

**Organised by  
Scottish Motor Racing Club**

# INGLISTON

**THE MAYS TRAVEL TROPHY  
RACE MEETING**

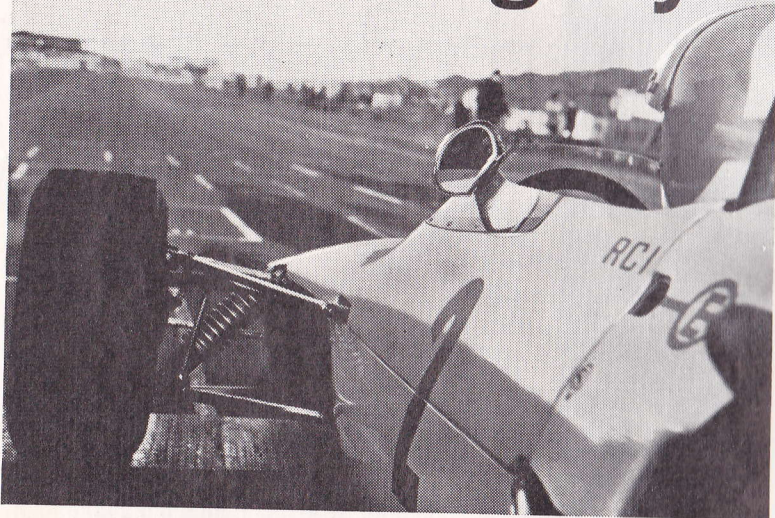
**10th October, 1971**

***Official Programme 20 p***

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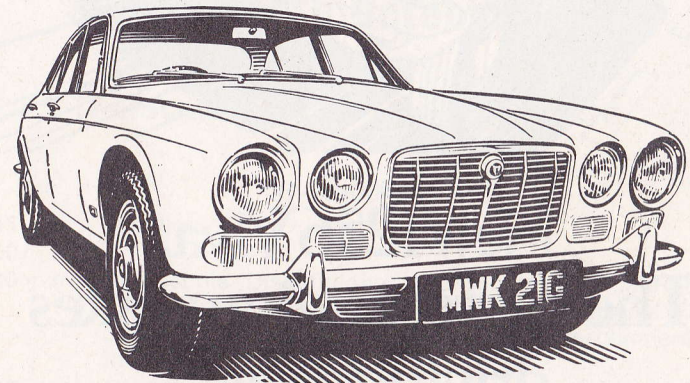


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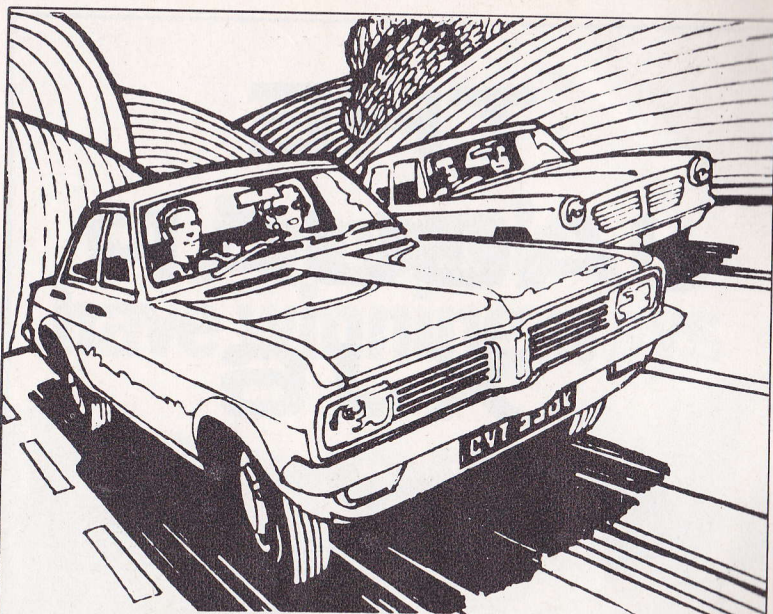
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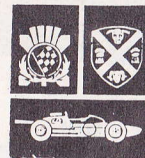
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motor racing circuit

ROYAL HIGHLAND SHOWGROUND, EDINBURGH

## *The Mays Travel Trophy Race Meeting*

**Sunday, 10th October, 1971**

organised by

**The Scottish Motor Racing Club Ltd.**

### PROGRAMME

- 9.45 a.m. Practice.
- 1.00/
- 2.00 p.m. Thomson's Discotheque entertain in the MacRobert Pavilion and the military band of the King's Own Scottish Borderers provide musical entertainment in the Arena.
- 2.00 p.m. Parade of service vehicles.
- 2.10 p.m. Display of "Le Mans" winning 'D' Type Jaguar.
- 2.15 p.m. Modified Sports Cars (10 laps).
- 2.40 p.m. Special Saloons—Heat 1. The Alex. Beith Trophy Race for special saloon cars up to 1000 cc (10 laps).
- 3.05 p.m. The Alexanders of Edinburgh Trophy Race for Formula Ford Cars (15 laps).
- 3.35 p.m. The Eadie Cairns Trophy Race for Sports and Special GT Cars (10 laps).
- 4.00 p.m. Special Saloons—Heat 2. The Army in Scotland Trophy Race for special saloon cars over 1000 cc (10 laps).
- 4.25 p.m. The Doune Cup for historic racing and sports cars (10 laps).
- 4.55 p.m. The Mays Travel Trophy Race for Libre Cars (20 laps).
- 5.15 p.m. Presentation of Trophies.
- 5.30 p.m. Special Saloon cars—Final.  
The Hartley Whyte Championship Race (15 laps).





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## MAYS TRAVEL

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Mays Travel Ltd. have a vested interest in motoring from the tourist point of view as well as in all other forms of business and holiday travel, and it would be dishonest to suggest that, in sponsoring today's meeting, we do not hope to make new friends whom we will be permitted to serve in the months ahead. The more such friends we can make the greater is the possibility of our being able to come back here again next year, and with the reconstruction of air fares at present taking place it is well worth the consideration of Clubs to form parties to travel to the Continental Grand Prix Meetings.

For today, however, we look forward to a good day's racing for competitors and spectators alike, and we wish to thank Scotcircuits Ltd. and all the enthusiasts of S.M.R.C. who by giving so generously of their time and energy make motor racing at Ingliston possible.

JOHN DUNNINGTON,

Chairman, Mays Travel Ltd.



# 1st

## EVERY TIME (with accessories)

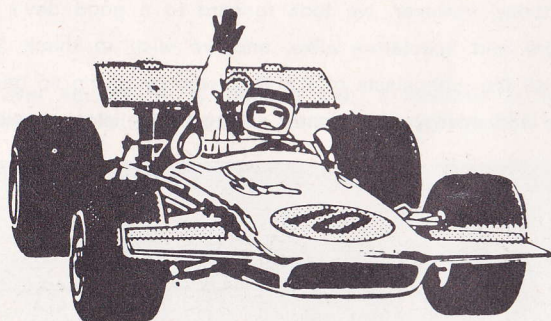
Jackie Stewart – Graham Hill

Chris Amon – Jackie Ickx

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Controller ... ..	A. D. HORNE
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Stewards (for Club) ... ..	R. KAY, W. MARTIN, A. K. STEVENSON, O.B.E., E. R. HERRALD
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. A. HORNE, R.A.M.C.(V)
Chief Paddock Marshal ... ..	B. HERRALD
Chief Spectator Marshal ... ..	D. McLAUCHLAN
Chief Grid Marshal ... ..	G. MONTGOMERY
Starters ... ..	D. M. FRASER, I. CUNNINGHAM and J. W. MACMILLAN
Chief Crossing Marshal ... ..	A. DICK
Chief Pits Area Marshal ... ..	K. H. ROBERTSON
Chief Timekeeper ... ..	Dr. L. JAMIESON
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Public Address ... ..	KENNEDY of Lanark

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/6926





“Skid of the year?”

