
Signature, please

(Please tick appropriate boxes)

☐ I have NOT been an Ingliston Marshal but would like to be considered

☐ I would like to pay future subscriptions by Bankers Order

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

☐ Please send me, if elected, the following Club insignia:

.....Car Badge	@ £1.75	£ .
.....Windscreen Badge	@ £0.15	. .
.....Repeat Motif Tie	@ £1.00	. .
.....Blazer Badge	@ £2.25	. .
.....Overall Badge	@ £0.65	. .
.....Single Motif Tie	@ £1.00	. .
.....Lapel Badge	@ £0.25	. .
.....Cuff Links (Pr.)	@ £1.10	. .
MY ENTRANCE FEE	@ £1.00	1.00
MY ANNUAL SUBSCRIPTION	@ £2.10	2.10
.....FAMILY MEMBERS SUBS	@ £0.53	. .

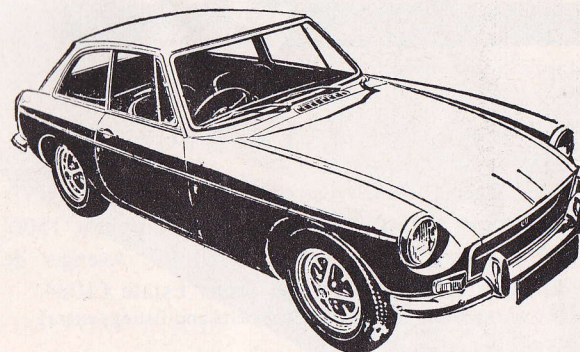
I enclose my ☐ cheque ☐ P.O. ☐ cash for £ .....

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

EVERYTHING ABOUT THE

# MG

SAYS 'SPORT'



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

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

**MOIR & BAXTER LTD**  
**EDINBURGH**

AUSTIN, M.G., WOLSELEY DISTRIBUTORS

COMELY BANK

031-332 1344

107 GLASGOW ROAD

031-334 1351

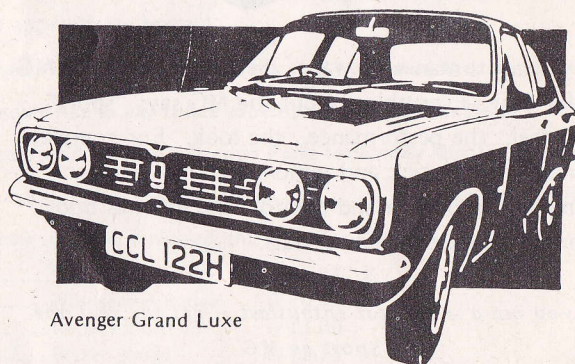


# The Avengers.

Britain's most exciting new car —

## THE AVENGER TIGER!

Avenger Tiger £1545: Avenger de Luxe '1250' £857:  
Avenger Super '1250' £919: Avenger Grand Luxe '1500'  
£1036: Avenger Grand Turismo £1099: Avenger de  
Luxe Estate £986: Avenger Super Estate £1034  
(ex-works prices inc. P.T. — Seat belts and fittings extra)



