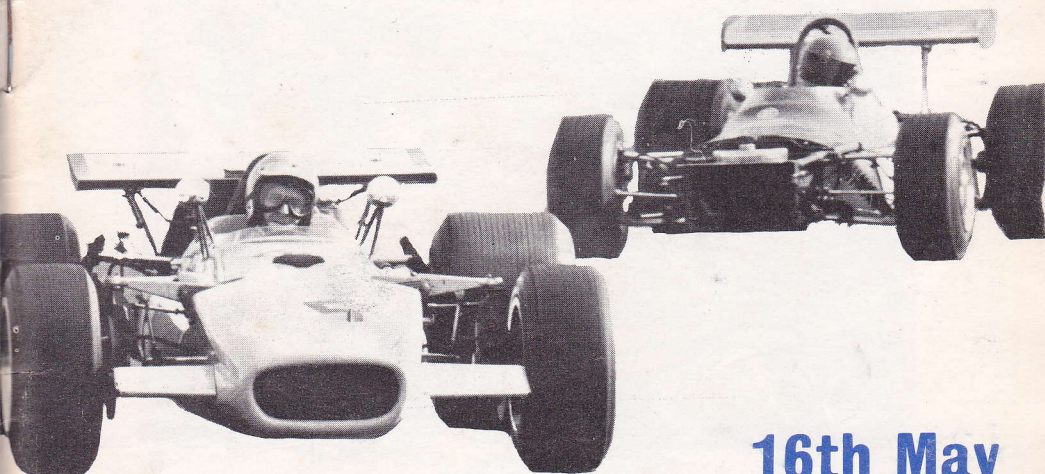




**Organised by
Scottish Motor Racing Club**

INGLISTON 1971



16th May

THE BURMAH TROPHY RACE MEETING

Official Programme 20 p

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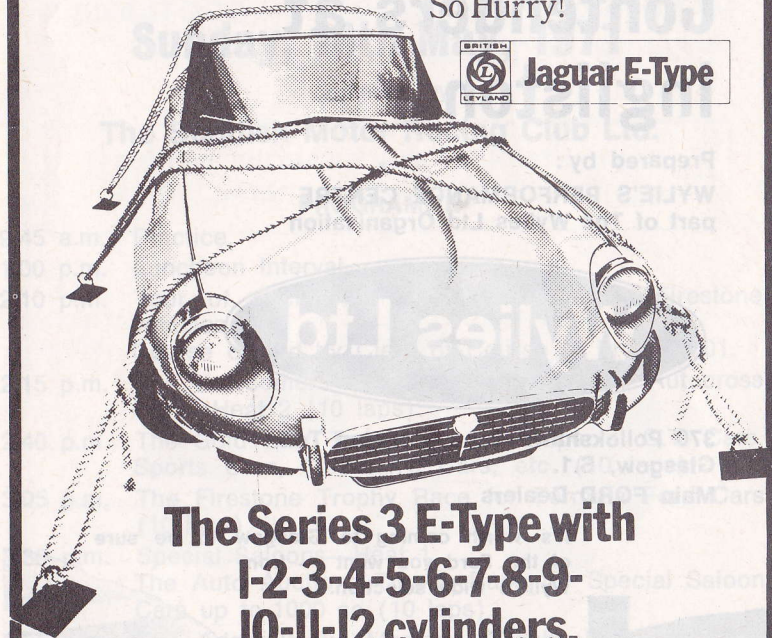
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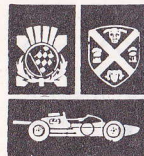
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Sunday, 16th May, 1971

organised by

The Scottish Motor Racing Club Ltd.

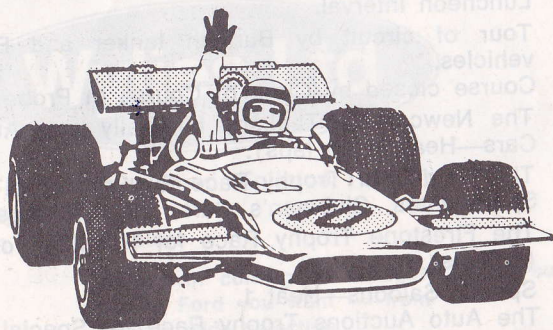
PROGRAMME

- 9.45 a.m. Practice.
1.00 p.m. Luncheon Interval.
2.10 p.m. Tour of circuit by Burmah tanker and Firestone vehicles.
Course closed by Clerk of Course in Probe 2001.
2.15 p.m. The Newcomers Tankard for Rally and Autocross Cars—Heat 2 (10 laps).
2.40 p.m. The Gold Leaf Trophy Race for Special G.T. Cars, Sports Cars, Clubman's Cars, etc. (10 laps).
3.05 p.m. The Firestone Trophy Race for Formula Ford Cars (10 laps).
3.30 p.m. Special Saloons—Heat 1.
The Auto Auctions Trophy Race for Special Saloon Cars up to 1000 cc (10 laps).
3.55 p.m. The Adam Wylie Memorial Trophy Race for Libre Cars (15 laps).
4.25 p.m. Special Saloons—Heat 2.
THE BURMAH TROPHY RACE for Special Saloon Cars over 1000 cc (10 laps).
4.50 p.m. Presentation of Trophies.
5.05 p.m. Modified Sports Cars (10 laps).
5.30 p.m. Special Saloon Cars—Final.
The Hartley Whyte Championship Race (15 laps).

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Clerk of Course	W. J. STEIN
Controller	A. D. HORNE
Steward (for R.A.C.)	W. A. MARTIN
Stewards (for Club)	R. KAY, J. A. DICK PEDDIE, N. T. LITHGOW and A. K. STEVENSON
Chief Marshal	A. H. B. CRAIG
Deputy Chief Marshal	P. J. TUGWELL
Chief Observer	R. TRAILL
Chief Flag Marshal	J. A. MILLAR
Chief Track Marshal	G. F. STOREY
Chief Medical Officer	Lt.-Col. A. McL. HORNE, R.A.M.C.(V).
Chief Paddock Marshal	E. R. HERRALD
Chief Spectator Marshal	D. McLAUCHLAN
Chief Grid Marshal	G. MONTGOMERY
Starters	D. M. FRASER, J. W. MACMILLAN and W. McKAY.
Chief Crossing Marshal	ANGUS DICK
Chief Pits Area Marshal	K. H. ROBERTSON
Chief Timekeeper	Dr. L. JAMIESON
Chief Scrutineer	W. CLELAND
Chief Lap Board Marshal	G. KERR
Commentator	J. McINNES
Secretary to Meeting	A. M. LAMB
Competitor Reception	E. D. HODGES and E. S. CHAPMAN
Results Processors	W. H. CRABB and M. MALCOLM
Judges of Fact	L. BROWN, W. STRUTH, A. BARCLAY, L. LIDDELL and T. SLEIGH
Chairman of Race Committee	J. L. ROMANES
Public Relations	I. BIRRELL and SCOTCIRCUITS LTD.
Results Duplicating	GESTETNER DUPLICATORS (BSO) LTD.
Catering	D. S. CRAWFORD LTD.
First Aid	THE BRITISH RED CROSS SOCIETY (Scottish Branch)
	THE SCOTTISH AMBULANCE SERVICE 205 S. GENERAL HOSPITAL R.A.M.C.(V) by kind permission of Col. I. Seymour, T.D.
Fire Precautions	FIRE APPLIANCE SERVICES LTD. EDINBURGH FIRE BRIGADE
Breakdown Equipment & Staff	CLELAND OF BOGSIDE JAMES ROSS & SONS LTD. WESTFIELD AUTOCAR LTD. ROSSLEIGH LTD.
Welding	PETER GORDON
Outside Advertising	AEROSIGNS (LONDON) LTD.
Photographs	C. L. LOURIE, E. BRYCE
Cartoons	T. N. THOMSON

This meeting is held under the International Sporting Code of the F.I.A. and the General Competition Rules of the R.A.C., the Standing Supplementary Regulations of the R.A.C. and the additional regulations and instructions issued by the Club. Permit No. RS/6922

LIST OF ENTRIES

Car No.	DRIVER/Entrant	cc	Make/Model	from
1	B. HARRISON/Lusol Ltd.	998	Vixen	Glasgow
2	J. C. McLAREN	998	Chevron B15	Broxburn
3	D. N. THOM	998	Ecosse Imp	Edinburgh
4	J. BARR	997	Brabham BT21B	Edinburgh
6	W. FORBES	5000	Lola T5000	Aberdeen
7	T. DZIERZEK	1650	Lola T55	Kirkliston
8	T. D. REID/Irish Racing Cars	1598	Brabham BT30	Tandragee
9	R. MACKAY/D. Lazenby & Co.	1598	Hawke DL 6A	London
10	B. NELSON	1598	Crossle 18F	Hillsborough
11	B. CULLEN	1598	Brabham BT30	Limerick
12	D. McMAHON	1800	Royale RP10	Milford
14	J. MILES/D.A.R.T.	1700	Chevron B19	London
15	G. BIRRELL/D.A.R.T.	1700	Chevron B19	London
16	D. FARNELL	1700	Lola 210	Leeds
17	B. HUNTER	1600	Hawke DL2A	Leith
18	K. MILLAR	1600	Lotus 51	Currie
19	R. MALLOCK	1600	Mallock U2 Mk 9B	Hanslope
20	D. MACLEOD/Mackinlay's Whisky/Peter Graham (Motors) Ltd.	1600	Dulon LD4C	East Calder
21	N. R. GINN	1600	Lotus 69FF	Roundham
22	A. GEMMELL	1600	Lotus 51A	Edinburgh
23	D. MAGEE/Royal Restaurants	1600	Palliser FF	Belfast
24	A. O'KEEFFE/Royal Restaurants	1600	Crossle 16F	Belfast
25	C. MACLEAN	1600	Hawke DL 2B	Alness
26	G. OLIVER/Car Bargain Centre (Hounslow)	1600	D.R.W. 8F	London
27	A. MILLER	1600	Lotus FF	Glasgow
28	C. CAMERON	1600	Merlyn XIA	Old Kirkpatrick
29	I. C. CONWAY	1600	Lotus 51	Balloch
30	P. SMITH	1600	Lotus 51	Trottick
31	T. HORROCKS	1600	Alexis FF	Preston
32	D. S. LANGLEY	1600	Crossle 20F	Walton-on-Thames
33	G. TODD	1600	March 718	Musselburgh
34	J. SHELDON	1598	Palliser WD F2	Epsom
35	D. MANNERS	1600	Alexis Mk 15	Darlington
36	G. J. CUTHBERT	1600	Hawke DL 2B	Dundee
37	R. S. SMITH	5000	Attila-Chevrolet	Glasgow
38	G. STEWART/Equipe Centro Scot	1990	Chevron B8	Larbert
39	D. McDONALD	1150	Diva Ford GT	Edinburgh
40	R. WINCHESTER	1390	Fairford GT	Edinburgh
41	E. LABINJOH/J. Fisher	1100	Fisher 1100 Spyder	Edinburgh
42	J. G. MacWILLIAM	1149	Mercury GT	Glasgow
44	P. MacNAUGHTAN	1598	Lotus 7	Edinburgh
45	M. COCHRAN	1590	S.L.1	Leeds
46	K. ROBERTSON	1150	Landar	Musselburgh
47	G. TEMPLE	1500	Chevron	Morpeth

Car No.	DRIVER/Entrant	cc	Make/Model	from
48	A. G. WATSON	1589	Mallock U2	Burntisland
49	J. MACKIE/A. G. Watson	1589	Mallock U2	Burntisland
51	J. ABSALOM/C. Schutt	1150	Ginetta G4	Morpeth
52	B. K. HARRISON/H. & G. Robinson Racing	1107	Honda S800	Newcastle
53	B. K. HARRISON/H. & G. Robinson Racing	839	Honda N600	Newcastle
54	I. HALL	1116	A.H. Sprite Mk 1	Bristol
55	D. THIRD	1150	Turner Sports	Edinburgh
56	R. FORESTER-SMITH/ Hugh Shannon of Methven	997	Ginetta G4	Edinburgh
57	T. RUTHERFORD	1147	Sprite Mk III	Kirkintilloch
58	W. L. WOOD	1140	M.G. Midget	Edinburgh
59	G. R. WILSON	1098	M.G. Midget	Kirkcaldy
61	J. A. HALL	1558	Lotus Elan	Edinburgh
62	R. HUTCHISON	1293	A.H. Sprite	Glenrothes
63	B. CROSKIN	1340	A.H. Sprite	Chichester
64	J. MILNE/W. Shepherd	1293	M.G. Midget	Fife
65	A. FLEMING/W. Shepherd	999	Mini Cooper 'S'	Lundin Links
66	J. HANLEY	1293	M.G. Midget	Comber
67	R. D. WYLLIE	1998	Triumph GT6	Annan
68	A. SOUTER	1598	Lotus Elan	Dundee
69	M. NUGENT	1598	Lotus Elan	Pomeroy
70	M. HOPPERTON	1340	M.G. Midget	Inveraray
72	B. COYLE	998	Hillman Imp	Glasgow
73	N. D. SMITH	999	Mini Cooper 'S'	Aberdeen
74	J. GRANT	999	Mini Cooper 'S'	Haddington
75	J. A. J. CURRIE	999	Currie Clubman	Dumfries
76	P. M. PITMAN	999	Currie Cooper	Dumfries
77	J. A. J. CURRIE	1650	Currie Miniford	Dumfries
78	W. BORROWMAN/Sports Tune/Moir & Baxter Ltd.	999	Mini Cooper 'S'	Longniddry
79	C. LIVINGSTONE	1000	Renault Gordini	Inveraray
80	G. GORDON/S. Bell	999	Mini	Carlisle
81	A. SELLAR	999	Mini Cooper	Burntisland
82	K. ALLEN	999	Mini Cooper 'S'	Crossford
83	O. CORRIGAN/A. Barton	999	Mini Cooper 'S'	Newcastle
84	A. BARTON	999	Mini Cooper 'S'	Newcastle
85	F. GUNN/A. Barton	1293	Mini Cooper 'S'	Newcastle
86	A. G. AINSLIE	999	Mini Cooper	Hawick
87	J. E. HOWDEN	998	Chrysler Coupe	Edinburgh
88	W. G. DONALD	998	Hillman Imp	Tarland
89	R. LECKIE	998	Hillman Imp	Aberdeen
90	J. FEWELL	999	Mini Cooper 'S'	Prestonpans
91	J. C. FYDA	998	Agra Imp	Dundee
92	B. MUIR/Wiggins Teape Ltd.	5000	Chevrolet Camaro	Pershore
94	J. MacGILVRAY	1650	Anglia	Kirkmichael
95	E. PATERSON	1785	Colvend Elf	Edinburgh
96	J. VEITCH	5000	Veeva	Edinburgh
97	R. M. BROWN	1700	Anglia TC	Largs
98	A. D. NIVEN/Team Forbes	1850	Perdal Escort	Greenlaw
99	W. N. A. DRYDEN/S.M.T.	2000	Viva GT	Edinburgh
100	G. B. BIRRELL/Wylie's of Glasgow	1601	Escort RS 1600	Glasgow