## INGLISTON 1971

Come October, the annual review of the year's racing at Ingliston falls due and, as always, the problem is to know where to start. There's no difficulty, certainly, about deciding upon the class of the year—saloons. 1971 has been a golden year for saloons, providing racing of a calibre unsurpassed previously in the circuit's history. The big saloons, especially, have never failed to give more than value for money with Alec Poole, Brian Muir, Dougal Niven, Norman Hodgson, Graham and Jenny Birrell and Bill Dryden being the prime movers. This afternoon's dice with all the regulars and Gerry Marshall and Dave Brodie thrown in should see a continuation of the saloon saga.

Not only did the hard tops produce the most consistently exciting racing, however, they also turned up (or upside down if you want it that way) with two of the crashes of the year. Poor old Jim Howden chose to upend his Imp right in front of Eric Bryce (who naturally did not miss the opportunity of whipping off a series of photographs) while the undisputed aviator of Ingliston, Norman Hodgson, saved it all up for practice at the last meeting. For Norman, a quick excursion onto the grass at the exit from the Lefthander, through the trees and into the air as he jumped the embankment, and a bid to get to the bar in

the Club rooms before closing time was only halted when his Escort tangled with the wire fence behind the MacRobert Pavilion—and in the process of doing all that, he raised Graham Birrell's altitude record from 6 to 9 feet!

Man of the year must surely be Tommy Reid, the genial Irishman who now seems certain to take home the Callands Trophy. Producing some of the best drives seen at the circuit, his August battle against odds to regain second place ranks with Eddie Labinjoh's similar thrash in September as the joint 'drive of the year.' Eddie, himself,

“Man of the year.”



has not done too badly this season, his September drive having put him in a very strong position indeed in the “Sheila Whyte” Tankard GT Championship, a fine reflection on both his driving and Jack Fisher's designing and engineering skills. The ‘success of the year’ title, however, almost certainly goes to Helensburgh Formula Ford driver Neil Ginn, whose mastery has not only gained him both the King's Cup FF Championship and the B.M.R.C. Trophy Members' Championship but also made him one of the leading FF drivers in Britain (and, hence, the World) today.

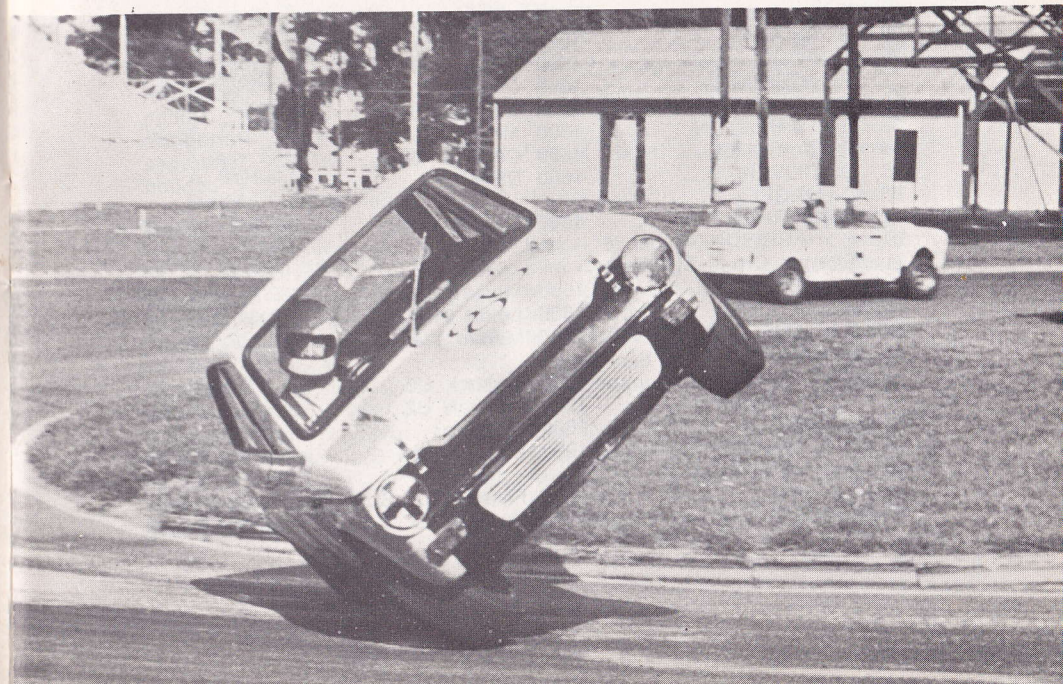


“Success of the year.”

What else has 1971 been famous for in Scottish motor racing circles? It has been the year when Wylie's pulled out of (or did they?) saloon car racing, the year that Jimmy Veitch's Veeva finished a race, the year when the Irish and English flocked to race at the Ingliston circuit but several Scots with potent machinery went elsewhere, the year when DART took a leaf out of Team Lotus' book and showed that they were just as fast on their homeland as they were abroad, when John Absalom found that Alex Souter and Miles Hopperton were going just as fast (if not faster than) him, and, most important of all, the year when Jackie Stewart did it all again and established Scottish motor-racing skill as the foremost in the world.

What then to hope for in 1972? Better and safer racing naturally. More reliable grids and more informed spectators to appreciate them. An extension of the usual Ingliston classes into Group 2 saloon car racing is on the cards and there could even be a touch of variety with 40/50 go-karts on the track at once. In short, all the old ingredients with a few new ones thrown in, and all served up more appetizingly than ever.

“Crash of the year . . .”