Avenger Grand Luxe

**JAMES ROSS & SONS**  
(MOTORS) LTD.

**Lochrin, Tollcross, Edinburgh, 3**

FOuntainbridge 1555

MAIN DEALER



**CHRYSLER**  
UNITED KINGDOM

**HASTE YE BACK TO THE AUGUST RACE MEETING**

**SUNDAY, 20th AUGUST**

**BE  
SURE OF  
YOUR SEAT  
IN THE STAND  
ADVANCE BOOKING FORM INSIDE**

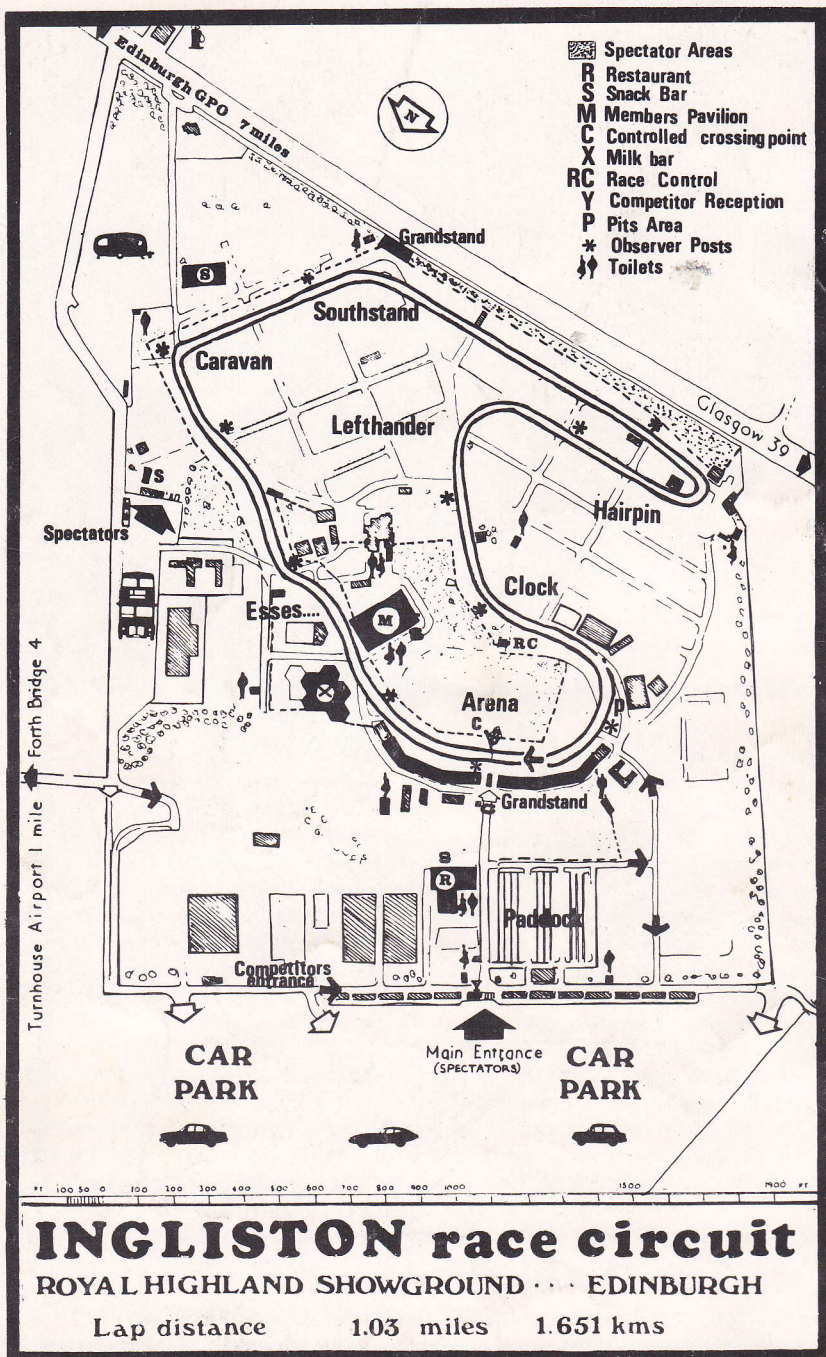
While everyone keeps telling us what a good idea it is to preview the forthcoming Race Meeting on this page, we sometimes find ourselves disagreeing, if only because, at the time of going to print, our minds are firmly on this meeting and not on what is going to happen in a month's time. A month is, after all, a long time — especially in motor racing circles — and literally anything can happen between now and August. For example, should anyone in the crowd today feel that sponsoring a prestige race might be good for business it might be possible (we say no more for fear of certain members of the Press assuming that "it might be possible" = "we shall definitely") to put on a non-Championship Formula 3 event for about £500. (Speaking of which, anyone interested in sponsoring or helping to sponsor a F3 round of the Shell Championship should get on to National Bank Chambers pronto!) So you see, while we can give you a rough idea of what's on for August now, there's really no saying what might happen in the next week or two!

No one could argue against the contention that 1972 has been the best Libre year ever and, for August, the big boys will be pleased to have sponsorship from The Appleyard Motor Group (possibly better known to most of you as Westfield Autocar Co. Ltd). Although the Group naturally have an interest already in motoring, the sporting connection is enhanced by Appleyard's Iain Fraser who will be remembered by many racing his Mini in years gone by with no mean effect. While the Libre brigade are fighting for the Appleyard Motor Group Trophy, there will also be events on the card for Formula Fords, Special Saloons, sports, GT and Clubmans cars, modified sports cars and 210 & 250 Karts. Indeed, moves are now afoot to try to obtain RAC permission to start 60 Karts at once (15 more than has been possible at past meetings). 45 going into the Esses at once was quite enough for us — what 60 will be like glory only knows!

**DON'T FORGET — INGLISTON — Sunday 20th AUGUST — 2.00 pm**



FG 1073  
uw. 2748



SET BY ESSPRINT LTD., DUNS

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