Car No.	DRIVER/Entrant	cc	Make/Model	from
101	J. BIRRELL/Wylie's of Glasgow	1970	Escort TC	Glasgow
102	C. REEVES	1293	Mini Cooper 'S'	Larkhall
103	H. C. MacKINNON	1275	Mini Cooper 'S'	Bearsden
104	J. DRYDEN	1293	Mini Cooper 'S'	Lundie
105	J. M. HENRY	1293	Mini Cooper 'S'	Edinburgh
106	A. POOLE	1810	Complan Mini	Dublin
108	J. MONTGOMERIE	1598	Escort RS1600	Maybole
109	D. E. WRIGHT	1650	Anglia	Stranraer
110	C. D. S. MYERS	1594	Escort TC	Lochardil
111	A. A. MacFARLANE	1293	Mini Cooper 'S'	Newton Mearns
112	D. H. E. FORBES	1600	Escort TC	Scone
113	L. EAGLETON	1600	Escort TC	Stocksfield
114	E. BEERMANN	1558	Lotus Cortina	Glasgow
115	M. GRIERSON	1275	Mini Cooper 'S'	Dalbeattie
116	A. J. ROPER	1558	Lotus Cortina	Glenrothes
117	H. MacPHERSON	1293	Mini Cooper 'S'	Fort William
118	G. G. ARMSTRONG	1558	Lotus Cortina	Wigtown
119	K. COLEMAN	998	Mini Cooper	Airdrie
120	J. FYFE	998	Mini	Edinburgh
121	C. CHISHOLM	998	Hillman Imp	Fort William
122	R. HARRISON	1300	Mini	Newcastle
123	D. HEGGIE/Team Forbes	1598	Escort TC	Greenlaw
124	W. TAYLOR/Team Forbes	1578	Escort TC	Greenlaw
125	G. WAUGH	1293	Mni Cooper 'S'	Brampton

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INGLISTON NOTES

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

★ ★ ★

Please remember that:—

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

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

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

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

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

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

★ ★ ★

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

★ ★ ★

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

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

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

★ ★ ★

Programme readers in April will recall that Team Forbes principal George Forbes was hoping to lead the Team's onslaught on the New-comers Tankard heat today. Unfortunately George has only recently been released from hospital and is still unable to walk. Nothing daunted, he confidently expects to be present today to see (he hopes) a clean sweep for the team. Best wishes from everyone for a continued recovery.

Newcomers to Motor Racing may well be puzzled by some of the activities going on during the afternoon. Between every race the Course Car will be driven round by the Clerk of the Course or Chief Marshal, making an inspection of the condition of the surface and safety precautions. You will always know this car by the white flag it carries. Starting procedure has to be absolutely cut and dried, for it is not easy to keep a car running on the 'grid'—as the starting line is called—without "creeping" forward, or without overheating the engine. Three minutes before the start a siren will be sounded and the cars will then move onto the track and complete a warming-up lap, forming up on a dummy grid at the entry to the Arena. The siren will again be sounded at 1 minute when the cars move forward onto the grid, and with 30 seconds to go the starter will walk to his rostrum. With 5 seconds to go he will slowly raise the saltire and drop it smartly for the "off."

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

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

18th JULY THE JULY RACE MEETING (National)
15th AUGUST THE AUGUST RACE MEETING
17th SEPTEMBER THE SEPTEMBER RACE MEETING
10th OCTOBER THE OCTOBER RACE MEETING (National)

Scottish Motor Racing Club members will also want to note that 2nd October has been provisionally fixed as a Members' Practice Day at which club members can "have a go" on the circuit for a mere 50p. The essentials for this practice day are minimal—merely come along on the 2nd between 1 and 6 p.m. bringing with you your Membership Card, a crash helmet, a serviceable car and, of course, 50p.

★ ★ ★

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

What does all this extra entertainment cost? Absolutely nothing. The charge of admission to the Showgorund, etc., is exactly the same whether you spend eight hours watching the racing or eight minutes! Between the end of practice and the beginning of the afternoon's programme a variety of lunches can be obtained, ranging from a mug of

Continued on page 15.

"Look, Charlie, hot pants."





Courtesy of Caledonian BUA.

"Just my luck—two diddy dollies like this and I get lumbered with a Bell helmet."

S.M.R.C. President (the one in the middle) arrives for the Speed Show.

soup and a hot pie to a delicious three-course luncheon. Club members may also retire to the bar in the MacRobert Pavilion between 12.30 and 2.15 and, over the soothing influence of the brew of their choice, join in the speculation as to the afternoon's racing.

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

★ ★ ★

In 1969 the find of the year, Programme-wise, was Colin Lourie, our regular photographer (that is, excepting the humble Editor!). In 1970 it was almost certainly Tommy Thomson the cartoon-king of the circuit. Who will it be in 1971? As always, any contributions to the Programme, be they articles, short stories, line drawings, motoring jokes, crosswords or competitions, etc., are both urgently required and gratefully received and an open invitation is extended to the public to submit material. So, if you think you are capable of writing an article on your favourite driver, car, grudge, etc., or if you feel the urge to trot out a short story on a motor racing subject (limit of 2,000 words) why not type it out and send it, with a stamped addressed envelope, to the Editor, The Ingleston Programme, National Bank Chambers, Duns. Who knows, you might be the Programme personality of 1971!

★ ★ ★

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.

PRINTING

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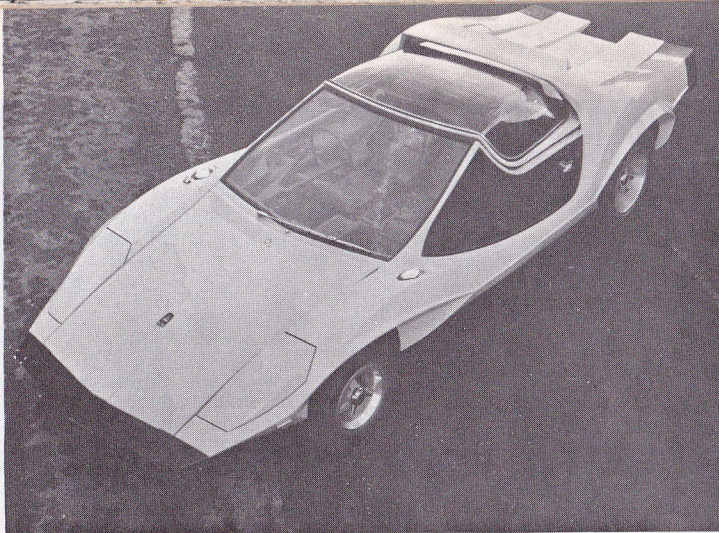
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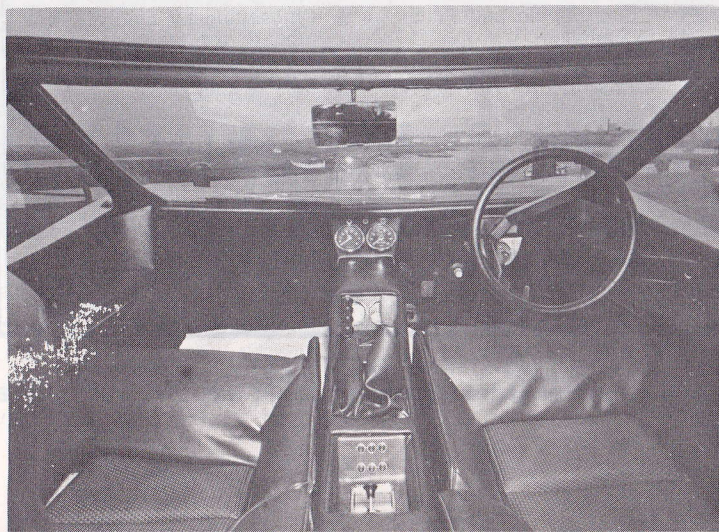


THE PROBE 2001

A rugged high performance two-seater sports car, designed for the world market, is being produced in Scotland. Called the Probe 2001, it has the spacious lines which have already attracted admiration from numerous enthusiasts. The brain child of 34-year-old Bill Nugent, the car will be produced at his light engineering factory at Irvine. Above and below you will see the interior and exterior views of the car.

For those who wish to see more than just a photograph, the Probe will be demonstrated at Ingliston this afternoon when it tours the Circuit to let the Scottish public view it. Look out for it as the "Clerk of the Course" Car immediately before racing starts. For those of you who are unable to see this car today, another opportunity may present itself in the near future, since it is hoped that the Probe will be on display at the Border Car Fair (run by the Berwick and District Motor Club) at Winfield Aerodrome, near Berwick, on 12th June. And even if the Probe is not there, there will be plenty of racing and vintage cars to look at, driving tests and other competitions to enter, a chance to go "Formula Tractor," a free film show, an air display and no end of family and sporting models on show by motor traders—and that's not even the half of it!

Picture shows the inside of the Probe Car.



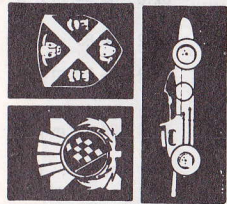
INGLISON LAP CONVERSION TABLE

1 LAP = 1.03 Miles

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

INGLISON LAP RECORDS

FORMULA LIBRE CARS	
Over 1000 cc : T. D. REID (Brabham BT30)	48.7 76.14 m.p.h.
Under 1000 cc : R. SCOTT (Chevron B15)	50.7 73.14 m.p.h.
FORMULA FORD CARS	
N. R. GINN (Lotus 69F)	54.8 67.66 m.p.h.
FORMULA 4 CARS (1970 Specification)	
B. HARRISON (Vixen VB1)	56.6 65.51 m.p.h.
SPECIAL GT CARS	
Over 1150 cc : G. B. BIRRELL (Chevron B16)	51.8 71.58 m.p.h.
Under 1150 cc : J. G. McWILLIAM (Mercury GT)	56.2 65.98 m.p.h.
HISTORIC RACING CARS	
M. MORRIS (ERA)	62.8 59.04 m.p.h.
MODIFIED SPORTS CARS	
Under 1150 cc : J. ABSALOM (Ginetta G4)	57.2 64.83 m.p.h.
Over 1150 cc : A. SOUTER (Lotus Elan) and J. B. FLETCHER (Lotus Elan)	57.4 64.60 m.p.h.
SALOON CARS	
Over 1000 cc : B. MUIR (Chevrolet Camaro)	56.4 65.74 m.p.h.
Under 1000 cc : A. BARTON (Mini Cooper S)	57.4 64.60 m.p.h.
OUTRIGHT LAP RECORD	
T. D. REID (Brabham BT30)	48.7 76.14 m.p.h.



Inglston 1971 Advance Booking Form

Name (BLOCK LETTERS, PLEASE)

Address

Phone

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

		18 July	15 Aug	12 Sept	10 Oct	Total Number	@	TOTAL
Highland Stand	Adult						£1.00	
	Juvenile						£0.80	
South Stand	Adult						£0.80	
	Juvenile						£0.60	
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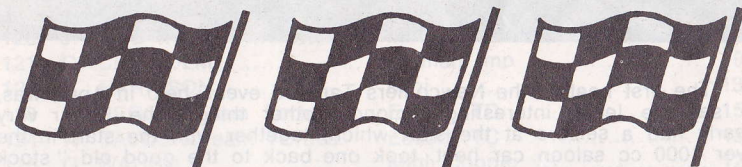
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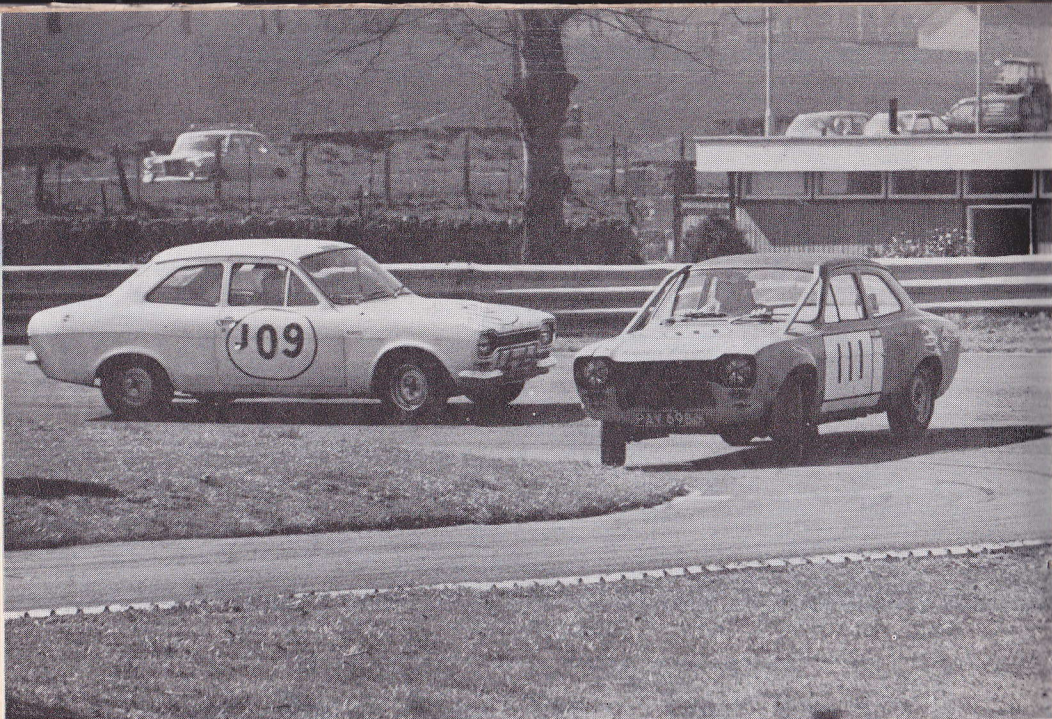


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The first heat of the Newcomers Tankard event, held in April, was, to say the least, interesting. Amongst other things, the Editor very nearly had a seizure at the start which, together with the start in the over 1000 cc saloon car heat, took one back to the good old "stock car days" at Ingliston. Seriously, the newcomers did remarkably well in getting off the line and, bearing in mind that it was a grid of novices, there were very few incidents. The same was true of the race itself, although there was a considerable amount of sideways motoring. Fastest by miles was Autocross Champion Bob Smith, and it was easy to see why he achieved that accolade.