# LIST OF ENTRIES

Car No.	DRIVER/Entrant	cc	Make/Model	from
1	B. NELSON	1598	Crossle 18F	Hillsborough
2	J. WINGFIELD	1771	Brabham BT36	London
3	J. BLADES	1598	Lotus 69	Whitley Bay
4	D. BERRY	3500	Brabham BT21B	Colwyn Bay
5	A. PHILLIPS	1598	Brabham BT36	Belfast
6	T. REID	1598	Brabham BT30	Tandragee
7	R. MACKAY	1598	Brabham BT30	Thurso
8	J. SMITH	1598	Brabham BT30	Ballymena
9	W. T. WOOD	5000	Lola T142	Sheriff Hutton
10	J. COULTER	5000	Lola T142	York
11	B. CULLEN	1598	Brabham BT23C	Limerick
12	J. RUSSELL	5000	Lotus 70	West Calder
14	J. POLLOCK	1598	Lotus 69	Carrickfergus
18	B. HARRISON	998	Vixen VB5	Glasgow
17	I. C. McLAREN	997	Chevron B15	Broxburn
19	N. R. GINN	1600	Lotus 69F	Helensburgh
20	G. J. CUTHBERT	1600	Lotus 69F	Dundee
21	D. MACLEOD/Mackinley's Whisky/Peter Graham (Motors) Ltd.	1600	Dulon LD4C	East Calder
22	C. MACLEAN	1600	Hawke DL2B	Alness
23	J. A. K. MILLAR	1600	Lotus 51	Currie
24	C. HARKNESS/ M. Templeton	1598	Lotus 69F	Ballymena
25	J. SMITH	1600	Lotus 61M	Ballymena
26	T. HORROCKS	1600	Horrocks FF	Preston
27	C. MEEK/ Tate of Leeds	1600	Lotus 69F	Leeds
28	M. WAYNE/ Tate of Leeds	1600	Titan Mk 6	Leeds
29	G. MURRAY	1600	Alexis Mk 14	Cheadle
30	G. TODD	1600	March 718	Musselburgh
31	H. ACHESON	1600	Crossle 20F	Cookstown
32	H. BEATTIE	1600	Crossle 20F	Dublin
33	R. TURKINTON	1600	Merlyn XIA	Portadown
34	P. MCKINNEY	1600	Crossle 16F	Tandragee
35	G. OLIVER	1600	DRW 8F	London
36	D. MAGEE/ Royal Restaurants	1600	Palliser WDF3	Belfast
37	P. HARRISON/Archer & Sharpe, Crane & Plant Hire Ltd.	1600	Merlyn XIA/17	Scunthorpe
38	J. POLLOCK	1600	Lotus 61M	Carrickfergus
39	C. CAMERON	1600	Merlyn XIA	Old Kilpatrick
41	R. CRAVEN/ M. J. Rossington	1600	Mallock U2	Branston
42	M. F. ENGLAND	1589	Mallock U2	London
43	I. TUER	1600	Collector	Liverpool
44	P. MACNAUGHTAN	1600	Lotus Seven	Edinburgh
45	E. LABINJOH/ J. Fisher	1100	Fisher 1100 Spyder	Edinburgh
46	J. MACKIE	1589	Mallock U2	Burntisland

Car No.	DRIVER/Entrant	cc	Make/Model	from
49	A. FOWLER/Motor Race Consultants	1790	Mercury FVC	London
51	A. CHARNELL	1991	Chevron B8 BMW	Edinburgh
53	P. HUMBLE/ Red Rose Racing	1991	Chevron B19	London
54	E. REGAN	1598	Chevron B19	Dublin
55	D. BRODIE	1996	Lotus 62	Hurley
56	D. BRODIE	1598	Lotus Elan	Hurley
57	D. BRODIE	2100	Escort	Hurley
58	B. CROSKIN	1340	A.H. Sprite	Chichester
59	R. HUTCHISON	1293	A.H. Sprite	Glenrothes
60	J. B. FLETCHER	1598	Lotus Elan	Littleborough
61	I. COCHRAN	1598	Lotus Elan	Dalrymple
62	M. HOPPERTON	1340	M.G. Midget	Inveraray
63	A. FLEMING/ W. Shepherd	1293	M.G. Midget	Lundin Links
64	M. NUGENT	1598	Lotus Elan	Pomeroy
65	R. D. WYLLIE	1998	Triumph GT6	Annan
66	J. HANLEY	1329	M.G. Midget	Comber
67	T. RUTHERFORD	1147	A.H. Sprite	Kirkintilloch
68	I. HALL	116	A.H. Sprite	Bristol
69	G. R. WILSON	1098	M.G. Midget	Kirkcaldy
70	A. SOUTER	1598	Lotus Elan	Dundee
71	J. A. HALL	1558	Lotus Elan	Edinburgh
72	R. FORESTER-SMITH	997	Ginetta G4	Edinburgh
73	D. HUNTLEY	1598	Escort TC	Sunderland
74	R. D. McCUTCHEON	1800	Escort TC	Wigtown
75	J. MacGILVRAY	1650	Shannon Anglia	Kirkmichael
76	W. N. A. DRYDEN/ S.M.T.	2500	Viva GT	Edinburgh
77	G. MARSHALL/ Thames Television	2500	Firenza	Shepreth
78	G. JOHNSTONE/ Dealer Team Vauxhall	2500	Viva GT	Shepreth
79	J. BIRRELL/Wylie's of Glasgow	1850	Escort TC	Glasgow
80	A. D. NIVEN/ Team Forbes	2090	Perdal Escort	Whitsome
81	A. TOBIAS/ Perdal Developments	2020	Perdal Escort	Newcastle
82	J. VEITCH	5000	Veeva	Edinburgh
83	N. HODGSON	1598	Escort	Carlisle
84	E. M. SMITH	1293	Mini Cooper 'S'	Carlisle
85	J. PATERSON	1293	Mini Cooper 'S'	Carrickfergus
86	J. PINKERTON	1293	Mini Minor	Glasgow
87	A. BELL	1275	Mini Cooper 'S'	Carlisle
88	E. PATERSON	1275	Colvend Elf	Edinburgh
89	C. REEVES	1293	Mini Cooper 'S'	Larkhall
90	F. GUNN/ A. Barton	1293	Mini Cooper 'S'	Newcastle
91	J. DRYDEN	1293	Mini Cooper 'S'	Lundie
92	S. A. BELL	999	Arden Cooper 'S'	Carlisle
93	J. C. FYDA	998	Agra Imp	Dundee
94	A. BARTON	999	Mini Cooper 'S'	Newcastle



Car No.	DRIVER/Entrant	cc	Make/Model	from
95	N. D. SMITH	999	Mini Cooper 'S'	Aberdeen
96	A. SELLAR	999	Mini Cooper 'S'	Burntisland
97	K. ALLEN	999	Mini Cooper	Crossford
98	J. HOWDEN	998	Chrysler Coupe	Edinburgh
99	B. COYLE	998	Imp	Glasgow
100	B. LECKIE	998	Imp	Aberdeen
101	W. BORROWMAN/Sports Tune/Moir & Baxter Ltd.	999	Mini Cooper 'S'	Longniddry
01	W. R. G. MORRIS/ D. N. Kergon	1488	ERA	Leefield
02	M. GRANT-PETERICIN/ Lord Doune	2493	Maserati	Stirling
03	R. FIELDING	1963	Maserati	Forres
04	P. WALLER	2900	Alfa Romeo P3	Woodburn Common
05	A. J. MERRICK	1496	ERA	Leicester
06	R. FOOTITT	1991	AC/GN	Kidderminster
07	R. B. D. KAIN	2262	Bugatti	Atworth
08	K. KNIGHT	1496	Riley	Malvern
09	H. MOFFAT	1488	ERA	Reading
010	J. VENABLES-LLEWELYN	1995	ERA	Reading
011	N. CORNER	2992	Aston Martin DBR4	Newcastle
012	J. W. S. ROBERTS	1971	Cooper Bristol	Warfield
014	S. CURTIS	1971	Cooper Bristol	Dublin
015	M. H. MORRIS	3442	Jaguar 'C' Type	Exeter
016	N. FAURE/Hexagon of Highgate Ltd.	3781	Jaguar 'D' Type	London



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## INGLINGTON NOTES

For those of you who have been wondering, the "centre spread" in the last programme was of Don Macleod's Dulon and the photographer was none other than your actual Colin Lourie. To be honest, it was a photo we had left over from an earlier meeting and, at first sight, the editor thought it was desperate in the extreme. Like many other things (hair, for example) it grew on him and now he's very much convinced that it's one of the photographs of the year. Funny the reception that centre spread has had too! Almost exactly one half of the people the Ed. has talked to about it thought it terrible while the other half enthused so highly about it that we have been almost tempted to enter it in a photographic contest! Like Colin himself, there were no half measures.

