



**Organised by
Scottish Motor Racing Club**

INGLISTON 1971

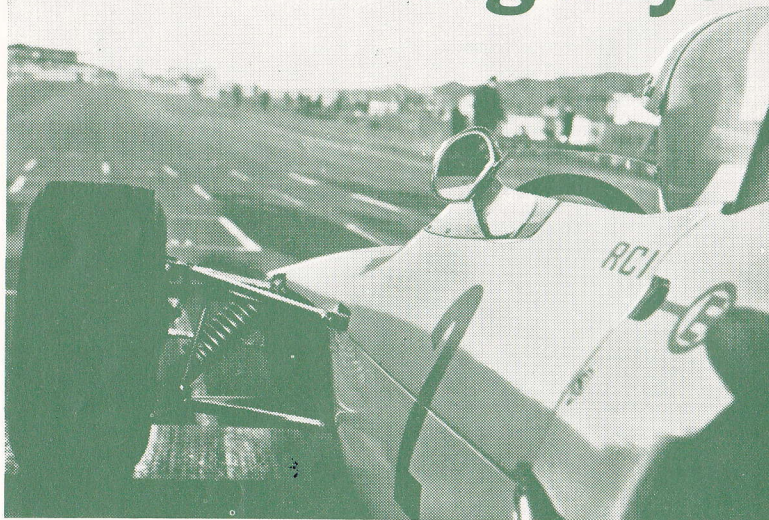
15th August

The August Race Meeting

Official Programme 20p

Promoted by
Scotcircuits Ltd., National Bank Chambers, Duns, Berwickshire

Lombank have winning ways



Edinburgh Office: Lombard House, 20 Dublin Street,
Edinburgh EH1 3RD. Telephone: 031-556 7289.
Glasgow Office: Lombard House, 18 Newton Place,
Glasgow C3. Telephone: 041-332 3091.
Other offices at:
Aberdeen, Ayr, Dundee and throughout Great Britain.

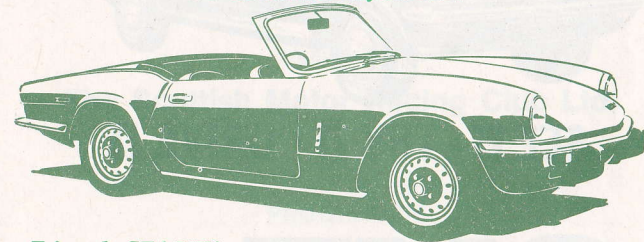


Head Office: Lombank Ltd, Lombank House, Purley Way, Croydon CR9 3BL. Tel: 01-684 6911.

LKA/91

Take the Rossleigh road to adventure

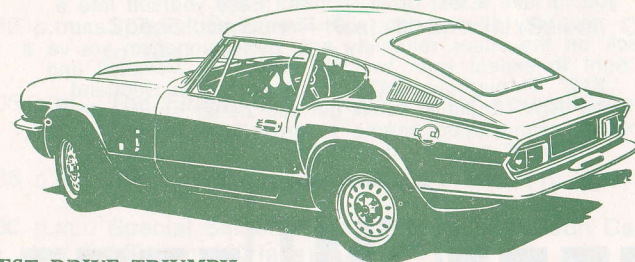
Triumph Spitfire MK4—more adventure for your money. The most exhilarating car of its price on the road. All-independent suspension. Fast corners unwind like ribbons of silk. Remarkable 1300 engine. Top speed nudges 100 mph. Fade resistant 9" front disc brakes. More confidence in your car!



Triumph GT6 MK3

—smart, smooth and serviceable

—the car with everything today's faster driver needs. Independent suspension, coil springs and telescopic direct acting hydraulic dampers, anti-roll bar. Energy absorbing steering control system incorporating an anti-theft device. Two's company in this front seat to adventurous driving!



TEST DRIVE TRIUMPH
SPITFIRE MK4 AND TRIUMPH GT6 AT ROSSLEIGH

ROSSLEIGH LTD.

32 Shandwick Place, Edinburgh ET2 4RU. Tel.: 031 225 7243

By Appointment to Her Majesty the Queen, Motor Engineers

Branches at: Aberdeen, Dundee, Stirling, Kirkcaldy, Inverness, Glasgow,
Perth, Hawick, Newcastle-upon-Tyne

The fabulous New

FIRENZA

by Vauxhall



SEE IT • TRY IT • DRIVE IT

at
SMT Now!

The exciting new FIRENZA is at S.M.T. Waiting for you to take a test drive — free! Ease yourself into a new way of motoring, with Firenza and SMT. Lean back on the sheer reliability and professionalism you've a right to expect from two big names — Vauxhall and SMT. Throughout SMT's 26 Branches in Scotland and N.W. England you'll get the better service that only an organisation geared to great investment can give. Drive Firenza — drive Vauxhall — drive SMT



MAIN DEALERS FOR VAUXHALL & BEDFORD

Aberdeen, Carlisle, Dumfries, Dundee, Edinburgh,
Elgin, Falkirk, Glasgow, Inverness, Kirkcaldy,
Penrith, Perth, Stirling and Whitehaven.



SCOTCIRCUITS LTD
INGLISTON
motor racing circuit

ROYAL HIGHLAND SHOWGROUND, EDINBURGH

* * *

The August Race Meeting

Sunday, 15th August, 1971

organised by

The Scottish Motor Racing Club Ltd.

* * *

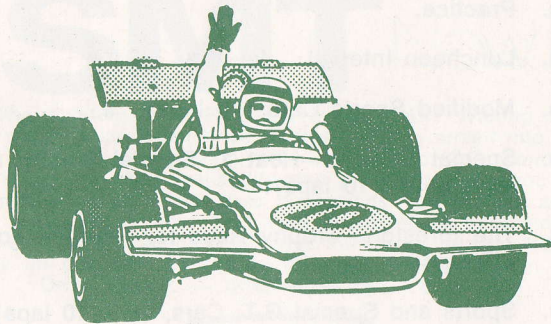
PROGRAMME

- 9.45 a.m. Practice.
- 12.30 p.m. Luncheon Interval.
- 2.15 p.m. Modified Sports Cars (10 laps).
- 2.40 p.m. Special Saloons—Heat 1. Special Saloon Cars up to 1000 cc (10 laps).
- 3.05 p.m. The Firestone Trophy Race for Formula Ford Cars (15 laps).
- 3.35 p.m. Sports and Special G.T. Cars, etc. (10 laps).
- 4.00 p.m. Special Saloons—Heat 2. Special Saloon Cars over 1000 cc (10 laps).
- 4.25 p.m. The King Hussein Trophy Race for Libre Cars (20 laps).
- 5.00 p.m. Presentation of Trophies.
- 5.15 p.m. Special Saloon Cars—Final.
The Hartley Whyte Championship Race (15 laps).

Speedwell. Professional equipment.

AND MOST OTHER LEADING ACCESSORY
MANUFACTURERS' GOODS IN SCOTLAND'S
PREMIER ACCESSORY CENTRE

MANY INTERNATIONALLY FAMOUS BRANDS
AT WELL BELOW NORMAL RETAIL PRICE



Sports-tune

10, BRANDON TERRACE
EDINBURGH

031-556-3507

OFFICIALS AND CREDITS

Clerk of Course	W. STEIN
Controller	Col. D. BIRRELL
Steward (for R.A.C.)	To be nominated.
Stewards (for Club)	R. KAY, J. A. DICK PEDDIE, W. MARTIN
Chief Marshal	A. H. B. CRAIG
Deputy Chief Marshal	P. J. TUGWELL
Chief Observer	R. J. TRAILL
Chief Flag Marshal	J. A. MILLAR
Chief Track Marshal	G. STOREY
Chief Medical Officer	Lt.-Col. P. EDMOND, R.A.M.C.(V)
Chief Paddock Marshal	E. R. HERRALD
Chief Spectator Marshal	D. McLAUCHLAN
Chief Grid Marshal	G. MONTGOMERY
Starters	D. M. FRASER, I. CUNNINGHAM and J. W. MACMILLAN
Chief Crossing Marshal	ANGUS DICK
Chief Pits Area Marshal	K. H. ROBERTSON
Chief Timekeeper	Dr. L. JAMIESON
Chief Scrutineer	W. CLELAND
Chief Lap Board Marshal	G. KERR
Commentator	J. McINNES
Secretary to Meeting	A. M. LAMB
Competitor Reception	E. D. HODGES and H. G. LORD
Results Processors	M. MALCOLM
Judges of Fact	L. BROWN, A. BARCLAY and E. LIDDELL
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	E. BRYCE, C. L. LOURIE and A. I. KINGHORN
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/6924

LIST OF ENTRIES

Car No.	DRIVER/Entrant	cc	Make/Model	from
1	E. REGAN/ Clontarf Castle	1594	Chevron B16	Dublin
2	T. DZIERZEK	1600	Lola T55	Kirkliston
3	R. MACKAY	1598	Brabham BT30	Thurso
4	B. CULLEN/ Irish Racing Team	1598	Brabham BT30	Limerick
5	W. T. WOOD	5000	Lola T142	York
6	M. REINHARD	4700	Kincraft F5000	York
7	J. COULTER	5000	Lola T142	York
8	T. D. REID/ Irish Racing Cars	1598	Brabham BT30	Tandragee
9	B. NELSON	1598	Crossle 18F	Hillsborough
10	D. McMAHON	1800	Royale RP 10	Milford
11	J. MILES/Dart	1994	Chevron B19	London
12	L. GOLDING/ Irish Racing Team	1598	Brabham BT23C	Limerick
14	B. HARRISON	998	Vixen VB5	Glasgow
15	D. N. THOMSON	998	Ecosse-Imp	Edinburgh
16	I. C. McLAREN	997	Chevron B15	Broxburn
17	J. BARR	997	Brabham BT 21B	Edinburgh
20	R. WINCHESTER	1390	Fairford GT	Dundee
21	G. SCOTT	1600	Mallock U2 Mk 8	Bradford
22	P. MacNAUGHTAN	1600	Lotus 7	Edinburgh
23	D. McDONALD	1150	Diva 10F	Edinburgh
24	E. LABINJOH/ J. Fisher	1100	Fisher 1100 Spyder	Edinburgh
25	C. W. MACRAE	997	Mallock U2	Edinburgh
26	G. TEMPLE	1540	Chevron B1	Morpeth
27	W. BENNETT	997	Terrier Mk II	Edinburgh
28	J. MACKIE	1589	Mallock U2	Burntisland
29	R. SMITH	5000	Chevrolet Attila	Glasgow
33	J. A. J. CURRIE	1600	Mallock U2	Dumfries
34	N. LOVELESS	1600	Crossle 16F	Harrogate
35	R. C. B. MALLOCK	1600	Mallock U2 Mk 9B	Hanslope
36	N. DONE	1600	Alexis Mk 18B	Bolton
37	J. SHELDON	1600	Palliser WDF2	Epsom
38	J. A. K. MILLAR	1600	Lotus 51	Currie
39	A. GEMMELL	1600	Lotus 51A	Edinburgh
40	N. R. GINN	1600	Lotus 69FF	Helensburgh
41	C. MACLEAN	1600	Hawke DL2B	Alness
42	S. LAWSON	1600	Hawke DL 2A	Kirkliston
43	D. MAGEE/ Royal Restaurants	1600	Palliser WD F3	Belfast
44	G. CUTHBERT	1600	Hawke DL 2B	Dundee
45	C. CAMERON	1600	Merlyn XIA	Old Kilpatrick
46	T. HORROCKS	1600	Alexis FF	Preston
47	J. W. SIMPSON	1600	Lotus 59	Darlington
48	H. BEATTIE	1600	Crossle 20F	Dublin
49	G. TODD	1600	March F18	Musselburgh
50	P. SMITH	1600	Lotus 51	Dundee
51	D. MACLEOD	1600	Dulon LD 4C	Edinburgh
52	E. PRESTON	1600	Hawke DL2A	Skelmorlie
53	M. HOPPERTON	1340	M.G. Midget	Inveraray

Car No.	DRIVER/Entrant	cc	Make/Model	from
54	R. HUTCHISON	1293	A.H. Sprite	Glenrothes
55	A. SOUTER	1598	Lotus Elan	Dundee
56	R. D. WYLLIE	1998	Triumph GT6	Annan
57	R. G. HENDRY	1275	M.G. Midget	Edinburgh
58	J. A. HALL	1558	Lotus Elan	Edinburgh
60	I. HALL	1116	A.H. Sprite Mk 1	Pilning
61	J. ABSALOM/C. Shutt	1150	Ginetta G4	Felton
62	W. L. WOOD	1140	M.G. Midget	Edinburgh
63	D. H. OGILVY	998	M.G. Midget	Edinburgh
64	R. FORESTER-SMITH	997	Ginetta G4	Edinburgh
65	T. RUTHERFORD	1147	A. H. Sprite Mk III	Kirkintilloch
69	O. ROSS	1498	Anglia	Helensburgh
70	J. MacGILVRAY	1650	Anglia	Kirkmichael
71	G. LYNN	3500	Cortina	Annan
72	W. N. A. DRYDEN/ S.M.T.	2500	Viva GT	Edinburgh
73	R. D. McCUTCHEON	2994	Escort V6	Wigtown
74	J. VEITCH	5000	Veeva	Edinburgh
75	J./G. B. BIRRELL/ Wylie's of Glasgow	1800	Escort RS 1600	Glasgow
76	A. TOBIAS/ Perdal Developments	2020	Escort RS 1600	Newcastle
77	A. D. NIVEN/ Team Forbes	2090	Perdal Escort	Whitsome
78	R. M. CAIG	1850	Escort TC	Borgue
79	N. HODGSON	1598	Escort TC	Carlisle
80	C. BRADLEY/ D. Harris Ltd.	1800	Escort TC	Glasgow
81	J. PINKERTON	1293	Mini	Glasgow
82	H. C. MacKINNON	1293	Mini Cooper 'S'	Bearsden
83	F. GUNN/A. Barton	1275	Mini Cooper 'S'	Newburn
84	J. DRYDEN	1293	Mini Cooper	Lundie
85	C. REEVES	1293	Mini Cooper 'S'	Larkhall
86	J. C. DOUGLAS	1187	Mini	Clarkston
87	A. BELL	1275	Mini Cooper 'S'	Carlisle
88	E. M. SMITH	1293	Mini Cooper 'S'	Carlisle
90	P. M. PITMAN	999	Mini Cooper 'S'	Dumfries
91	J. A. J. CURRIE	999	Mini Cooper 'S'	Dumfries
92	K. ALLEN	999	Mini Cooper 'S'	Crossford
93	B. COYLE	998	Hillman Imp	Glasgow
94	G. C. GORDON/S. Bell	999	Mini	Carlisle
95	C. CHISHOLM	998	Imp	Fort William
96	S. BELL	999	Arden Mini	Carlisle
97	N. D. SMITH	999	Mini Cooper 'S'	Aberdeen
98	A. SELLAR	999	Mini Cooper 'S'	Burntisland
99	W. G. DONALD	998	Imp	Tarland
100	R. A. ROSS	999	Mini Cooper 'S'	Dundee
101	J. FEWELL	999	Mini Cooper 'S'	Prestonpans
102	R. LECKIE	998	Imp	Aberdeen
103	J. C. FYDA	998	Agra Imp	Dundee
104	J. HOWDEN	998	Chrysler Coupe	Edinburgh
105	J. GRANT	999	Mini Cooper 'S'	Haddington
106	W. BORROWMAN/Sports Tune/Moir & Baxter Ltd.	999	Mini Cooper 'S'	Longniddry
107	D. HALL	998	Imp	Brannockstown

Please remember that:-

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

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

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

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

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

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

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

Tickets for the main Grandstand (50p each) are available from the kiosk immediately behind the Crossing Point to the Central Enclosure in the centre of that Grandstand. Tickets for the South Grandstand (30p each) are on sale at that stand.