Determined to qualify for a chance to beat Bob in the final of this event in September, a good grid assembles today to fight out the second heat. Escorts are in profusion, and one of the most interesting is that of Jim Montgomerie. This is the RS1600 of Drew Gallagher, presently lying second in the Scottish Rally Championship and the car which came third in the first heat of this event in April. Wonder what's going to happen if Jim qualifies as well this afternoon! Presently lying fourth in the Scottish Rally Championship is Bill Mackay's Shannon modified Escort Twin-cam—driven today by Kit Myers, the company director who built and maintains the car in Inverness, this could provide Jim Montgomerie with a fair amount of competition. The two Team Forbes Escorts are driven by leading rally stars Donald Heggie and Bill Taylor, both of whom could well give Bob Smith a fright in time: certainly, they've cleaned enough forest stages in their day! Other twin cams come from Dave Forbes of Perth and Southerner Les Eagleton.

There are twin cam powerhouses too in the three Cortinas entered this afternoon by Edward Beerman. Gordon Armstrong and Angus Roper (whose vehicle is reputed to have been built shortly after the discovery of the wheel). Minis are brought by Jim Fyfe, Alistair MacFarlane (the ex-Jimmy McInnes car), Hamish MacPherson and Murray Grierson, while, to add a touch of variety, Campbell Chisholm enters his Imp and Dave Wright his Anglia.

EVENT 1

2.15 P.M.

THE NEWCOMERS' TANKARD — Heat 2 for Rally and Autocross Saloon Cars

(10 LAPS)

Car No.	DRIVER/Entrant	Make/Model of Car	cc
108	J. MONTGOMERIE	Escort RS 1600	1598
750 109	D. E. WRIGHT	Anglia	1650
110	C. D. S. MYERS	Escort TC	1594
68.6 111	A. A. MacFARLANE	Mini Cooper 'S'	1293
75.2 112	D. H. E. FORBES	Escort TC	1600
113	L. EAGLETON	Escort TC	1600
81.6 114	E. BEERMANN	Lotus Cortina	1558
74 115	M. GRIERSON	Mini Cooper 'S'	1275
73.2 116	A. J. ROPER	Lotus Cortina	1558
117	H. MacPHERSON	Mini Cooper 'S'	1293
118	G. G. ARMSTRONG	Lotus Cortina	1558
76.6 119	K. COLEMAN	Mini Cooper	998
76.4 120	J. FYFE	Mini	998
121	C. CHISHOLM	Hillman Imp	998
122	R. HARRISON	Mini	1300
71.2 123	D. HEGGIE/Team Forbes	Escort TC	1598
76.8 124	W. TAYLOR/Team Forbes	Escort TC	1598
125	G. WAUGH	Mini Cooper 'S'	1293

1st (£15) 125 2nd (£10) 111 3rd (£5) 123 4th (£3) 116

5/16 113 6/10

Fastest Lap secs.



GOLD LEAF Team Lotus Constructors' and Drivers' Champions

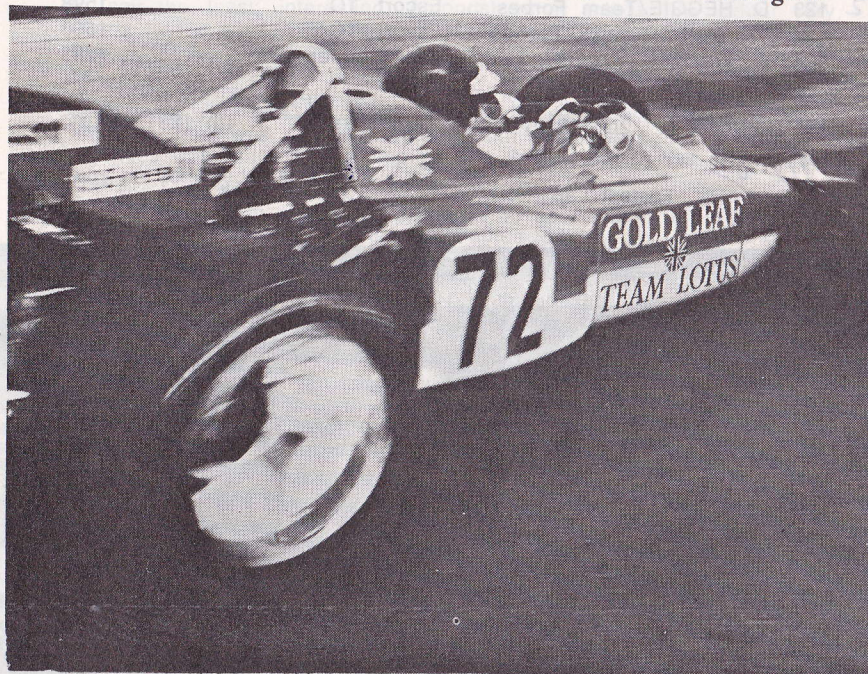
In 1970 Gold Leaf Team Lotus won both the Constructors' and the Drivers' Championships by winning six Grands Prix. And during the season John Player & Sons became the only sponsor in the motor-racing business ever to score 50 wins in major races. But Gold Leaf Team Lotus are

not resting on their many laurels. Further triumphs are planned for this season, racing for Britain on the race-tracks of the world.



Trust
GOLD LEAF
to taste good

PG 310



24

THE PEOPLE BEHIND TODAY'S GT EVENT

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

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

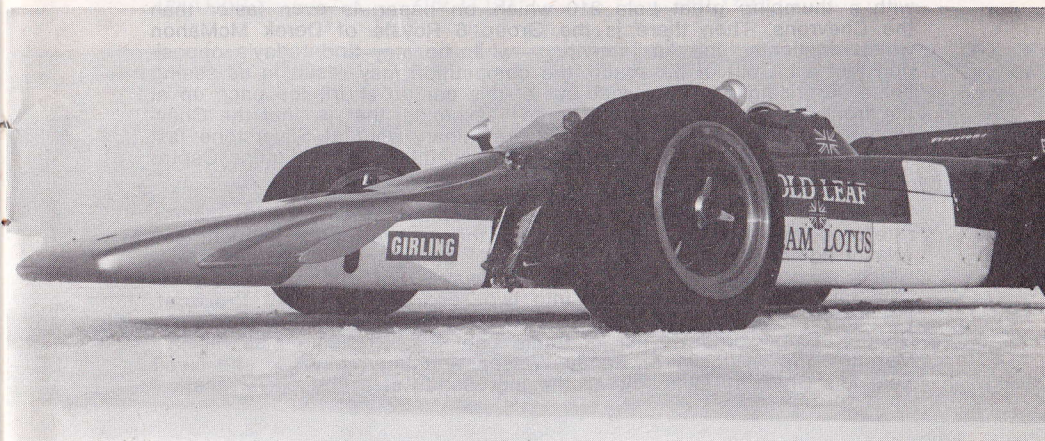
This year, Emerson Fittipaldi and Reine Wisell will lead Gold Leaf Team Lotus in all major Formula 1 Grands Prix. They'll be racing to keep the Championship in Britain—and if their performance last year in the American Grand Prix is anything to go by—they came first and third—the others better watch out.

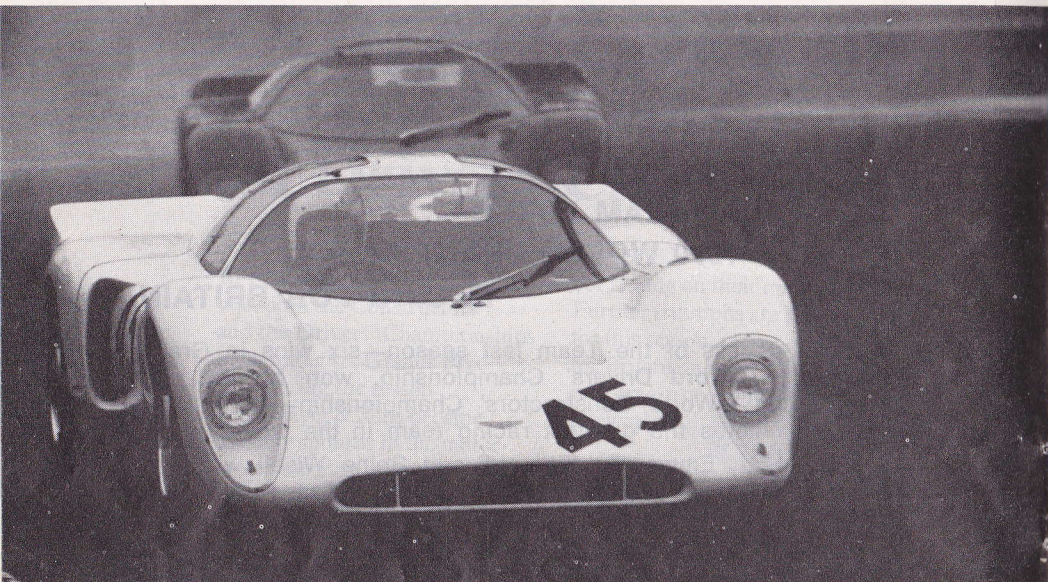
In Formula 3, David Walker, last year's Lombank Champion, will be driving the 69s in the Shell Super Oil British Formula 3 Championship, and the B.A.R.C. Forward Trust.

And the big news from Gold Leaf Team Lotus is the development of a turbine-powered Formula 1 car. It's too early to predict anything at this stage, but the prospect is big things in the future.

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

Gold Leaf Team Lotus turbine-powered F1 car





The best GT entry we have seen for many years promises a first class race this afternoon with a decidedly International flavour. Favourites are undoubtedly the two Dart entered Chevron B19's driven by John Miles and Graham Birrell, both proving to be immensely successful both at home and on the Continent. The man behind DART, Denys Dobbie from Perth, firmly believes that both Graham and John can circulate in under 47 seconds, a time which would smash the existing outright lap record of 48.7 presently held by Tommy Reid. Whether or not this will be the case remains to be seen but one thing that can be guaranteed is that John and Graham will not be content to belt round crocodile fashion. Neither driver is over-fond of being second man home and a good going "family" dice may be the result today.

Not that it's going to be a DART benefit—far from it. Out to disillusion anyone who has got the idea that the B19's will walk away with the race is the reigning Sheila Whyte G.T. Champion, Dave Farnell, with a thumping great Lola 210 which, on paper, is even faster than the Chevrons. Then there is the Group 6 Royale of Derek McMahon which dominated the April meeting—while he may find today's opposition just a bit out of his reach, the competition may result in us seeing some surprisingly fast times out of this car. In short, the pace up at the front is going to be pretty fierce—assuming, that is, that the Chevrons and the Lola have survived a preliminary bout at Silverstone last weekend. Throw in the ex-Pierpoint Chevy Attila and the Equipe Centro Scot Chevron and you have a race worth anyone's money.

It is at this juncture that we usually stop boring you with inaccurate predictions. After all, how often are there more than 6 G.T. entries! (Nasty comment that. Definitely worthy of giving the Editor the sack—which is probably what he's after anyway.) For once that isn't all. This race could well develop into two separate battles. At the front, the heavy machinery. Behind them, a cracking good dice between the Cooper 'S' powered Spyder of Eddie Labinjoh, Grahame MacWilliam's Mercury, the Mallocks of Sandy Watson and John Mackie, and Geoff Temple's Chevron. Definitely all the ingredients of a first class race.

THE GOLD LEAF TROPHY RACE for Special G.T. Cars, Sports Cars and Clubman's Cars, etc.

(10 LAPS)

Car No.	DRIVER/Entrant	Make/Model of Car	cc
Over 1600 cc			
12	D. McMAHON	Royale RP10	1800
14	J. MILES/D.A.R.T.	Chevron B19	1700
15	G. BIRRELL/D.A.R.T.	Chevron B19	1700
16	D. FARNELL	Lola 210	1700
37	R. S. SMITH	Attila-Chevrolet	5000
38	G. STEWART/Equipe Centro Scot	Chevron B8	1990

1st (£30) 2nd (£15) 3rd (£5)

Fastest Lap 49.4 secs.