★ ★ ★

We spoke briefly in the last Programme about the "A.K. Trophy," a handsome clock presented to Scotcircuits by A.K. himself for annual presentation to the driver who wins the highest number of races (excluding "finals") during the year at Inglinton. Neil Ginn has now established himself as leader of this Championship, having 4 Inglinton wins to his credit, but he is hotly pursued by both Graham Birrell and John Miles (each with 3 wins). On the form shown by Neil this year, however, we would tip him strongly to add another win to his score today (even allowing for the strong Irish and North of England challenge).

★ ★ ★

Once again we await the result of the Niven/Birrell protest before we are able to finalise the "B.M.R.C. Trophy" Members' Championship Table for this year (and, while on the subject, there is now word of a date being fixed for a tribunal down in Belgrave Square: Who knows—if we're lucky we might even have a decision before the Dinner Dance! That is, unless either party appeal to the FIA and we all have to trot over to Paris!) One thing is clear, however, and that is that Neil Ginn has this in his pocket this year and that by a comfortable margin. By our calculations Neil is way out front with 42 points while the nearest anyone can possibly get to that is a cool 30 to Bill Dryden. Should Jenny's win in July be allowed to stand, however, Bill would drop back to 27 where he would tie with Andy Barton and Alex Souter. Next in line seems to be John Absalom with 25 points, followed by Sedic Bell on the 24 mark and the bold Jenny and Miles Hopperton tying with 22. The battle for the places will be well and truly on today, all the more so since prize money in this Championship stretches to fifth place.

★ ★ ★

You, the spectator, will doubtless be well aware by now that dogs and other pets are not allowed in the Showground during race meetings. For one thing, we keep repeating the fact in every blinking Programme (for the benefit of those of you foolish enough to part with 20p to buy same) and, for another, our super sleuths at the gates keep a beady eye fixed for the tell-tale "wagging basket" or "hairy-tailed hombre." Seriously, it used to be quite fantastic what lengths people used to go to to get their little darlings into the circuit. Dogs zipped into shopping baskets or carried underneath jerseys and jackets were not at all uncommon in past years and the staff at the gates really did have to be eagle-eyed to spot them. The position does seem to have improved now but what was so staggering, however, was the fact that the people smuggling animals in seemed to be wholly unaware that the combination of pet and racing circuit can be lethal. "Little Bonzo wouldn't harm a soul," the loving "parents" exclaimed, or "But he's on a lead . . ."



The Editor well remembers one sunny Sunday afternoon spent chasing "little Bonzo" across the central enclosure as it hot padded it for the track. That was one example of a "secure" dog—on the lead and held in its master's arms. The boy holding it tripped, however, and away it went, a potential killer with cars reaching speeds of anything up to 130/140 m.p.h. in circumstances where concentration is paramount.

It all sounds very dramatic, doesn't it. Very impressive but hardly likely to happen. You may think that if you wish but it is worth while pointing out that it has already happened once this year at one of the English circuits. A dog strayed onto the track in front of a competitor who instinctively took avoiding action: thankfully there were no injuries (although the competitor was not altogether pleased at having his car written off for him). On a tight circuit such as Ingliston, however, the results could be horrific. Not only could the driver of the car be injured, not only could members of the public or officials face injury or death if the vehicle went into the crowds, but also the little doggie might be run over. As always the question is one of priorities—what do you put first, the love of your pet or your responsibility to both that pet and everyone else within the Showground? In short, please leave all pets at home or leave them in the car before you come in.

Please don't get the idea that the Ed. is not sympathetic to your case, however (he even has a four-footed monster of his own to contend with). Leaving your pet elephant or whatever behind is almost certainly the kindest course for him—animals are frequently terrified by the noise of racing engines and it seems pointless to subject them to needless suffering in this way. If you should leave your pet in the car, however, please make sure that he/she has enough air and shade: Ingliston's reputation for sunny Sundays over the past 2/3 years has regretfully seen a marked increase in the number of animals who have

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suffocated in unventilated, oven-like cars in the car park. The moral of all of which is please show some consideration for all those around you, human or otherwise.

★ ★ ★

Just by way of comparison the Ed. took his 1600E down the back straight before the last meeting to get an idea of "road car" speed as compared with racing speeds. In the last Programme you will recall that we stated that Dougal Niven's Escort was clocking up to 105/110 m.p.h. down that part of the circuit. What, then, the 1600E? The position was somewhat complicated by a large box of keys (dislodged as Ed. gunned past Southstand and the infamous 'loo') falling onto his dog which promptly leapt on top of him (what was that we were saying about pets!), all of which leaping about, faithfully reproduced in the car's antics, caused Ed. to decide judiciously to ease off before the car became 1600 "oh's." Be all that as it may, and it was, the Ed. was up to 65/70 m.p.h. before braking for the hairpin (which, incidentally, looks uncomfortably like a large barrier placed broadside across the track as you approach at that speed—what it looks like at 110 m.p.h. we shudder to think!) Without the inhibiting factors of keys and dogs the honourable Editor reckons to add perhaps another 10 m.p.h. to that speed but, even then, he's still only doing about two-thirds of the speed of the fast saloons. Which is, of course, why he's Editor of the Programme and they're racing!

★ ★ ★

There has been an incredible amount of chat recently in the Press about how the crowds at Ingliston have been falling off and why this should be so. Two points do occur to us on this subject and, for want of something better with which to fill this space, we might as well sound



off here. To begin with, as stated in the last Programme, the crowds are not, in fact, falling off. 1969 was the year when the position really was desperate and attendances exceedingly poor. In 1970 the spectator figures picked up and 1971 has averaged out at pretty well the same as 1970. We do not deny that there is room for improvement—there's always that. We would deny, however, that fewer and fewer people are coming to the circuit as the year progresses (which is the impression one gains from Press reports this year).

Why, then, the mythical "decline." Several ingenious theories have been put forward, one of the favourites being that there is, at present, no local competition to the Irish F2 brigade or the Southern Sports Car drivers. Comparison has also been made with the poor attendance at the saloon car thrash at Paul Ricard and the miserable turn-out of 12,500 people to the Brands Hatch F2 event. "It's bad all over," goes up the shout (forgetting for the moment that motor sport is still the second biggest spectator sport to football in this country). Why?

