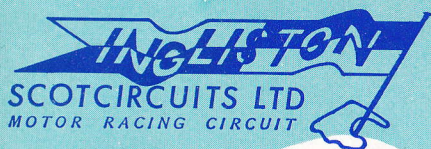


Promoted by



National Bank Chambers
Duns Berwickshire



**THE ADAM WYLLIE MEMORIAL
RACE MEETING
14th May, 1972**

Organised by

S.M.R.C.

SCOTTISH MOTOR RACING CLUB LTD.

Official Programme 20p.



Gestetner Duplicators Ltd
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(as a matter of COURSE)

INGLISTON LAP CONVERSION TABLE

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

INGLISTON LAP RECORDS

			secs.	m.p.h.
LIBRE CARS				
Over 1000 cc	T D REID	Brabham BT30		
and	J MILES	Chevron B19	48.1	77.09
Under 1000 cc	R SCOTT	Chevron B15	50.7	73.14
FORMULA FORD CARS				
	N R GINN	Lotus 69F	54.0	68.67
SPECIAL GT and SPORTS CARS				
Over 1600 cc	J MILES	Chevron B19	48.7	76.14
Under 1600 cc	E LABINJOH	Fisher Spyder	54.0	68.67
Under 1150 cc	E LABINJOH	Fisher Spyder	54.0	68.67
CLUBMAN CARS				
	R MALLOCK	Mallock U2	52.2	71.03
HISTORIC RACING CARS				
	M MORRIS	E R A	62.8	59.04
MODIFIED SPORTS CARS				
Over 1150 cc	A SOUTER	Lotus Elan	55.2	67.17
Under 1150 cc	J ABSALOM	Ginetta G4	57.0	65.05
SALOON CARS				
Over 1300 cc	G B BIRRELL	Escort RS1600	55.2	67.17
1001-1300 cc	E M SMITH	Mini Cooper S	57.2	64.83
Under 1000 cc	A BARTON	Mini Cooper S	57.4	64.60
OUTRIGHT LAP RECORD				
	J MILES	Chevron B19		
and	T D REID	Brabham BT30	48.1	77.09



INGLINGTON 1972 ADVANCE BOOKING FORM

Name in block letters
 Address in full please

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

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

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

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

 (please tick as appropriate)

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

PLEASE REMEMBER THAT

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

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

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

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

	20th August	Closed Meeting
23rd July	National Meeting	17th September Closed Meeting
	15th October	National Meeting

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

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

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

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

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

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

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

THE INGLISTON "PHOTOGRAPH OF THE YEAR" COMPETITION

At the end of the 1972 motor racing season, and in time for the Christmas shopping spree (cunning that), Scotcircuits Ltd. in conjunction with S.M.R.C. Ltd. and Essprint Ltd., wish to produce the first ever Ingliston Calendar featuring the twelve best photographs to come out of the circuit in 1972. To obtain the twelve photographs required a competition is being run which is open to everyone and anyone at the circuit (with the exception, of course, of the judges and their families!). What do you have to do to enter? Merely post to Scotcircuits Limited, National Bank Chambers, Duns, Berwickshire prints of any photographs (black and white and/or colour) you wish to enter (you may enter as many photographs as you want provided each "batch" is accompanied by one of the official entry forms contained in the Ingliston Programme) together with the entry form hereunder duly completed. The entries will be judged by a team of experts consisting of Eric Bryce (free-lance photographer and contributor to the Ingliston Programme), Graham Gauld (free-lance P.R.O. & Committee Member.), John Romanes (Chairman of Scotcircuits Ltd.), Steve Kirkham (Printing Consultant) and Alan Lamb (Editor of the Ingliston Programme) and the result of the competition will be notified in the S.M.R.C. official news outlet (presently "Top Gear") for December 1972. Entries close on 31st October 1972 and no entry received after that date will be considered. It is naturally understood that, while copyright in all entries submitted will remain with the entrants, the organisers will have the right to use all prints submitted in the Ingliston Calendar, the Ingliston Programme or any other publications produced by them.

What then are the awards? The photograph felt by the panel of judges to be the "photograph of the year" will win for its entrant £10, the runner-up will receive £8 and third place will receive £7. Any other photographs selected for the Calendar will each qualify for consolation prizes. As always the judges' decision will be final.

One final word on subject matter — the word "Ingliston" naturally evokes a mental picture of racing cars in action (unless you happen to think first of tractors and combines!) and it is anticipated that a good number of the winning photographs will be of this type. The circuit is not just a matter of "racing cars" alone, however: it consists of the whole "Ingliston atmosphere" which includes spectators, marshals, officials, paddocks, pits, competitors *et al.* In short, any subject is eligible for the competition provided it is taken at one of the six motor racing meetings promoted at Ingliston by Scotcircuits in 1972. Having said that all we can now usefully add is "GET TO IT AND START SNAPPING!"

THE INGLISTON "PHOTOGRAPH OF THE YEAR" COMPETITION

Rules of Entry

Official Entry Form

- This competition is promoted jointly by Scotcircuits Ltd., Scottish Motor Racing Club Ltd. and Essprint Ltd. ("the organisers").
- All entries must be accompanied by this entry form duly completed and signed by the entrant. Any number of entries may be made by any one entrant provided an entry form accompanies each parcel of photographs entered as aforesaid.
- Each entry will consist of a print of a photograph taken at any one of the six race meetings promoted by Scotcircuits Ltd. at Ingliston in 1972. The property in every such print so entered shall vest in the organisers. While the organisers of the competition will take all reasonable care of entries submitted they cannot accept responsibility for non-receipt, loss or damage. Prints cannot be returned to entrants after the competition.
- Entries may be in black and white or may be in colour.
- Entries close on 31st October 1972 and no photograph received after that date will be considered.
- Copyright in all photographs entered shall remain with the entrants thereof but the organisers shall have the right to use any such photograph in the Ingliston Programme, the Ingliston Calendar and any other publication produced by them and that without any further payment being made therefor. In all such cases, however, the entrant's/photographer's names shall be acknowledged.
- Entries will be judged by a panel consisting of E Bryce, G Gauld, J L Romanes, S Kirkham and A M Lamb. No entry from any judge or a member of his family shall be considered.
- The decision of the judges shall be final and no correspondence will be entered into with regard thereto or to any of the entries.
- The following awards shall be made:

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

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

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

Signature

Date Photograph(s) taken / / 72

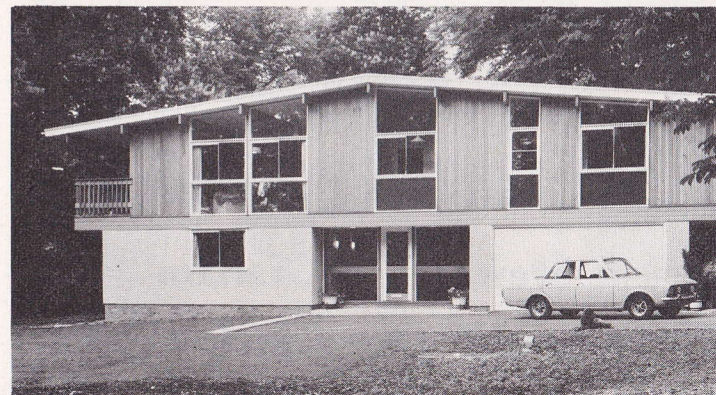
Subject Matter.....

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

Name.....

Address.....

WE KNOW THAT ONE'S A WINNER



At the last Ingliston meeting, Border racing driver Douglas Niven was arrested for loitering. A police spokesman said afterwards " I found him dawdling along the road at a speed which I felt would constitute a hazard to other drivers, and thereupon apprehended him ". In his defence Niven said: " I consider this to be unfair; my new sponsors have put so much advertising on the car that it won't go any faster ".



As designers of fine homes we never realised that racing cars — unlike our houses — are not built to be comfortable, well insulated, centrally - heated and one hundred percent reliable. But we are learning fast, and though we know our designs are winners we hope that today our man will back us up.....like he promised.

Celtic Homes

Celtic Homes Ltd, Trinity Walls, Duns, Berwickshire.

Phone: Duns 3785



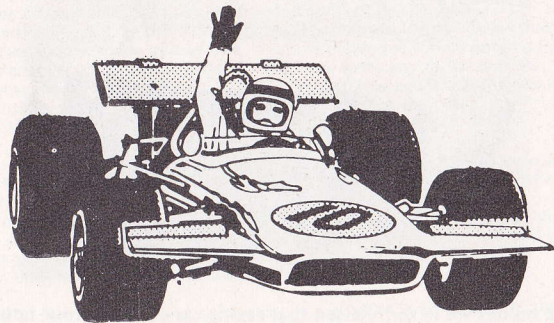
1st

EVERY TIME (with accessories)

**Jackie Stewart – Graham Hill
Chris Amon – Jackie Ickx**

**KONI SHOCK ABSORBERS CIBIE LIGHTS
LES LESTON AUTOVITA PADDY HOPKIRK**

THESE ARE JUST A FEW OF THE NAMES IN THE SPORTS-TUNE ACCESSORY TEAM. CALL AND SEE WHAT THE EXPERTS CHOOSE, AT OUR CITY-CENTRE SHOWROOM (ALSO AT OUR SHOP BEHIND THE MAIN GRANDSTAND).



SPORTS-TUNE

**10, BRANDON TERRACE
EDINBURGH**

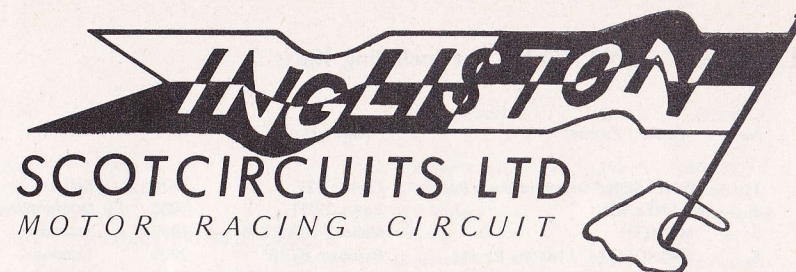
031-556-3507



OFFICIALS AND CREDITS

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

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/7884



THE ADAM WYLLIE MEMORIAL RACE MEETING

Sunday, 14th May, 1972

organised by

THE SCOTTISH MOTOR RACING CLUB LTD

PROGRAMME & TIMETABLE

<i>Scrutin. before a.m.</i>		<i>Practice Time a.m.</i>	<i>Event Time p.m.</i>
8.45	The John Player Special Trophy Race for Special GT, Sports, Clubmans & Modified Sports Cars – 12 Laps	9.45	2.20
9.10	The Auto Auctions Trophy Race for Special Saloon Cars up to 1000 cc – 12 Laps	10.10	2.50
9.40	The Royal Highland Trophy Race for Formula Ford Cars – 12 Laps	10.40	3.20
10.05	The Burmah Trophy Race for Special Saloon Cars over 1000 cc – 12 Laps	11.05	3.50
10.35	The Bottlers of Coca-Cola Trophy Race for Libre Cars – 25 Laps	11.35	4.20
	Presentation of Trophies	p.m.	4.55
11.05	Group 1 Production Saloon Cars – 12 Laps	12.05	5.10
11.35	210 and 250 Karts – 10 Laps	12.35	5.40
p.m.	Luncheon Interval	1.00	
1.50	<i>Drivers' Briefing in Scrutineering Bay</i>		
2.05	<i>Marshals at posts. Clearance Report.</i>		