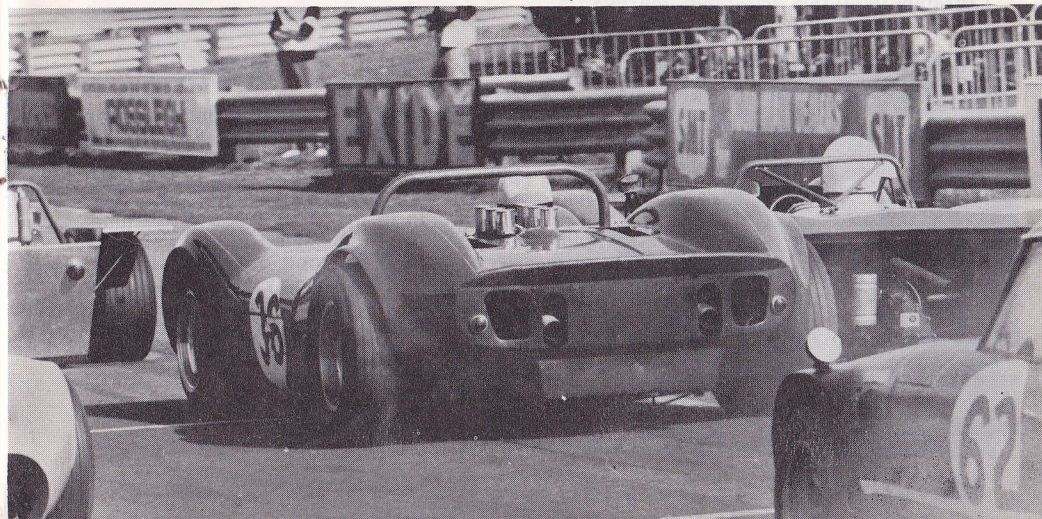
NEW RECORD

Up to 1600 cc

39	D. McDONALD	Diva Ford GT	1150
40	W. WINCHESTER	Fairford GT	1390
41	E. LABINJOH/J. Fisher	Fisher 1100 Spyder	1100
42	J. G. MacWILLIAM	Mercury GT	1149
44	P. MacNAUGHTAN	Lotus 7	1598
45	M. COCHRAN	S.L. 1	1590
46	K. ROBERTSON	Landar	1150
47	G. TEMPLE	Chevron	1500
48	A. G. WATSON	Mallock U2	1589
49	J. MACKIE/A. G. Watson	Mallock U2	1589

1st (£30) 2nd (£15) 3rd (£5)

56.0 NEW RECORD



49.5
15
47
44

THE DRIVERS

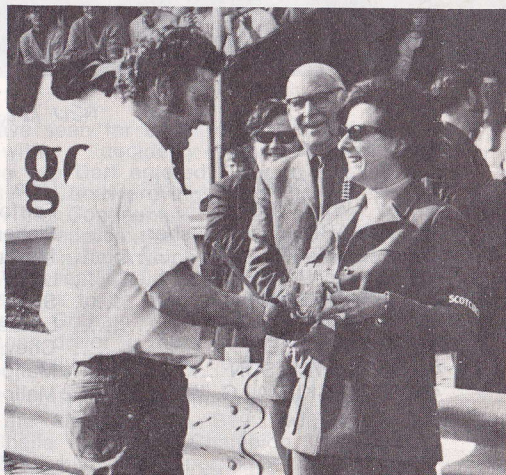
JENNY BIRRELL

What more can we say about Jenny now that everyone else has said it all other than that Graham was wise enough to marry her. Formerly Jenny Nadin and a leading light in Formula Vee racing, Jenny came to Scotland in 1969 and was soon gobbled up by Dan Carlaw of the Wylie's entourage. The combination of Birrell and Wylie's Escort again told and Jenny became the first woman to be runner-up in an Ingliston Championship, the 1970 Hartley Whyte Saloon Car Championship. In April of 1971 her win in both saloon car events set her well on the way to becoming the first Ingliston Woman Champion. And, to cap it all, she's no mean hand at the rallying business either. A regular all-rounder!



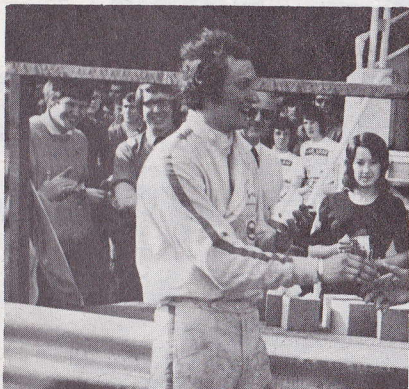
ANDY BARTON

The irrepressible Andy Barton is what Ingliston is all about. A regular, and highly successful, supporter of the circuit throughout its life, he is the epitome of the Club racing driver. In it for the fun, he nevertheless manages to surprise everyone with cars that are prepared considerably cheaper than their competitive brethren (although even Andy is feeling the pinch of keeping competitive these days). Back in the old Charterhall days, and after that, at Ingliston during the early years, one of the main features was always the sight of Andy motoring exceedingly rapidly in a decidedly non-standard Morris 1000. Since then this Newcastle-based garage proprietor has changed his allegiance to Mini and is responsible not only for his own entry, but also those of Frank Gunn and Owen Corrihan.



NEIL GINN

Back in '69 Neil Ginn used to motor round Ingliston fairly sedately (relatively, that is!) in an 850 Mini. Last year the Mini was exchanged for a split new Lotus FF and, to begin with, Neil had some problem keeping the increased power in check. Seventh in the 1970 Kings Cup Championship, the experience gained in that year has obviously stood him in good stead, he having, with Dick Mallock, thoroughly demolished the FF lap record at the April Meeting this year. With an up-dated Lotus 68 FF, Neil is one up-and-coming young Scot that even the dreaded "Demon" Magee will have to watch out for. Could even be another Gerry Birrell?



WILLIE FORBES

Willie must surely be, along with Andy Barton, one of the most consistent and regular supporters of the Ingliston circuit in Britain. A competitor at the circuit since its inception in 1965 (he came seventh in the very first single-seater race at Ingliston in April, '65) he has been seen in an Elva BMW, Lotus BMW, Lotus 35 and, now, Lola T5000. A garage proprietor from Aberdeen, and married, Willie has carried off more than his fair share of silverware over the years, including the 1968 and 1969 Callands Trophy Championships for Formula Libre Cars. Bad luck and mechanical problems beset him in 1970 but it is to his credit that he was prepared to bring his Lola back to Ingliston in April this year and pit it against the more modern machinery of Tommy Reid. And, what is more, he won!



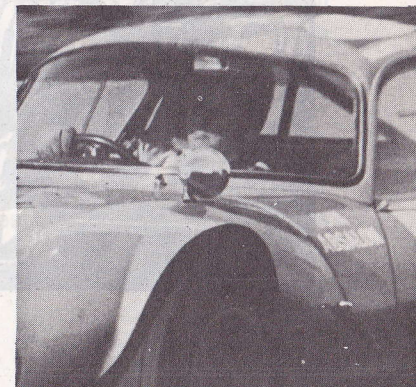
DOUG. NIVEN

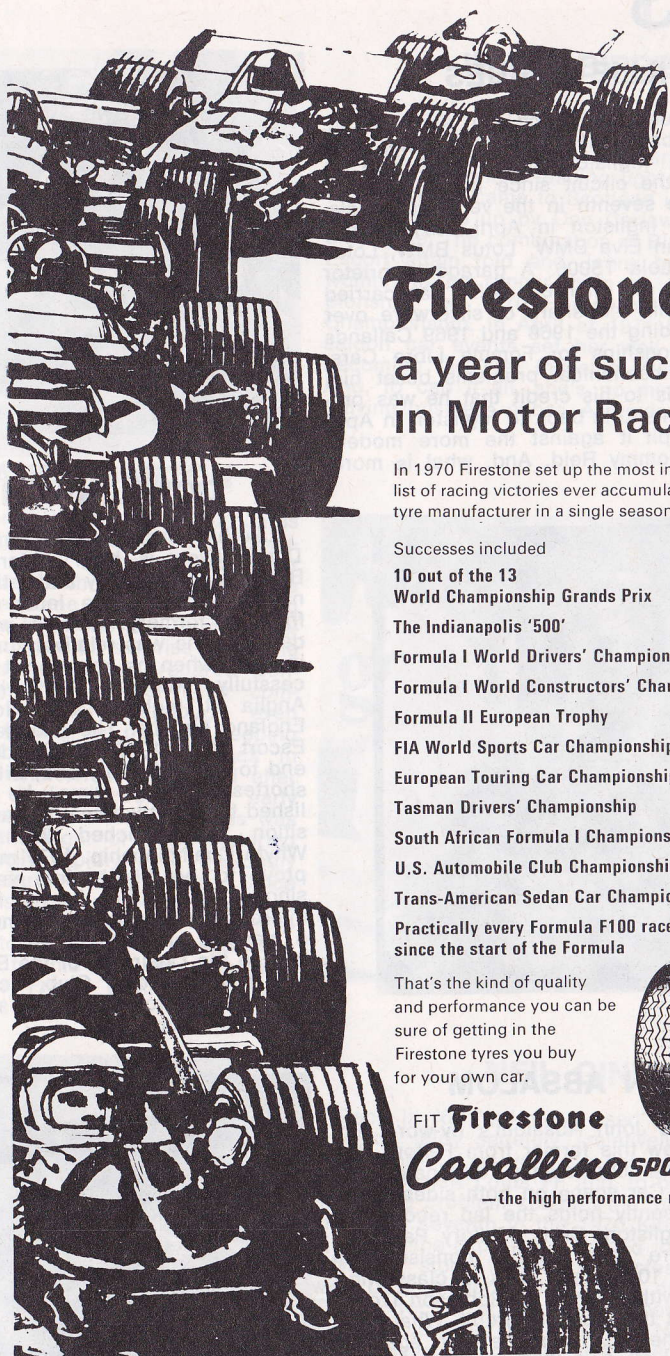
Like his cousin, the late Jim Clark, Doug Niven is both a farmer in Berwickshire and shy and retiring by nature (not that the latter follows from the former). Married, with one daughter, he was relatively unknown in 1969 when he raced, not unsuccessfully, with an old twin cam Anglia at Ingliston and North of England circuits. The change to an Escort TC in 1970 saw the dramatic end to his anonymity and, within the shortest possible time, he demolished the Scottish saloon car opposition and clinched the Hartley Whyte Championship. 1971 may well prove to be his busiest year yet since, not only has he his farming interests and racing commitments as a member of Team Forbes, but he is also the Chairman of the Berwick and District Motor Club, active in rallying, autocross and other spheres of motor sport.



JOHN ABSALOM

Consistency is John Absalom's by-word. For several years now this farmer from Felton, Northumberland, has consistently dominated the Modified Sports Car scene on both sides of the Border and presently holds the lap records for that class at Ingliston, Croft, Mallory Park and Silverstone. More than usually consistent in 1970, he netted 10 outright wins, 9 class wins, and walked off with the H. & G. Robinson Trophy Championship at the Scottish circuit. What more can we say other than that he won again in April. Amazing how fast these Border farmers can move!





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World Championship Grands Prix

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Formula I World Constructors' Championship

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Practically every Formula F100 race since the start of the Formula

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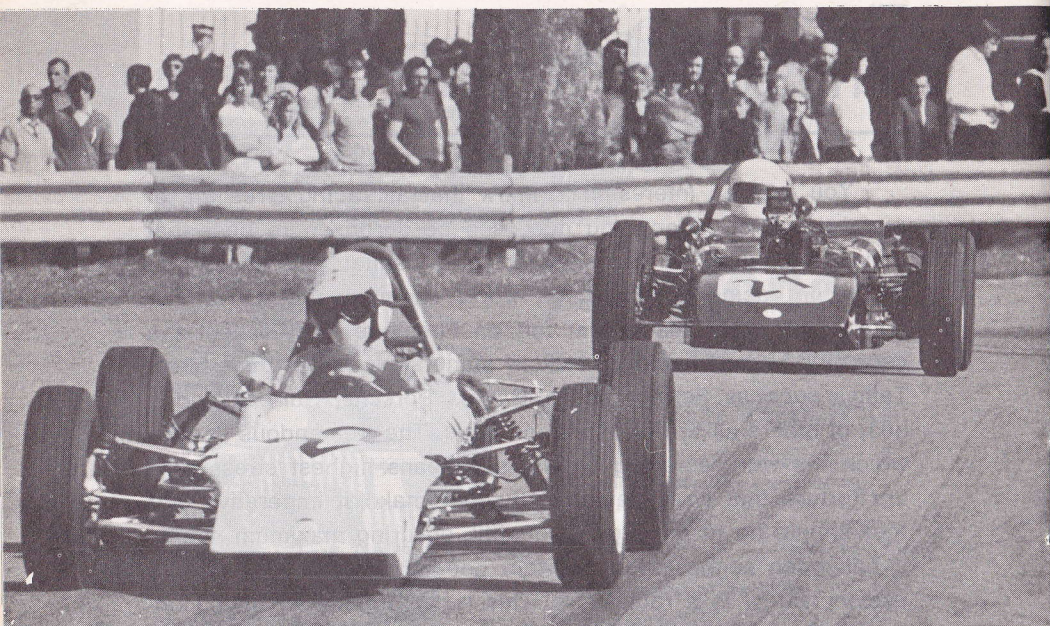
FIT **Firestone**
Cavallino SPORT 200
— the high performance radial

The FIRESTONE TROPHY RACE

You may be interested to know that all racing tyres are of cross-ply construction. You may also be surprised to hear that they are tubeless as well. Firestone are justifiably proud of their record in racing, having been world champions in 1970. The number of works teams that run on Firestone tyres reflect the very high regard amongst vehicle manufacturers for their tyres. Teams such as Ferrari, Lotus, B.R.M., Porsche, Surtees and a host of others all are on Firestone tyres. The tremendous speeds which the world's racing drivers set means highest stress plus the torture that tyres get at every turn make it imperative that they should be of the highest quality, ensuring maximum safety. It has been suggested by certain people that the only tyre to use for safety is a radial tyre. This is, of course, absolute nonsense. The lessons learnt by Firestone on the track find their way rapidly into every-day tyres such as the ones that you arrived on today. The testing of new ideas, new constructions, new compounds is a continual one and it is of interest that Firestone commenced the racing season in 1971 using B17 compound racing tyres. They then went to B23, then to B25 and are now looking at yet a further compound for the British Grand Prix in July. This is the pace of development in racing tyres and it is Firestone's proud boast that their car tyres are not far behind this development.