Perhaps the Press should consider looking just a shade closer to home. It is now well established that, however regrettable it may be, the pen is considerably mightier than the sword. However much the Press may pooh-poo the idea, newspapers do influence people. And the crowds spectating at Ingliston are just that—people—capable of influence one way or the other. The organisers are not concerned about those actually present at the meeting—they can judge for themselves. But for those who have not been present the report in the Press of the meeting is, to many, their only guide as to what to expect at Ingliston. No one would for an instant suggest that the Press are not entitled to their own opinion—if a reporter feels that a race meeting has been drab and uninteresting we would not wish to stop him saying so. But, for heaven's sake, please make it clear that it is only an opinion. There is a considerable difference between "I thought Sunday's race meeting drab and uninteresting" and "Sunday's race meeting was drab and uninteresting." One is an opinion, the other an opinion couched in the form of a statement of fact. And to many people it is taken as fact—if the papers said so then it was so.

Take the last meeting, for example. In one newspaper (which has, incidentally, given much better coverage to the sport generally and to

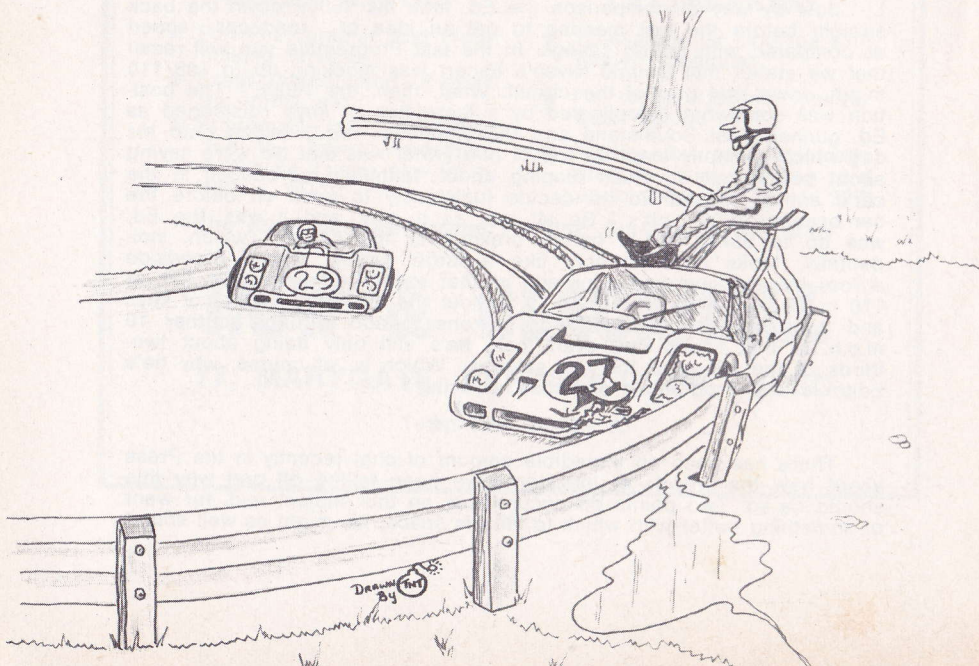
Ingliston in particular this year) the meeting rated almost a full quarter page of report, headed by the most prominent heading ( $\frac{5}{8}$ " x  $\frac{1}{8}$ " bold type—whatever point that might be!) seen during the whole year "PROCESSION AS REID LAPS . . . ." The opening sentence read "Ingliston's big race yesterday was a dull, processional affair." If truth be known it was decidedly processional and we would be the last to deny it: the rest of the report, indeed, was glowing. The point is, however, that, throughout the rest of the year (during which, in the Editor's opinion, we have seen the best racing ever) we have on occasion had difficulty in finding the race report in that newspaper and have certainly never rated even half as bold type-heading. In the average mind the word which sticks is the word "processional."

In another report earlier in the year we were advised (almost to an accompaniment of heraldic trumpets), before the meeting in question, that the driver who eventually went on to win the main race of the day had withdrawn. The report following that meeting made hardly any mention of that very driver and the uninitiated bystander could have been forgiven for thinking that he had not been present. Once again we have reason to believe that the original report was printed on good, indeed excellent, information—unfortunately that information proved to be unreliable. Another magazine, those who read the last Programme will recall, phrased a sentence in such an unfortunate manner that it could be read to imply that Scottish motor racing is not properly promoted. And everyone (with the exception of one daily which, although finding plenty with which to entertain the motorist twice a week, seems to feel that motor racing is no longer news and that Ingliston reports or previews are not worth printing) seems suddenly to have thought it worthwhile to describe the crowds as "disappointing" or "waning" (although they are, on average, much higher this year than in 1969).

Well then. You've read it all above. Imagine that you've never been to Ingliston before. Do you honestly think that, after that lot, you're ever likely to be seen dead near the place. After all, it's badly run, sparsely attended, drab and uninteresting, dull and processional . . . and, to crown it all, you even know who won't be there! Not the most exciting invitation to motor racing that you're likely to get. To be honest, though, we've gone to extremes in our argument and have been particularly nasty by picking out all the choice examples: 1971 has, in fact, seen some particularly good Press reports. The point has, however, been made. Almost every household in the country receives at least one newspaper and, in many cases, the contents of that paper are digested, absorbed and swallowed along with the rest of the breakfast table—certainly, an awesome responsibility and one which would give the Editor nightmares if he thought that he had the power to influence so many people quite so effectively. And if, over the corn flakes, you come to associate Ingliston with drab processions, can you wonder at the decline? The only wonder is that the decline has not in fact occurred!

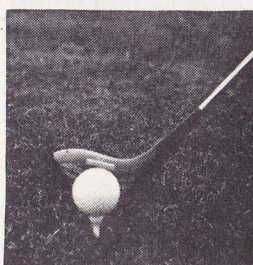
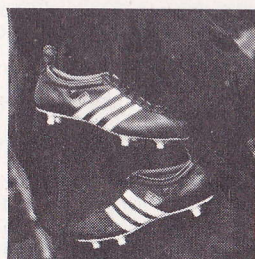
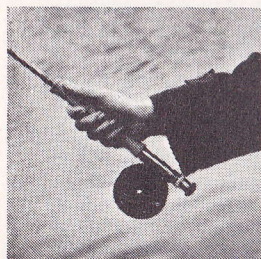
★ ★ ★

One point about which you may be puzzled when reading the "Trainee Marshal's" article is as to why some Marshals equip themselves with decidedly offensive-looking weapons. Discarding the rather improbable theory that they are for use in self-defence when G.B. takes to jumping over the barriers, at you, the answer is not hard to find. Paradoxically, the weapons are there in the interests of safety. Should there be a serious incident involving fire and should the driver of the vehicle concerned still be within the car, the Marshal's instructions are to get him out as quickly as possible. Practice and experience have shown that it is much faster to cut the safety belts with a sharp knife rather than fumbling with a safety catch. Which just goes to show why Jim Pinkerton was so quick to jump out of his blazing Mini last year it wasn't that things were getting too hot for him, he was terrified at the sight of Marshals converging upon the vehicle intent upon a carve-up!