LIST OF ENTRIES not including Karts

No	Driver / Entrant	Make / Model	cc	From	No	Driver / Entrant	Make / Model	cc	From
1	B NELSON / Desmond Mack Racing	Crossle 22F	1970	Belfast	58	I HALL	A H Sprite Mki	1149	Bristol
2	R SNELSON	Lotus 22/31	1600	Dunfermline	59	J BAIRD	Ginetta G4	1150	Edinburgh
3	M SMITH	Mallock U2MkXIB	1997	StorrIDGE	60	G R WILSON	M G Midget	1140	Helensburgh
4	J WINGFIELD / Nicoby Racing	Brabham BT36	2000	London	61	R FORESTER-SMITH / Marquis Motor Co	Ginetta G4	1098	Edinburgh
5	R SCOTT / Uniacke Chemicals	Brabham Ford BT38	2000	London	62	W L WOOD	M G Midget	1143	Edinburgh
6	G BIRRELL / Sports Motors Coca-Cola Bottlers Ltd.	March 722 Ford	2000	London	63	M HOPPERTON	M G Midget	1340	Inverary
7	I C McLAREN	Brabham BT35X	1790	Broxburn	64	A SOUTER	Lotus Elan	1594	Dundee
8	A COLLIER	Daren Mk3	1971	Dartford	65	G MARSHALL / Thames Television	Firenza	2500	Shepreth
9	T DZIERZEK	Brabham BT21	2240	Edinburgh	66	G MARSHALL / Dealer Team Vauxhall	Firenza	1975	Shepreth
10	R MacKAY	Brabham BT36	1600	Bourne End	67	A ORMISTON	Riley Elf	1310	Dunfermline
11	J CALVERT	March 722FA	1600	Sunderland	68	C BRADLEY / D A Harris Ltd	Ford Escort	1800	Glasgow
16	A H F PALMER	McLaren	997	Douglas	69	W N A DRYDEN / S M T	Vauxhall Firenza	2500	Edinburgh
17	G D ROBERTS	Brabham BT21	997	Crawfordsburn	70	A D NIVEN / Celtic Homes Ltd	Ford Escort BDA	2040	Duns
18	B HARRISON / Thistle Metalics Ltd	Vixen-Imp VB5	1400	Glasgow	71	N HODGSON	Ford Escort BDA	1860	Carlisle
20	J BARR	Brabham BT28	997	Edinburgh	72	H TUER	Ford Escort TC	1598	Carlisle
21	H ACHESON	Merlyn 20A	1600	Cookstown	73	A PALMER	Ford Escort TC	1598	Carlisle
22	J McCLEMENTS / Desmond Mack Racing	Crossle 20F	1600	Belfast	76	F GUNN	Arden Cooper S	1293	Milngavie
23	D MACLEOD	Lotus 69F	1600	Attleborough	77	J DRYDEN	BVRT Mini	1293	Lundie
24	J W SIMPSON / C S M A Ltd	Lotus 61M	1600	Darlington	78	I VEITCH	Downton Cooper S	1293	Edinburgh
25	K MILLAR	March 708FF	1600	Currie	79	D MUTER / Wilfred Jackson	Morris Cooper S	1293	Northallerton
26	C REEVES	Mallock U2Mk9B	1600	Larkhall	80	E M SMITH	Mini Cooper S	1293	Carlisle
27	G TODD / Pinkie Mains Farm / McGregors Animal Feeds	Brabham BT28FF	1600	Musselburgh	81	H WILKINSON	Anglia	1300	Ulverston
28	P EASTWOOD	Merlyn 11AFF	1600	Lisburn	85	G M FINDLAY	BLMC Mini	998	Arbroath
29	P HARRINGTON / Archer & Sharpe Crane Hire / Kass	Cougar 72F1	1600	Scunthorpe	86	I FORREST	Hillman Imp	998	Kirkliston
30	C MacLEAN	Hawke DL2B	1600	Alness	87	B COYLE	Hillman Imp	998	Glasgow
31	G CUTHBERT	Lotus 69F	1600	Dundee	88	W G DONALD	Hillman Imp	998	Tarland
32	F LAWSON	Hawke DL2B	1600	Kirkliston	89	S A BELL / Cosmo Entertainments Club Carlisle	BLMC Mini	999	Carlisle
33	J MacGILVRAY	Crossle 20F	1600	Kirkmichael	90	A WILSON	Austin Cooper	998	St Monance
34	A L MILLER	Hawke DL2A	1600	Glasgow	91	G C GORDON	BLMH Cooper S	999	Bearsden
35	A GEMMELL	Lotus 51A	1600	Edinburgh	92	W BORROWMAN / Sports-Tune / Moir & Baxter Ltd	Austin Cooper S	999	Edinburgh
36	J POLLOCK	Crossle 20F	1600	Greenisland	93	P PITMAN	Austin Cooper S	999	Kirkcudbright
37	A R SHARPE	Lotus 51	1600	Larbert	94	N D SMITH	BLMH Clubman	999	Aberdeen
38	P C MORRISON	Crossle 20F	1600	Inverness	95	J GRANT	Morris Cooper S	999	Haddington
41	E LABINJOH / J Fisher	Fisher Spyder	1100	Edinburgh	96	J C FYDA	Agra Imp	998	Dundee
42	D McDONALD / Marquis Motor Co	Diva 10F	1150	Edinburgh	97	C CHISHOLM	Hillman Imp	998	Fort William
44	P MacNAUGHTAN	Lotus 7	1600	Edinburgh	98	A BARTON	Morris Cooper S	998	Newburn
45	J MACKIE	Mallock U2MkXIB	1598	Dysart	99	J B YOUNG	Mini Clubman	999	Burntisland
47	A CHARNELL	Chevron B8	1991	Edinburgh	100	J E HOWDEN	Chrysler Coupe	998	Balerno
50	R D WYLLIE	Triumph GT6	1998	Annan	104	B SYDENHAM	Honda N600	600	London
51	D MORTON	Lotus Elan	1598	Dunkeld	106	J LYON / Trustee Savings Banks	Ford Escort Sport	1298	Twickenham
52	R HUTCHISON	A H Sprite	1293	Glenrothes	107	R LECKIE	Mini Clubman	1275	Aberdeen
53	J A MURRAY-McGRATH	Lotus Elan	1558	Edinburgh	110	T STOCK	Firenza	1975	Ipswich
54	M NUGENT	Lotus Elan	1598	Pomeroy	114	S CLARK / Roger Clark (Cars) Ltd.	Alfa Romeo 2000GTV	1962	Narlborough
55	J A HALL	Lotus Elan	1558	Edinburgh	115	J HANDLEY / Roger Clark (Cars) Ltd.	Alfa Romeo 2000GTV	1962	Narlborough
56	I COCHRANE	Lotus Elan	1594	Dalrymple	116	R BELL / M L G Ltd.	BMW 2002	1991	London
57	J ABSALOM / Chris Shutt	Ginetta G4	1150	Felton	117	J BLOOMFIELD / Cronk Garage (Chipstead) Ltd.	BMW 2002	1991	London

INGLISTON NOTES

For those of you who are wondering why today's meeting is called "The Adam Wyllie Memorial Race Meeting" it is perhaps an opportune moment to cast our thoughts back to one of the leading names in Scottish motor sport in the last decade. Adam, a quiet and unassuming driver very much in the accepted Scottish racing driver mould, was for many years a well kent figure on the track, first with a Formula Junior Lotus and thereafter with a Formula 1 Lotus in which he did a season or two on the major circuits. Later in his career he teamed with Allan Rollinson under the banner of the Frank Lythgoe Racing Team and, mounted on Lotus and Cooper Formula 2 cars in 1964, both drivers did a full season. In Spring of 1965 they each took delivery of new Formula 2 Brabhams; and under the management of Adam Wyllie the team had numerous successes at the beginning of that year, amongst which was the winning of the first "Guards Trophy" race at Ingliston in May. In July of that year Adam was killed in an accident in practice for the Leinster Trophy Race at the Dunboyne circuit in Ireland. Scotland and motor sport in general thereby lost a first-class driver and team manager. Since his death in 1965, Scotcircuits and the Scottish Motor Racing Club have endeavoured to keep his name alive and at least once in each year (and usually at the May Meeting) one race is run for The Adam Wyllie Memorial Trophy. Today the whole meeting will be held in memory of Adam who was, after all, almost a founder member of The Border Motor Racing Club from which stemmed the club organising today's racing. The trophy itself is being presented, for the first time ever, to the driver giving the most meritorious drive today.

Some too may wonder just what happens at Ingliston during the long lay-off from racing between May 14th and July 23rd; the answer is not hard to find. After the May Meeting at Ingliston each year the barrier is all taken down and the Showground made ready for The Royal Highland Show which this year takes place from June 20th to 23rd. After the Show the circuit has to be re-assembled by replacing all of the barrier and making good any damage to the track, etc.

What then will be the attractions for this year's Royal Highland Show? The Royal Highland and Agricultural Society of Scotland invites you to come and see the prize livestock and the latest in agricultural machinery. There will be International Show Jumping (an Olympic training event) and performances by the spectacular White Helmets Motor Cycle Display Team of the Royal Signals. Record attempts will be made

by leading Scottish Heavyweight athletes and there will be a five-a-side football competition between Rangers, Hearts, Hibs and Dundee. For musical entertainment the Pipes and Drums of famous Scottish Regiments and of the City of Edinburgh Police will also be on hand. As if that was not enough, within the Showground on 22nd June will be an International Clan Gathering — a unique occasion for Scots from home and abroad — which will be followed by a Ceilidh in the MacRobert Pavilion.

The Kart event at the first Ingliston Meeting of 1972 seems to have been well received by officials, competitors and spectators alike and accordingly it is hoped to run similar events at all four of the Closed Race Meetings at Ingliston this year. The second Kart race of 1972 will be held today and races are likely to be scheduled also at the August and September Meetings. Spectators present at the April Meeting will recall the fantastic sight of some 40 odd karts storming through the Esses on the first lap. One of the S M R C officials was talking to the winner of that event, Allan Smith, on the evening of his victory and Allan told him at that time that it was unfortunate that the English Kart enthusiasts had been abroad in April. Had they been at Ingliston (and he firmly believes they would be most interested in coming) he feels sure that the racing would be very much closer since many of them are as fast as, if not faster than, Allan himself. Indeed, so competitive is top class Karting in England that the cut and thrust displayed during any race there resembles a sort of Formula 3 event gone mad! Which is a pretty good reason for coming to the August and September Ingliston Race Meetings!

Just to show you that Ingliston Commentator, Jimmy McInnes, is not just a pretty face he did make one very good suggestion at the last Ingliston Meeting. Jimmy suggested that perhaps it might be a good idea, since competitors' mechanics have so much to do with the success or otherwise of the Circuit, to present a special award to the team of mechanics turning out the best prepared car at the Circuit. The promoters, Scotcircuits Ltd, looked into this idea further and as a result they have now said that, for this and the remaining four Race Meetings at Ingliston in 1972, three new awards will be made in respect of the best turned out cars at the Circuit. The awards will consist of three trophies and they will be presented to the mechanics presenting, respectively, the best prepared saloon car, the best prepared single seater and the best prepared 2-seater (which includes GT, Sports, Clubmans and Modified Sports Cars) at the Scottish Circuit. The competition will remain open all year and the



Trophies will be presented at the end of the season. Judging will be by the scrutineers at Ingliston who will take notes of likely award winners at each Race Meeting and who will thereafter decide at the end of the season which car from each class should be termed the best turned out vehicle. In arriving at their decision, the scrutineers will bear in mind such points as engine preparation, cleanliness and tidiness, conformity with R A C Regulations, incorporation of any additional safety devices and consistency of standard of preparation throughout the season. For sure, the new awards are long overdue and it is most welcome to see this recognition being given to those mechanics who turn out some beautifully prepared cars. We can only hope that the incentive produced by the new competition will result in a higher standard of preparation at the Circuit and, consequently, a higher standard of safety.

“Motor Racing is Dangerous” shout the trackside signs. Of course everyone agrees that there is a certain element of danger in driving a racing car or even in marshalling at a circuit (where certain marshals have to stand with their backs to the “flow of traffic” and are therefore in a slightly unenviable position!). All of this is accepted by competitors and marshals alike and the Circuit (in common with other circuit owners) makes every endeavour to reduce these risks to a minimum. Too often, however, the general public do not fully appreciate the risks involved to them as spectators. Did you know, for example, that if you, the spectator, are either killed or injured as a result of a racing crash at Ingliston it is more

than probable that you will have no legal recourse against any driver concerned, the Circuit owners, the Race Meeting organisers, the R A C or, in fact, anyone at all! Not a very cheering thought for your family, is it! Please do not think, however, that we are trying to scare you with what might loosely be described as ‘panic-mongering’; naturally, every concern is given to the spectators’ safety (more so, in the nature of things, than is perhaps given to the safety of competitors and marshals) and it is the proud record of the Ingliston Circuit that so far (touch wood) there has been no serious injury to any competitor and no injury whatsoever to any spectator or marshal. Pray God that state of affairs continues. The photo shown above demonstrates, however, just how close one can get on the odd occasion to a car jumping the barrier and going for the crowd. Thankfully, the barrier has always held and has fulfilled the function for which it was designed – even so, injury to spectators could occur from the type of incident where a car flips over the barrier and lands on the other side near to the crowd (such as the occasion two years ago when Graham Birrell jumped over the barrier in the Ecurie Ecosse Brabham BT23C). When those bloodthirsty members of the public dash to the scene of such an incident please remember that it is not just a crash, it is also a potential petrol bomb. We are again not trying to alarm you – it is, in fact, our fond belief that Ingliston is one of the safest spectator circuits in Britain if not in Europe. What we do wish to get across to you, however, is to exercise a certain amount of common sense. Please respect the directions given by marshals at any incident since they are trained to deal with these and any delay by you in complying with their requests could either aggravate an incident or create a potentially disastrous situation. It goes without saying that if a racing car crashes near to you you should stand back as far as possible and do not, for Heaven’s sake, light a cigarette! You may feel that the driver has already accepted the risk of injury when he sent in his entry – and you have likewise accepted by paying your money and coming into the Showground – but neither consideration entitles you to increase that risk to him, to you or to anyone else, by unconsidered or inconsiderate behaviour.

Who, where, when and how? (It’s getting to be that we prefix everything with these words!). Spectators who forked out the necessary 20p to purchase the official Programme at the April Meeting may have been wondering who the centre spread was and who took the picture. Last April we could have told you that it was Johnny Blades with his Lotus 69 tanking up through the Esses at Ingliston but we could not have told you who had taken the photo (so devious was the route by which it

reached us!). Such is the efficacy of the Duns pigeon post that the photographer reached us about a week after the photograph! The credit must go to Campbell Gardiner for a first rate picture and Campbell is today lurking around the Circuit trying to do it all again.