Bob Martin, Firestone's International Racing Director, says "that this could be a great year for Firestone" and not only will he be attending all the major Grand Prix but a number of hill climbs and sprint events as well as Formula 5000, some Formula Atlantic and some Super-Vee meetings. Of course, Firestone will also be found in most other events, including Formula Ford and Formula F100, in which they reign supreme.

The Torino and F100 tyres which are used in the two later Formula are available now at the Firestone Tyre and Auto Stores in Edinburgh, Glasgow and Aberdeen:



If Easter Sunday was a day to wave goodbye to many an Ingliston record the Formula Ford race provided the send off of them all. In a scorching race the lap record was broken no less than 21 times, finally being credited to the eventual winner, Neil Ginn, at an average speed of 67.66 m.p.h., one second faster than Damien Magee's old record. The culprits were Helensburgh driver Neil Ginn and Northampton draughtsman Richard Mallock, who treated us to a nail-biting ten laps of superb racing and driving (not always synonymous) and one of the best FF events yet seen 'at the circuit. Neil then went on to give a further display of his undoubted talent in the Libre event, coming third after harrying (and, indeed, at one point leading) the Group 6 Royale of Derek McMahon and beating the "old-style" F3 entrants. Both Neil and Richard are back today and the odds are that we shall see a resumption of their dice in the fight for the lead of the Kings Cup Championship table.

Out to drop these two well and truly in the soup are the two Irish contenders entered by Royal Restaurants. A very welcome return is made by 1970 Kings Cup Champion Damien Magee, with a split new Palliser FF and a battle royal is almost certain up at the front. Damien's old Pork Pie Special, the Crossle 16F, is being fielded in the capable hands of fellow countryman Andy O'Keefe while a brand new Crossle 20F is being driven this afternoon by ex-modsport competitor David Langley.

The chap who came third at the last meeting (and, incidentally, was one of the drivers responsible for demolishing the old lap record) was John Sheldon and he is determined to better his chances today with the ex-Vern Schuppenn Palliser. Also making a welcome return North of the Border is Fiat's Chief Tester, Geoff Oliver, with the DRW 8F. And just to ring the changes Bernie Hunter will be trying his luck with a Hawke while Don Macleod brings the Dulon. With a field like that we can't see sponsors Firestone complaining!

548

EVENT 3

3.05 P.M.

THE FIRESTONE TROPHY RACE for Formula Ford Cars

(10 LAPS)

Car No.	DRIVER/Entrant	Make/Model of Car	cc
4-17	B. HUNTER	Hawke DL2A	1600
48	K. MILLAR	Lotus 51	1600
2-19	R. MALLOCK	Mallock U2 Mk 9B	1600
3-20	D. MACLEOD/Mackinlay's Whisky/Peter Graham (Motor) Ltd.	Dulon LD4C	1600
1-21	N. R. GINN	Lotus 69FF	1600
5-23	D. MAGEE/Royal Restaurants	Palliser FF	1600
24	A. O'KEEFE/Royal Restaurants	Crossle 16F	1600
10-25	C. MACLEAN	Hawke DL 2B	1600
9-26	G. OLIVER/Car Bargain Centre (Hounslow)	D.R.W. 8F	1600
7-28	C. CAMERON	Merlyn X1A	1600
15-29	I. C. CONWAY	Lotus 51	1600
30	P. SMITH	Lotus 51	1600
8-31	T. HORROCKS	Alexis FF	1600
12-32	D. S. LANGLEY	Crossle 20F	1600
11-33	G. TODD	March 718	1600
6-34	J. SHELDON	Palliser WD F2	1598
35	D. MANNERS	Alexis M2 15	1600
16-36	G. J. CUTHBERT	Hawke DL 2B	1600

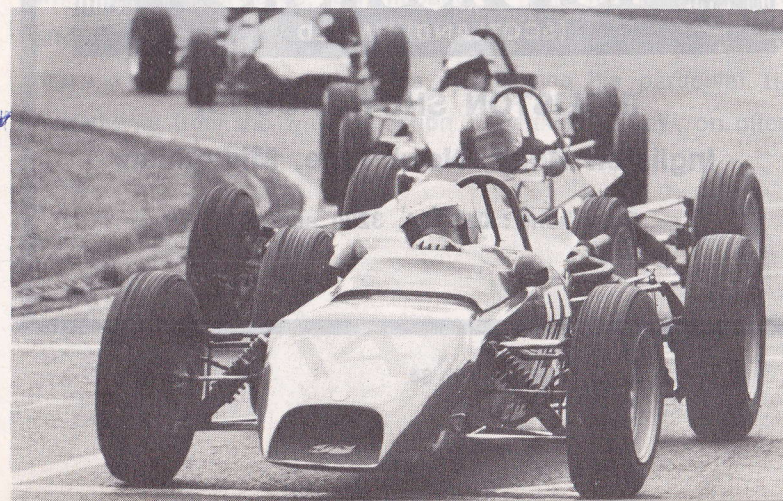
Reserves :

13-22	A. GEMMELL	Lotus 51A	1600
14-27	A. MILLER	Lotus FF	1600

1st (£40) 19 2nd (£25) 21 3rd (£15) 27 4th (£10) 34

1/20
20

Fastest Lap 19.97 55 secs. 67.42 mph



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AUTO AUCTIONS (SCOTLAND) LTD.

Promoting a Race at Ingliston, as we are doing again today, always gives us pleasure and satisfaction. Messrs Scotcircuits Limited and the Scottish Motor Racing Club Limited have done wonders for the sport in Scotland and in our opinion the tremendous amount of time and effort devoted by the organisers to these highly successful meetings are worthy of much greater support than they receive from Distributors and Main Dealers in Scotland.

In our own sphere of operations at Ingliston we are going from strength to strength and have recently completed a second and larger Auction Hall to accommodate the steadily increasing number of entries of all kinds of vehicles. It would be, indeed, strange for anyone wishing to purchase a second-hand vehicle, whether small or large, low mileage or high, not to be able to attend our sales on any Thursday, enter the bidding, and fail to make a purchase to satisfy his pocket and his particular requirements from the wide selection of vehicles always on offer.



Well, then, now you know the answer to those people who spend half their time muttering that the 1000-1300 cc saloon car class hasn't got a chance. Simple. Buy an "up to 1000 cc" Mini. And you don't even have to turbocharge it—just pop round to the your local fairy god-mother and ask her to change you into Andy Barton. Certainly, the combination worked wonders at the April Meeting and it almost looked, for a moment, as if the Hartley Whyte final at that meeting was going to be a real "David and Goliath." (We were going to say "Jack and the Beanstalk" but that would really have emphasised just what a pan-tomime this Programme is getting to be!)

Seriously, between the two of them, Andy and his Mini managed to thoroughly scare the socks off Jenny Birrell (yes, we were going to say something else but, if this is to be a bit of a panto, it might as well go down clean). The fact that he made his old class lap record look rather silly tended to be overlooked in the excitement of seeing a real chance of a "mini-Mini" beat the heavy machinery over the line. Suffice it to say that Andy was only 2 seconds behind Jenny in the 1970 cc Escort and was 24 seconds ahead of the third place man in—yes, you've guessed it—a 1293 Mini! Definitely the drive of the day and the man of the meeting!

Like many other competitors, however, Andy is finding that, to stay at the top in any class, it is costing more and more—so much so that there is a real danger that competitors like him will soon find it impossible to race on even terms with their "richer" brethren. One answer (eagerly advocated by every competitor) might be for circuits to endeavour to return more and more money to the competitors—unfortunately, however, the costs of promoting a race meeting are escalating as fast as, if not faster than, the costs of racing itself and the net result is to make racing an increasingly expensive luxury. Not a happy thought for those of us who are eager to see Scotland retain her dominance in at least one International sport.

And after that what on earth are we going to say about the Auto Auctions Trophy Race in the limited space left. Favourite, at 10-1 on, is Andy Barton, with competition provided by WAB (or Bill Borrowman, as he is otherwise known). One incredibly fast man not to be seen this afternoon is Sedic Bell, although he is present in his capacity as an entrant, having sold his car to Graham Gordon from Glasgow. Ken Allen, Jim Howden and Al Fleming will also be in there fighting, as will be the Marathon Man, Brian Coyle.

EVENT 4

3.30 P.M.

57.4

Special Saloon Cars — Heat 1 THE AUTO AUCTIONS TROPHY RACE for Special Saloon Cars up to 1000 cc

(10 LAPS)

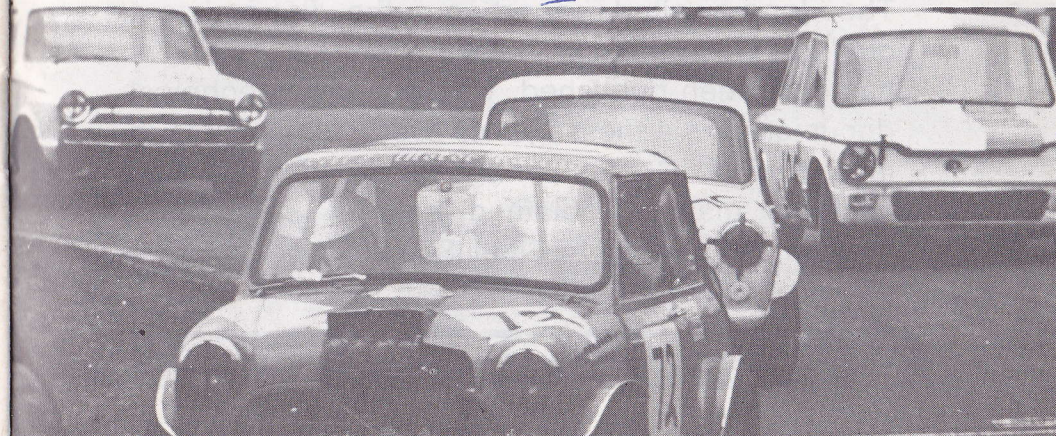
Car No.	DRIVER/Entrant	Make/Model of Car	cc
65	A. FLEMING/W. Shepherd ...	Mini Cooper 'S'	999
72	B. COYLE	Hillman Imp	998
73	N. D. SMITH	Mini Cooper 'S'	999
74	J. GRANT	Mini Cooper 'S'	999
75	J. A. J. CURRIE	Currie Clubman	999
76	P. M. PITMAN	Currie Cooper	999
78	W. BORROWMAN/Sports Tune/Moir & Baxter Ltd.	Mini Cooper 'S'	999
80	G. GORDON/S. Bell	Mini	999
81	A. SELLAR	Mini Cooper	999
82	K. ALLEN	Mini Cooper 'S'	999
83	O. CORRIGAN/A. Barton	Mini Cooper 'S'	999
84	A. BARTON	Mini Cooper 'S'	999
86	A. G. AINSLIE	Mini Cooper	999
87	J. E. HOWDEN	Chrysler Coupé	998
88	W. G. DONALD	Hillman Imp	998
89	R. LECKIE	Hillman Imp	998
90	J. FEWELL	Mini Cooper 'S'	999
91	J. C. FYDA	Agra Imp	998

Reserves :

53	B. K. HARRISON/H. & G. Robinson Racing	Honda N600	839
79	C. LIVINGSTONE	Renault Gordini	1000

1st (£20) 78..... 2nd (£12) 84..... 3rd (£8) 72..... 4th (£6) 89....
5th (£4) Fastest Lap 72..... 58.6 secs.

10.028



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Fire-proof clothing Report

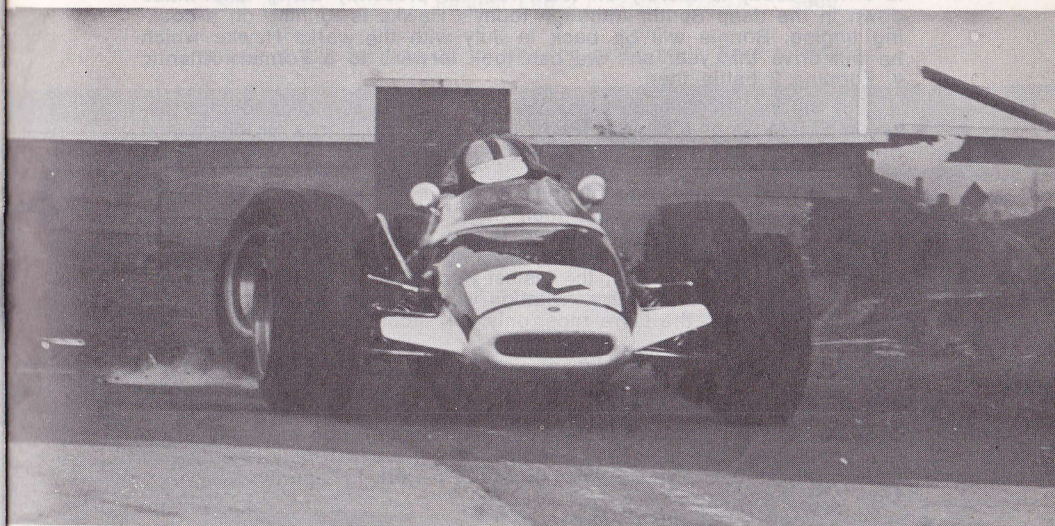


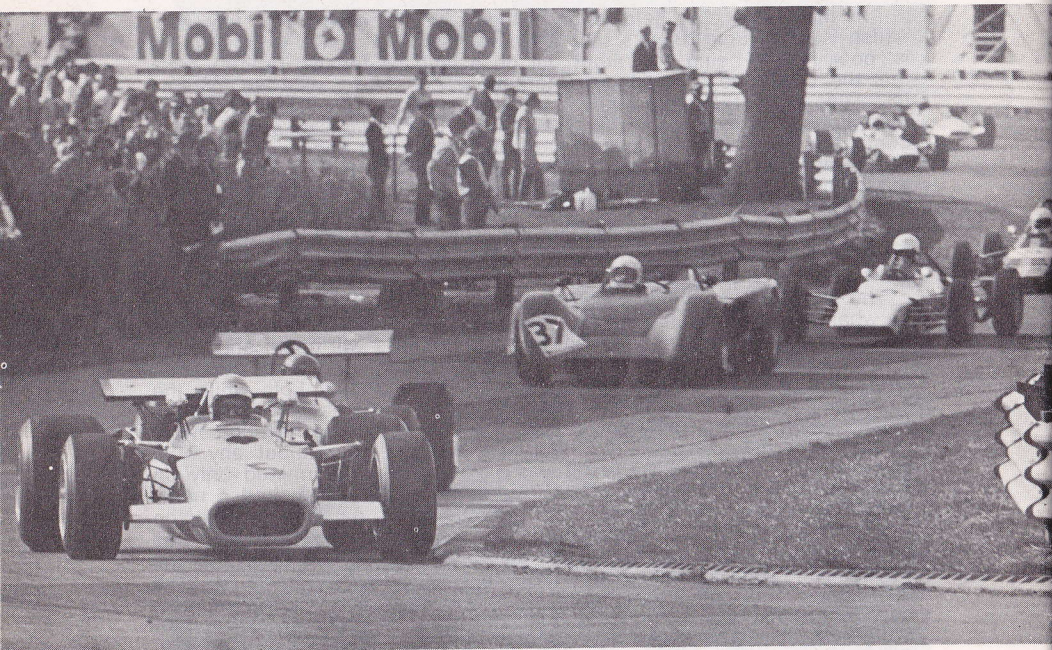
The long-awaited report on the fire-resistant qualities of clothing worn by motor racing drivers has now been published. This important technical document has a message for everyone involved in motor sport. Copies, priced at £2.10 (including postage) may be obtained from the Jim Clark Foundation at 113/114 Fleet Street, London E.C.4. Cheque with order, please.