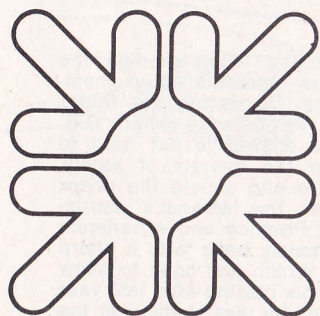




# Spectating or Participating



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If you're wondering what's likely to happen before the start of racing this afternoon the answer is "plenty." Between 1 and 2 o'clock in the MacRobert Pavilion, the Thomson Discotheque will be entertaining Club members to all the current top hits, they having been engaged by Mays Travel to provide some light entertainment. Outside, on the circuit itself, the Military Band of the King's Own Scottish Borderers appears by kind permission of Lieutenant-Colonel R. W. Riddle under their Bandmaster, W.O.I. (B.M.) G. M. Laverty. At 2 o'clock the traditional parade of the Ingliston service vehicles takes place, an event striking fear into the hearts of the average marshal who has visions of having to leap for cover as the Burmah Tanker, etc., thunders down towards him! Immediately before the start of racing at 2.10 Scottish Industrialist Michael Nairn will be giving a demonstration drive of the 'D' Type Jaguar owned by him. This is the ex-Ecurie Ecosse 'D' Type which won the 1955 Le Mans 24-hour race and it has been immaculately maintained to the present day. Certainly, with all that going on during the luncheon interval, no one can argue that they're bored!

D. S. Crawford Ltd. announce that, as a new innovation, they will be serving hot soup and salad lunches in the Herdsman's Restaurant this afternoon. These are designed as a speedy substitute for the more substantial meals available in that Restaurant and anyone anxious for a quick meal should bear them in mind.



## WHAT HAVE YOU DONE FOR SCOTTISH MOTOR SPORT RECENTLY?

Yes, you. Not the chap sitting beside you, behind you, or underneath you but you yourself. In the flesh. Just what have **you** put back into the sport? It's all very well sitting there enjoying the spectacle every other Sunday—after all, you've paid your money and you're due nothing at all. That's as may be. Perhaps, however, you feel that you would like to take a more active part in Scottish motor racing. After all, after Jim Clark and Jackie Stewart, we do have a certain obligation to maintain the standard and to do everything in our power, however small, to encourage future World Champions in the auld country. One thing that anyone can do is to help run a racing meeting, to provide the means for those few who have the skill. There is always a need at the beginning of each season to replenish the stock of marshals at Ingliston, a need which seems to grow as the years go by. Why not go a bit further than you have done in the past and lend a hand. You'll find it rewarding.

Those interested in lending a hand are always welcome. If you are keen to put something back into the sport why don't you fill in your name and address below, tear off this portion of the page, and post it to the S.M.R.C., National Bank Chambers, Duns, Berwickshire. You never know, you may be the one who blue-flags the World Champion of 1978!

### I WISH TO BECOME A MARSHAL AT INGLISTON

Name ..... BLOCK  
 Address ..... CAPITALS,  
 ..... PLEASE  
 Age ..... Sex .....



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## 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	58.77
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.
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### 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.
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### HISTORIC RACING CARS

M. MORRIS (ERA) .....	62.8	59.04	m.p.h.
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### 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 1300 cc : G. B. BIRRELL (Escort RS1600) .....	55.2	67.17	m.p.h.
1001-1300 cc : J. HANDLEY (Mini Cooper S) .....	57.4	64.60	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.
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## 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.

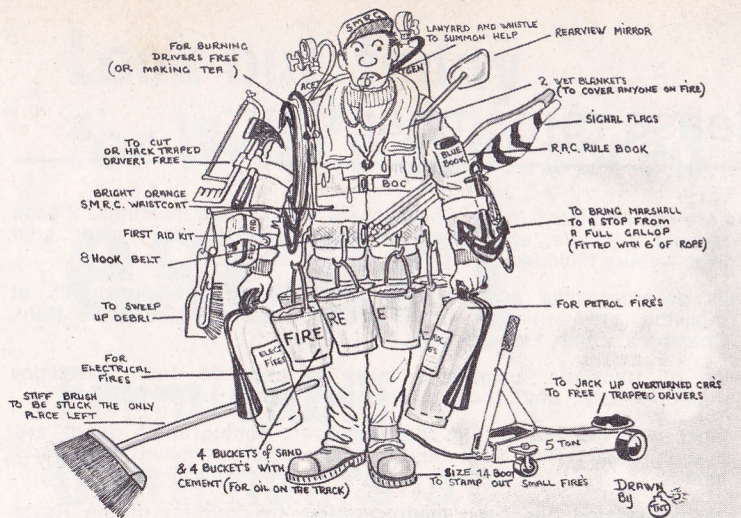
Three-course luncheons are served by D. S. Crawford Ltd. to members of the public in the Herdsman's Restaurant (north of the main Grandstand) and, to S.M.R.C. members, in the MacRobert Pavilion. High tea is also available for Club members in the MacRobert Pavilion after the close of racing and the Club bar remains open there from 12.30 to 2.30 and 6.30 to 9.30.

Provisional dates to note in your diaries for the 1972 Season at Ingliston are:

16th April—Closed Meeting	20th August—Closed Meeting
14th May—Closed Meeting	17th September—Closed Meeting
23rd July—National Meeting	15th October—National Meeting

**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.





## HOW THE OTHER HALF WATCHES OR DOESN'T!

I arrived late for my first Meeting as a Trainee Marshal. "Oh! no," I thought in my naivety, "that's it, I'll never be asked back." After signing-on at Race Control, however, I was told not to go home as I might previously have expected, but to "hang around" until the Marshal in charge of the Trainees could be found. A small circuit Ingliston may be by international standards but it is certainly large enough to lose any Chief Marshal (who may, it must be remembered, not particularly want to be found!), since it was not until after the second practice session that the aforesaid Marshal re-appeared muttering to himself in an apparently advanced state of harassment.

I stood rooted to the spot, unaware whether a mere salute would meet the case or whether I was expected to go the whole hog and touch my forelock. Caught in this moment of hesitation, and eagerly anticipating the first words of wisdom from my new found tutor, I was to be sadly disappointed.

"Mm, let's see," issued furth from the oracle's mouth. I waited with bated breath. "They're one short at the hairpin, I think." The Marshal fixed me with a daunting glare while his mental processes whirled to the inevitable conclusion. "Dash up there before the next practice," he blurted out suddenly and then, his mind a mile away, he departed, leaving me to find my own uninitiated way to the hairpin.

With the aid of some pretty remarkable navigation and the plan of the circuit printed in the free programme with which I had been presented at signing-on I soon made my way to the hairpin and reported to a rather fierce-looking gentleman resplendent in his blue waterproof suit and pink fluorescent waistcoat and sporting a wicked looking dagger. Without giving me a chance to even ponder upon the apparent necessity for arming the officials at Ingliston he flung both my first instruction and a brush at me, all at one and the same time. My first reaction was very nearly to tell him to sweep the track himself if he thought it wasn't clean enough but, restraining myself in time and remembering that an innocent newcomer like me had better do as I was told, I climbed over the barrier and set upon the track with a vengeance. I had hardly climbed back to my post and settled down to enjoy some action, however, when I was pounced upon by a cloud of evil smelling smoke which soon resolved itself into a monstrous pipe followed, at some distance, by an Observer.