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.

Three-course luncheons are served by D. S. Crawford Ltd. to members of the public in the Herdsman's Restaurant (north of the main Grandstand) and, to S.M.R.C. members, in the MacRobert Pavilion. High tea is also available for 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.

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

12th SEPTEMBER	THE SEPTEMBER RACE MEETING
2nd OCTOBER	MEMBERS' PRACTICE DAY
10th OCTOBER	THE OCTOBER RACE MEETING (National)

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.

INGLISON NOTES

One loss to the Programme has been the posting of Colin Lourie, one of our regular photographers, to London. Sent down to the big smoke for a year by his firm, Colin is regrettably unable to continue working for us and the move brings to an end a successful association that has endured since the "new style" programme took shape (—it's getting so long in the tooth now that it could almost be called the "old-new-style" programme). Fear not, however, not only is Eric Bryce still on hand but also a new face in the form of Andrew Kinghorn who had his first try-out at the July Meeting. The reshuffle has brought one thing home to the Editor very forcibly, however, and that is the remarkable variation in styles between different photographers. Used for so long to the styles of photographs produced by Eric and Colin it came almost as a body-blow to see Andrew's first pictures. Flick through the pages yourself and see what you think. There are examples of all three experts' work and the comparison is illuminating.

★ ★ ★

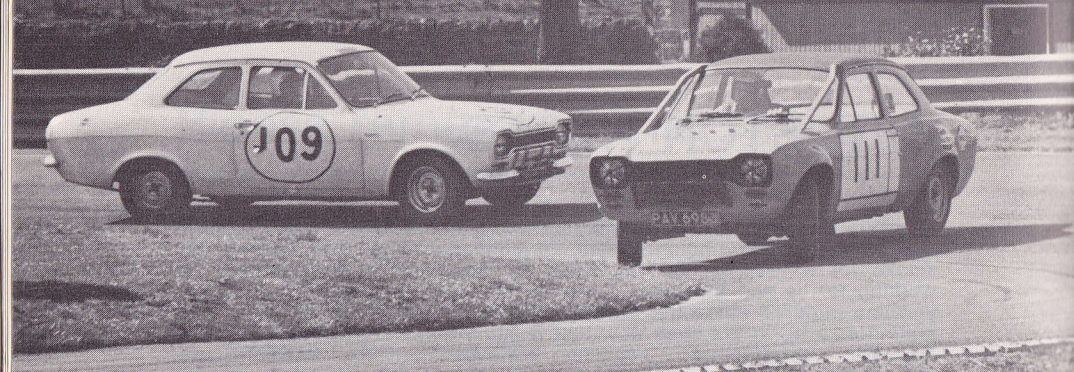
Talking of "new-style" programmes, it is almost fitting that Colin Lourie's departure coincides with a small experiment in lay-out and colour. The result could well be the biggest disaster in the circuit's history but the Editor takes the view that you cannot progress without some experimentation. Once again, judge for yourselves. If you don't like it you can always let us know. On the other hand, if you do like it, we're always in the market for praise.

★ ★ ★

You may have noticed how difficult it's becoming to sponsor a race meeting at Ingliston. Curiously enough (it could be they reckon they've had value for money) most sponsors tend to come back again and again for more. Look at S.M.T. and Lombank for example—both have sponsored meetings since the circuit's very inception. In 1971 five out of the six of the race meetings have full commercial sponsorship, today's Meeting being the only unsponsored one. In 1972, if all this year's sponsors return (which seems to be the way of things) that leaves only one meeting for newcomers. Better hurry if you fancy a crack at all that publicity potential.

★ ★ ★

One or two spectators have asked us why it is that, when a car hits the barrier, it does not continue with the race even although it may appear to be undamaged. It is a rule at the Inglison Circuit that, where a vehicle does come into contact with the barriers around the track, the driver is not allowed to restart in the race until he has obtained the permission of the Chief Marshal at that point. Even if the damage to the car appears very slight, however, that permission will not be granted unless the car has been cleared by a competent official on mechanical grounds. Racing cars are extremely fragile vehicles and, although there may be little apparent damage on the bodywork of a car, it is often impossible to tell from a cursory glance whether or not there is damage to the working parts. In the interests of safety, therefore, the Circuit would rather hold drivers until their car has been mechanically cleared, rather than letting them restart with the possible danger of their having a further incident as a direct result of mechanical defects caused in the first accident. As the trackside signs say, "Motor Racing is Dangerous"—it is the primary duty of every official at the Circuit, however, to endeavour to minimise that danger.



Regular spectators at the April and May Meetings this year will recall that the final of the Newcomers Tankard event for rally and autocross cars was to be held at either the August or the September Meetings. Yes, you've guessed it, September is the date when the best of the drivers of each of the previous two heats meet again to thrash out the final. Among those finalists are the current Scottish Rally Championship and Autocross Championship leaders, Donald Heggie and Bob Smith respectively, and this race at the next meeting should prove to be a regular rally/autocross needle match. The latter cars should have the advantage, however, and the Editor will be looking for a Cooper 'S' victory to either G. Waugh or Bob Smith. However, with BDA's floating around in slightly more profusion now, who can tell?

★ ★ ★

The editor is now finding it more and more trying to compose the exceedingly boring drivel with which he fills the pages of this Programme. On the assumption that, if he is thoroughly fed up with it you must be too, he appeals herewith to the public to submit articles on Motor Sport for publication. Not only will these save him a considerable amount of work (he might even get a holiday sometime) but they will also provide a change of style and, we hope, light relief for the spectators. Are there any takers? Any of you who feel tempted to put pen to paper should submit your articles (no more than 2,000 words) to the Editor, the Ingliston Programme, National Bank Chambers, Duns, with a stamped addressed envelope. Why not give it a try?

★ ★ ★

Just to blow the promoters trumpet a little (and to encourage those spectators who enjoyed the magnificent entry in the S.M.T. National in July) there is a strong likelihood that the October National will see a repeat F2 performance. September, too, looks like being a cracking good meeting for single seaters and it is almost certain that the Callands Trophy Championship will be decided at these Meetings. Just for a starter Tom Walkinshaw has already put in a firm entry for the semi-works March F2 for September, while the only man ever to beat the outright lap record at Ingliston on his first visit, John Wingfield, is making promising sounds regarding a new 2 litre BDA powered Brabham BT36! There's talk too of the DART Chevron B19 being on hand at each of the remaining two Meetings—could be the Callands they're after!

★ ★ ★

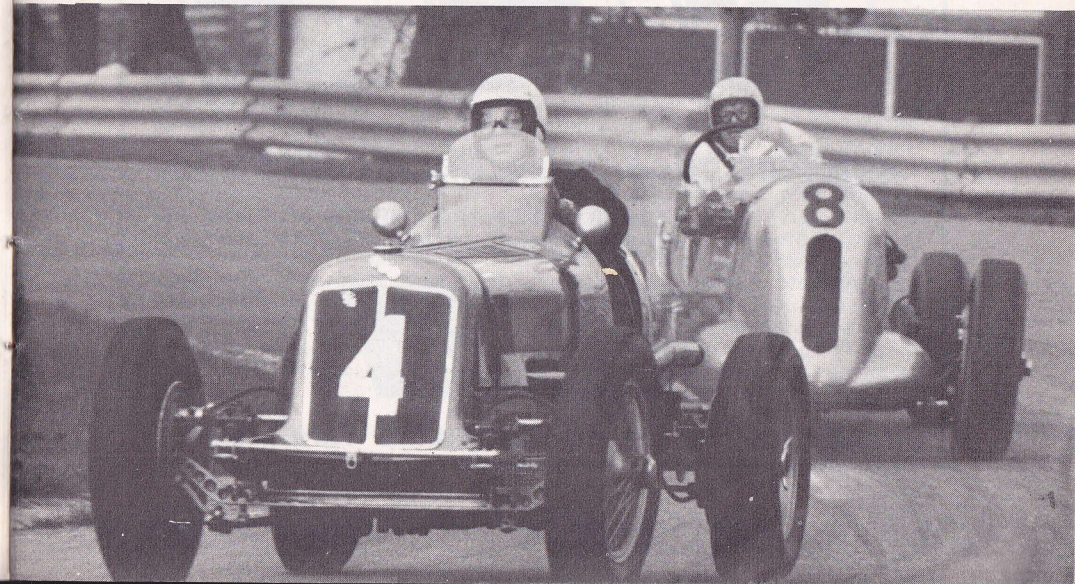
Would you believe it! Married yesterday in Newcastle (or there-by) and he just so happened to be passing Ingliston this afternoon — "well, I mean, it's too good a chance to pass up, darling: Let's just pop in and see how the old car's going." What's the bet the old hands are a lot oilier by now than they were yesterday at this time! Who is he? None other than the sometime Wylie's, nowtime Perdal mechanic Jeff Wilson.

Have you ever noticed that the Saloon Car grids seem to be getting thinner and thinner on the ground these days? Until late in 1969 the Circuit used to run four Saloon Car events (there being three heats and the final). During 1970 entries just did not permit this number of races but there were always more saloon car entries than places on the grid. 1971 has seen a continuation of the gradual decline, however, and it is now not uncommon to find that there are only just enough cars to make up a race. Why, then, this surprising fall in the number of saloon car competitors, this class having once been by far the most popular with racing enthusiasts?

To be honest, the editor really finds it difficult to answer this one. There certainly does not seem to be any easy reply. It could be the case, however, that money is, once again, at the root of the problem. In the "gold old days" saloon car racing was almost certainly the least expensive way of trying your hand on the track. Cars were much more evenly matched and tended, as a rule, to be "back-yard tweaked." Some weird and wonderful machines were seen (do you remember Andy Barton's incredible Morris 1000?) and saloon car racing was at its "club" best. In 1966 at Ingliston we saw the beginning of the new order of things as commercial concerns began to tip the scales. Perdal of Newcastle were one of the prime movers entering Anglias galore, including cars for both Peter Dalkin and Graham Birrell. By 1968, it was the Perdal Escort, now entered by Wylies, Gerry Birrell's Claude Hamilton entered Shannon Chamois and the Sports-Tune "Box" Cooper 'S' which were receiving commercial backing but even then the private boys had their say and, at the end of the season, it was a private entrant, Logan Morrison, who took the Hartley Whyte Championship. Not so in 1969, however. With the big money now beginning to pour into saloons it was the old Perdal Escort, then renamed the Wylies Escort, which demolished all challengers and which was virtually unapproachable on the Ingliston Circuit.

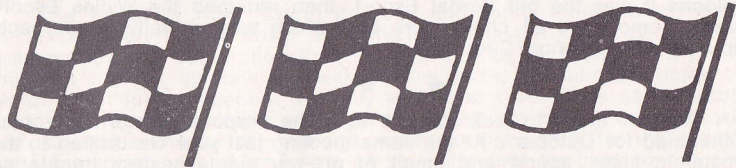
★ ★ ★

Another event to look forward to is the proposed historic car race scheduled for October. At the same meeting last year we thrilled to the nostalgic sight, sound and smell of pre-war single seaters thundering round at all conceivable angles, their drivers struggling manfully with machines that threatened to scream off at the slightest provocation. A repeat performance is on the cards for this October but this time a few historic sports cars may well be injected just to ring the changes. Help! The thought of the Barnato Hassan Special doing battle with a couple of "D" Types really does make the blood run cold!

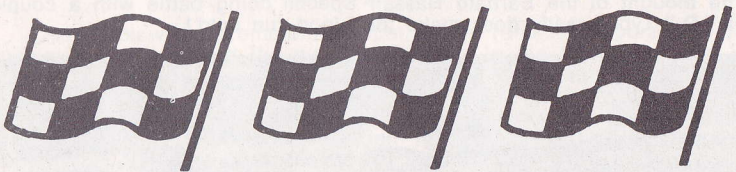




"Are they some of the Lap Records you said might be broken?"



duplicating, duplicating, duplicating,



duplicating, duplicating, duplicating.