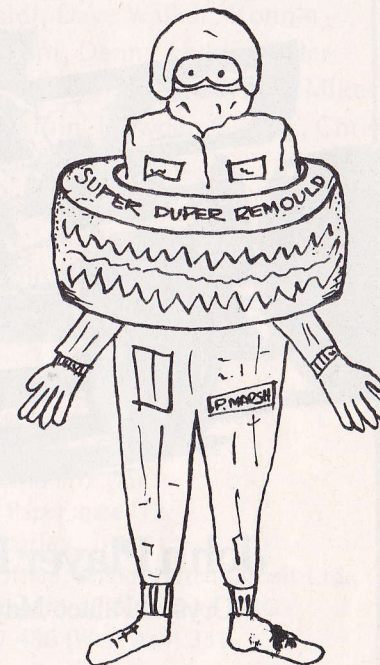
The odd character with either a microscope or a magnifying glass in his pocket may have been able to read the pinhole type on page 7 of this Programme. For those of you who will have to wait until you get home (to find your "high power" glasses) may we merely point out that that page announces a new competition to find the Photograph of the Year at Ingliston. The ultimate aim of the competition is to obtain the 12 best photographs coming out of Ingliston in 1972 so that a quality Calendar for 1973 can be produced. This will be, it is planned, available to both S M R C members and spectators alike, so keep it in mind when shopping for Christmas presents this year — and keep watching this Programme through the year for further announcements.

If you want to know who, where, when and how for this issue's centre spread, the answer is much simpler. It's none other than your actual Tommy Reid getting into a bit of a blur at the August Race Meeting in 1971. The photograph is another of Colin Lourie's 'specials' and the Editor for one thinks it's fabulous. No doubt you will let us know if you disagree!

Those less fortunate members of the public today who have not already joined the Scottish Motor Racing Club may, however, wish to gain access to the paddock to examine the cars and rub shoulders with the drivers (which is a pretty misguided aspiration for a start!). Until the April Meeting, access thereto was restricted entirely to S M R C members. The Club has now decided to relax this restriction and, at the S M R C kiosk behind the Highland Grandstand, Lesley Munro will be pleased to sell you a paddock transfer which will entitle you to enter the paddock. You may also at that kiosk apply for membership and many of the Club's insignia and goodies are available for sale there as well — insignia of course is for sale to members only.

And while on the subject of Karts (which, once again, we did not happen to be) you may be interested to know why the starting procedure for these vehicles differs from that used for racing cars. The normal

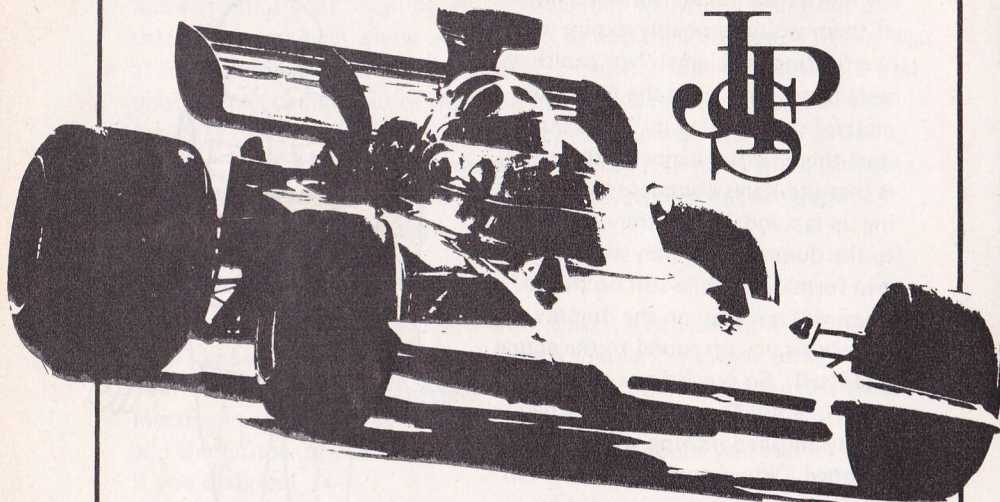
procedure with a motor racing car is for the whole field to assemble on the dummy grid at the entry to the arena after the warming-up lap. This takes place approximately three minutes before the start. About 1 minute before the start the siren is sounded and the cars move forward on to the grid. With 30 seconds to go the starter walks to his rostrum and, with 5 seconds to go, he will slowly raise the Saltire and drop it smartly for the "off". Because of the nature of Kart engines, however, this procedure cannot be followed for them since, if they run their engines on the grid for more than about 1 minute, most of them would probably expire with overheating problems! Nor can they start themselves since the universal method of "kindling up" is to push start them. What happens, therefore, is that the Karts complete their warming up lap and, before they come on to the dummy grid, they assemble in grid formation while still on the go. They will not stop on the dummy grid, but carry on round to the actual grid itself. So precise was their formation in April that the last kart had hardly finished moving when the flag dropped. Who knows, if that sort of precision continues we can see no reason why a rolling start should not be possible! Shades of Indianapolis perhaps!



BOY AM I TYRED AFTER THAT RACE!

You will have noticed, if you have ever read an Ingliston Programme before that is, that page 11 this time is different. The heading "Programme" has given way to "Programme and Timetable" and now in addition to the times of events are listed the times of practice in the morning. Also there is a column of times inscrutably headed "Scrutin before". May we explain to the uninitiated yet curious that this is the time by which competitors must have presented their vehicles to the scrutineer. The additional information now given on this page is of importance to many of the officials and marshals and its incorporation here allows us to dispense with an extra document for these people.

John Player give you something Special



John Player F2 Championship

Crystal Palace·May29 - Oulton Park·Sept16

John Player Team Lotus

Racing in Formula One and Formula Three

John Player Grand Prix

The Grand Prix of Europe

Commemorating the RAC 75th Anniversary

Britains greatest motor race - Brands Hatch - July 15

DON'T MISS BRITAIN'S GREATEST MOTOR RACE!

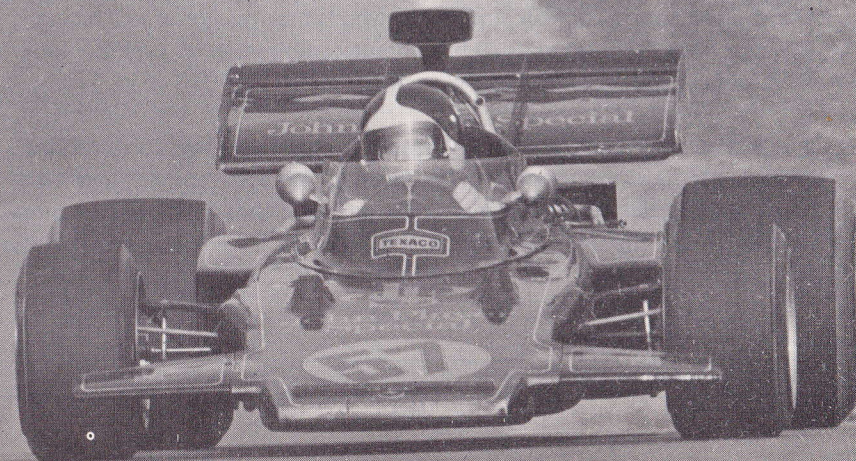
The John Player Grand Prix at Brands Hatch on July 15th is Europe's major Formula 1 race of 1972. It is the highlight of a tremendous three days of motor racing making it the biggest and most exciting event in the racing calendar. Just look at some of the star names that are expectedJackie Stewart, Francois Cevert, Emerson Fittipaldi, Dave Walker, Ronnie Peterson, Jacky Ickx, Clay Regazzoni, Denny Hulme, Peter Revson, Graham Hill, Jean-Pierre Beltoise, John Surtees, Mike Hailwood, Tim Schenken, Peter Gethin, Howden Ganley, Chris Amon, Henri Pescarolo, Derek Bell, Carlos Pace.

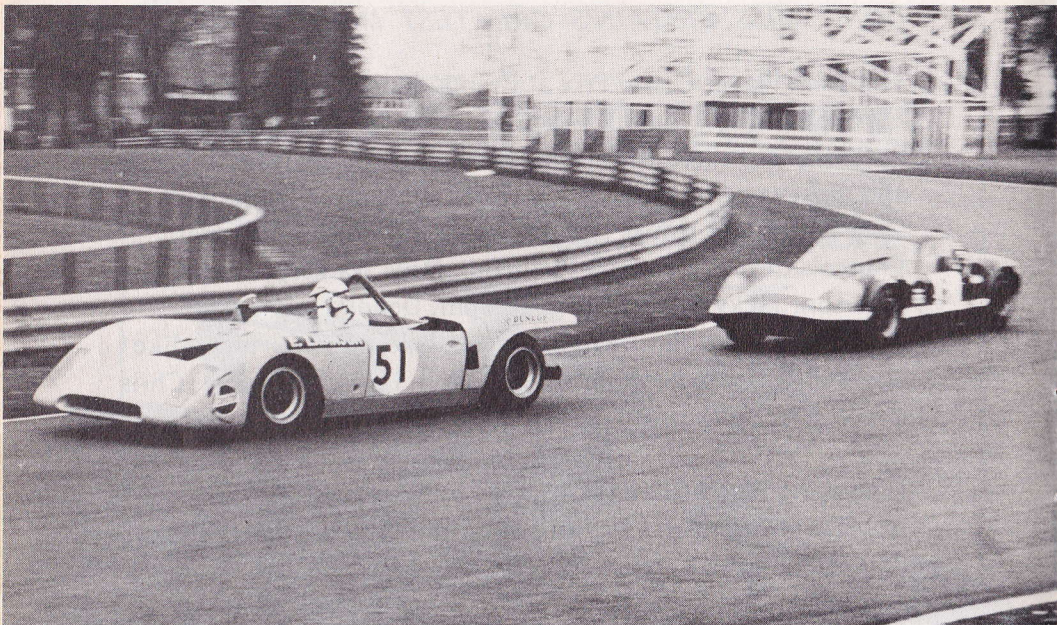
Defending World Champion Jackie Stewart may have a brand new Tyrrell-Ford and former Champion Denny Hulme will be driving a new McLaren.

Don't miss the Supporting Events:—

Thursday July 13: Formula 1 Practice and Formula 5000
Friday·July 14: Formula 1 and Saloon Car Practice
Saturday July 15: John Player Grand Prix Day
Wiggins Teape Paperchase '72
Ford Mexico Battle

For Advance Booking: The Booking Office, Brands Hatch Circuit Ltd.,
Fawkham Nr Dartford, Kent, DA3 8MG
Telephone 047-486 (West Ash) 331.





First race on this afternoon's busy programme is a 12 lap event for GT and Modified Sports Cars. Like so many other good things in motor racing this year it is sponsored by John Player and Sons with the John Player Special trophy for the winner.

Chances are that the heat will be on again between Ed Labinjoh (Fisher Spyder) and Tony Charnell (Chevron BMW B8) who staged such a thrilling scrap at the last Ingliston GT race, but this time there will be interesting opposition from Irishman Arthur Collier in his rare Lotus-Vauxhall engined Daren and Lancastrian Malcolm Smith, who is making a return to racing this year with the most unusual but potent combination of a spindly-looking U2 Clubmans car and 2-litre BMW engine.

The Modsports brigade includes a variety of machinery, with Lotus Elans featuring prominently (one of them driven by Mike Nugent, another Irishman) but eyes will naturally be on the diminutive Ginetta G4 of Northumberland's John Absalom, who so often topples the larger capacity opposition.

EVENT 1

2.20 p.m.

THE JOHN PLAYER SPECIAL TROPHY RACE
for Special GT, Sports, Clubmans and Modified Sports Cars

Special GT, Sports and Clubmans Cars **12 Laps**

41	E LABINJOH / J Fisher	Fisher Spyder	1100
44	P MacNAUGHTAN	Lotus 7	1600
45	J MACKIE	Mallock U2MkXIB	1598
47	A CHARNELL	Chevron B8	1991
8	M SMITH	Mallock U2MkXIB	1997
8	A COLLIER	Daren Mk3	1971

Reserve

42	D McDONALD / Marquis Motor Co	Diva 10F	1150
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1st (£20) 4.7 2nd (£15)...8.. 3rd (£10) 4.5.. 4th (£5) 5.7

Bonus of £10 for the Fastest Lap to 4.7.. 54.4 secs.

a round in the Sheila Whyte Tankard Championship

Modified Sports Cars

<u>50</u>	R D WYLLIE	Triumph GT6	1998
51	D MORTON	Lotus Elan	1598
52	R HUTCHISON	A H Sprite	1293
54	M NUGENT	Lotus Elan	1598
55	J A HALL	Lotus Elan	1558
57	J ABSALOM / Chris Shutt	Ginetta G4	1150
<u>58</u>	I HALL	A H Sprite Mk1	1149
<u>59</u>	J BAIRD	Ginetta G4	1150
60	G R WILSON	M G Midget	1140
62	W L WOOD	M G Midget	1143
63	M HOPPERTON	M G Midget	1340
<u>64</u>	A SOUTER	Lotus Elan	1594

Reserves

<u>53</u>	J A MURRAY-McGRATH	Lotus Elan	1558
<u>56</u>	I COCHRANE	Lotus Elan	1594
<u>61</u>	R FORESTER-SMITH / Marquis Motor Co	Ginetta G4	1098

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

Bonus of £10 for the Fastest Lap to secs.