"Nip down to the paddock, lad," said he, "and tell the Scrutineer that car No. 123 is losing his exhaust. Might be an idea if he stuck it on again, a eh!"

I was no sooner back and still spluttering from either the indignation of missing the practice or from the aforesaid pipe smoke, when I was again beset by yet another official, this time trailing a yellow flag.

After a short one-sided conversation to the benefit of each of our educations (well, he learned that there were indeed trainee marshals on the circuit and I added to my, then, limited vocabulary) I set off yet again, but this time in the direction of Southstand. Until this time I rather felt that my brushes with officialdom had lacked a certain conversational sparkle from my side and, preparing to deliver my message to the Flag Marshal at that post, I resolved to remedy this defect. Alas, the gay repartee with which I had armed myself soon lost itself in the howl of cars whizzing past and it was a full ten minutes before I was able to make myself intelligible to the marshal concerned.

Back to the hairpin and a chance to renew my sweeping acquaintance with the track. The newcomer this time was Kiestelchur, a rather nasty white powder which supposedly soaks up oil dropped on the track but which, I suspect, was deliberately invented by Crawfords to ensure higher beer sales! Beating the first Formula Ford to the barrier by a few seconds I settled down, at long last, to enjoy some "spectating." To my inexperienced eye everything happened far too quickly for me to follow and was further confused by the clouds of Kiestelghur now obscuring my vision and turning the hairpin into a first class imitation of a London smog. The Formula Ford boys were, however, obviously well known to the regulars since my understanding of the action was assisted by various unprintable words emanating from otherwise respectable looking people with leather armbands. By the time the dust had settled we were back on to the track with our brushes, sweeping up the pieces of crumbled fibreglass, and lending a hand in attaching some rather battered looking cars to more permanent looking hooks.

At long last, lunch, and a brief look at the cars in the paddock. Determined not to repeat my morning's unpunctuality I swallowed both my pride and my indigestion and dashed back to the hairpin with seconds to spare, only to be disgusted by the apathy and indifference of a seemingly senior official who arrived at least *three* minutes late. The first race arrived not long afterwards and to me, eagerly expecting the excitement which I had promised myself the night before, came the shattering disillusionment of finding the racing exactly the same as practice. Nor were there even any spectators to provide light relief since, at that time, there was no spectating at the hairpin. (On reviewing the situation, however, I am not altogether sure whether they were bad old days after all!) There being no spectators, it followed that there were no loudspeakers either and the net result was that any racing which one did see between the bursts of activity was completely meaningless. To this day, I still do not know who won the small saloon race, my newsagent, in spite of all his promises, having managed to mislay my favourite weekly rag.

Eventually it was all over and the spectators had all left for home. Tired and weary, I intended to do the same but soon discovered that all the special buses had left and I was too for the next half hour! The biggest surprise was yet to come, however.

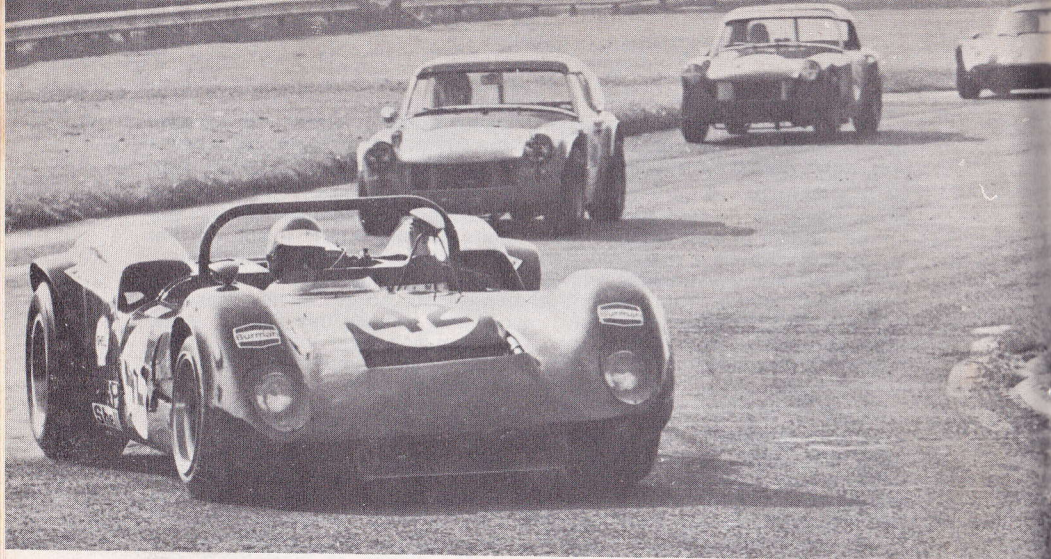
Monday morning — and I discovered, to my horror, that I just could not wait for the next Meeting!

"A TRAINEE MARSHAL."



"One of yours I think."





The last round of the H. & G. Robinson Racing Trophy Modsports Championship sees a fantastic entry of sports cars, the leading local drivers having to contend with an influx of speedy outsiders in their bid for the Championship honours. Present leader in the table is John Absalom but his shunt a couple of weeks ago has made him a non-starter this afternoon, leaving the way clear to Alex Souter to go for the Trophy. To win it, however, Alec will have to win today's race and that will be no mean feat with Jon Fletcher and Dave Brodie representing the deep South. The same position prevails for Miles Hopperton, since a win today would give him the Championship by one point and it is almost certain therefore that Miles and Alex will be going at it hammer and tongs to take the laurels.

The Southern opposition will almost certainly be provided by Jon Fletcher and Dave Brodie, both with Lotus Elans. Jon won the Modsports/G.T. event at the last meeting by a hair's breadth from Eddie Labinjoh and, in the process of doing so, blew off pretty well all the modified sports car opposition. He won't have things so easy this afternoon, however, since the incredibly potent Elan of Dave Brodie makes its first Ingliston appearance and, what with all the practice Dave is going to get this morning, he should know his way around pretty well by the time the saltire falls. The remainder of the Elan challenge comes from Irish heating engineer Michael Nugent, local man Jim Hall, and from the now-rebuilt Lotus of Ian Cochrane. It hardly seems possible that Ian could have rebuilt his Elan since September (spectators will recall that he completely wrote off the back end of a split new Lotus at the last Ingliston meeting) but it appears that, having been able to lay his hands on a similar car with the front end written off, he has glued the whole lot together and is now rarin' to have another go. Good luck to him, we say, but for heaven's sake use pins on the bonnet this time!

Midgets and Sprites there are in profusion too with Bob Hutchison, Al Fleming, Tim Rutherford, Ian Hall and the welcome return of Bruce Croskin. Another man missing for a day or two has been Annan farmer Roddy Wyllie, whose immaculate ex-Cox Triumph GT6 always provides welcome, and potent, variety at the circuit. All in all, a jolly good quality entry and one likely to provide some jolly good quality racing. Let's stick our wretched necks out again, however, and plump for Fletcher, Souter, Hopperton, Brodie in that order. Never let it be said that we don't offer predictions!