BY STENCIL OR OFFICE OFFSET
GESTETNER Ba-r-o-o-m

Gestetner

13-13A STAFFORD STREET, EDINBURGH 3. Tel. 031-255-4144

FIRE APPLIANCE SERVICES LTD. ST. BOSWELLS, ROXBURGHSHIRE

Telephone St. Boswells 3233

"Central Automatic Sprinkler Systems", Fixed CO₂, Foam, BCF, Dry Powder, Wet and Dry Risers and High Expansion Foam Systems. Fog Applicators, Fire/Smoke Stop Doors and Screens, Fire Alarm/Detectors, Secondary Lighting and Exit Signs, Steel Stair Fire Escapes, Hose Reels, Hose and Fittings, Fire Extinguishers, Asbestos Blankets, Safety Equipment, Clothing and Tools, Aluminised Suits, Maintenance and Service Facilities.

Distributors for Graviner (Colnbrook) Ltd. and Refilling Service.
United Kingdom Distributor/Agents for Magirus Fire Pumps.

Mobile Trailer Fire Fighting Units. Larger Units Design Based on one-ton Land Rover Chassis and Bedford Heavy Duty Chassis.

We are proud to announce that we have recently been awarded a contract in the face of keen competition from the Northern Ireland Fire Authority for the supply of 61 Fire Fighting Vehicles built on Land Rover Chassis for supply over a period of four years. (Designed by K Rhodes, AFICD, LMRSH, Technical Director.)

By 1970 the dye was cast. With big prize money to be gained and considerable prestige in the balance, money began to pour into the big saloons (one entrant being reputed to have spent well into five figures on that class). Paradoxically, it was a private driver/entrant who dominated the 1970 Season, proving that there was still room for the privateer at the top. S.M.T. were, however, in on the hunt by now and for 1971 the big saloon tuners looked forward to a bumper year.

Nor have they been disappointed. 1971 at Ingliston has almost certainly been the most expensive saloon car year yet and it is estimated that the expenditure in some cases has already topped the five figure mark. There are, of course, very few commercial concerns who are willing (or able) to sink such huge resources into saloon car racing but the fact that even one is prepared to do so must be a discouragement to less fortunate entrants. To take Ingliston as just one example (and the Scottish Circuit is not the only one to notice a decline in saloon car grids) it is now estimated that, with luck, a private entrant might hope to be in the first three or four places in the Hartley Whyte Championship at the end of this year for an outlay over a year (including the cost of the car) of about £2000/£3000. If unlucky, that expenditure could easily be doubled (providing the money is there to begin with!) For the same outlay, and at the same Circuit, the same competitor could run a Formula 2 car with a very good chance (providing, of course, that he is a competent driver) of being in the top drivers in the Callands Trophy Championship. If anything, competitive Formula Ford racing is now cheaper than competitive saloon car racing! Is it any wonder that the FF fields are improving while the saloon car fields decline!

H. & G.
ROBINSON

(GOSFORTH) LTD.

VOLKSWAGEN

SPECIALISTS
SINCE 1953

HONDA

MOTOR CAR
DISTRIBUTORS
FOR THE NORTH OF
ENGLAND

KENTON ROAD

Gosforth 851047

GREAT NORTH ROAD, FAIRMOOR

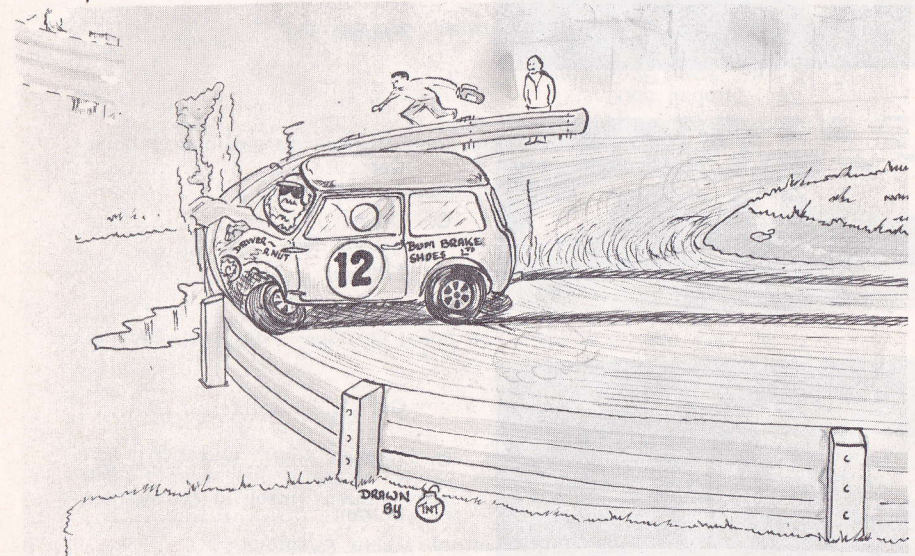
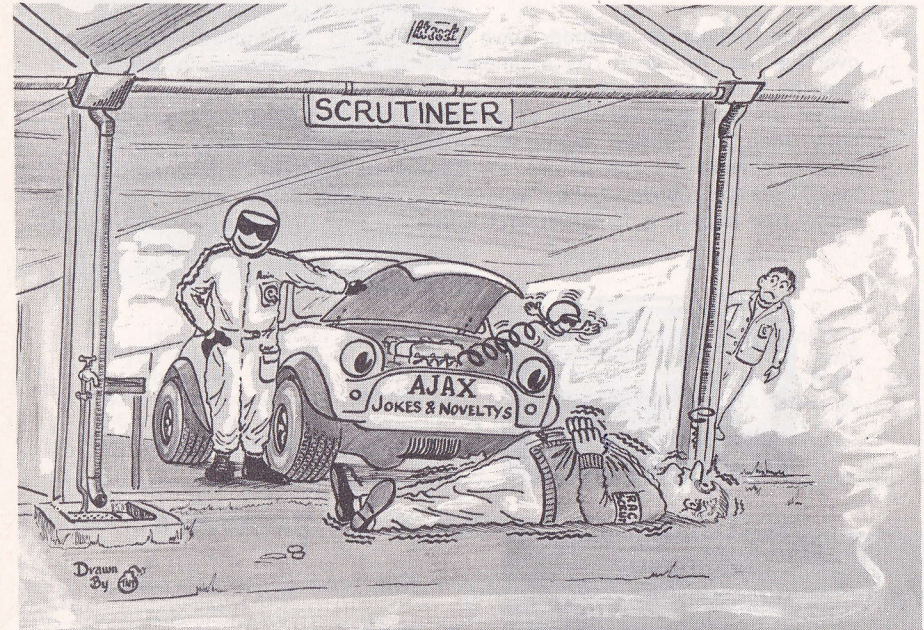
Morpeth 2241

Accident Repairs

Paintshop

Hire Purchase and Insurance Arranged

THE BEST OF TNT...



The Ingliston Competition

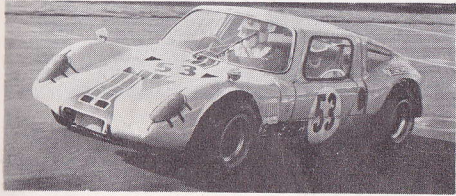
How regular an attender have you been at the Ingliston circuit over the past two years. As a simple test of your memory of the track and the cars seen there see if you can remember what the cars are shown on this page (and the drivers of them). All six cars and drivers have been at Ingliston during the 1969 and 1970 seasons. Sounds simple, doesn't it? The names are on the tip of your tongue, aren't they? Heavens above, that's "whatdoyoum'-call-him," you know Funny how easy it is to forget isn't it.



Car

A. Driver

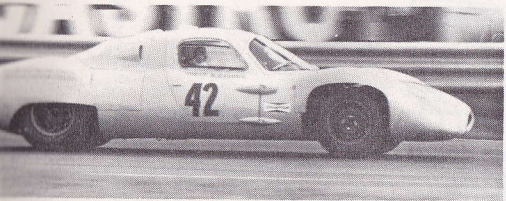
Entrant



Car

B. Driver

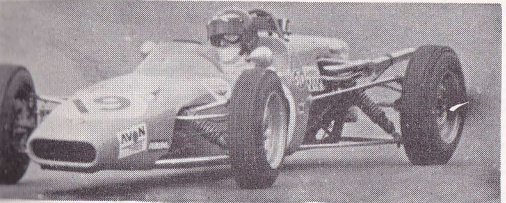
Entrant



Car

C. Driver

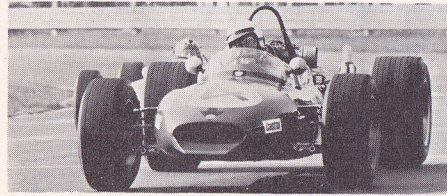
Entrant



Car

D. Driver

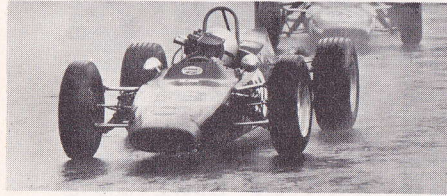
Entrant



Car

E. Driver

Entrant



Car

F. Driver

Entrant

How many could you, in fact, remember? (Answers hereunder.) If you attained old-style majority (21 that is) pat yourself on the back in a big way. 12-15 points is pretty good too (have a beer in the Mac-Robert afterwards to congratulate yourself). 6-12: memory slipping. 0-6: Well, you were interested in the dolly birds, weren't you! Minus 3: Bet you got the Escort bit!

ANSWERS TO INGLISTON COMPETITION

Car: Escort Twin Cam.
 A. Driver: Doug Niven (1970 Hartley Whyte Champion).
 Entrant: Driver.
 For those who reckoned this was Graham Birrell in the Wylie's Escort, the "gold" stripe up the centre of the bonnet should have given the game away. 3 points if you got it all right: minus 3 if you said GB and Wylie's!

Car: Fisher GT.
 B. Driver: Eddie Labinjoh.
 Entrant: Jack Fisher.
 An easy one: 3 points if you got it all right—1 for each section.

Car: Nathan GT.
 C. Driver: Ernie Blackadder.
 Entrant: Driver.
 1 point for each correct answer: 3 if all right.

Car: Crossle 16F.
 D. Driver: Gerry Birrell (1969 European FF Champion).
 Entrant: Equipe Centro Scot.
 The "Avon" decal would be the give-away on this one. 1 point for each correct answer: 3 if all right.

Car: Fireball 5000.
 E. Driver: Andy Goodfellow.
 Entrant: Driver.
 1 point for each correct answer: 3 if all right.

Car: Barracuda FF.
 F. Driver: Dave Sunter.
 Entrant: G. J. Hughes.
 O.K., we admit it. This one was a terror. 2 points for each correct answer: 6 if all right.

Ingliston 1971 Advance Booking Form

Name (BLOCK LETTERS, PLEASE)

Address

Phone

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

		12 Sept	10 Oct	Total Number	@	TOTAL
Highland Stand	Adult				£1.00	
	Juvenile				£0.80	
South Stand	Adult				£0.80	
	Juvenile				£0.60	
Car Park					£0.30	

I enclose Cheque/P.O./Cash for £

F	E	D

I wish to sit in Block

B	A

of the Highland Stand.

Please tick appropriate box.

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

INGLSTON 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

INGLSTON LAP RECORDS

LIBRE CARS

Over 1000 cc : T. D. REID (Brabham BT30) and J. MILES (Chevron B19)	48.1	77.09 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)	54.0	68.67 m.p.h.
------------------------------	------	--------------

SPECIAL GT AND SPORTS CARS

Over 1600 cc : J. MILES (Chevron B19)	48.7	76.14 m.p.h.
Under 1600 cc : E. LABINJOH (Fisher Spyder)	54.0	68.67 m.p.h.
Under 1150 cc : E. LABINJOH (Fisher Spyder)	54.0	68.67 m.p.h.

CLUBMAN CARS

R. MALLOCK (Mallock U2)	52.2	71.03 m.p.h.
-------------------------------	------	--------------

HISTORIC RACING CARS

M. MORRIS (ERA)	62.8	59.04 m.p.h.
-----------------------	------	--------------

MODIFIED SPORTS CARS

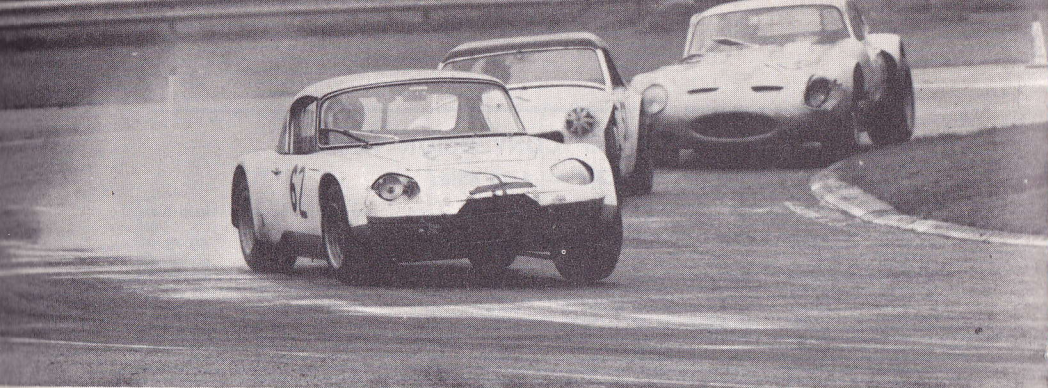
Over 1150 cc : A. SOUTER (Lotus Elan)	55.2	67.17 m.p.h.
Under 1150 cc : J. ABSALOM (Ginetta G4)	57.0	65.05 m.p.h.

SALOON CARS

Over 1000 cc : G. B. BIRRELL (Escort RS1600)	55.2	67.17 m.p.h.
Under 1000 cc : A. BARTON (Mini Cooper S)	57.4	64.60 m.p.h.