THE SHEILA WHYTE TANKARD CHAMPIONSHIP									
Driver	Car	Apr	May	July	Aug	Sep	Oct	Total	
A Charnell	Chevron BMW B8	6							
M S Ross	Mallock U2/8B	6							
E Labinjoh	Fisher Spyder	6							
D McDonald	Diva 10F	4							

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

We can't be beaten at Ingliston!

Not, of course, on the race
circuit, but at selling 250 – 300
modern MOTOR CARS, VANS
and COMMERCIAL VEHICLES

EVERY THURSDAY AT NOON

Entry Forms, Brochures,
copy of " Scottish Guide
to Used Car Prices "
post free from :



**INGLISTON SHOWGROUND,
Ingliston Road, Newbridge, Midlothian**

Telephone : 031-334, 3200 and 3209

AUTO AUCTIONS (SCOTLAND) LTD.

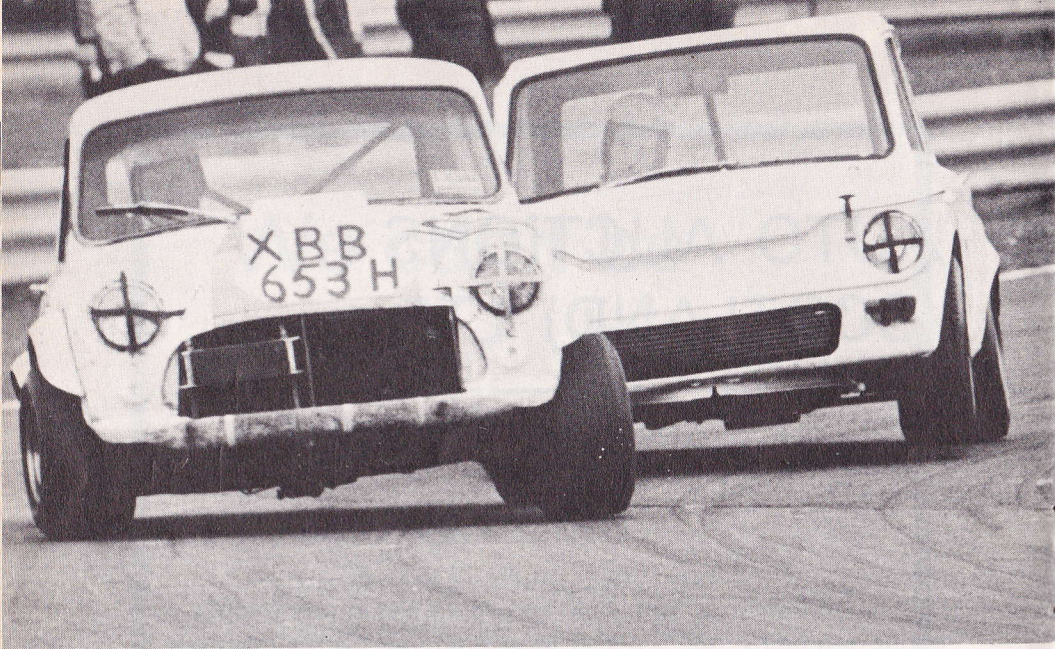
This firm is now well known to the motor racing public attending the Scottish Motor Racing Club's meetings at Ingliston, having for several years sponsored one of the races.

It is, of course, much better known for its business activities as Motor Auctioneers within the Ingliston Showground in premises purpose-built by them for motor auctions.

Within a few years of moving to Ingliston an additional Auction Hall had to be built – larger than the original – to cope with the phenomenal expansion of their business.

The motor auctions are held weekly on Thursdays – except during the 'Highland Show' week – and 250/300 Modern Cars, Vans, Estate Cars and Commercial Vehicles are offered for sale, commencing at 12 noon.

In the seven years of its existence, Auto Auctions (Scotland) Limited – jointly owned by Alex. Beith Limited and British Car Auctions Limited – has become one of the foremost motor auctions in Scotland and is still moving upwards in the number of vehicles handled and turn-over.



While **Andy Barton** ended up 4½ seconds clear of **John Fyda** at the last Ingliston Meeting in the small saloon event, the surprise package at that Meeting was probably the remarkable speed of John's take-off from the line. At the start, John Fyda shot off at what appeared to be only a second or two less than the speed of light to pull out a hefty lead from Andy Barton by the third lap. Wily old campaigner that he is, Andy was having none of this and, three laps later, he took the lead leaving the hairpin. From there on in it was Barton - Fyda all the way home with a gap of some twenty seconds before **Bill Borrowman** and **Jim Howden** took the flag.

In April, although he managed second fastest lap in practice, one non-starter was **Sedric Bell** with his Arden Mini. Sedric has provided the opposition to Andy Barton for a good long time now and his return today could make it a threesome up front. Add to that the new Imp built by **Brian Coyle** and you never quite know what will happen! Brian went remarkably well last season with his Imp and has, over the winter months, been screwing together a remarkable new piece of machinery. And, as always, 'Box' Borrowman is there to keep the leaders guessing.

That's it, then. All the old regulars and a smattering of freshmen girding up their loins ready for battle in the second round of the Hartley Whyte Scottish Saloon Car Championship.

THE AUTO AUCTIONS TROPHY RACE

for Special Saloon Cars up to 1000 cc — 12 Laps

85	G M FINDLAY	BLMC Mini	998
86	I FORREST	Hillman Imp	998
87	B COYLE	Hillman Imp	998
88	W G DONALD	Hillman Imp	998
1-89	S A BELL / Cosmo Entertainments Club Carlisle	BLMC Mini	999
90	A WILSON	Austin Cooper	998
91	G C GORDON	BLMH Cooper S	999
3-92	W BORROWMAN / Sports-Tune / Moir & Baxter Ltd	Austin Cooper S	999
93	P PITMAN	Austin Cooper S	999
94	N D SMITH	BLMH Clubman	999
95 ⁹⁵	J GRANT	Morris Cooper S	999
2-96	J C FYDA	Agra Imp	998
97	C CHISHOLM	Hillman Imp	998
98	A BARTON	Morris Cooper S	998
99	J B YOUNG	Mini Clubman	999
100	J E HOWDEN	Chrysler Coupe	998
101	MCKINNON	MINI	

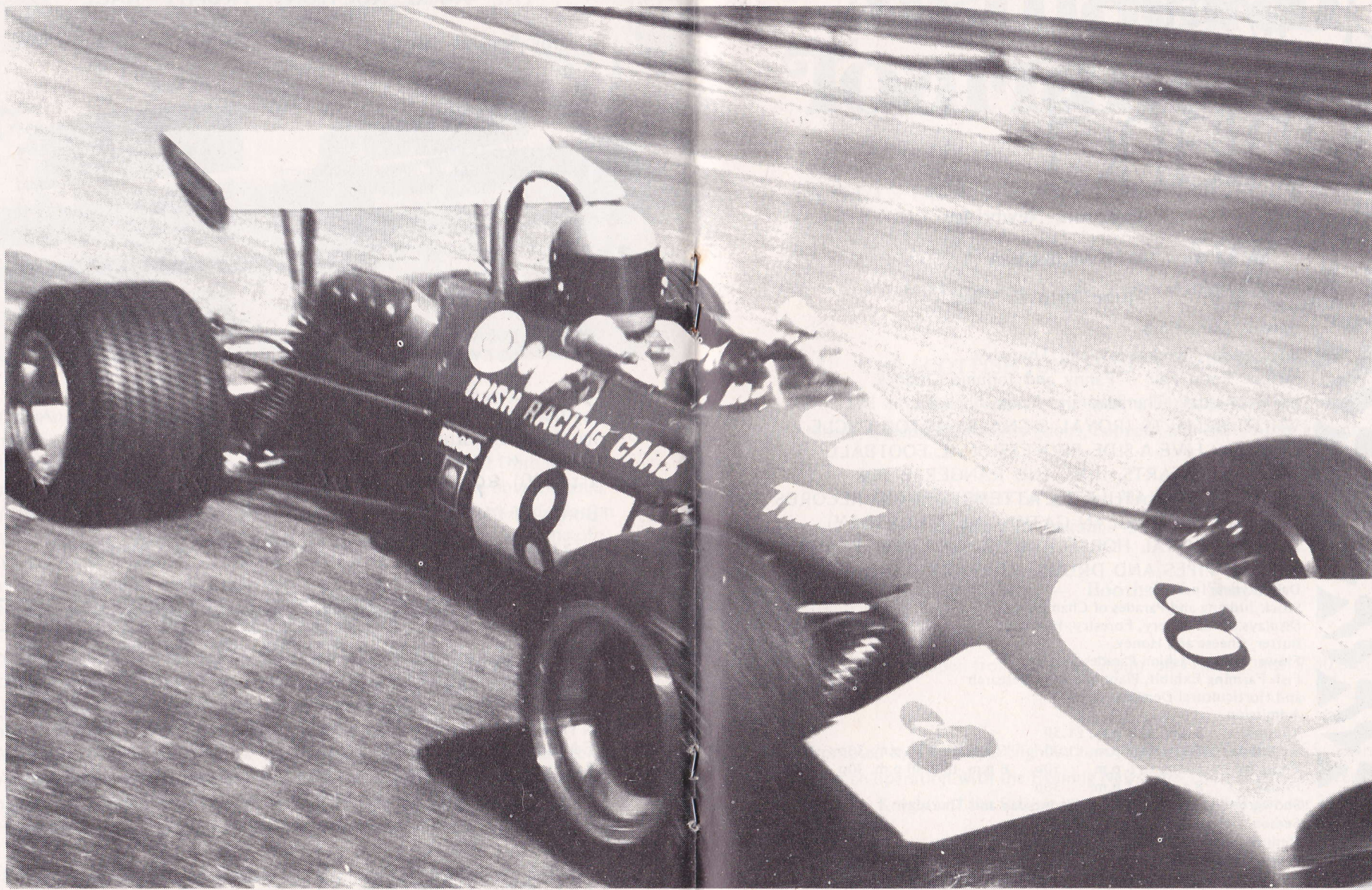
1st (£20) ~~89.~~ 2nd (£15) ~~96.~~ 3rd (£10) ~~92.~~ 4th (£5) ~~91.~~

Bonus of £10 for the Fastest Lap to secs.

a round in the Hartley Whyte Scottish Saloon Car Championship

THE HARTLEY WHYTE SCOTTISH SALOON CAR CHAMPIONSHIP								
Driver	Car	Apr	May	July	Aug	Sep	Oct	Total
W N A Dryden	Firenza	7						
J Veitch	Mini Cooper S	7						
A Barton	Mini Cooper S	7						
N Hodgson	Escort	5						
E M Smith	Mini Cooper S	5						
J C Fyda	Agra Imp	5						
C Bradley	Escort	4						
J Pinkerton	Mini Cooper S	4						
W Borrowman	Mini Cooper S	4						
H Tuer	Escort	3						
G Clark	Mini Cooper S	3						
J A Howden	Chrysler Coupe	3						
H Wilkinson	Anglia	2						
W G Donald	Hillman Imp	2						

Scoring: 1 for finishing plus, in each class, 1st 6, 2nd 4, 3rd 3, 4th 2, 5th 1. Best 4 count.



W. G. DONALD, IRISH RACING CARS, 1950s

SCOTLAND'S NATIONAL AGRICULTURAL SHOW

Royal Highland Show

Ingliston, Newbridge

Midlothian

June 20th to 23rd

Special Attractions

on Tuesday, Wednesday and Thursday include Food Fair – Fanny and Johnnie Cradock on Wednesday, Thursday and Friday include WHITE HELMETS (ROYAL SIGNALS) MOTOR CYCLE DISPLAY, FIVE-A-SIDE PROFESSIONAL FOOTBALL (DUNDEE, HEARTS, HIBS AND RANGERS), TOP HEAVYWEIGHT ATHLETES ATTEMPT WORLD RECORDS INTERNATIONAL CLAN GATHERING (THURSDAY), INTERNATIONAL HORSE JUMPING (OLYMPIC TRAINING), MASSED PIPES AND DRUMS, MILITARY BAND

Daily Events Include:

Stock Judging and Parades of Champions, Displays of Machinery, Forestry, Handcraft, Butter, Cheese and Honey. Flower Show, Fashion Parades (Wool) Fish Farming Exhibit, Plant Breeding Research and Horticultural Demonstration

Admission

Tuesday	8 a.m. to 5 p.m.	£1.50	
Wednesday	8 a.m. to 6 p.m.	£1.00	6 p.m. to 8.30 p.m. 30p
Thursday	8 a.m. to 6 p.m.	50p	6 p.m. to 8.30 p.m. 30p
Friday	8 a.m. to 4 p.m.	30p	

Showground closed at 10 p.m. Wednesday and Thursday

Season Ticket £2.50

Reduced prices for children : Car Parking

Programmes priced 5p and Show Guide and Review 15p obtainable from The Royal Highland Society, Royal Highland Showground, Ingliston, Newbridge, Midlothian or any John Menzies bookstall in Edinburgh.

Full Restaurant, Snack and Bar facilities.

Special regular bus service from St Andrew Square, Edinburgh.