If the Sports Car field is good today, the Libre entry is fantastic. Which is, of course, thanks to the Sports Cars! If Denys Dobbie (who is, poor fellow, being put rather out on a limb as today's oracle) feels that the B19's are a match for International F2's who were we to deny it. "Give them the opportunity," we said: and no sooner was it said than done. Entries were in and another "big banger v. small yuns" controversy was on. On paper the powerhouses of the sports cars is comparable with that of the single-seaters—would their size, however, put them at a disadvantage on the twisty Inghliston circuit? For those who watched Brian Muir thumping round in the Camaro last October the answer is plain. The only difference between a fast big car and a fast small car is that the former occupies more track and is harder to pass. Hardly a comforting thought for Willie Forbes and the others!

The sports car v. single-seaters battle should be one of the highlights of what promises to be the best meeting ever. (As soon as we say that the odds are that nobody will turn up, the skys will open, and it will be a thundering bore! Such is life). Heading the sports car challenge will be the DART Chevrons and Dave Farnell's Lola while the single-seaters will be ably represented by Willie Forbes, Tommy Reid, Brian Nelson, Brian Cullen and Ronnie Mackay. At the last meeting Willie and Tommy managed to keep everyone in suspense without any high powered help at all and the result was a close battle, determined only on the last lap when an over-anxious Reid (who had already shed a nose-cone on the Lola's rear end) clobbered Willie on the hairpin and split the Brabham's radiator. The collision split Willie's tyre too and he was lucky to be able to hobble home in front of Derek McMahon in the Royale—had the accident occurred one lap earlier both would have been out of the running instead of just Tommy. Lucky in that respect or not, the win was thoroughly deserved and it says a great deal for both Willie and the Lola that it is still winning races in its third year. So now's your chance—for a mere £2,500 o.n.o. you can buy a competitive piece of machinery still capable of showing the way to these upstart F2's. No doubt Willie will be delighted to talk it over with you back down in the paddock. (And after that plug he'll be lucky not to get a bill for advertising!)

The man who gave reigning record holder Tommy Reid so much trouble in 1970 is back again today with his up-dated Crossle. Brian Nelson, the current Callands Trophy Champion, hopes to be here this afternoon providing his engine problems can be sorted out in time.





The Crossle has suddenly developed a desperate loss in power and, unless he can remedy this, Brian cannot see it being competitive today. Should the planned engine rebuild go as Brian would wish it, however, the chances are high for a jubilant trip back to Ireland tonight. Out to foil the Irish will doubtless be Ronnie Mackay who makes his debut in the first Formula Atlantic to be seen North of the Border. And talking of firsts, this will be the first public appearance of the Hawke DL6A. This will really only be in the way of a preview since the Hawke Ronnie is driving today is merely on loan, his car presently being tailor-made down in the deep South. Although today's Hawke is running on a cooking engine, Ronnie will be back in July with the works Hawke which he will drive this year and we can look forward to a Formula Atlantic v. Formula 2 battle then.

In the up to 1000 cc class we can look to see a good dice between Ian McLaren's ex-Dick Scott Chevron, John Barr's Brabham and Brian Harrison's Vixen. The fantastic drive of Neil Ginn in the April Libre race, however, shows that modern Formula Fords can more than hold their own against the old type Formula 3's—once John Barr and Ian McLaren are more used to their cars things might be different but, should any FF cars be invited into this event this afternoon, their inclusion could make this dice really exciting. Once again, should for any reason the grid fall too low, the fastest Formula Fords will be invited to make up numbers, a lucrative invitation when it is remembered that Neil Ginn came third in the Libre race, only the second FF driver to achieve this at Inghlston.

Most unusual, and practical, entry of the day comes from Irish Racing Cars. Perhaps more suited for "The Army in Scotland Trophy Race," Tommy Reid will be driving (according to his entry form) a "50-ton tank with 3" x 3" Box section protection rail and early warning radar for yellow obstacles." And if that's true, Lord-only knows what Damien Magee will turn up with—a Group 6 Pork Pie, perhaps!

EVENT 5

3.55 P.M.

48.7

THE ADAM WYLLIE MEMORIAL TROPHY RACE for Libre Cars

(15 LAPS)

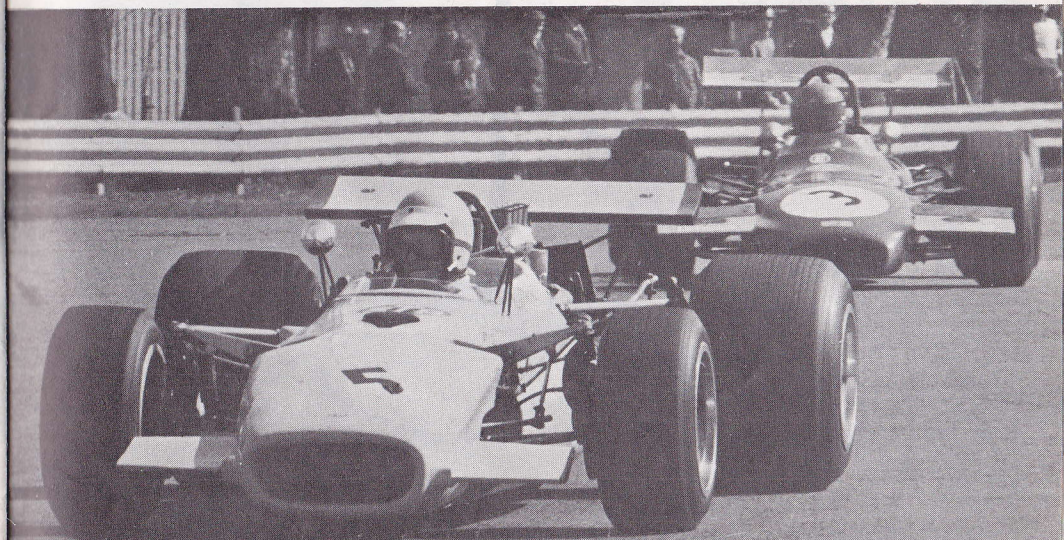
Car No.	DRIVER/Entrant	Make/Model of Car	cc
558	1 B. HARRISON/Lusol Ltd.	Vixen	998
544	2 I. C. McLAREN	Chevron B1S	998
540	3 D. N. THOM	Ecosse Imp	998
560	4 J. BARR	Brabham BT 21B	997
508	6 W. FORBES	Lola T5000	5000
58	7 T. DZIERZEK	Lola T55	1650
506	8 T. D. REID/Irish Racing Cars	Brabham BT30	1598
506	9 R. MACKAY/D. Lazenby & Co.	Hawke DL6A	1598
496	10 B. NELSON	Crossle 18F	1598
500	11. B. CULLEN	Brabham BT30	1598
500	12 D. McMAHON	Royale RP 10	1800
	14 J. MILES/D.A.R.T.	Chevron B19	1700
	15 G. BIRRELL/D.A.R.T.	Chevron B19	1700
	16 D. FARNELL	Lola 210	1700
524	5 RUSSELL	LOTUS 70	500

1st (£100) 15 2nd (£60) 8 3rd (£40) 11 4th (£20) 10

5th (£10) Fastest Lap 1.5 / 48.8 secs.

Bonus of £20 for first up to 1000 cc or Formula Ford to finish.

1247.2





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the home
of Scottish
motor
racing**

Burmah's Involvement in Scottish Motor Sport

Although Castrol's involvement in motor sport throughout the world is well known, Burmah's interests only started when they acquired that company in 1966. Being a Scottish company, it is natural that Burmah should involve themselves with the Scottish Motor Racing Club at Ingliston.

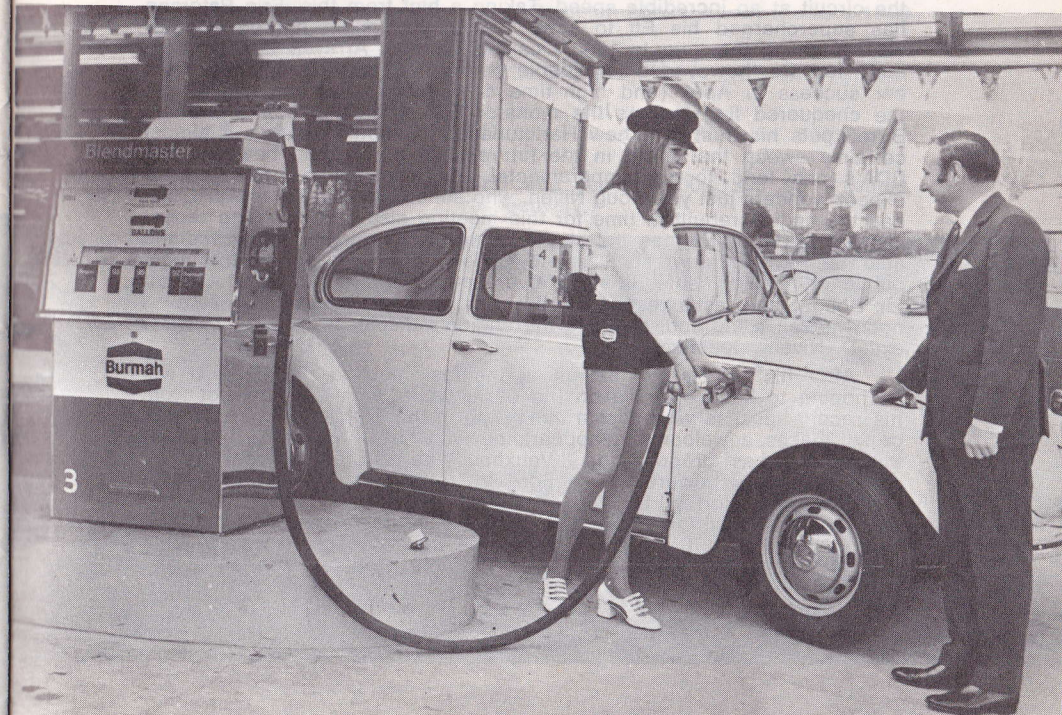
For the last three seasons, fuel has been made available to Ingliston competitors at a reduced price and the Burmah Quaich was presented to the winner of the over 1000 cc saloon car race at the last car race meeting in 1970.

Last year also saw sponsorship by Burmah of the B.R. & S.C.C.'s Scottish Hill Climb Championship and the Lanarkshire Car Club organised the Burmah-Castrol Rally. The hill-climb championship is running again this year and the rally has been granted National status. It is a round of both the Scottish Rally Championship and the R.A.C. National Rally Championship.

The Ecurie Ecosse team has also received help from Burmah as has Scottish rally driver Andrew Cowan. The Dobbie Automobile Racing Team, whose driver, Graham Birrell, has often thrilled Ingliston crowds, is entered this year under the "D.A.R.T. Racing with Castrol" banner.

Today's meeting marks another milestone in Burmah's association with Scottish motor sport. The winner of the over 1000 cc saloon car race will receive a solid silver Quaich and, if the competition is as close as it was last October, the recipient will certainly have earned this coveted award.

Whatever the outcome, Burmah wishes the Scottish Motor Racing Club and all drivers a safe and enjoyable day's motor racing.





Well, then, here we go again. The last Burmah Trophy Race in October was reckoned to be the event of the century and today seems certain to provide a repeat performance. All the ingredients are present—Brian Muir with the Chevy Camaro, Alec Poole in the turbocharged Mini, Graham and Jenny with the Wylie's Escorts, Doug Niven in the Perdal Escort and Bill Dryden and Jimmy Veitch providing the Viva power. What more need one say. Nothing, really, but with two more paragraphs to fill up we'd better make the effort.

The favourite is almost certainly Yogi Bear himself, the current lap record holder with the monster Camaro. Spectators will, however, remember that Brian Muir was beaten in the first saloon race in October by Alec Poole, whose turbocharged Complan Mini was purring round the circuit at an incredible speed. Taking a hint from this, Eric Paterson has supercharged his Elf to see whether that might not be another way of giving the "up to 1300" cars a chance. Arrayed against Yogi and Alec are, however, a formidable bevy of Escorts. Jenny, hot from her success in April (and high time it was, too, that she should get the chequered flag) brings the monster Escort while husband Graham Birrell puts his trust in a new Hart tuned BDA motor which will almost certainly sweep the board in the future. Just at present, however, the BDA's can tend to be temperamental and it might be better not to expect wonders just yet. Doug Niven, who suffered a sad day in April, has had the engine rebuilt in time for this meeting also and hopes to repeat his October form (minus the shunt!) this afternoon, he having led the field then for a short spell before collecting the barrier at the most public point imaginable. In April, overheat in practice started the rot for Dougal and, as a result, shortly after the race started in the afternoon he ran a big end, much to the engine's displeasure. Consequently, exit D. Niven, steaming.