OUTRIGHT LAP RECORD

J. MILES (Chevron B19) and T. D. REID (Brabham BT30) ...	48.1	77.09 m.p.h.
--	------	--------------



While, to the enthusiast, the writing may have been on the wall at the May Meeting, it was not until the S.M.T. National that Alex Souter, Jon Fletcher and Miles Hopperton led a quiet revolution in the Modified Sports Car class by relegating John Absalom to fourth place. For John, who has dominated this class for so long, the competition may have come as something of a shock! However, Alec Souter has never been noted for his tardiness and the new class lap record which he set for the over 1150 cc modsport class is now almost two clear seconds faster than John Absalom's "up to 1150 cc" class lap record. It was not so long ago that the reverse was true Alec's win in July gives him 19 points in the "H. & G. Robinson Trophy" Championship, a mere two points behind leader John Absalom, and the battle for the lead of this Championship is almost certain to warm up today.

Third in the Championship, and third at the July National, is Miles Hopperton, whose MG Midget was completely rebuilt for the 1971 season and which now runs on a 1340 cc supercharged powerhouse. So fierce was the competition at the last Meeting that both Miles and Jon Fletcher were circulating in 56.1 secs., a speed which was 0.7 secs. faster than the then class lap record held by Miles. While the Argyll Quarry Manager is some 11 points behind the leader, and 9 points behind the second place man, in the H. & G. Robinson Trophy Championship, there are still three Meetings to go and Miles is very much in the hunt for this Trophy too. In short, this afternoon should see a first class battle between the three championship leaders and we would expect to see the leading three cars consisting of an Elan, a Midget, and a Ginetta.

Although rather out-gunned by the higher capacity cars, Reg. Forester-Smith was still able to bring his Ginetta home into 5th place at the last Meeting, ahead of Tim Rutherford's Mark III Sprite. Reg reckons that this car is the most competitive he has had yet and we would be bound to agree. One absentee from the July Meeting, however, was Ian Hall and, with two firsts, two seconds and two thirds out of his six races in 1971, Reg will have to keep an eye open for him. Another car which is showing considerable potential this season is Roddy Wylie's 2-litre Triumph GT6.

It is refreshing to see two new faces in this class and these belong to two Edinburgh drivers, Bob Hendry and David Ogilvy, both with MG Midgets. Both drivers are well kent in Hillclimbing circles but this will be the first race for each of them. Our money will be on David Ogilvy, however (even allowing for the lower capacity of his car) since he is presently leading his class in the 1971 Scottish Sprint Championship and is second in the road class in the Burmah Scottish Hillclimb Championship. David has taken the old spirit of the regulations to heart, however, and will be driving the car to the Circuit on the open roads since it is to all intents and purposes a road car, being taxed and insured and driven on road tyres. Almost certainly, this will prove a tremendous handicap amongst the highly developed cars present today.

MODIFIED SPORTS CARS

(10 LAPS)

Over 1150 cc

Car No.	DRIVER/Entrant	Make/Model of Car	cc
574	53 M. HOPPERTON	M.G. Midget	1340
586	54 R. HUTCHISON	A.H. Sprite	1293
578	55 A. SOUTER	Lotus Elan	1598
	56 R. D. WYLLIE	Triumph GT6	1998
	57 R. G. HENDRY	M.G. Midget	1275
	58 J. A. HALL	Lotus Elan	1558
	59 <i>T. Rutherford</i>	<i>ELITE</i>	<i>1220</i>
	1st (£30)	2nd (£15)	3rd (£5)

Fastest Lap secs.

Up to 1150 cc

	60 I. HALL	A.H. Sprite	1116
574	61 J. ABSALOM/C. Shutt	Ginetta G4	1150
	62 W. L. WOOD	M.G. Midget	1140
	63 D. H. OGILVY	M.G. Midget	998
	64 R. FORESTER-SMITH	Ginetta G4	997
596	65 T. RUTHERFORD	A.H. Sprite Mk III	1147

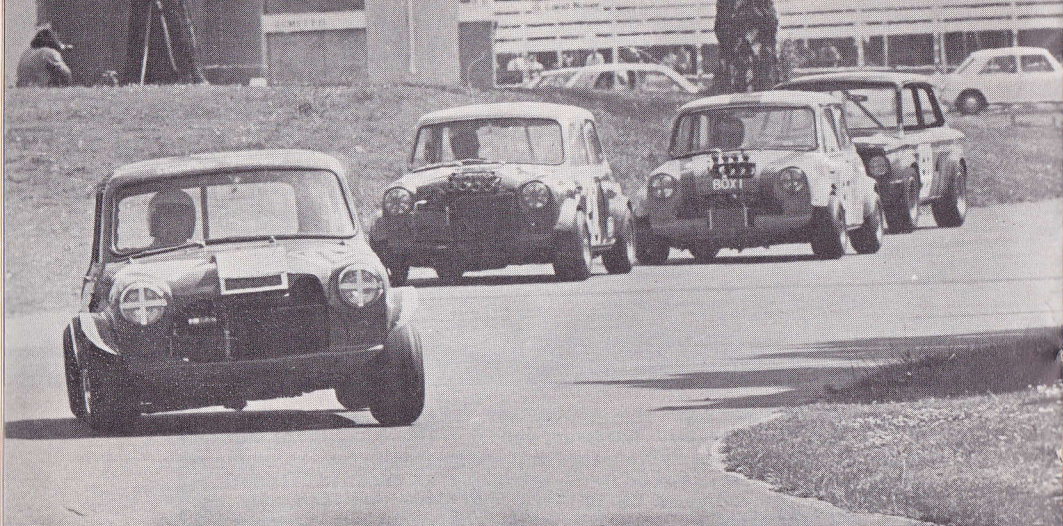
1st (£30) *53* 2nd (£15) *55* 3rd (£5) *54* *65*

Fastest Lap secs.

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

DRIVER/Car	April	May	July	Aug.	Total
J. ABSALOM/Ginetta G4	9	9	3		21
A. SOUTER/Lotus Elan	6	4	9		19
M. HOPPERTON/M.G. Midget	—	6	4		10
J. B. FLETCHER/Lotus Elan	—	—	6		6
R. HUTCHISON/A. H. Sprite	4	2	—		6
T. RUTHERFORD/A. H. Sprite	3	—	1		4
R. D. WYLLIE/Triumph GT6	—	3	—		3
I. HALL/A. H. Sprite	2	—	—		2
A. FORESTER-SMITH/Ginetta G4	—	—	2		2
B. CROSKIN/A. H. Sprite	1	1	—		2

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



At the July National spectators were treated to a rare change in the order at the front—for once Andy Barton was just unable to keep in touch, although he did gain a very creditable fourth place, and it was left to Sedic Bell and Bill Borrowman to provide all the excitement. It is, however, perhaps worth pointing out that Andy was involved in a monumental shunt at Croft the week before the last Ingliston Meeting and that it was only due to his being lent a car by Owen Corrigan that he was able to race at Ingliston at all. All the running at the July Meeting, however, was made by Sedic Bell, Bill Borrowman and Brian Coyle and these three drivers ensured that the up to 1000 cc class was once again first class entertainment. The eventual winner was Sedic Bell (who points out, rather hopefully we thought, that he won a week's holiday for two in Tunisia at the Oulton Park Whit Weekend Meeting—could that be a hint for new style Ingliston awards!) by a very small margin from Bill Borrowman. The fastest lap of the race was, however, put up by Brian Coyle who has been driving progressively better as the season goes by.

The top up to 1000 drivers are all back again for this Meeting as are many of the old favourites and one or two new faces. One relative newcomer is Sedic Bell's protege, Graham Gordon, who is racing Sedic's old car, while another is Campbell Chisholm from Fort William with an Imp. While originally entered for the second heat of the New-comers Tankard event in May, Campbell eventually was unable to start and he has his first racing outing this afternoon. On the subject of old favourites, however, there is one sad note to record. Probably the oldest driver seen at Ingliston (and one of the most regular) has this to say on his entry form:

"At over the half century in age, I reckon this will be my last race. Financial and domestic problems have taken their toll. I have enjoyed it. Thank you all, S.M.R.C.—Jimmy Fewell."

What more can we say, Jimmy, than thank you very much for your support over the years. It's been a pleasure to have you, and other Club drivers like you (and the word "Club" is used in its sporting content) over the year. We hope you have a happy retirement. (By the way, before you disappear into obscurity, how about a bit of marshalling!)

And after that sentimental leave-taking let's not forget that the sentimentality will not be expressed on the track and that Jimmy will have his work cut out trying to keep in front of the Imps of Jim Howden, John Fyda and Bob Leckie, and Ken Allen's Cooper 'S'.

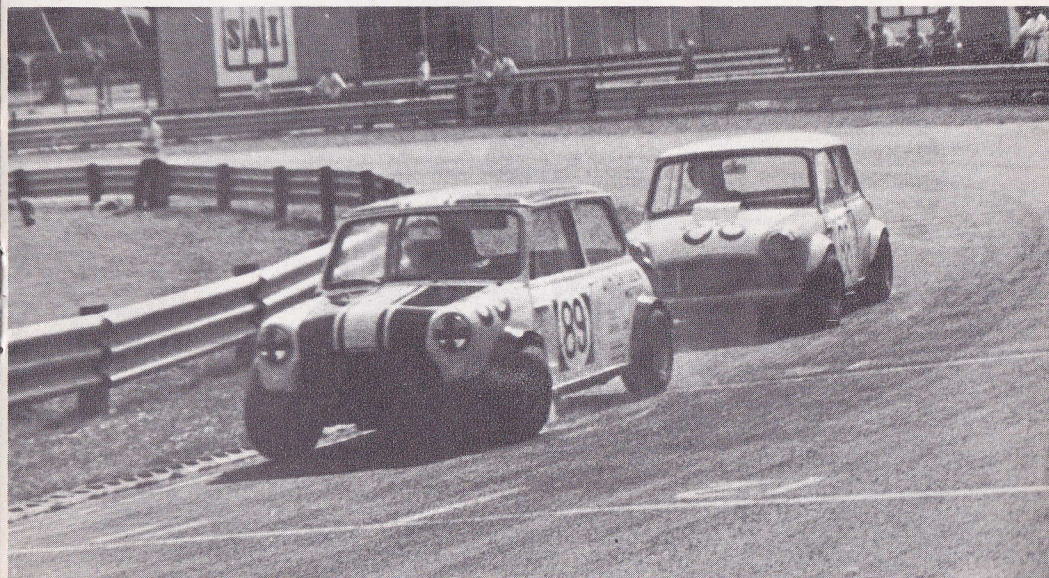
**SPECIAL SALOON CARS — Heat 1
for Special Saloon Cars up 1000 cc**

(10 LAPS)

Car No.	DRIVER/Entrant	Make/Model of Car	cc
90	P. M. PITMAN	Mini Cooper 'S'	999
91	J. A. J. CURRIE	Mini Cooper 'S'	999
92	K. ALLEN	Mini Cooper 'S'	999
60.2- 93	B. COYLE	Hillman Imp	998
94	G. C. GORDON/S. Bell	Mini	999
66.8- 95	C. CHISHOLM	Imp	999
58.8- 96	S. BELL	Arden Mini	999
97	N. D. SMITH	Mini Cooper 'S'	999
98	A. SELLAR	Mini Cooper 'S'	999
99	W. G. DONALD	Imp	998
17.8 100	R. A. ROSS	Mini Cooper 'S'	999
59 101	J. FEWELL	Mini Cooper 'S'	999
102	R. LECKIE	Imp	998
60.4 103	J. C. FYDA	Agra Imp	998
59 104	J. HOWDEN	Chrysler Coupe	998
105	J. GRANT	Mini Cooper 'S'	999
106	W. BORROWMAN/Sports Tune/Moir & Baxter Ltd.	Mini Cooper 'S'	999
107	D. HALL	Imp	998

1st (£20) 96 2nd (£12) 104 3rd (£8) 93 4th (£6) 102

5th (£4) Fastest Lap secs.



THE DRIVERS

DAMIEN MAGEE

"Sure, an' the Blarney Stone's not the only thing he's kissed." The original patter merchant, "Demon" Magee is surely the most unforgettable character at the Ingliston circuit and the biggest danger to Mini skirts since Jimmy McInnes. A fair devil with the women and the only man who could ever reduce John Romanes' Ferrari to the level of a mere Rolls with the crushing phrase, "Flash as hell," Damien has the skill to back his talk with action and that he did in no mean fashion last year when he took the Kings Cup Championship right out of Peter Hull's hands with some remarkably forceful driving. This year the opposition is Neil Ginn and Dick Mallock and Damien, after a late start, is determined to make 1971 a repeat performance. Definitely a man to watch, both on and off the track!