SCOTLAND'S NATIONAL AGRICULTURAL SHOW

Mediaeval Tournament

INGLITON NEWBRIDGE MIDLOTHIAN

Friday, Saturday

and Sunday 1–3 September 1972

THE SCOTTISH JOUSTING CHAMPIONSHIPS

with a full supporting programme including Fencing, Wrestling, Falconry, Archery, Sheepdog Demonstrations, Puppets, and many other attractions

Roast Ox on Spit and Mediaeval Fare

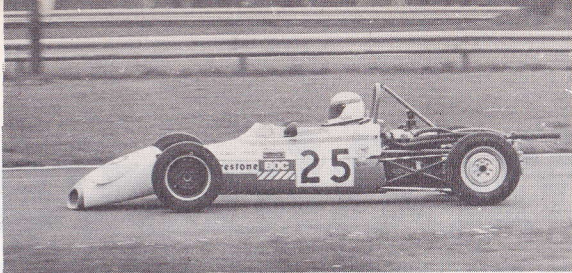
Licensed Restaurant – Snacks – Bars

Side Shows – Booths – Shops

Showground Open from 11 a.m. (2 p.m. on Friday) until 7.30 p.m.

Promoted by The Royal Highland and Agricultural Society of Scotland in co-operation with the Evening News, the Tournament features Knights of the British Jousting Society in full armour mounted on caparisoned horses.

Tickets available from The Royal Highland and Agricultural Society of Scotland, Ingliston, Newbridge, Midlothian and from Ticket Agencies in Edinburgh, Glasgow and Aberdeen.



Bearing in mind the "April disaster", when 26 Formula Fords entered for the race and only 13 arrived on the grid, we would not like to say how many cars you will see this afternoon. And having said that the odds are that most of them will probably turn up! Be that as it may, it is difficult to sort out of this entry list a favourite for today's race. Both **Graham Cuthbert** and **Don Macleod** turned in fine performances in 1971 with their cars and both return today with Lotus 69s, the model which swept the boards last season. On the other hand, **Colin MacLean** from the far North proved to be a turn-up for the book, motoring remarkably well to take second place behind **Jay Pollock** at the first meeting this year. If the Lotuses give him a chance, Colin could well become a man to be reckoned with. Behind Colin, in April, however, was **Geoff Todd** with his Formula Ford Brabham BT28 — this car certainly seemed an improvement on the March which Geoff had in 1971 and in a later outing with the car for the Libre event in April Geoff was able to knock a further second off his fastest lap. Now that he has more time to get to know the new machine he could well pilot it round even faster yet!

One of the men dogged with bad luck in April was **Peter Harrington**, the designer and builder of the Cougar 72F1 (although he does acknowledge occasional help from the Sheffield University computer!). In practice, Peter stuffed the Cougar straight into the barrier and injured his ankles — we can only hope that he is fully recovered today and that the car fulfils the promise which it has shown at the North of England circuits. The Irish challenge comes from **Paul Eastwood**, **Jim McClements** and **Harry Acheson**, fourth, fifth, and sixth in April respectively. Harry was third in the Irish Formula Ford Championship last year while Jim McClements was the 1971 Northern Irish Saloon Car Champion. Paul, on the other hand, modestly refers to his previous successes as "none". Certainly, if on form, we reckon that the Irish trio could well better their April places. Having said that, just watch out for last meeting's winner Irishman **Jay Pollock** who is proving to have every bit as much skill at the racing game as his brother John. One other driver who could easily improve upon his April performance is **Clive Reeves** who turned in his Mini for the ex-Dick Mallock U2Mk9B this season. What with his racing and autocross experience Clive will doubtless soon be putting this competitive car back among the front runners.

□ - start (Arctura?)

EVENT 3

3.20 p.m.

THE ROYAL HIGHLAND TROPHY RACE

for Formula Ford Cars — 12 Laps

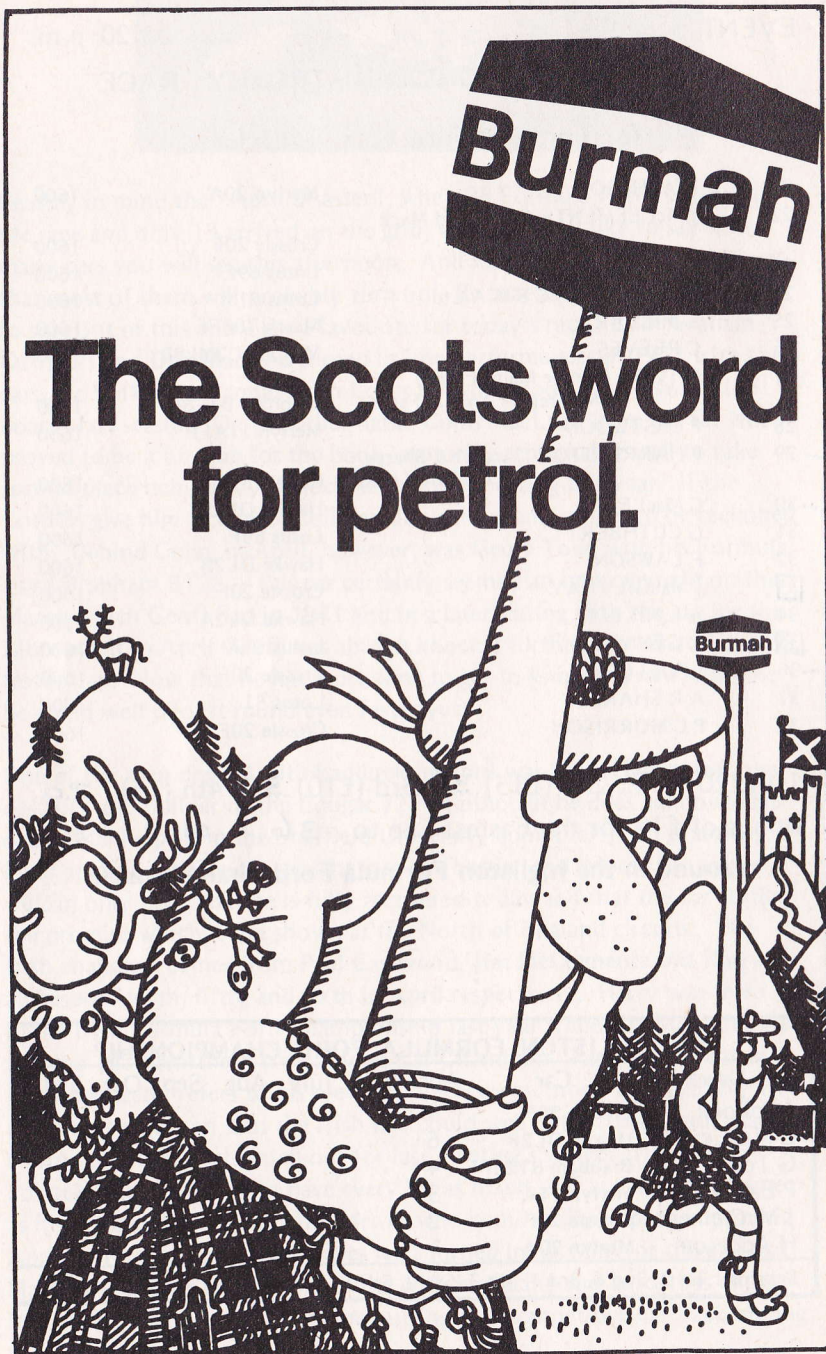
21	H ACHESON	Merlyn 20A	1600
22	J McCLEMENTS / Desmond Mack Racing	Crossle 20F	1600
23	D MACLEOD	Lotus 69F	1600
24	J W SIMPSON / C S M A Ltd	Lotus 61M	1600
25	K MILLAR	March 708FF	1600
26	C REEVES	Mallock U2Mk9B	1600
27	G TODD / Pinkie Mains Farm / McGregors Animal Feeds	Brabham BT28FF	1600
28	P EASTWOOD	Merlyn 11AFF	1600
2-29	P HARRINGTON / Archer & Sharpe Crane Hire / Kass	Cougar 72F1	1600
30-30	C MacLEAN	Hawke DL2B	1600
31	G CUTHBERT	Lotus 69F	1600
32	F LAWSON	Hawke DL2B	1600
33	J MacGILVRAY	Crossle 20F	1600
34	A L MILLER	Hawke DL2A	1600
35	A GEMMELL	Lotus 51A	1600
1-36	J POLLOCK	Crossle 20F	1600
37	A R SHARPE	Lotus 51	1600
38	P C MORRISON	Crossle 20F	1600

1st (£20) 2.3. 2nd (£15) .3.6. 3rd (£10) .3.0. 4th (£5) 2.9.

Bonus of £10 for the Fastest Lap to .3.6. 54.1... secs.

a round in the Ingliston Formula Ford Championship

THE INGLISTON FORMULA FORD CHAMPIONSHIP									
Driver	Car	Apr	May	July	Aug	Sep	Oct	Total	
J Pollock	Crossle 20F	9							
C MacLean	Hawke DL2B	6							
G Todd	Brabham BT28FF	4							
P Eastwood	Merlyn 11A	3							
J McClements	Crossle 20F	2							
H Acheson	Merlyn 20A	1							
Scoring : 1st 9, 2nd 6, 3rd 4, 4th 3, 5th 2, 6th 1. The best four scores to count.									



BURMAH-CASTROL'S INVOLVEMENT IN SCOTTISH MOTOR SPORT

This year sees Burmah team up more closely than ever before with their Castrol Company in the Scottish Motor Sport Field.

We are again delighted to be sponsoring the Scottish Hill Climb Championship which this year has more single-seaters than ever before and an overall entry of both quantity and quality which should make for a very exciting Championship.

The Scottish Autocross Championship survived last year without a major sponsor. We feel confident that with Burmah-Castrol backing, this Championship will go from strength to strength. There are six rounds in the Championship from Aberdeen in the North to Hawick in the South.

Today sees the Burmah Trophy Race for Saloon Cars over 1000 cc and a round of the Castrol Production Saloon Car Championship at Ingliston.

The 1st and 2nd of September is the Lanarkshire Car Club's Burmah Rally. This is a National event and a round in the R A C Championship and the Shell Scottish Rally Championship. After the success of this event last year a great deal of interest is already being shown from all over the United Kingdom.

An exciting new arrival on the Scottish Rally scene this year will be the Team Burmah-Castrol. The Team will consist of two cars and on occasions three cars. They will appear in the Burmah-Castrol colours. The number one Car, a Ford Escort RS 1600, will be driven by Willie Crawford from Edinburgh with Ross Finlay co-driving. The second car, a works-built Saab 96, will be driven by Alistair Robertson and co-driven by Anderson Lindsay both from Kirkcaldy.

Burmah-Castrol are very happy to be associated with today's event and would like to wish the Club and all competitors and spectators a safe and enjoyable day.



The event for Special Saloons over 1000 cc in April was remarkable for two particular performances. The first was the incredible performance of not only Bill Dryden but also of his mechanics in building up the Firenza from nothing in three weeks only. Not only did the car win but it also turned in a scorching 55.6 second lap, a remarkable achievement for a car which was no more than a few nuts and bolts a month previously. Whatever the Editor may feel about the styling of the Firenza, he certainly cannot complain about its performance! The other "drive of the race" came from Eric Smith who at long last dented the "up to 1300 cc" class lap record set by John Handley over three years ago.

Vauxhall are out again in force this Meeting with reigning Scottish Saloon car Champion, **Bill Dryden**, aiming for the Saloon lap record now that his mechanics have had a further month to work on the car. Up from the deep South is **Gerry Marshall** with the Thames Television Firenza and regular spectators will recall that Gerry had it all his own way last October with this car. Hoping to come up as well is the big boss himself, **Bill Blydenstein**, just to make sure that the lads don't overcook it when he's not watching! Out to provide the local Ford challenge is 1970's Scottish Saloon Car Champion, **Dougal Niven**, with the Celtic Homes Escort BDA. In April, Dougal came off the dummy grid like a rocket but when he tried to repeat this off the main grid, a duff diff did for him! The car is hopefully sorted out now (having won at Oulton Park a fortnight ago and achieved pole at Cadwell the next day – only to suffer gearbox problems again) and it should prove first class opposition. **Charles Bradley** brings the ex-Jenny Birrell (and also ex-Alan Mann) Escort while **Norman Hodgson**, who has been turning in some scorching appearances down at Croft, hopes to come up for another go at the Vauxhall menace.

In the 1001–1300 cc class, favourite again must be **Jimmy Veitch** whose relief in being back in something small enough to be stopped by the barriers is only matched by the incredible speed at which he can go without hitting 'em! While fastest lap in April went to **Eric Smith**, Jimmy still managed to equal John Handley's old record of 57.4 seconds and, having got his nose in front of Eric Smith at the start, he never allowed the latter a chance to take third place from him. Certainly, 1972 looks like seeing a running battle between these two for the 1300 cc Saloon Car honours. Out to stop these two will be **Jim Dryden** and **Frank Gunn**, while **Dave Muter** makes a return to the Circuit after a two-year lay-off.

EVENT 4

3.50 p.m.

THE BURMAH TROPHY RACE

for Special Saloon Cars over 1000 cc – 12 Laps

penalties

Over 1300 cc.