After his hair-raising take-off at the last meeting, Bill Dryden will be hoping to keep his Viva on the deck, while Jimmy Veitch, hot from his recent success with cousin Jim's Imp in the Lothian Car Club Autocross, makes a welcome re-appearance with his 5-litre Veeva. We note that Jimmy has dropped the "Vauxhall" part from the front of the car's name—it's powered by a Ford V8! And talking of power, Alec Poole may be short on this this afternoon. At the time of going to press the Mini was misfiring badly and, if he could not discover the reason in time to remedy it, there was a chance that Alec might not be able to come over the water. Let's hope that his problems are all sorted out now!

56.4

EVENT 6

4.25 P.M.

SPECIAL SALOON CARS — HEAT 2

THE BURMAH TROPHY RACE

for Special Saloon Cars over 1000 cc

(10 LAPS)

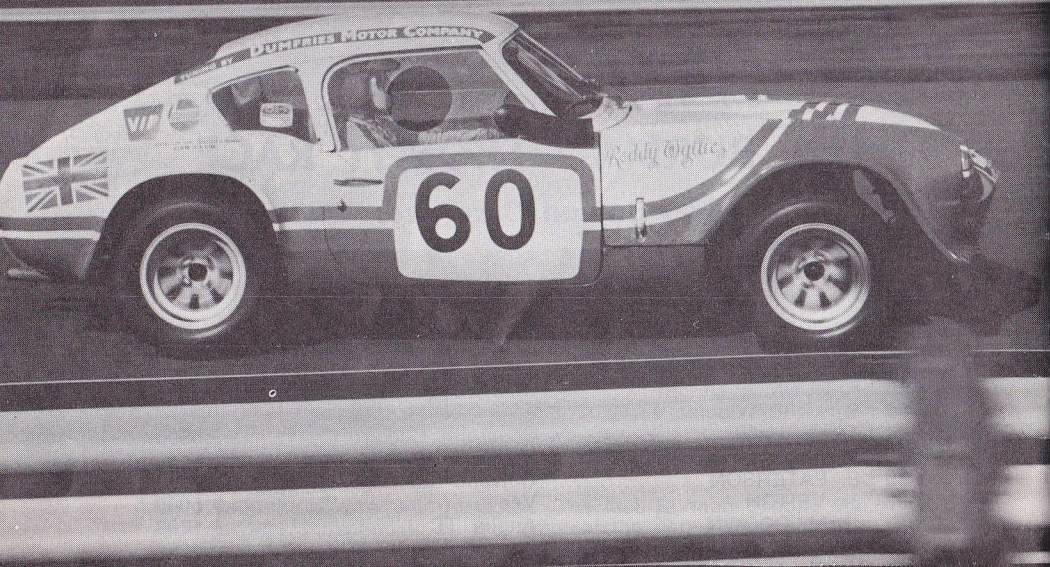
Car No.	DRIVER/Entrant	Make/Model of Car	cc
77	J. A. J. CURRIE	Currie Miniford	1650
85	F. GUNN/A. Barton	Mini Cooper 'S'	1293
92	B. MUIR/Wiggins Teape Ltd.	Chevrolet Camaro	5000
94	J. MacGILVRAY	Anglia	1650
95	E. PATERSON	Colvend Elf	1785
96	J. VEITCH	Veeva	5000
97	R. M. BROWN	Anglia TC	1700
98	A. D. NIVEN/Team Forbes	Perdal Escort	1850
99	W. N. A. DRYDEN/S.M.T. ...	Viva GT	2000
100	G. B. BIRRELL/Wylie's of Glasgow	Escort RS 1600	1601
101	J. BIRRELL/Wylie's of Glasgow	Escort TC	1970
102	C. REEVES	Mini Cooper 'S'	1293
103	H. C. MacKINNON	Mini Cooper 'S'	1275
104	J. DRYDEN	Mini Cooper 'S'	1293
105	J. M. HENRY	Mini Cooper 'S'	1293
106	A. POOLE	Complan Mini	1810

1st (£20) 100 2nd (£12) 92 3rd (£8) 101 4th (£6) 99

5th (£4) 108 Fastest Lap secs.

Bonuses of £15 and £5 for first and second 1000-1300 cc finishers respectively.





Having John Absalom about can almost be said to make the mod-sports races boring! When he's on form it's very often a case of merely guessing by how much he's going to win. In April it was by a 3½-second margin for Alex Souter : today, who knows? One or two rather interesting entries could well make John work for his money for a change. One of the most interesting "newcomers" to this class is the ex-saloon car driver Reg Forester-Smith (alias "Marquiss of Lasswade"?!—please explain on your next entry form, Reg) with a similar Ginetta G4, tweaked by Hugh Shannon of Methven. Although slightly down on capacity to John's car, Reg's Ginetta was the 1970 Chevron Oil Trophy winner and it could prove to be the mount that topples John's Ginetta from dominance.

One man who was motoring indecently fast in April before, as he puts it, he "successfully demolished the front end" was Annan farmer Roddy Wyllie, with the ex-Peter Cox GT6. Another quite indecently fast character, but this time for a novice, was Tim Rutherford, who achieved a fourth overall and a class second in the ex-Dave Langley Sprite. April was Tim's first outing at the circuit and, once he knows the ins and outs, he could well become something of a Ginetta-beater. With the Allard-Shorrock supercharged Honda (reputed to produce over 150 b.h.p. per litre), Brian Harrison will be making his bid for the chequered flag this afternoon and he is one person who has already made his mark in the old F4 class. It would be interesting to see just how fast his Vixen would go if he slapped a supercharger on that!

Sprites are in evidence from Glenrothers mechanic, Bob Hutchison, and Chichester accountant, Bruce Croskin. Bruce has been placed in every outing in this, his second year of racing, and he fields the ex-Peter Kitchen Sprite presently lying second in the S.T.P. and Chevron Oils Championship. Competition to the Sprites comes in the form of John Milne's supercharged Midget, a car not known for its tardiness. At the last meeting Al Fleming took the wheel and motored round pretty speedily in practice, although his race hopes came to an untimely and abrupt end. Things could be different today and do not be surprised if Al is again in the cockpit—he and John Milne are getting to be somewhat interchangeable. Which makes Bill Shepherd about the only entrant that's never short for spares!



EVENT 7

5.05 P.M.

MODIFIED SPORTS CARS

(10 LAPS)

Car No.	DRIVER/Entrant	Make/Model of Car	cc
Up to 1150 cc			
51	J. ABSALOM/C. Shutt	Ginetta G4	1150
52	B. K. HARRISON/H. & G. Robinson Racing	Honda S800	1107
54	I. HALL	A.H. Sprite Mk 1	1116
55	D. THIRD	Turner Sports	1150
56	R. FORESTER-SMITH/Hugh Shannon of Methven	Ginetta G4	997
57	T. RUTHERFORD	Sprite Mk III	1147
58	W. L. WOOD	M.G. Midget	1140
59	G. R. WILSON	M.G. Midget	1098

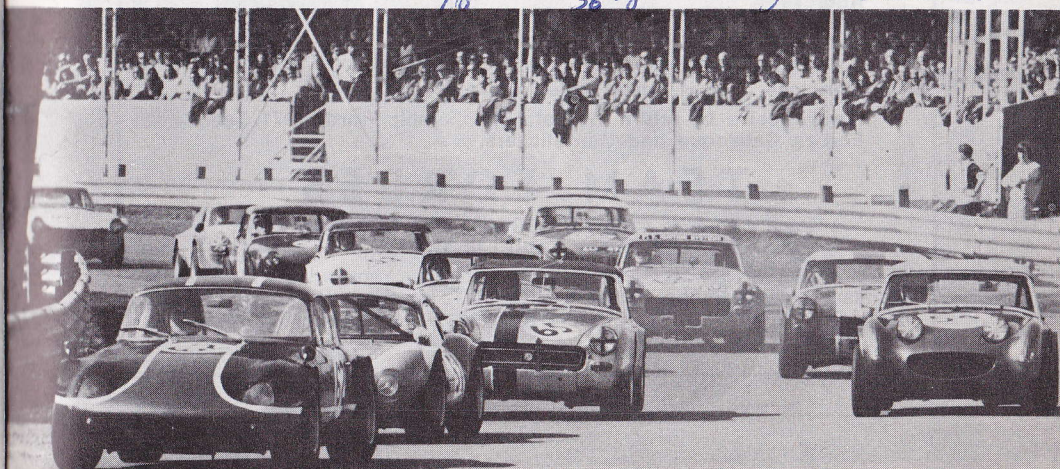
1st (£30) 2nd (£15) 3rd (£5)

Over 1150 cc

61	J. A. HALL	Lotus Elan	1558
62	R. HUTCHISON	A.H. Sprite	1293
63	B. CROSKIN	A.H. Sprite	1340
64	J. MILNE/W. Shepherd	M.G. Midget	1293
66	J. HANLEY	M.G. Midget	1293
67	R. D. WYLLIE	Triumph GT6	1998
68	A. SOUTER	Lotus Elan	1598
69	M. NUGENT	Lotus Elan	1598
70	M. HOPPerton	M.G. Midget	1340

1st (£30) *51* 2nd (£15) *70* 3rd (£5) *68*

Fastest Lap *51* *57.0* secs. *NEW RECORDS*
70 *56.8*





MAIL ORDER MOTOR ACCESSORY WITH A DIFFERENCE

£1—that's all you need to join TEAM FORBES, you receive a membership card, car sticker and the 1971 edition of the Team Forbes Motor Accessory Catalogue, and every item in the catalogue is for sale at a special low members price. Substantial savings are possible on all types of accessories, all from leading manufacturers, all fully illustrated in the Team Forbes Catalogue. In addition there's a regular newsletter containing details of the ever increasing range of additional accessories offered for sale, also articles on what members are doing, particularly in the Motor Sporting field. There's a regular feature on member (not playmate) of the month, also full details of the TEAM FORBES entered Race and Rally Cars. Also exciting competitions lined up for 1971 including opportunities for members to get free drives in Rally Cars, etc., etc. All this for £1 for 12 months membership, and remember **every** item is available for sale to members only at discount. What do we sell?

Well, items include seats, headrests, seat covers, travel rugs, consoles, safety belts, leather steering wheels, all interior gauges and instruments, spot lights, fog lights, headlamp conversions, radios, tape-players, aerials, fuel pumps, fuel tanks, crash helmets, overalls, maps lights, driving gloves, oil coolers, air horns, battery charges, anti-theft devices, batteries, tyres, wheels both steel and alloy, tools, roof racks, children's seats, roll-over bars, superchargers, alternators, performance conversion kits, cylinder heads, carburetter kits, exhaust systems, exhaust and inlet manifolds, silencers, shock absorbers, camshafts, fibre glass fronts, lamp bars, car covers, etc., etc.

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Telephone: GREENLAW 308

TEAM FORBES (RACE AND RALLY) wish to acknowledge the valuable assistance given to their Race and Rally Team by SCHRADER, CELTIC HOMES, PERDAL DEVELOPMENTS and DENIS HARPER (COACH-BUILDERS) LTD.

EVENT 8

5.30 P.M.

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

15 LAPS

Car No.	DRIVER/Entrant	Make/Model of Car	cc
100	BIRRELL CB	RS.1.600	
1042	MUIR	CAMARO	
101	BIRRELL J		
99	DRYDEN		
78	BURROWMAN		
84	BARTIN		91 - FYDA
72	COYLE		90 - FEWELL
106	POOLE		70 - N. SMITH
89	LECKIE		
94	M'GURRY		
82	KULAN		

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

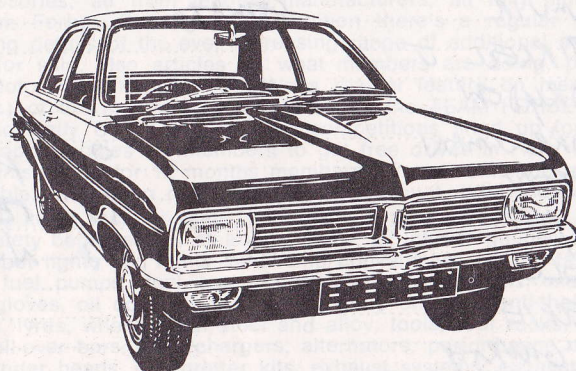
5th (£10) 6th (£5)

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SCOTTISH ONE-TWO IN MOJOCAN GRAND PRIX

. . . continued from April

Readers will recall that, in the first instalment of this thrilling saga, the report had reached that stage of the race when all five competitors pulled into the pits at the half-way stage. Thereafter . . .

Accustomed for so long to the ear-piercing scream of tortured machinery the senses cannot at first appreciate the sudden silence, broken only by the sounds of contented munching as fuel is forced into the exhausted mounts. Pedro, in an agony of injured National pride, disappears in search of oranges in the hope that the extra nourishment will replenish his fast dwindling stores of energy while the four British drivers display remarkable and characteristic phlegm, lounging on a neighbouring hillside swigging cheap hooch from a local bar. Slowly, however, the heat rises and with it the tension as fuel tanks reach capacity, racing hoofs are retread and the pits staff make ready for a continuation of the race.

The welcome rest is shattered by the pad of the drivers' feet as they race back towards their machinery in a Le Mans style restart. First away is Liz Niven, followed closely by Carol Lamb. The latter is, however, finding that the experimental aerofoil panniers fitted to her donkey are making handling difficult and, as throughout the earlier part of the race, she is content to slip-stream Mrs. Niven's beast at this stage. Slotting in behind Mrs. Lamb, Pedro imitates her tactics and accepts a tow in the calmer airstream.