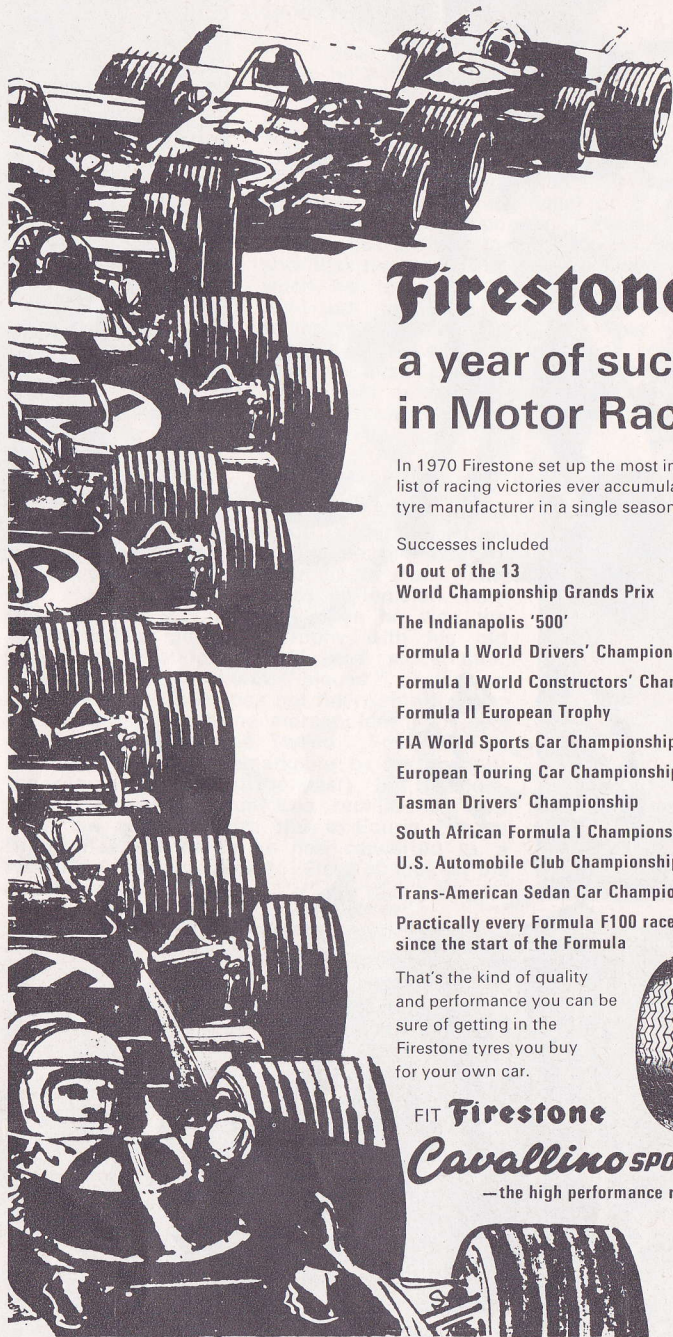
RONNIE MACKAY

Hailing from Truso in the far North (about 2 or 3 miles the other side of darkest Africa for our English visitors) Ronnie has been a regular competitor at the circuit for many years now. His last major success at Ingliston, however, was in May of 1969 when he won the Adam Wyllie Memorial Trophy with his old twin cam Brabham BT218 and since then, although he has several "places" at the circuit to his credit, he has not been able to compete favourably with the more potent machinery now seen north of the Tweed. For 1971, indeed, he has been remarkable by his absence (so regular was he in the past), but his competitive non-appearance was rectified in July when he returned with the ex-Ecurie Ecosse Brabham BT30 which he has converted to a Formula Atlantic twin-cam. Best of luck in the new Formula, Ronnie!



"Please, can I have a potty too"

—Well, it's the best photo of Jenny we've seen in a long time.



Firestone — a year of success in Motor Racing

In 1970 Firestone set up the most impressive list of racing victories ever accumulated by a tyre manufacturer in a single season.

Successes included

10 out of the 13

World Championship Grands Prix

The Indianapolis '500'

Formula I World Drivers' Championship

Formula I World Constructors' Championship

Formula II European Trophy

FIA World Sports Car Championship

European Touring Car Championship

Tasman Drivers' Championship

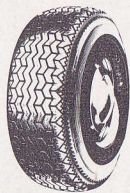
South African Formula I Championship

U.S. Automobile Club Championship

Trans-American Sedan Car Championship

**Practically every Formula F100 race
since the start of the Formula**

That's the kind of quality
and performance you can be
sure of getting in the
Firestone tyres you buy
for your own car.



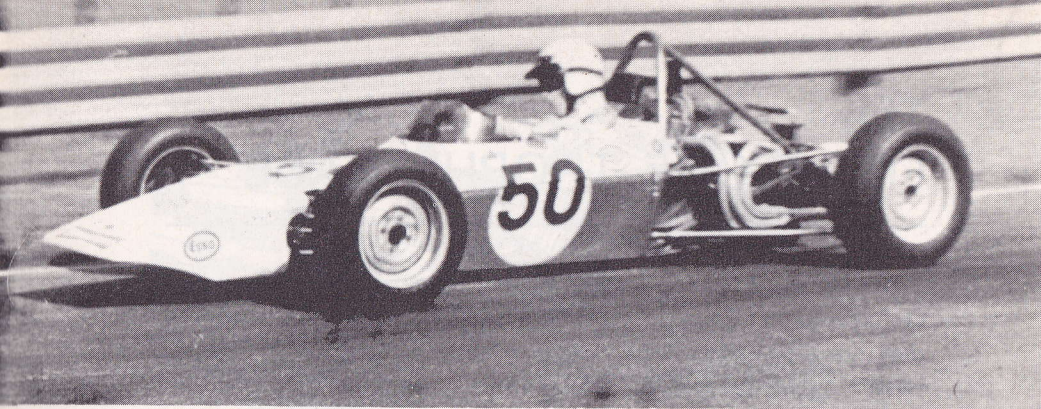
FIT Firestone
Cavallino SPORT 200
—the high performance radial

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.



The outstanding "up and coming" driver of 1971 at Ingliston will almost certainly turn out to be the current leader in the King's Cup Formula Ford Championship, Neil Ginn. Unknown in 1969 with an 850 Mini, and only once being placed at Ingliston in 1970 with his Lotus 61, Neil has dominated the 1971 Formula Ford Season from the start and now holds a commanding lead over second place man Dick Mallock. Like so many promising drivers before him, however, the experience which Neil gained in 1970 with the Lotus has stood him in good stead and throughout last Season it was possible to see his driving improving from Meeting to Meeting. With a highly competitive car in 1971 it looks as if Neil is going to sweep the Scottish Championship into his pocket, the only car which has so far shown its ability to keep in touch on the Ingliston Circuit being Dick Mallock's U2. Certainly, if he improves any further, Neil could well find himself in a single-seater with thicker tyres next year!

The only man who so far has been able to come to terms with Neil Ginn is Dick Mallock, whose Mallock U2 took the chequered flag from the Lotus in May. Dick presently lies second in the King's Cup Championship and is well placed to take the honours by the end of the year (since the Championship is, of course, counted on the best four scores during the Season). This afternoon should see a first class battle between these two since, if Neil can take the chequered flag, he will be in an almost unbeatable position. On the other hand, if Dick Mallock wins today, the Championship will be thrown wide open. The Irish fly in the ointment is, naturally enough, Damien Magee with the "pork pie" Palliser. Although this car could well have the edge on the Lotus on a faster circuit, it has so far been unable to make an impression on the championship leader at Ingliston this year. Damien is, however, the reigning King's Cup Champion and is not a man to lay the title down without a fight.

The other major contender for the championship honours is Epsom Dental Student John Sheldon, who also fields a Palliser. After a bright start to the season John has, however, been unable to really come to grips with the leading three but today could see a difference. Today also sees one or two new faces in the Formula Ford field. One of these, although by no means a new face at Ingliston, is that of Jim Currie, the Dumfries garage owner, who is fielding another Mallock U2 as well as his Mini Copper 'S' this afternoon. Lawrie Loveless provides the opposite, being a new face but a well-kent car—the 1969 European Championship winning Crossle 16F of Gerry Birrell. Nick Done tries his hand with a 1971 Alexis while Terry Horricks returns with his 1968 version of the marque. Once again, first class quality on the grid and the chance of a cracking good race. In a way, this is as it should be since Formula Ford is looked upon by many as being the "training" formula for single-seaters while Ingliston itself is almost certainly the best training circuit in Britain. Who knows, perhaps in Neil Ginn we have the Jackie Stewart of the 80's.

THE FIRESTONE TROPHY RACE for Formula Ford Cars

(15 LAPS)

Car No.	DRIVER/Entrant	MAKE/Model of Car	cc
33	<i>L. MacLeod</i> J. A. J. CURRIE	Mallock U2	1600
34	N. LOVELESS	Crossle 16F	1600
35	R. C. B. MALLOCK	Mallock U2 Mk 9B	1600
36	N. DONE	Alexis Mk 18B	1600
37	J. SHELDON	Palliser WD F2	1600
38	J. A. K. MILLAR	Lotus 51	1600
40	N. R. GINN	Lotus 69FF	1600
41	C. MACLEAN	Hawke DL 2B	1600
42	S. LAWSON	Hawke DL 2A	1600
43	D. MAGEE/Royal Restaurants	Palliser WD F3	1600
44	G. CUTHBERT	Hawke DL 2B	1600
45	C. CAMERON	Merlyn XIA	1600
46	T. HORROCKS	Alexis FF	1600
47	J. W. SIMPSON	Lotus 59	1600
48	H. BEATTIE	Crossle 20F	1600
49	G. TODD	March F18	1600
50	P. SMITH	Lotus 51	1600
51	D. MACLEOD	Dulon LD 4C	1600
<i>108 D. LATTE</i>			
Reserve :			
39	A. GEMMELL	Lotus 51A	1600
52	E. PRESTON	Hawke DL 2A	1600

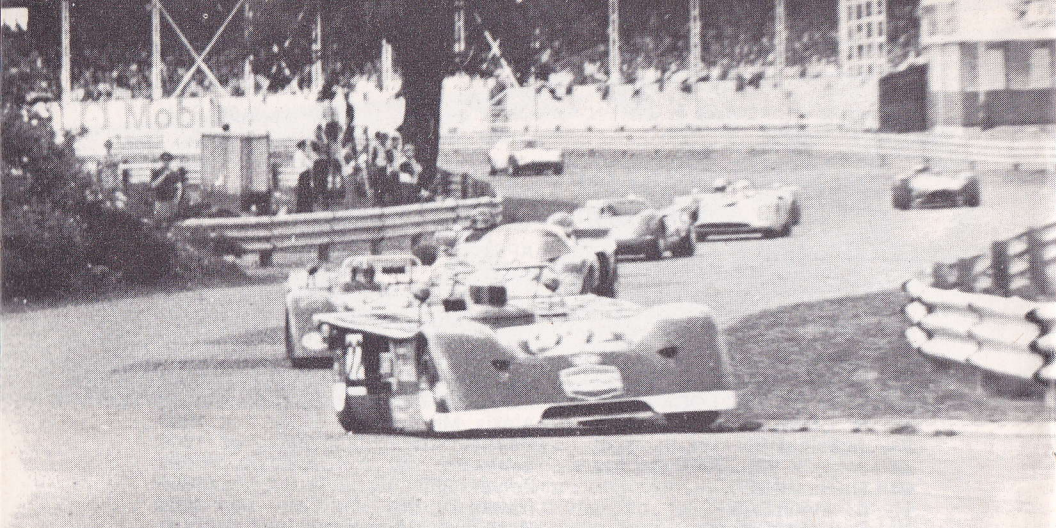
1st (£40) *40*..... 2nd (£25) *51*..... 3rd (£15) *44*..... 4th (£10) *35*.....

Fastest Lap secs.

" KING'S CUP " FORMULA FORD CHAMPIONSHIP

DRIVER/Car	April	May	July	Aug.	Total
N. R. GINN/Lotus 69FF	9	6	9		24
R. C. R. MALLOCK/ Mallock U2 Mk. 9B	6	9	—		15
D. MAGEE/Palliser WD F3	—	4	6		10
J. SHELDON/Palliser WD F2	4	3	2		9
D. MACLEOD/Dulon LD 4C	3	2	3		8
P. HARRINGTON/Merlyn XIA/19	—	—	4		4
B. HUNTER/Hawke DL 2A	2	1	—		3
G. J. CUTHBERT/Hawke DL 2B	1	—	—		1
J. W. SIMPSON/Lotus 59	—	—	1		1

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



no, we make no excuses whatsoever for having only one Chevron B19 present today! This is, after all, a Club Meeting. At the July National the assembled grid in the first heat of the Libre Race (a heat for sports and Special GT cars) we saw the finest collection of Sports and GT cars ever displayed at the Ingliston Circuit. The race proved yet again the unchallenged supremacy of DART in this class, John Miles romping home over 20 secs. ahead of his closest rival, John Lepp with a similar B19, and reducing the lap record in the process to 48.7 seconds. Later in the afternoon he was, of course, to set up a new outright lap record of 48.1 secs., a staggering 77.09 m.p.h. Perhaps the most surprising result in July, however, was the tremendous drive by Eddie Labinjoh with the 1100 cc Cooper 'S' powered Fisher Spyder. For a considerable portion of the race Eddie was very much in touch with the incredibly fast Mallock U2 of Ray Mallock and the performance of the Fisher Spyder more than justified the praises which have been showered upon the car in the motoring press.

The arrival of the heavy machinery at both the May and July Meeting has, however, thrown the Sheila Whyte Tankard Championship wide open. With the DART Chevrons blowing off everything else for miles around it has been left to Geoff Temple, with the very first Chevron ever built, to take the lead with 12 points. Today's race should, therefore, prove to be one of the decisive ones and, with this in mind, both Eddie Regan and Derek McMahon are hot footing it over from Ireland to try to do themselves some good. A win for Derek today would give him a very useful lead. But, on the other hand, Eddie Regan has just demolished Eddie Philip's lap record in Ireland with his ex-DART Chevron B16. At the end of racing today, we would be very surprised if the first three over the line did not include McMahon and Regan in some sort of an order. The undoubted favourite, however, is John Miles in the DART Chevron B19, now kitted out with the new Brian Hart 2-litre BDA. What price the lap record?

One of the encouraging signs this afternoon is, however, the sudden emergence of several new Scottish drivers in Clubman's cars. Two Edinburgh drivers, W. Bennett and Colin Macrae, bring Terrier and Mallock respectively while Bradford driver Gavin Scott brings another Mallock. With John Mackie in his U2, the Chevron B1 of Geoff Temple and Peter McNaughton's Lotus 7, we should see a useful Clubman's dice in this race. At the other end of the scale, Robin Smith will be pouring the power on to the track with his 5-Litre Chevy Attila. Should entries fall too low the faster Modsports will also be invited in to have a bash round the circuit this afternoon.

SPECIAL G.T. CARS Sports Cars and Clubman's Cars, etc.