102	2-	65	G MARSHALL / Thames Television	Firenza	2500
		67	A ORMISTON	Riley Elf	1310
		68	C BRADLEY / D A Harris Ltd	Ford Escort	1800
105	1-	69	W N A DRYDEN / S M T	Vauxhall Firenza	2500
	3-	70	A D NIVEN / Celtic Homes Ltd	Ford Escort BDA	2040
		71	N HODGSON	Ford Escort BDA	1860
		72	H TUER	Ford Escort TC	1598
		73	A PALMER	Ford Escort TC	1598

1st (£20) 6.5.. 2nd (£10) 7.0.. 3rd (£5) 7.6..

Fastest Lap 6.9.. 5.5.. secs.

1001 – 1300 cc.

105	76	F GUNN	Arden Cooper S	1293
	77	J DRYDEN	BVRT Mini	1293
	78	J VEITCH	Downton Cooper S	1293
	79	D MUTER / Wilfred Jackson	Morris Cooper S	1293
	80	E M SMITH	Mini Cooper S	1293
	81	H WILKINSON	Anglia	1300

1st (£20) 2nd (£10)..... 3rd (£5)

Fastest Lap secs.

Bonus of £10 for the Fastest Lap to secs.

a round in the Hartley Whyte Scottish Saloon Car Championship





SPORTS MOTORS

(MANCHESTER) LTD.

Formula 2 Racing Team

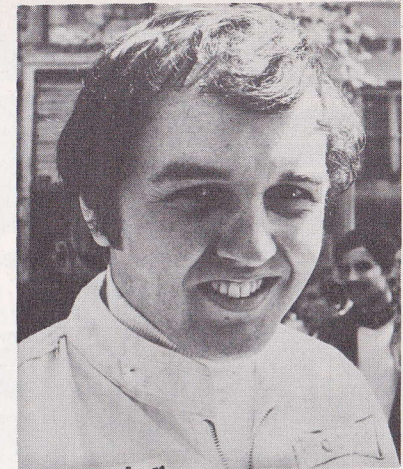
DRIVER

GERRY BIRRELL

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SPORTS MOTORS /
COCA-COLA BOTTLERS
AND
GERRY BIRRELL

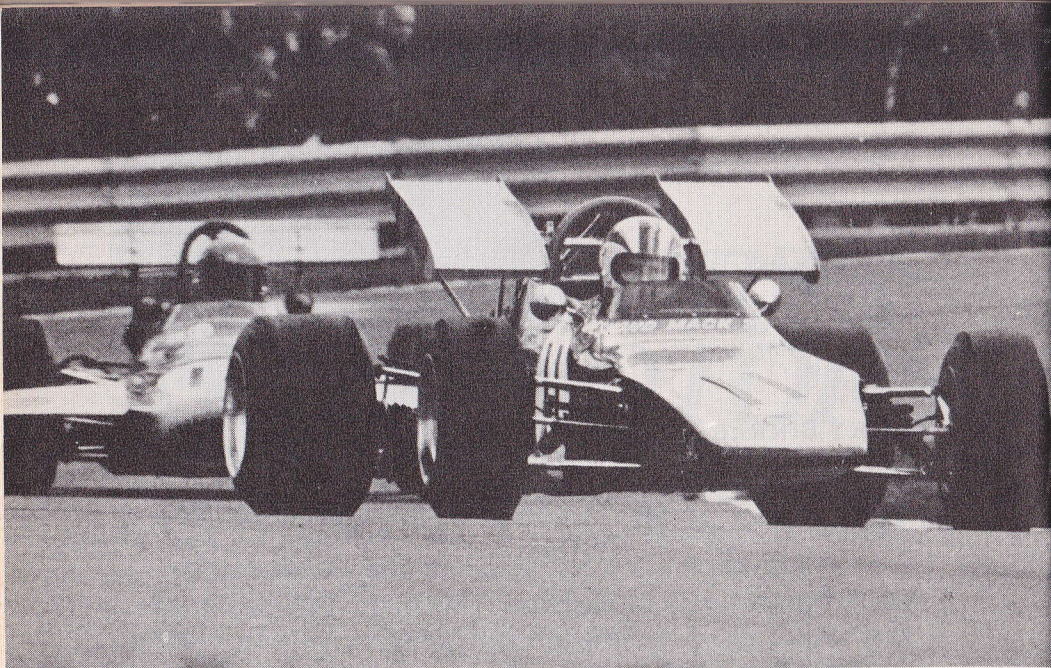
1972 sees the first full Season of International Motor Racing for the newly formed Sports Motors/Coca-Cola Bottlers team headed up by exciting Scottish International motor racing star Gerry Birrell (27).

Gerry is rated second only to fellow Scotsman Jackie Stewart in the ranks of top British drivers. With such a reputation, he is widely respected whenever he appears on the starting grid at meetings all over Europe. His rise to fame has been nothing short of meteoric. He has been a professional driver for just two years and was nominated the most successful Formula 3 driver of 1970 by the French Sporting Newspaper L'Equipe. Gerry's background includes extensive experience in Scottish Saloon Car racing, International Formula Vee, Formula Ford and Formula 3. It is interesting to note that Gerry cut his teeth in saloon car racing at this very circuit.

Today you will see him contesting the highly competitive Formula Libre class in his Formula 2 March 722, a car and driver combination already hotly tipped for success this year.

Since his association with Coca-Cola Bottlers, Gerry Birrell has acquitted himself well in the 'cut and thrust' world of International Formula 2.

On March 31st at Oulton Park he finished second to Nicki Lauda in appalling weather. Despite mechanical troubles he finished sixth at Thruxton on April 1st after having challenged the leaders for 39 of the 50 laps. His third appearance on a British track will see him striving hard to establish the team in its rightful position — right up among the leaders.



Bearing in mind the entry for the April Libre event, and taking a look at today's list, it does seem that 1972 could well be remembered at Ingliston as "the year of the single seater". The Edinburgh Students' Charities Cup Race in April was perhaps the best libre event which we have seen since the now almost legendary dice between Graham Birrell and Willie Forbes in the same event in 1969. First off the line was the 1970 "Callands" Champion, Tommy Reid, who was fielding the first FVA ever built. The order behind was Nelson — Blades but, after five laps of nose-to-tail racing Johnny Blades slid past Brian Nelson going into the hairpin to put his Formula Atlantic Lotus 69 into second place. While Johnny was unable to get in front of Tommy, his Lotus 69 was sounding absolutely bang-on after a season of what might be termed "rather indifferent splutters" in 1971. The trouble was apparently traced by Johnny's mechanic on the morning of the April Meeting and it turned out to be a screw which was a mere turn out. Just a twist was all that was needed and the car suddenly became a competitive force again. However hard Johnny tried the Formula Atlantic twin-cam mill was no competition for a Brian Hart 2-litre and on lap 13 the Desmond Mack Racing Crossle retook second place at the left-hander. Repeating the move on Tommy Reid four laps later, Brian moved into the lead and, despite all his efforts, Tommy was unable to coax the extra horses out of a tired FVA to come back at him. The result Nelson by half a second — and a momentous libre thrash.

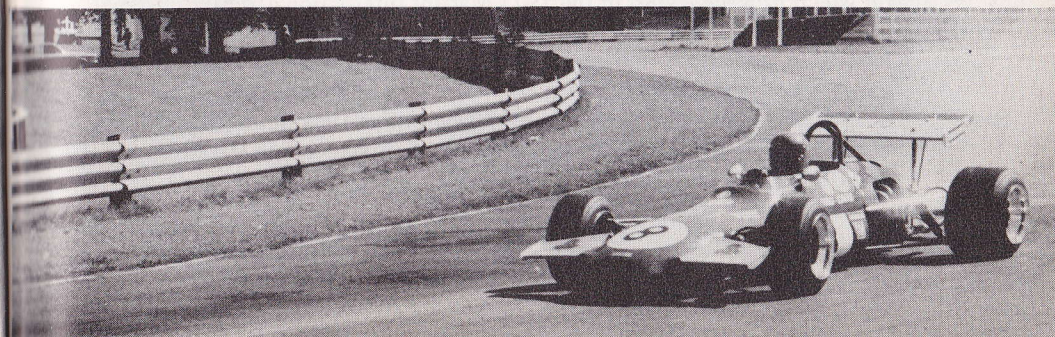
While Brian seems to have been having it all his own way with the new prototype Crossle in Ireland, he most certainly will have his time cut out to take the chequered again today since perhaps the strongest Scottish

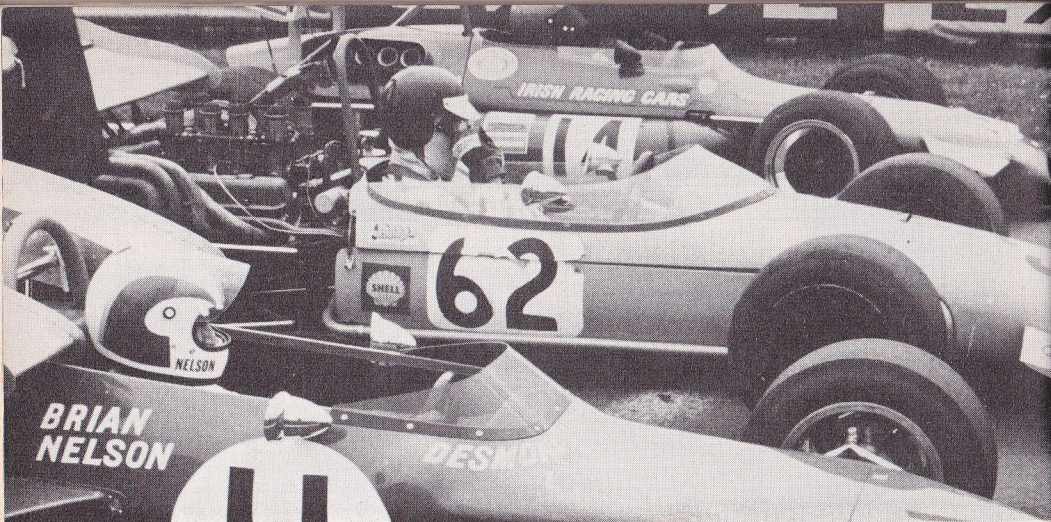
THE LOMBARD NORTH CENTRAL CHAMPIONSHIP

Driver	Car	Apr	May	July	Aug	Sep	Oct	Total
B Nelson	Crossle 22F	10						
T D Reid	Brabham BT30FVA	7						
J H Blades	Lotus 69 Atlantic	5						
D Berry	Brabham BT16/21B	4						
I C McLaren	Brabham BT35X	3						
P McGarrity	Lotus 69 FVA	2						
D N Thomson	Ecosse Imp	1						
J Barr	Brabham BT28	1						
W T Kinnear	Brabham BT23C	1						
G Todd	Brabham BT28FF	1						

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

challenge to the Irish yet seen at Ingliston is apparent in the professional duo of Dick Scott (Brabham Ford BT38) and Gerry Birrell (March 722 Ford). Both drivers have been keen to get back up to Scotland for some time now and the sponsoring of the main race by Coca-Cola has provided the excuse to make this possible. Nor are either of the drivers unknown at Ingliston — both Dick and Gerry have featured in the racing honours on their home Circuit so frequently in the past that to sing their praises now would be superfluous. Suffice it to say that already this season Gerry has come second in both the John Player Championship Formula 2 event at Oulton Park and the Formula 2 heat for the European Championship at Thruxton, while Dick was fifth in that latter heat. Indeed, the Editor would go so far as to say that in his opinion Gerry B could well become the Jackie Stewart of 1975/76. (For Heaven's sake don't tell Jackie that!). Providing some English opposition is none other than John Wingfield who surprised Ingliston fans last year by being the only man ever to break the libre lap record on his first appearance at the Circuit. On his last appearance at Ingliston, in October of 1971, John shot off into the lead but then immortalised himself by losing it in front of Brian Nelson only to become a photographic strip of the cover of the 1972 April programme! For 1972, however, John has gone completely international and has so far notched up a 5th in the Good Friday Meeting at Oulton Park and a 6th in the European Championship round held at Hockenheim on 16th April. All in all, fierce opposition for the Irish hobgoblins.





Fifth home in April at Ingliston was local man **Iain McLaren** with the ex-Sir Nick Williamson BT35X-FVC. Iain now seems to be getting the hang of this car and, indeed, set FTD at Doune a fortnight ago to put himself into the lead in the Burmah-Castrol Scottish Hillclimb Championship. Another hillclimb car is the ex-Ian Smiles Lotus 22/31 entered by newcomer **Bob Snelson** of Cairneyhill. Down from Thurso is **Ronnie MacKay** with a Twin-cam BT36 (although Ronnie is hawking about for a BDA) while "Northerner" **John Calvert** is fielding his rather smart new Formula Atlantic March 722.

Two of the most interesting cars are, however, **Brian Harrison's** turbo-charged Vixen-Imp and **Ted Dzierzek's** supercharged Brabham BT21. Brian's car was in evidence at the April Meeting but he is now hoping to have the Minnow-Fish Turbo system sorted out for this meeting. Ted on the other hand has been building up a supercharged Twin-cam from scratch and many spectators will be having a good look at this car purely to see what it can do.

On the GT front, both **Malcolm Smith** and **Arthur Collier** bring near enough to two litres to the circuit. Malcolm is again fielding the BMW-powered Mallock U2 which he entered at the last Meeting and which brought him sixth fastest lap in practice for the libre event. Arthur, on the other hand, enters the Mark 3 Daren with a 1971 cc Lotus Vauxhall LV240 powerhouse which was previously driven by Scot Allan Rollinson and which finished eighth in the 1971 Martini International at Silverstone.