Disaster strikes at the two favourites, however, both finding that the Le Mans start is not suited to this type of event. Lamb appears to have his mount under control first but a fault in the steering soon becomes evident and this, aggravated by malfunctioning suspension, sees him leaping about the countryside hanging on to the beggar's neck for grim death, muttering inane oaths under what little breath he has left. While Lamb's donkey makes like the bucking bronco Niven is not entirely happy either, being unable to make capital out of this splendid opportunity to leave his arch-rival behind. After several fruitless attempts at mounting his animal his pit staff hit upon the bright idea of tethering the wretched beast to a tree. This accomplished Niven climbs said tree and, extending his right leg, prepares to mount. Unhappily the donkey had seen him coming and a malevolent side step leaves the Scottish Saloon Car Champion perched half-way up a tree with one foot caught in the stirrups and the other in the tree. Not a happy position to be in, and it becomes even unhappier as Niven comes down on his ass only to find that it moves away from under him and under a convenient branch. Swept from the back of his donkey Niven crashes to the ground as Lamb, with his mechanical problems now sorted out, accelerates after the distant leaders. Mounting at last the champion sets off from the back of the grid and the crowd (a passing native) wonders whether it is humanly possible for him to catch the leaders.

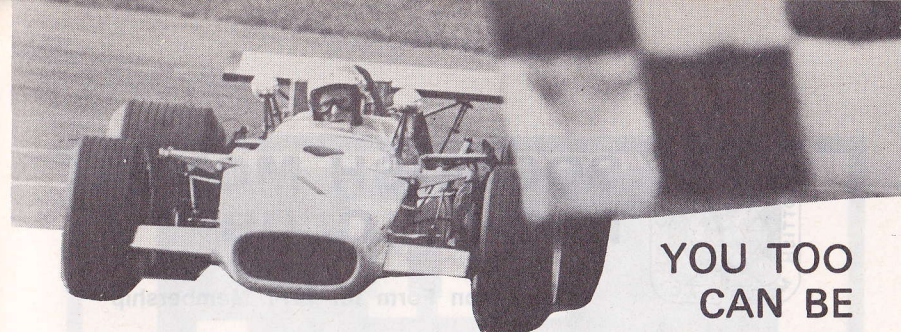
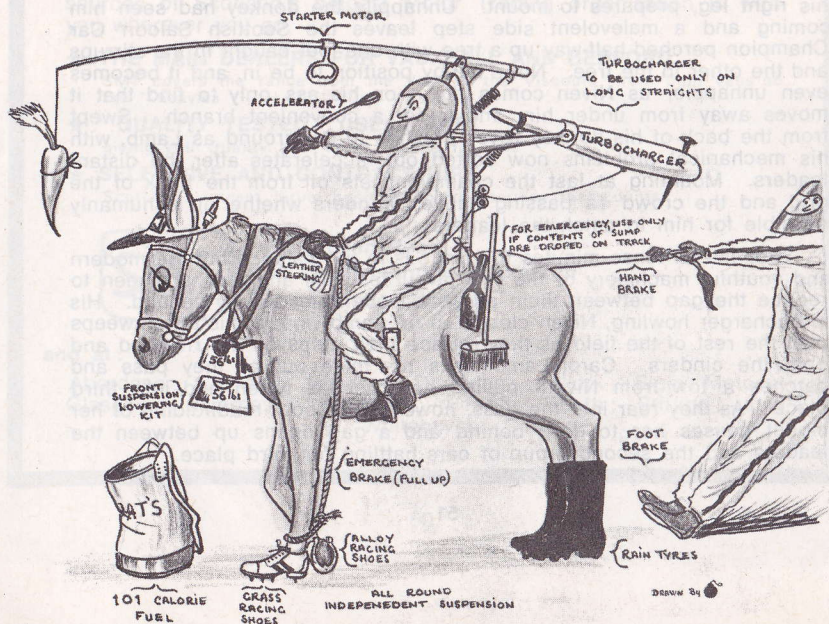
For fifteen tense minutes the issue is in the balance but the modern and youthful machinery of the two favourites tells and they are seen to reduce the gap between them and the leaders second by second. His turbocharger howling, Niven closes up on Lamb who, in his turn, sweeps past the rest of the field as they retrace their steps off the riverbed and onto the cinders. Carol Lamb kicks her mule out as they pass and catches a tow from Niven pulling her past Liz Niven and into third place. As they roar into the pass, however, the poor roadholding of her mount causes her to drop behind and a gap opens up between the leaders and the second group of cars battling for third place.

Over the pass the fight for the lead intensifies, the two Scottish drivers pulling out every trick in an effort to build up a lead. First one and then the other appears in the lead, overtaking up short straights, on corners, weaving from side to side and generally flinging their machinery around the track in an all out attempt to achieve supremacy. As they regain the road for the final burst up the mountainside to the finish, however, it is Lamb who has his beast fractionally in front. The heat and the strain have made their mark, however, for it is two tired animals that start the twisty ascent and the crisp roar that accompanied their earlier descent is now reduced to a soul-rending ee-aw.

Now some seconds behind, the dice for third place reaches a climax. As Carol Lamb kicks her donkey into the fullest exertion Liz Niven swings wide on the corner and, shaking Pedro off, guns her beast past in a howling crescendo of sound. The effort and the heat are too much, however, for tired machinery and her beast seizes up, dropping its sump as it grinds to a sudden halt. Carol Lamb, following close behind, cannot avoid the slippery track and, skidding into the damaged beast in front, puts both out of the running.

Up front the two leaders are now well ahead of the rest of the field and the race is still wide open. With Lamb in front Niven is content to slip-stream him through the hairpins and S bends that wind their way up the mountainside until, on the last sweeping corner, he sum mons up the last reserves of his mount in an effort to take the chequered flag. Slipping into the inside line Niven inches gradually up on Lamb until his donkey's nose is level with the leader's ear. For several tense seconds the two animals roar round the final bend in that position, each utilising to the utmost their final reserves of power, until the extra effort by Niven at the restart earlier tells and Lamb draws gradually away again to pant across the line a good second in the lead. Second is Saloon Car Champion Niven while comingman Pedro is still coming. A fine race in perfect November weather, and a satisfying result for Scotland.

At no mean expense and considerable inconvenience the Ingliston Programme has secured the rights to publish a full specification of a Group 2 Donkey and this is grudgingly reproduced hereunder.



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SCOTTISH MOTOR RACING CLUB

This is Scotland's own Motor Racing Club, run by an enthusiastic committee whose efforts have been keeping alive an interest in the sport since 1937. With a membership of well over 2,000 it is now acknowledged as one of Britain's foremost clubs. Members of the club formed Scotcircuits Ltd.—the promoting company at Ingliston—in 1964 and the two bodies work closely together.

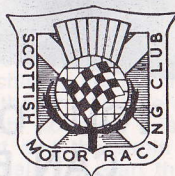
Members are entitled to special discounted season tickets for the 1971 Season at Ingliston and may purchase as many of these as they wish. All have the use of the magnificent MacRobert Pavilion: complete with its 400-seat restaurant, balconies overlooking the circuit, full members' licensed bar and excellent toilet facilities, the pavilion is also the venue of the Club's annual Dinner Dance in November—acknowledged as one of the leading motor sporting social functions of the year. Members have free access to the Paddock at Ingliston—barred to the public in general.

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

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

With an ever-increasing membership, the go-ahead Scottish Motor Racing Club offers something for every follower of Motor Sport in Scotland.

Membership Application Form overléaf



SCOTTISH MOTOR RACING CLUB

Application Form for 1971 Membership

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

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

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

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

(Please tick appropriate boxes)

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

I would like to pay future subscriptions by Bankers Order.

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

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

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- Windscreen Badge @ £0.15 .
- Repeat Motif Tie @ £1.00 .
- Blazer Badge @ £2.25 .
- Overall Badge @ £0.65 .
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- Lapel Badge @ £0.25 .
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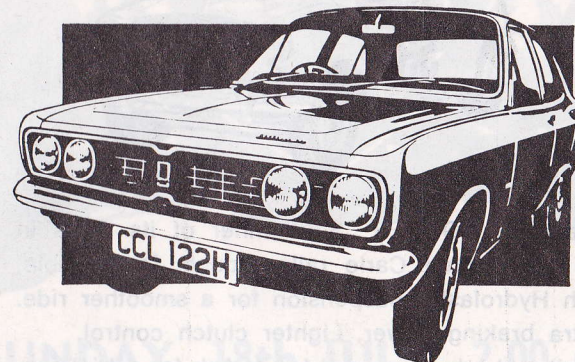
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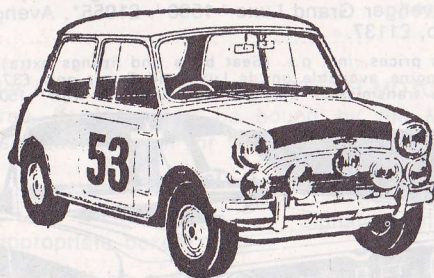
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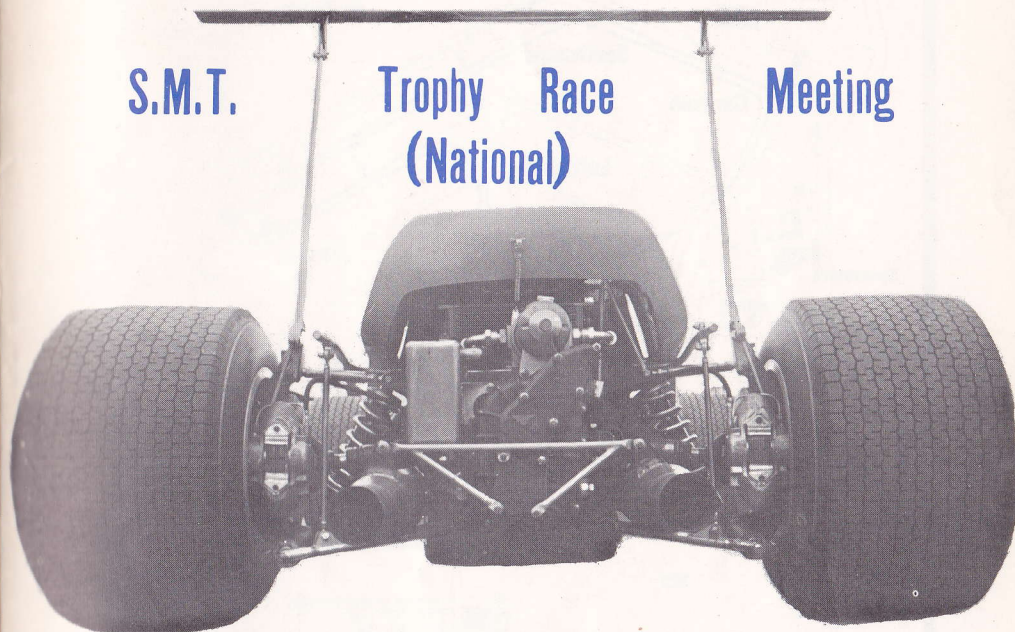
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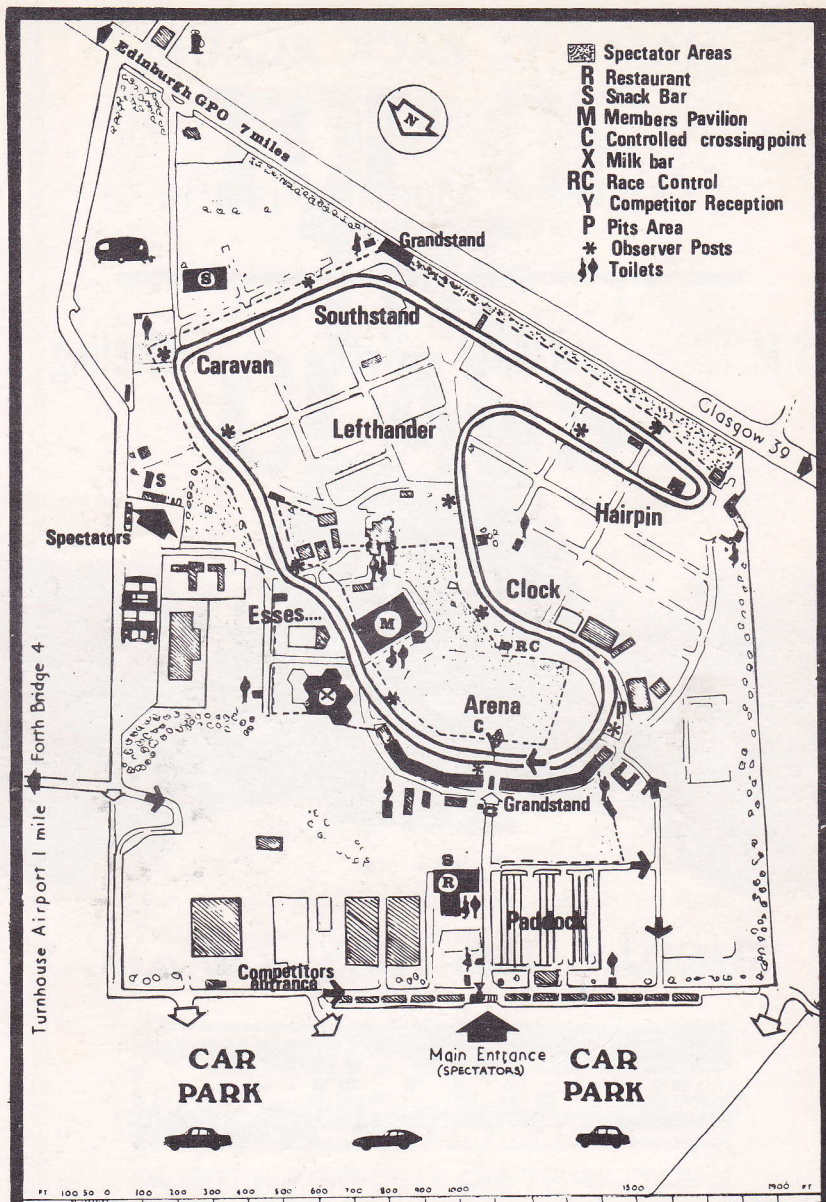
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Advance Booking Form inside

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