(10 LAPS)

Car No.	DRIVER/Entrant	MAKE/Model of Car	cc
1	E. REGAN/Clontarf Castle	Chevron B16	1594
10	D. McMAHON	Royale RP10	1860
11	J. MILES/DART	Chevron B19	1994
20	R. WINCHESTER	Fairford GT	1390
21	G. SCOTT	Mallock U2 Mk 8	1600
22	P. MacNAUGHTAN	Lotus 7	1600
23	D. McDONALD	Diva 10F	1150
24	E. LABINJOH/J. Fisher	Fisher 1100 Spyder	1100
25	C. W. MACRAE	Mallock U2	997
26	G. TEMPLE	Chevron B1	1540
27	W. BENNETT	Terrier Mk II	997
28	J. MACKIE	Mallock U2	1589
29	R. SMITH	Chevrolet Attila	5000

18	A. FLETCHER	B16	1798
53	HARRERTON	MID-LET	
	ABJ LOM		
	SOUTER		

1st (£40) 2nd (£25) 1.8... 3rd (£15) 24... 4th (£10)
5th (£5) Fastest Lap secs.

Bonus of £5 for first "Modsport" finisher (if more than one Modsport starter).

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

DRIVER/Car	April	May	July	Aug.	Total
G. TEMPLE/Chevron B1	6	6	—	—	12
D. McMAHON/Royale RP10	9	—	—	—	9
J. MILES/Chevron B19	—	—	9	—	9
G. B. BIRRELL/Chevron B19	—	9	—	—	9
J. LEPP/Chevron B19	—	—	6	—	6
P. MacNAUGHTAN/Lotus 7	3	3	—	—	6
E. LABINJOH/Fisher Spyder	—	4	1	—	5
A. SOUTER/Lotus Elan	4	—	—	—	4
A. FLETCHER/Chevron B16	—	—	4	—	4
P. HUMBLE/Chevron B19	—	—	3	—	3
R. S. SMITH/Attila Chevrolet	—	2	—	—	2
J. HALL/A. H. Sprite	2	—	—	—	2
R. MALLOCK/Mallock U2	—	—	2	—	2
A. G. WATSON/Mallock U2	1	—	—	—	1
R. WINCHESTER/Fairford GT	—	1	—	—	1

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



With no decision yet from the R.A.C. on the Niven/Birrell protest, the Hartley Whyte Championship is still wide open and any one of half a dozen drivers could yet carry off the honours.

One driver whose luck now seems to have changed (coincidentally enough, along with his engine) is Bill Dryden whose Blydenstein prepared Viva GT was beginning to really show its potential at the July meeting. With the new 2½-litre engine screwed in, Bill was really winding it up around the circuit and he will certainly take some watching today. His Veeva opposition will doubtless come from the 5-litre monster of Jimmy Veitch who has "saved up all month to buy petrol" for just this event. At the July Meeting Jimmy's enthusiasm was so infectious that it was difficult not to join in the general congratulatory praises that were being heaped upon him at lunchtime. "The achievement of the year," he shouted. "It completed 12 laps in practice!" Not only that, but it also gained 6th fastest practice time. At long last it looked as if Jimmy Veitch's long spell of bad luck was over—it might have been if he'd remembered to put petrol in the blessed thing. There wasn't even enough fuel to get him off the grid in the afternoon!

Having sold the "clubby" Escort to C. Bradley, the only Wylies entry today is the RS1600 which won its class at Silverstone on 17th July. Powered by a Brian Hart BDA this car, in the right hands, should be pretty well unbeatable this afternoon. To date, it is not certain which of the two Birrells will be driving but both Graham and Jennifer have been entered. The Escort competition is almost certain to come from Dougy Niven with the Team Forbes entered Perdal Escort—until the regrettable incident at the last Meeting, this car was motoring remarkably rapidly and now seems set to take on all comers. Dougy was, in fact, leading Mick Hill in the monster Capri at Rufforth a few weeks back and the car really was showing its potential then until, believe it or not, the brake pedal literally fell off coming into a corner and he was left to deal with the armco as best as he could. The shunt was made even more aggravating by the fact that he, his machanic and Andrew Cowan had all worked until three in the morning the night before in the car park at Scotch Corner Hotel rebuilding the suspension and re-aligning the rear axle, both of which had been damaged the week before at Ingliston.

The man who eventually came second at that Meeting at Rufforth is here today, being Ronnie McCutcheon from Wigton with his 3-litre Escort V6. According to Ronnie, the handling is not all that it should be yet although it does go "quick in a straight line!" Wonder which cartoon he saw that in! Bob Caig brings his Escort, running the engine used by Dougal Niven last year, while Alan Tobias has at last persuaded Jeff Wilson to bolt his Perdal Escort together and provides the Birrells with some BDA competition. Just to ring the changes, there is also a 3½-litre Buick powered Ford Cortina. Could be reminiscent of the old Hugh Gold Jaguar days at the hairpin! Let's hope not!

EVENT 5

4,00 P.M.

SPECIAL SALOON CARS — Heat 2 for Special Saloon Cars over 1000 cc

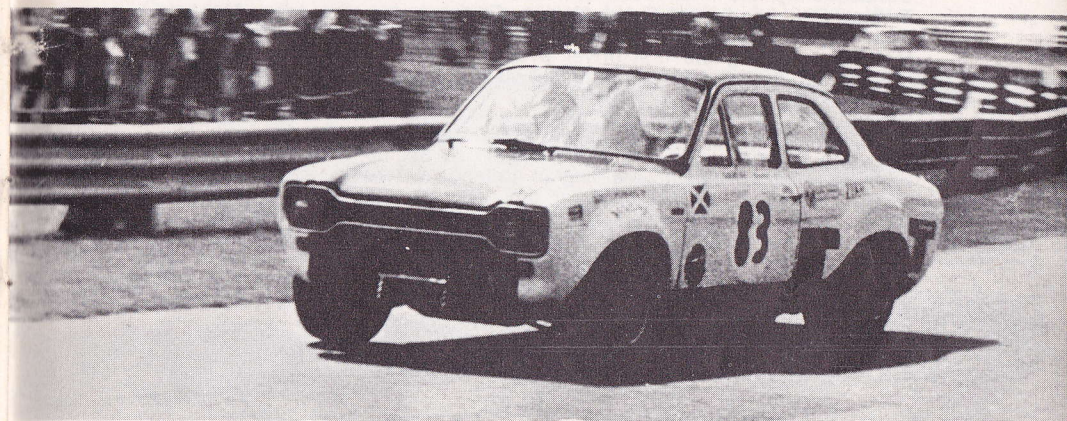
(10 LAPS)

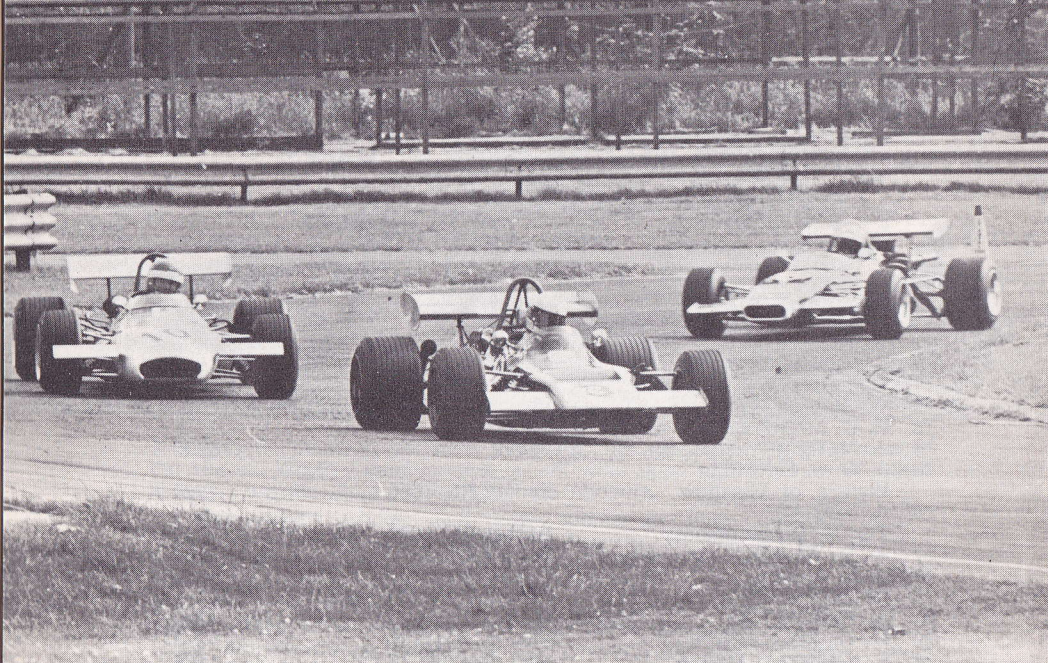
Car No.	DRIVER/Entrant	Make/Model of Car	cc
69	O. ROSS	Anglia	1498
70	J. MacGILVRAY	Anglia	1650
71	G. LYNN	Cortina	3500
72	W. N. A. DRYDEN/S.M.T.	Viva GT	2500
73	R. D. McCUTCHEON	Escort V6	2500
74	J. VEITCH	Veeva	5000
75	J./G. B. BIRRELL/ Wylie's of Glasgow	Escort RS 1600	1800
76	A. TOBIAS/ Perdal Developments	Escort RS 1600	2020
77	A. D. NIVEN/Team Forbes	Perdal Escort	2090
78	R. M. CAIG	Escort TC	1850
79	N. HODGSON	Escort TC	1598
81	J. PINKERTON	Mini	1293
82	H. C. MacKINNON	Mini Cooper 'S'	1293
83	F. GUNN/A. Barton	Mini Cooper 'S'	1275
84	J. DRYDEN	Mini Cooper	1293
85	C. REEVES	Mini Cooper 'S'	1293
87	A. BELL	Mini Cooper 'S'	1275
88	E. M. SMITH	Mini Cooper 'S'	1293

Reserve :

86	J. L. DOUGLAS	Mini	1187
80	C. BRADLEY/Harris Ltd.	Escort TC	1800
89	<i>A POOLE</i>	<i>Mini</i>	<i>1430</i>
89	<i>J. PATERSON</i>		
1st	(£20)	2nd (£12)	3rd (£8)
	4th (£6)		
	5th (£4)	Fastest Lap	secs.

Bonuses of £15 and £5 for first and second 1001-1300 cc finishers respectively.





The second heat of the S.M.T. Trophy Race at the July Meeting provided a fantastic dice between the nine Formula 2 starters. Indeed, as in so many really high speed races, so hard were the drivers trying that they were just unable to muster up that little bit extra to slip past the man in front. The only way in which anyone was going to advance their position after the start was as a result of a mistake by the man in front and mistakes were few and far between. From the drop of the flag (and even before it!) it was Cullen who shot into the lead and his exuberance was rewarded with a 30-second penalty for jumping the gun. Undeterred, Brian was not about to let anyone else through and he motored home to take the chequered flag without once having relinquished the front of the field. Due to the penalty, however, he was relegated to 9th position, thereby taking a much less favourable position on the grid for the final. The excitement was, however, centred on second and third place men, Tommy Reid and Dick Scott. Unaware that Brian had been given a 30-second penalty, Tommy made one desperate attempt to pass him for the lead, made a bit of a botch of it, and allowed Dick Scott to slip through into second place on the road. Consequently, the final result of that heat was first, Dick Scott, second, Tommy Reid, and third Brian Nelson. Fourth home was John Wingfield with his Brabham BT30 and John distinguished himself at the last Meeting by being the first driver ever to come to Ingliston and break the outright lap record on his initial visit to the circuit.

So far this season, however, the regular leaders have proved to be Tommy Reid and Brian Cullen, both drivers from the Emerald Isle. Both are present again today, although just by the skin of their teeth. With a monster Hillclimb Meeting in Ireland yesterday (and with Derek McMahon having put up £100 for the fastest time of the day and £50 for the second fastest time, to be paid only if the winners actually collect it at the prize-giving at the end of the Meeting) Messrs Reid, Nelson, Cullen, Regan and McMahon will be finding it something of a push to get over to Ingliston for this afternoon. The chance of a private plane being laid on may, however, save the day and it is very much hoped that all the Irish regulars will be in attendance.