Once again, good libre value for money and what should be a first class race. On our reading of the event we would go a long way towards backing Gerry Birrell with second place going to any one of Dick Scott, John Wingfield or Brian Nelson. After that, who knows? Both Ronnie MacKay and John Calvert will be sitting back waiting to snap up the chances.

EVENT 5

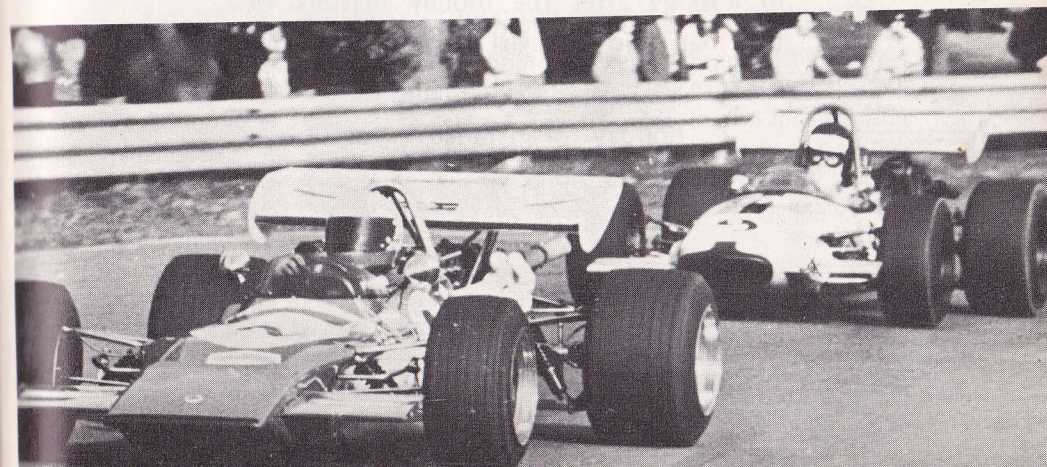
4.20 p.m.

THE BOTTLERS OF COCA-COLA TROPHY RACE

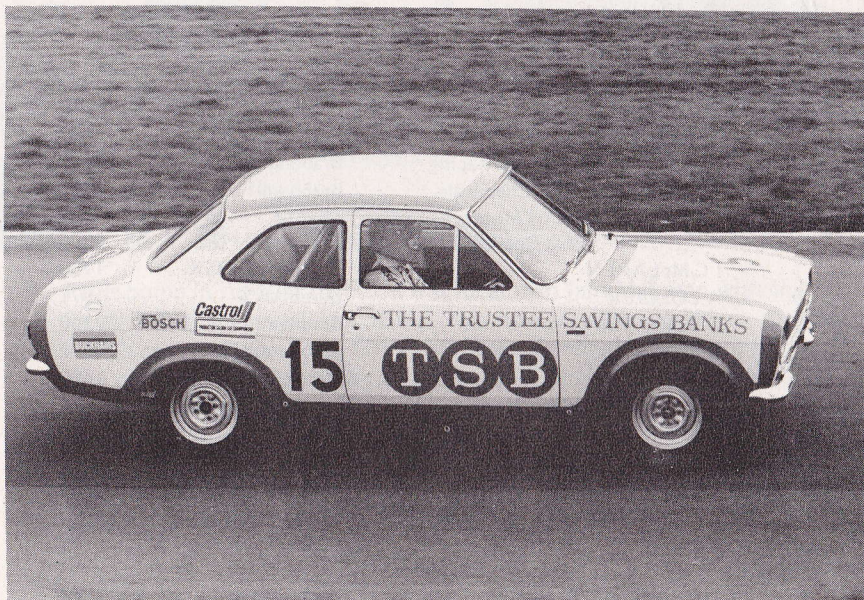
for Libre Cars — 25 Laps

15	J. RUSSEL		
Over 1500 cc.			
19	G. POBLOCK		
2-1	B NELSON / Desmond Mack Racing	Crossle 22F	1970
2	R SNELSON	Lotus 22/31	1600
3	M SMITH	Mallock U2MkXIB	1997
4	J WINGFIELD / Nicoby Racing	Brabham BT36	2000
5	R SCOTT / Uniacke Chemicals	Brabham Ford BT38	2000
1-6	G BIRRELL / Sports Motors Coca-Cola Bottlers Ltd.	March 722 Ford	2000
7	I C McLAREN	Brabham BT35X	1790
8	A COLLIER	Daren Mk3	1971
9	T DZIERZEK	Brabham BT21	2240
10	R MacKAY	Brabham BT36	1600
11	J CALVERT	March 722FA	1600
up to 1500 cc.			
14	T. REID	BRABHAM	
16	A H F PALMER	McLaren	997
17	G D ROBERTS	Brabham BT21	997
18	B HARRISON / Thistle Metallics Ltd	Vixen-Imp VB5	1400
20	J BARR	Brabham BT28	997
Reserves			
21	H ACHESON	Merlyn 20A	1600
22	J McCLEMENTS / Desmond Mack Racing	Crossle 20F	1600
1st (£100) <u>6</u> ... 2nd (£50) <u>19</u> . 3rd (£30) <u>14</u> . 4th (£15)			
5th (£5) Fastest Lap <u>6</u> ... <u>4.7:7</u> secs.			

a round in the Lombard North Central Championship



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EVENT 6

5.10 p.m.

GROUP 1 PRODUCTION SALOON CARS

12 Laps

class: under £600
104 B SYDENHAM Honda N600 600

1st (£15) 2nd (£10)..... 3rd (£5)

class: £601 — £800
106 J LYON / Trustee Savings Banks Ford Escort Sport 1298
107 R LECKIE Mini Clubman 1275

1st (£15) 2nd (£10)..... 3rd (£5)

class: £801 — £1100
66 G MARSHALL / Dealer Team Vauxhall Firenza 1975
110 T STOCK Firenza 1975

112 JOHNSON FIRENZA
111 J. BELL FIRENZA

1st (£15) 2nd (£10)..... 3rd (£5)

class: over £1100
3- 114 S CLARK / Roger Clark (Cars) Ltd. Alfa Romeo 2000GTV 1962
1- 115 J HANDLEY / Roger Clark (Cars) Ltd. Alfa Romeo 2000GTV 1962
116 R BELL / M L G Ltd. BMW 2002 1991
2- 117 J BLOOMFIELD / Cronk Garage (Chipstead) Ltd. BMW 2002 1991

1st (£15) 114... 2nd (£10) 115... 3rd (£5) 115 66

a round in the Castrol Production Saloon Car Championship

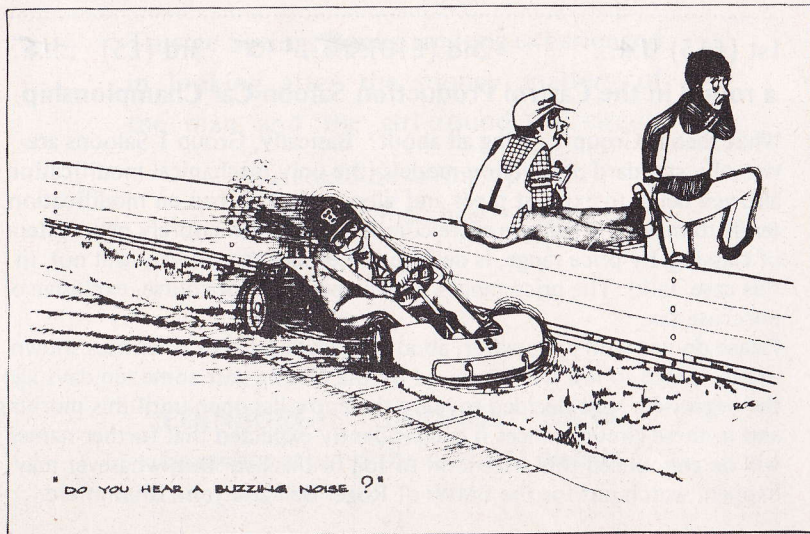
What then is Group 1 racing all about? Basically, Group 1 Saloons are virtually standard production models (the only mechanical modification allowed being to exhaust pipes and silencers). This ban on modification tends to make the marque more competitive and an entirely new system of classing, by price range, is designed to ensure that money will not, in this case, talk! The price ranges shown above are, of course, exclusive of purchase tax.

Please do not worry, however, about the small number of entries shown above. Since so few were received by the closing date some ten days ago the organisers have decided to leave the entry list open until this morning and in these circumstances it is confidently expected that further names will be announced this afternoon to add to this list. But, whatever may happen, watch out for the BMWs of Roger Bell and John Bloomfield.



If you think the Editor is going to enlighten you about form in this event today you are very much mistaken — he's still trying to sort out the last meeting's event! And speaking of sorting out, it's hardly believable (true though it is) that the entire race results for the last kart event, in which thirty-eight karts started, were worked out by one man and that within minutes of the end of the race. Lewis Jamieson was responsible and it's quite obvious now just why he is Chief Timekeeper — none of the others could even sort out the first lap!

All of which is a pretty handy sort of a way of filling in the gap between the photo and the cartoon! Having said that, the Editor will cease muttering and allow you to enjoy the race. Perhaps later in the season we might be able to pad out with a more intelligible "preview"



EVENT 7

5.40 p.m.

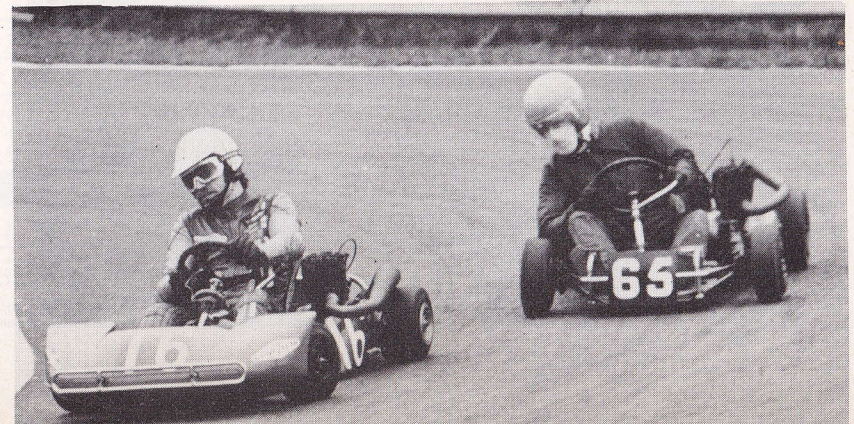
210 and 250 Karts — 10 Laps

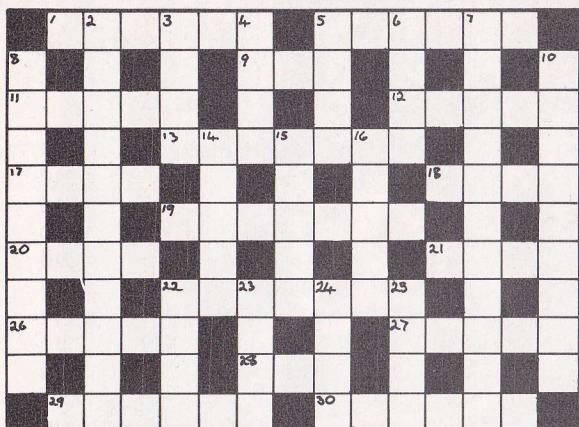
16	A D MANCINI	Blow Hustler	210
58	P A DUFFIELD	Blow	210
77	R THOMSON	Blow	210
151	A D BOYD	Korvette	210
70	T BROWN	Special	210
115	R CAMERON	Blow	210
210	K WILSON	Zip Brands	210
142	G R SUTHERLAND	Korvette	210
30	G RAMAGE	Blow Kart	210
162	A G KENNEDY	Cutlass	210
100	J CORRIERI	Zip	210
59	J KERR	Victor	210
65	G SMITH	Blow	210
89	D W LESLIE	Blow Kart	210
177	D LESLIE	Blow Kart	210

1st (£20) ~~8.5.~~ 2nd (£12) ~~1.4.~~ 3rd (£8) 4th (£5)

85	A K SMITH	Zip	250
145	W A BREARLEY	Barlotti	250
47	R C INGRAM	Zip Silverstone	250
158	J ANDERSON	Zip	250
56	B MacKINVEN	Zip Silverstone	250
159	D F MANN	Zip	250
99	D KERR	Barlotti Dino	250
112	L CRANSTON	Korvette	250
	R DAWSON	Blow Victor	250
	P DUSDALE	Blow Hustler	250
	F L DENBY	Barlotti	250
185	D McCUTCHEON	Blow Victor	250
12	W HYSLOP Jnr	Blow	250

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

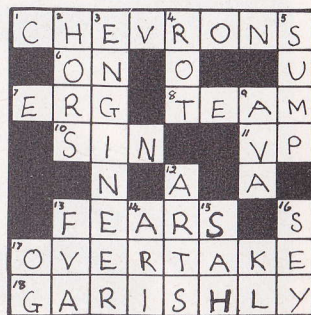




For May we are happy to present a slightly neater (if not saner) crossword to amuse you during the breaks in the racing. Don't despair if you don't get there — the Editor can't even do it now and he compiled it!