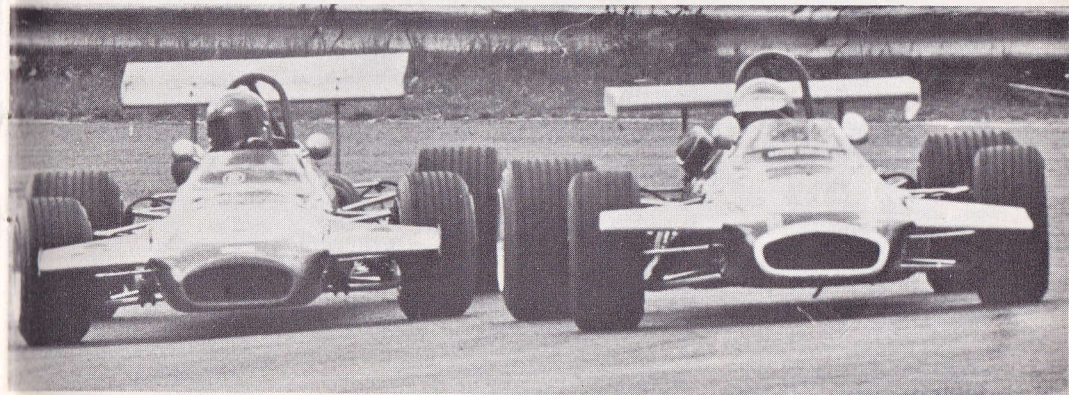
CALLANDS TROPHY LIBRE CHAMPIONSHIP

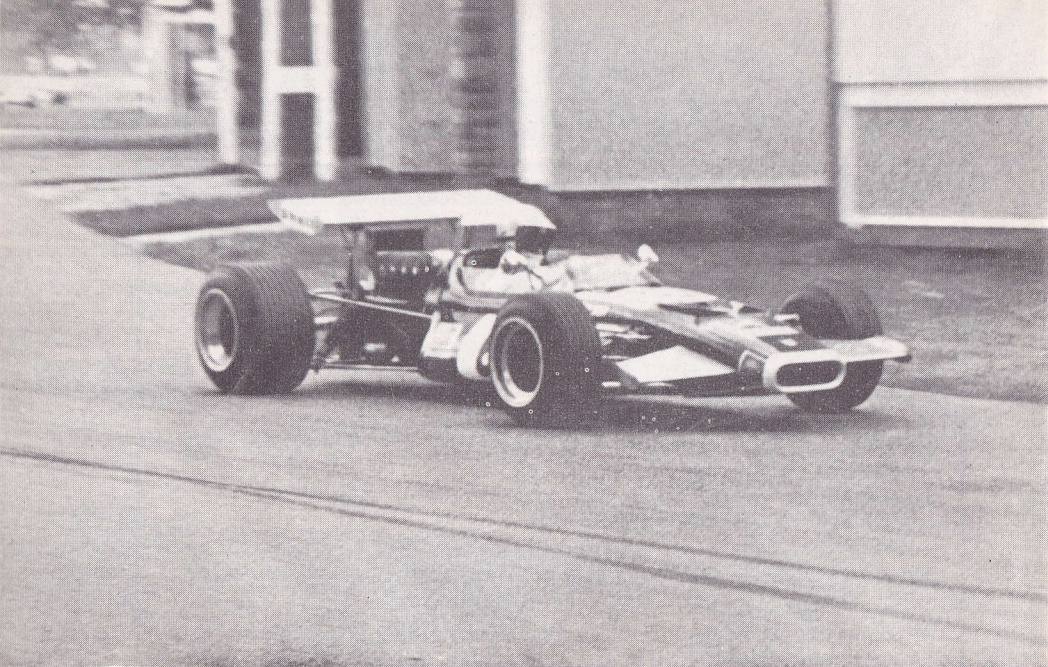
DRIVER/Car	April	May	July	Aug.	Total
T. D. REID/Brabham BT30	—	7	8		15
W. FORBES/Lola T142	10	—	1		11
J. MILES/Chevron B19	—	—	11		11
G. B. BIRRELL/Chevron B19	—	10	—		10
B. NELSON/Crossle 18F	—	4	5		9
D. McMAHON/Royale RP10	7	—	—		7
I. C. McLAREN/Chevron B15	4	3	—		7
B. CULLEN/Brabham BT30	—	5	1		6
J. WINGFIELD/Brabham BT30	—	—	6		6
N. R. GINN/Lotus 69FF	5	—	—		5
R. SCOTT/Lotus 69 F2	—	—	4		4
B. HUNTER/Hawke DL 2A	3	—	—		3
J. BARR/Brabham BT21	2	1	—		3
B. HARRISON/Vixen	2	1	—		3
J. RICHARDSON/Brabham BT30	—	—	3		3

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

Note : In the interests of space only those with 3 points or over are shown above.

At the front, therefore, Reid and Cullen should be engaging in a battle royal, the result of which could affect the Callands Trophy Championship considerably. The present leader, Tommy Reid, needs only a win today to give him a commanding total of 25 points, a total which could well be enough to give him the Championship by the end of the season. A win for Brian Cullen, or even for any of the other Formula 2 drivers this afternoon, would put them very much into the hunt and, with £250 first prize at stake, the hunt is certainly worth joining. Championship or not, Brian Cullen will be doing his best to take the chequered flag, without incident this time, just, as he puts it, "to win a race at Ingliston." One man who did that often enough last year and who took home the Callands Trophy as a result, was Brian Nelson and he returns with his Formula 2 Crossle to try to break his 1971 bogey. As he puts it, he reckons he must have been "sleeping all summer"—certainly, this year's performances have been nowhere near the same standard as his 1970 drives. The fourth Formula 2 car is not really a Formula 2 at all but is the ex-Ecurie Ecosse Brabham BT30 brought by Ronnie Mackay from Thurso. Ronnie has bolted on a Formula Atlantic Twin Cam and, once the car has been set up for Ingliston, he hopes that it will be able to keep well in touch with the leaders.





It is surprising how rare it is in motor racing that one has to make rather sad announcements but today is unfortunately the exception. Willie Forbes, a long time favourite with the Ingliston crowds, has at last been able to announce his retirement, he having now sold his Lola T142 to Bill Wood. A regular supporter of the Ingliston Circuit since its first meeting in 1965, Willie was at the peak of his success in 1968 and 1969, in both of which years he won the Libre Championship at Ingliston. One of the few drivers to continue "risking" his car while it was on the market for sale, Willie was still winning races this year with his Lola having beaten Tommy Reid over the line in the Edinburgh Students' Charities Cup Race in April. Scotcircuits, and the Scottish Motor Racing Club, can only publically record their appreciation to him for his continued and cheerful support and wish him an enjoyable retirement from the track. (If truth be known, all he wants is a long lie on Sunday mornings!) The familiar yellow Lola will, however, still be present today since Bill Wood from York is bringing this up and he is bringing with him a second Lola for John Coulter and the Formula 5000 Kincraft for Max Reinhard. Certainly some pretty tough opposition for the Formula 2 brigade.

Both Tommy and Brian will really have their work cut out this afternoon since DART have decided to make a play for the Libre Championship and have entered July winner John Miles, in the new 2-litre BDA powered Chevron. Prepared by Brian Hart, this engine has walked away with both its previous races in the DART car and the Scottish team are looking to average speeds in excess of 80 m.p.h. this afternoon (a mere 2 seconds inside the existing lap record for those of you who were wondering). If you want a sort of comparison between the old FVC engine (used by DART at the July Meeting) and the new 2-litre BDA just think of the difference between an Escort GT and an RS 1600! Getting interested? The sports cars officially entered for the event also include Eddie Regan's Chevron B16 and Derek McMahon's Royale RP10 but, should the grid fall too low, the fastest GT and Sports cars will be invited to take part. An invitation is also open to the fastest Formula Fords to participate if need be.

THE KING HUSSEIN TROPHY RACE for Libre Cars (20 LAPS)

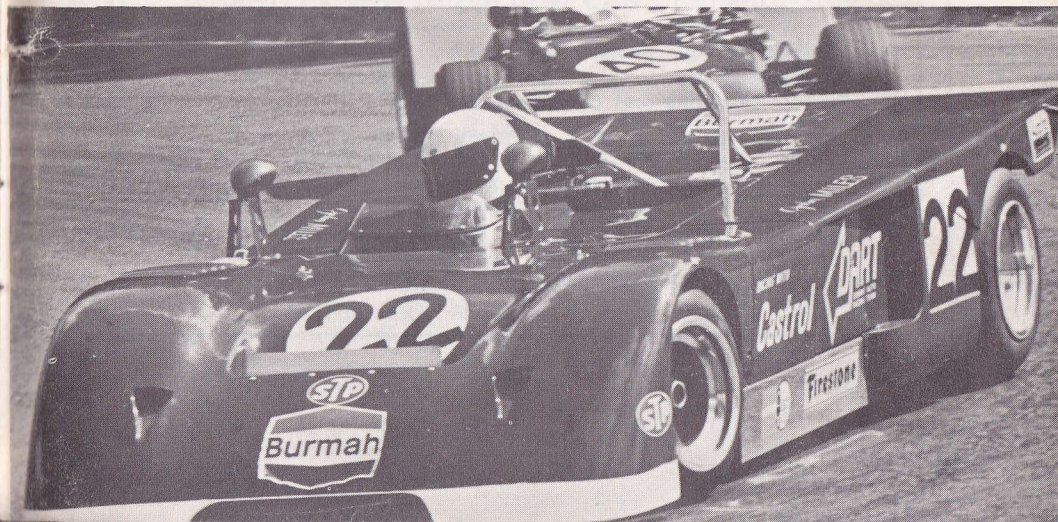
50.9

Car No.	DRIVER/Entrant	Make/Model of Car	cc
1	E. REGAN/Contarf Castle	Chevron B16	1594
2	T. DZIERZEK	Lola T55	1600
3	R. MACKAY	Brabham BT30	1598
4	B. CULLEN/ Irish Racing Team	Brabham BT30	1598
5	W. T. WOOD	Lola T142	5000
6	M. REINHARD	Kincraft F5000	4700
7	J. COULTER	Lola T142	5000
8	T. D. REID/ Irish Racing Cars	Brabham BT30	1598
9	B. NELSON	Crossle 18F	1598
10	D. McMAHON	Royale RP10	1800
11	J. MILES/DART	Chevron B19	1994
12	L. GOLDING/ Irish Racing Team	Brabham BT23C	1598
13	B. HARRISON	Vixen VBS	998
14	D. N. THOMSON	Ecosse-Imp	998
15	I. C. McLAREN	Chevron B15	997
16	J. BARR	Brabham BT 21B	997
17	K. W. R. HART	BT-28	1598
18	FLETCHER		
19	MACKIE		

1st (£100) 2nd (£60) 3rd (£40) 4th (£20)

5th (£10) Fastest Lap secs.

Bonus of £10 will be paid to first "up to 1000 cc" finisher and of £5 to first FF finisher(if more than one FF starter).



Look out today for 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.



EDITORIAL COMMENT

...at next season's motors now seem to have
diminished and concern is being expressed over the 2-litre champion-
ship's future. Organisers are customers for driver's services, no
matter how unpleasant this may seem to those who steadfastly
refuse to acknowledge racing as a commercial operation. If
organisers can't pay the going price for their services or stoke
up enough publicity to draw in some spectators or prize fund, let
a sponsor for their meeting capable of providing a purse fund, let
them withdraw gracefully. At least the drivers would know where
they stand before the season begins.

Motoring News, 29th July. 1971.

THE PRICE OF SUCCESS

"Money"—whether the root of all evil or the key to happiness,
it is certainly the biggest headache to hit motor racing since R.A.C.
paper-work was invented. The costs of both competing in motor sport
and of promoting motoring events has escalated to such a frightening
extent during the past few years that the old "clubby" atmosphere
is now a rare commodity to be cherished and shielded from the hard
professionalism that seems to prevail. Too often, however, the complaint
seems to be that the drivers, who have admittedly made considerable
outlays on their cars, etc., are not given sufficient remuneration for their
trouble. We are reminded that no Circuit could exist without drivers
and there is generally so much ballyhoo on the subject that many a
"would-be" Jackie Stewart now has an opinion of himself which is
measured in £s.d. (or £p. if you want it that way).

While there are, naturally, some circuits which do take a rather
unrealistic view of the present position in motor sport (and the current
European 2-litre Sports Car Championship would seem to highlight this
problem) there are, on the other hand, many circuits who struggle
manfully against rising overheads and indifferent crowds, at the same
time making every endeavour to channel as much money as possible
towards the competitors. For once, let us hear their side of the coin.
One of the frequent arguments heard from the drivers' point of view
is that he spends a considerable amount of money on an expensive
vehicle and is accordingly entitled to some reimbursement for his out-
lay and risk. This reimbursement is almost invariably requested in the
form of starting money (although high prize funds are not discouraged
by the drivers either!). A valid point, but one which is equally applic-
able, if not more so, to the circuit owner. Today, the combined costs
of purchasing and running every single racing car at any one particular
Meeting would not meet even one half of the cost of providing a cir-
cuit of the nature of Ingliston. Indeed, the total cost of all the cars
entered in the July Meeting at Ingliston has been estimated at approxi-
mately £250,000—that figure (which is, of course, merely an estimate)
includes the running costs for the first half of the Season. Needless
to say, that sum would not now go anywhere near providing a Circuit
like Ingliston (and Ingliston is perhaps the most compact circuit in
Britain). Add to the initial cost of providing a circuit the continual
outlay on resurfacing, barriering, providing and maintaining facilities and
paying for staff, etc., and it speedily becomes apparent that the pro-
moters' expense is in an entirely different category from the competitors'.
In many cases, however, the competitors would have the promoters pay
to them the whole profit from any Meeting on the grounds that "they
have made a considerable outlay on their car."

The Ingliston Circuit is the first to admit that no racing track can
survive without giving as much assistance to the drivers racing thereon

as is possible. Indeed, following this policy, Ingliston has paid out over £5,000 already to competitors for the first three Meetings of the 1971 Season. Like many another circuit, Ingliston accepts that it cannot survive without the support of the drivers—on the other hand, however, it is perhaps time that certain drivers realised that they can only exist if Promoters are available to provide circuits for them! Motor racing is, however much those of us who mourn the loss of the old "clubby" days may regret it, a commercial operation and, to this extent, we would agree with Motoring News. We would, however, go further and suggest that it must now be looked upon as a partnership between the promoters and the competitors for, without mutual goodwill between these two parties, no circuit could survive. As for the rest of the quotation reprinted above, we would most vehemently disagree. We wonder indeed whether the author of that statement has ever endeavoured to "stoke up publicity" or to "rustle up a sponsor." While both of these sound remarkably simple operations they are, in fact, the most difficult aspects of the sport. Take the last meeting at Ingliston, for example: even with the best libre entry ever seen at the Circuit (and including ten Formula 2 cars, three Formula 5000 cars and some 6/7 2-Litre Sports Cars) what response was gained from the Press? Of the two leading Scottish dailies one made no mention of the Meeting whatsoever, while the other, although making general mention of the entry, went on gleefully to advise us that the star entry had withdrawn. Needless to say, that entry had not withdrawn and it promptly went on to win the main event of the day in a convincing style! It's not that we're knocking the newspapers in question—indeed, the latter 'paper has, this year, adopted a refreshing and most commendable policy of supporting motor sport north of the Border—the point is that, although both newspapers are supplied with details of the meeting well in advance, the promoters cannot (nor should they be able to) dictate to the Press what they must print. And, unfortunately, however hard the promoters may try to publicise a meeting, to too many newspapers motor racing is just now news (unless, of course, someone gets bent!) As for "rustling up sponsorship," many circuits are run on a spare-time hobby basis and to devote too much time to chasing would-be sponsors would, in many cases, affect other business interests. Ingliston is perhaps more fortunate than many other circuits in securing sponsorship (although the Scots have been found to be very hard to persuade) but this has been due entirely to a considerable amount of work behind the scenes. Certainly we would not have chosen the word "rustle" to describe the labour involved!