- A 1. Go with you all the way for the Hartley Whyte? (6)
 5. Initial Post Office trim will bring it into the country. (6)
 C 9. It's yours in a past winner. (3)
 11. A circuitous counter in the Championship? (5)
 R 12. A nine would definitely look silly. (5)
 13. Was angry that he was not in the top seeds. (7)
 O 17. Sound return at Ingliston? (4)
 18. Centrifugal force and Roy point the way. (4)
 S 20. The return of a coolant? (1,3)
 21. After Brands, quieten horses in Piccadilly? (4)
 S 22. Tales of Conservatives afloat (7)
 26. Johnny Armstrong and Jim Clark were both content to do this. (5)
 27. Credit Jack Fisher with being a slippery character. (5) [No offence meant, Jack]
 28. Convalesce at the Belgian Grand Prix. (3)
 29. Vehicular decay stimulates "horse" power? (6)
 30. By its very character there's no comeback in Dick Mallock's rent-a-U2 scheme! (6)
- D 2. Best place for the Springbok series. (5,6)
 3. What's on for gambling at the circuit. (4)
 O 4. Carry 3 down a stage further? (4)
 5. A Fifer makes his mark on the chin. (4)
 W 6. Settled to help Peter initially. (4)
 7. Too weary to read the label when it's off the peg. (5,2,4)
 N 8. The Competitors may want unfettered access but the Circuit will never grant this (4,5)
 10. A fool's ire will keep them down. (9)
 14. Each race a happening? (5)
 15. The only ray of sunshine that growls in the dark. (5)
 16. One of the chosen Lotus. (5)
 22. Blast off the visionary. (4)
 23. Throw them out and turn to us. (4)
 24. Rain in the Middle East? (4)
 25. The cost of a native driver. (4)

For those of you eager to know the answers to the April Crossword just look to your right! If you can't see how the words are arrived at don't bother asking us — by the time your letters reach Duns the Editor will be on holiday and nobody else has the faintest clue how he does it!



Remember the Wylie's sponsored escorts? Formidable Contenders at Ingliston

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THE INGLISTON COMPETITION

Nothing too strenuous to tax your mentalities this Meeting in the Competition. Like last time out it's simply a case of knowing your Ingliston names and faces. (Yes, we are sorry about the 'centre' photo in the April Competition — unless you had a microscope you'd never see the faces in it in a month of Sundays!). For today we're using a rather larger scale photograph — turn to page 9 and have a good look at the photo thereon. Once you've done that, all you have to do now is to name the drivers shown therein (remembering off course that there is bound to be the inevitable catch!). Just to make you think too, note by the side of the driver the type of vehicle he races.

DRIVER	TYPE/MAKE OF VEHICLE
1.....
2.....
3.....
4.....
5.....

Now stand on your head and read the answers!

ANSWERS TO THE INGLISTON COMPETITION

1. Brian Nelson
Crosbie 22F (Libre)
2. Allan Smith
Zip (250ccKart)
3. Bill Dryden
Vauxhall Fireza (Special Saloon)
4. Andy Barton (he always seems
Mini Cooper S (Special Saloon)
to crop up somewhere!)
5. Yes. That was the catch! There only are 4! Deduct one mark if you tried to
name Brian Nelson's mechanic as a driver.

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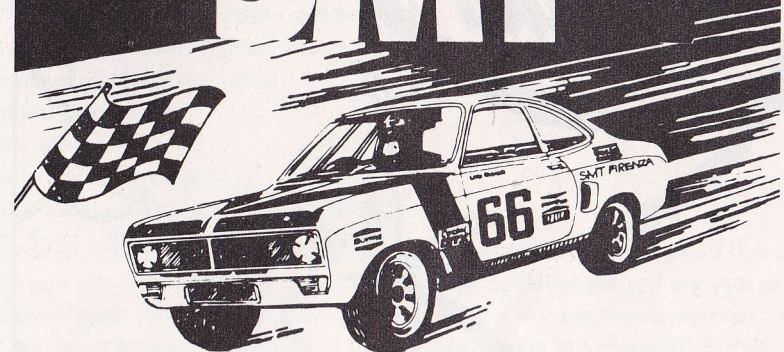
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Tel. : 041-423-6611 Member of the Tarmac Derby Group

FOR THE ATTENTION OF NON – MEMBERS

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

Discounted season tickets at Ingliston

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

Cheap (Scots, take note) family membership

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

Communion with fellow spirits

Annual Dinner Dance

Film show

Natter and Noggin Nights

Other social events and discussions planned

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

JACKIE

STEWART

SMRC's President

and

1971 World Champion



For Office Use
C B Ref
Memb No

APPLICATION FOR 1972 MEMBERSHIP

Complete in BLOCK CAPITALS THROUGHOUT

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

of
.....
.....

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

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

(Please tick appropriate boxes)

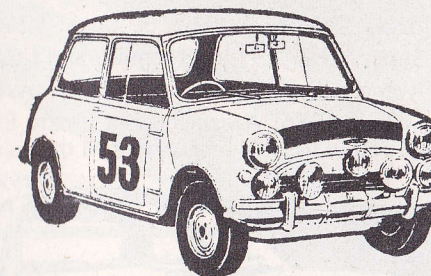
- I have NOT been an Ingliston Marshal but would like to be considered
- I would like to pay future subscriptions by Bankers Order
- Please send me an Application Form for Family Membership for my who resides with me
- Please send me, if elected, the following Club insignia:

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

I enclose my cheque P.O. cash for £

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

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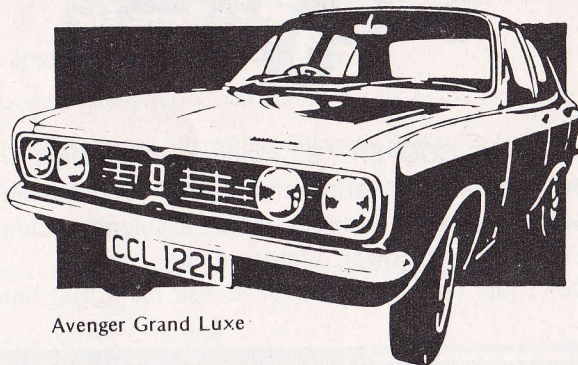
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 Luxe Estate £986: Avenger Super Estate £1034
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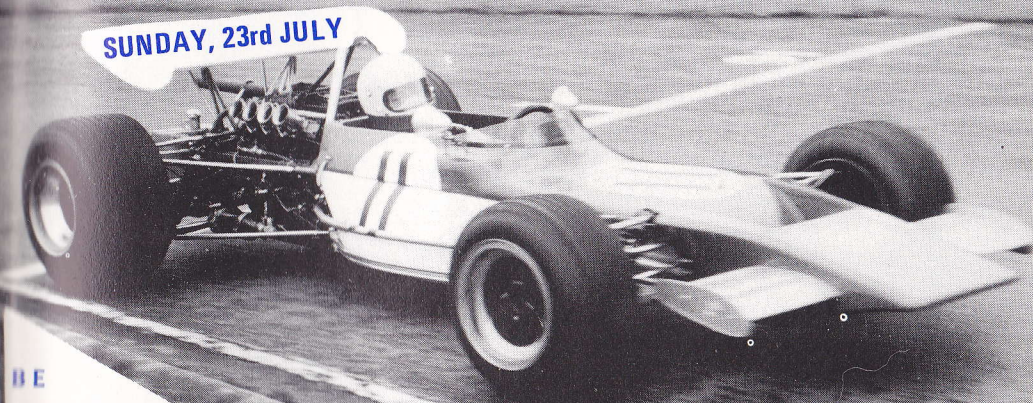
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HASTE YE BACK TO THE S.M.T. TROPHY RACE MEETING

SUNDAY, 23rd JULY



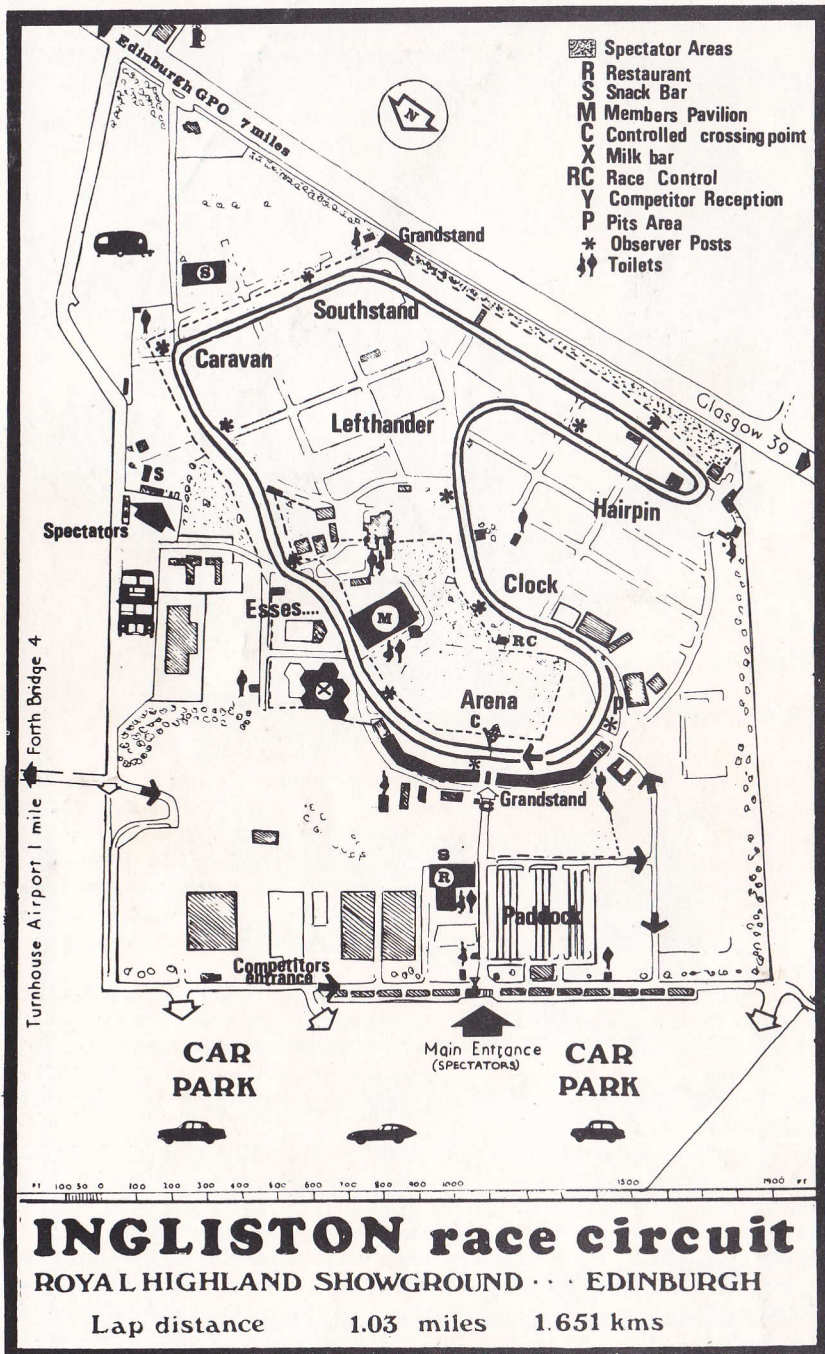
BE
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 IN THE STAND
 ADVANCE BOOKING FORM INSIDE

For seven years now S.M.T. have sponsored the July Race Meeting at Ingliston and this long, happy and (it is hoped) fruitful association continues with the S.M.T. Trophy Race Meeting on Sunday 23rd July. With the third meeting of the Scottish racing season so far in the future it is naturally difficult to 'preview' with any accuracy just what is going to happen then. Following so quickly upon the Royal Highland Show (in which the circuit itself is used for displaying cattle etc) one thing is certain - the track will almost certainly retain a certain residual "skiddiness" which could make the racing all the more exciting and land quite a few of the less wary drivers right in it!

July is also often one of the crucial meetings as far as the major Scottish Championships are concerned. The majority of these provide for the best four scores out of the six counting and, in July, with two out of six meetings behind them, those competitors who have taken a chance and missed the earlier meetings or who came to mechanical or other grief then will be going all out to get back into the running. On the other hand, the current Championship leaders will be keen to consolidate.

After the April Libre event and after seeing Gerry B, Dick Scott, John Wingfield, Brian Nelson and the rest thundering round this afternoon it will be apparent to spectators that 1972 looks like being the libre year at the circuit: and with the S.M.T. Trophy Meeting being a 'National' (open to competitors from all over Britain, not just S.M.R.C. members) the thrash in July could be one to remember. There will also be events on the card for Formula Fords, special saloons, sports, G.T. and Clubmans Cars and modified sports cars while sponsorship has already been pledged by Eadie Cairns, the well kent distillers and shippers of fine wines. And with more than two months in hand you can bet your boots that the promoters will be out searching for that something just a little bit special with which to entertain you.

DON'T FORGET — INGLISTON — Sunday 23rd JULY — 2.00 p.m.



INGLISTON race circuit

ROYAL HIGHLAND SHOWGROUND · · · EDINBURGH

Lap distance 1.03 miles 1.651 kms

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