It is usually at this point that the argument peters out. The competitors' primary interest is in securing a tempting offer of starting money and, once that objective has been achieved, goodwill and bonhomie gush forth in embarrassing profusion. To the Promoter of the Race Meeting, however, the nightmare has only just begun. How often have organisers had that last-minute telephone call from their star attraction to say that he is terribly sorry he cannot make it and please could he have his entry fee back. In many cases, the competitor does not even have the good manners to let the Promoters know that he is not coming. And so, having made every effort to publicise the Meeting and having "induced" the public to attend on the promise of the appearance of several tempting drivers, the Promoter is left on the day with a greatly reduced grid and the problem of explaining to the public "where they all went to." To make matters worse, on rare occasions he will read in the motoring press that drivers who were originally entered for his meeting and who had been offered large sums of starting money did, in fact, compete at another event on the same day. (While there are R.A.C. penalties for such "double entries" and it is theoretically possible to control this, just try enforcing the R.A.C. Rules against a popular driver and see how many entries you get for your next Meeting!)

The story does not end there either since, once you have the drivers at the circuit, you still have to sit around biting your fingernails waiting to see whether they will indeed compete. No one can complain about those drivers whose cars break down in practice and who are genuinely unable to compete for mechanical reasons. There are, however, still the occasional "starting money Specials," drivers who bring

exotic-sounding cars to the circuit for starting money and who complete their statutory one lap before retiring. Other drivers are unwilling to "risk" their cars for more than the absolute minimum time.

At the S.M.T. National at Ingliston, for example, the main race was held in the form of two heats and a final. Those spectators who were present at that Meeting will recall that many of those who qualified for the final did not, in fact, compete in that event. While a good proportion of these cars were unable to take part for mechanical reasons there was at least one driver who did not compete in the final purely because his car "was not going that well"—a driver who was being paid a considerable sum of starting money. Rather than take his car out for a further twenty-five laps, a car which was mechanically sound, and come in say ninth or tenth, that competitor merely withdrew and claimed his starting money for "starting" in the second heat. Little wonder that promoters can get somewhat shirty when starting money is mentioned!

The answer, we would submit, is for both the promoters and the competitors at any Meeting to treat the whole venture as a partnership and to extend to that partnership the responsibility attached to any other business venture. We would be the first to agree that any circuit which does not offer a realistic deal to its competitors cannot hope to survive: on the other hand, we are probably the first to suggest that the same competitors should offer a realistic return to the circuits. Perhaps, one day, it will dawn upon the erring competitors that they too have a responsibility to the sport.

The last time that the editor came out of his cocoon to venture an editorial comment, the topic was the danger inherent in motor sport. The last Ingliston Meeting produced one incident that started people thinking and which showed that the financial aspect of racing could so easily affect the safety of the competitors on the track. The incident in question was the Birrell/Niven incident which occurred at the left-hander during the Hartley Whyte Championship Saloon car race on July 18th, as a result of which the leader of the race, Dougy Niven, was forced to retire leaving the then second car of Jenny Birrell to take the chequered flag. The incident resulted in a protest being lodged by Mr. Niven against Mrs. Birrell's driving and since, at the time of writing this editorial, no decision has been reached by the R.A.C. as to how this protest is to be dealt with, the editor does not propose to pass judgment thereon. He also wishes it to be made quite clear that the comments which follow are not directed towards Mrs. Birrell's driving and that he is not implying in any way that there was any financial motive behind the incident. What does concern the editor, however, is that a body of opinion may arise that it can be financially beneficial to use dangerous tactics on the track to secure the high financial rewards of races with high prize funds. The Hartley Whyte Championship race, for example, carries a first prize of £100 and a second prize of £50. The race, moreover, counts towards a Championship which also carries a first prize of £100. In short, unless severe penalties are imposed for reckless and dangerous driving, whether intentional or otherwise, there is a very real danger that further incidents of a more unsavoury nature may take place in the future as drivers battle with one another for the high prize money. Fortunately, at Ingliston, this has not been a major problem in the past—there is, however, a very real risk that it could become one in the future. Let us only hope that competitors whose driving gives cause for justifiable complaint on this count will be so dealt with that the use of irresponsible driving for financial profit is shown not to pay. The alternative is too horrifying to contemplate.

Since writing the above the Editor has learned that a new penalty has been added to the Ingliston Book of Regulations to cover the case of "Bumping and Boring." Such incidents, when shown to have been caused by blatantly irresponsible driving, will result in the offenders being excluded from the results of the race in question. Let us hope that the new regulation has some effect. Certainly the Editor ventures the opinion that, now that the power is available in the Regs., a speedy resolution to this problem may well be effected by putting a black flag out on the worst offender in one of the remaining races this season. We are almost certain there would be very little trouble after that!

A.M.L.



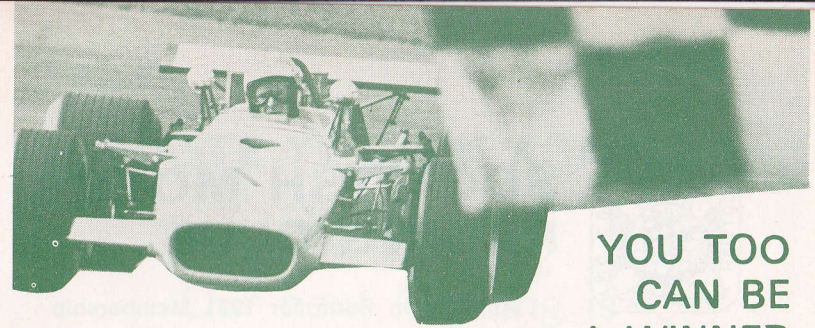
Suppliers of concrete aggregates,
concrete and building sands,
coated macadams, hot and cold
asphalts.

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



YOU TOO
CAN BE
A WINNER
WHEN YOU JOIN THE

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 overleaf



SCOTTISH MOTOR RACING CLUB

Application Form for 1971 Membership

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

of

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

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

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

(Please tick appropriate boxes)

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

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

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

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

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

AMOUNT OF ENTRANCE FEE 1.00

AMOUNT OF ANNUAL SUBSCRIPTION 2.10

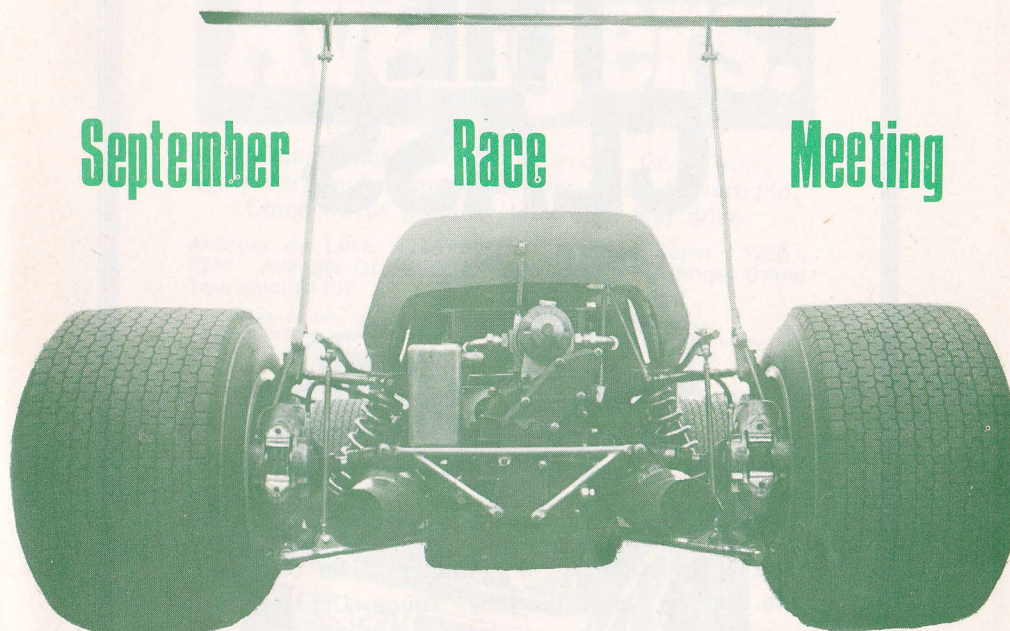
I enclose my cheque P.O. Cash for £

For Office Use Only				
C.B. Ref.	Ack. sent	/	/71	Memb. No. Record

Please send the completed form and your remittance to
SCOTTISH MOTOR RACING CLUB LTD., NATIONAL BANK CHAMBERS, DUNS, BERWICKSHIRE.

HASTE YE BACK AGAIN !

Our next Meeting is



September

Race

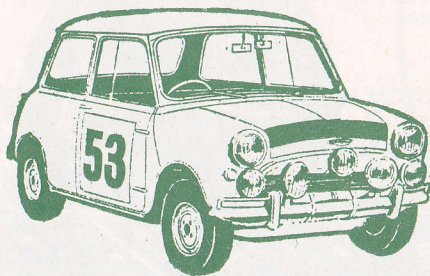
Meeting

Sunday, 12th September, 2.00 p.m.

Advance Booking Form inside

BE SURE OF YOUR SEAT IN THE STAND !

TOP OF THE CLASS



The MINI COOPER 'S'—winner of its class in the last Monte Carlo rally. Tough. Dependable, with Hydrolastic Suspension for a smoother ride. Extra braking power. Lighter clutch control. Don't just take our word for it. Ask for a trial run.

MOIR & BAXTER LTD
EDINBURGH

AUSTIN AND GUY DISTRIBUTORS

COMELY BANK
031-332 1344

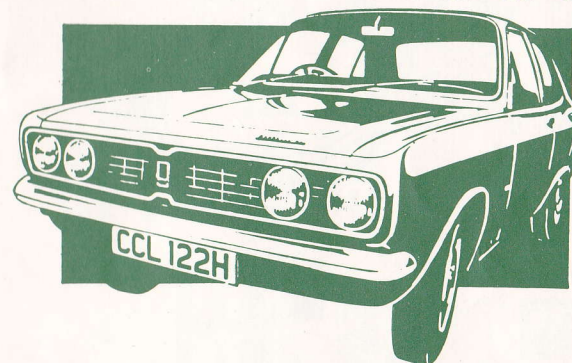
107 GLASGOW ROAD
031-334 1351

The Avengers.

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

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

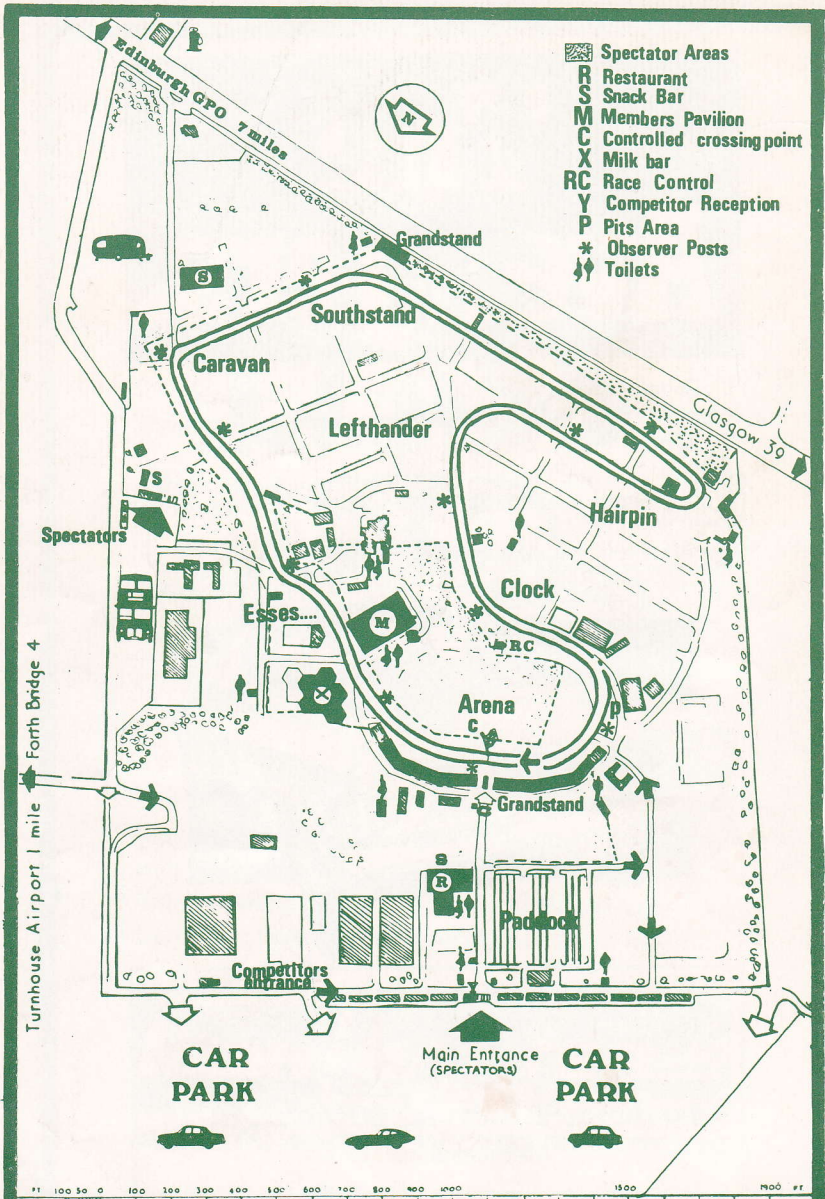
*Ex-works prices, inc. p.t. (Seat belts and fittings extra).
'1500' engine available on de Luxe and Super only £37 more.
Automatic transmission available at extra cost with '1500' engine.



JAMES ROSS & SONS
(MOTORS) LTD.

Lochrin, Tollcross, Edinburgh, 3
FOuntainbridge 1555

AUTHORISED DEALER  CHRYSLER
UNITED KINGDOM



INGLISTON race circuit

ROYAL HIGHLAND SHOWGROUND · · · EDINBURGH

Lap distance 1.03 miles 1.651 kms