## MODIFIED SPORTS CARS

(10 LAPS)

Car No.	DRIVER/Entrant	Make/Model of Car	cc
58	B. CROSKIN	A.H. Sprite	1340
59	R. HUTCHISON	A.H. Sprite	1293
60	J. B. FLETCHER	Lotus Elan	1598
61	I. COCHRAN	Lotus Elan	1598
2-62	M. HOPPERTON	M.G. Midget	1340
63	A. FLEMING/W. Shepherd	M.G. Midget	1293
64	M. NUGENT	Lotus Elan	1598
65	R. D. WYLLIE	Triumph GT6	1998
1-56	D. BRODIE	Lotus Elan	1598
66	J. HANLEY	M.G. Midget	1329
3-67	T. RUTHERFORD	A.H. Sprite	1147
68	I. HALL	A.H. Sprite	1116
69	G. R. WILSON	M.G. Midget	1098
70	A. SOUTER	Lotus Elan	1598
71	J. A. HALL	Lotus Elan	1558
72	R. FORESTER-SMITH	Ginetta G4	997

1st (£40) **56** 2nd (£25) **62** 3rd (£15) **68** 4th (£10) **71**

Bonuses of £10 and £5 to first two "up to 1150 cc" finishers respectively if more than two starters

Fastest Lap **56** secs. **60.7**

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

DRIVER/Car	April	May	July	Aug.	Sept.	Oct.	Total
J. ABSALOM/Ginetta G4	9	9	3	—	6	—	27
A. SOUTER/Lotus Elan	6	4	9	6	3	—	25
M. HOPPERTON/M.G. Midget	—	6	4	9	4	—	23
J. B. FLETCHER/Lotus Elan	—	—	6	—	9	—	15
R. HUTCHISON/A. H. Sprite	4	2	—	4	1	—	11
T. RUTHERFORD/A. H. Sprite	3	—	1	3	2	—	9
I. HALL/A. H. Sprite	2	—	—	2	—	—	4
R. D. WYLLIE/Triumph GT6	—	3	—	—	—	—	3
B. CROSKIN/A. H. Sprite	1	1	—	—	—	—	2
A. FORESTER-SMITH/Ginetta G4	—	—	2	—	—	—	2
J. A. HALL/Lotus Elan	—	—	—	1	—	—	1

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



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The only association which the firm of Alex. Beith Ltd. has with Ingliston is through its associated firm, Auto Auctions (Scotland) Ltd. This associated Company, under the operational control of Alex. Beith Ltd., conducts weekly Motor Auctions in their custom-built Auction Halls in the Ingliston Estate.

Alex Beith Ltd. is wholly Glasgow based and although their massive weekly Motor Auctions — every Wednesday — are conducted in Glasgow, the vehicles they offer for sale, and the buyers who attend their sales come from as far apart as the Midlands of England and the Orkney Islands.

The list of County and Local Authorities, Police Forces and Public Utilities who sell their vehicles through their Glasgow Auctions is extensive. The list of nationally known commercial and industrial firms who also sell many hundreds of modern motor vehicles annually in this firm's Glasgow Auctions resembles the inside back page of the "Financial Times."

Alex. Beith Ltd. has no special interest as such in Motor Racing, but has a special interest in developing the association of motor cars and Ingliston, and believes that one of the most satisfactory and enjoyable ways of doing this is to sponsor a race in one of the Race Meetings of the season.

It is their convinced belief that any firm in Scotland who gains a living from the Motor Trade and the Motoring Public has a moral obligation to extend a helping hand to the Band of Enthusiasts whose activities organising Motor Racing in Scotland provide an opportunity for aspiring world champions to keep Scotland's name where it is at present—at the top!





For some unknown reason (at least, it's unknown to the Editor) should anyone think he's got the answer we'd be delighted to hear it) the "up to 1000 cc" class seems to be dropping in popularity. From having far too many cars at the beginning of the season (in April and May some 21 and 20 cars respectively were fighting for 15 places on the grid) the pendulum has swung the other way. Whether the Highland Show had anything to do with it or not we could not say, but immediately after the June lay-off for stock racing, the bottom seemed to fall out of the wee saloon grids and only 12 cars entered in July. Today sees another disappointing entry—indeed, at the time of writing this, the number of cars entered only barely reached the minimum subscription required by the joint Race Committee for race purposes. Need we say any more?

Small in numbers the entry may be but, as usual, the quality is superb. Having established himself back at the top of the "Prizeless Championship" with a grand win in September, Andy Barton returns (we hope) to consolidate that position. The slight dubiety about his appearance is caused by the monumental shunt he had at Croft two weeks ago in which he did his car no end of no good. In fact, the Mini was completely written off and we would seriously doubt whether he will be able to have it, or a replacement, ready in time. There is always the chance, however, that he will be able to prevail upon his good friend Owen Corrigan to lend him a car (as has already happened once this season) and, if so, we will both welcome Andy as a competitor and thank Owen for his generosity.

As usual, the opposition will be provided by the Minis of Sedic Bell and Bill Borrowman and by the Imps of Brian Coyle, Jim Howden and John Fyda. Sedic is, however, having just a spot of bother at the moment with officialdom having rather got himself in the wee black book down at Croft a couple of weeks back. While he was perhaps just a bit naughty we really would have loved to have seen the incident since, by all accounts, it really was a whale of a sight. Apparently Sedic, Andy and Alec Clacher were all going at it hammer and tongs for second place when Andy squeezed Sedic out coming in past the Pits. With nowhere else to go Sedic just naturally took to the Pits but, rather than give up a hard-earned second place, he kept his boot on the floor, shot through the Pits flat out, and rejoined the track without dropping position! Although there was nothing in sight worth hitting (question—was the Clerk of the Course about?) the manoeuvre was just a shade hairy and earned him the black flag—needless to say it also earned him the hearts of the spectators who saw it!

**Special Saloon Cars—Heat 1**  
**THE ALEX BEITH TROPHY RACE**  
**for Special Saloon Cars up to 1000 cc**  
 (10 LAPS)

Car No.	DRIVER/Entrant	MAKE/Model of Car	cc
92	S. A. BELL	Arden Cooper 'S'	999
93	J. C. FYDA	Agra Imp	998
94	A. BARTON	Mini Cooper 'S'	999
95	N. D. SMITH	Mini Cooper 'S'	999
96	A. SELLAR	Mini Cooper 'S'	999
97	K. ALLEN	Mini Cooper	999
98	J. HOWDEN	Chrysler Coupe	998
99	B. COYLE	Imp	998
100	B. LECKIE	Imp	998
101	W. BORROWMAN/Sports Tune/Moir & Baxter Ltd.	Mini Cooper 'S'	999

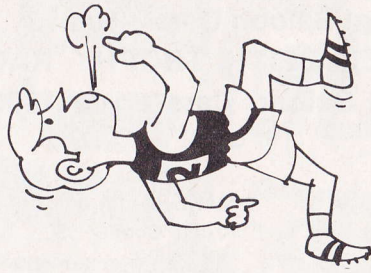
1st (£20) **94** 2nd (£12) **92** 3rd (£8) **98** 4th (£6) .....  
 5th (£4) ..... Fastest Lap **9.4** secs. **6.5**.....

Jim Howden, too, had his problems at the last meeting and anyone who did not see him do his Harvey Smith roll has only to turn to the front cover! Jim will be hoping that the cornering on his Chrysler Coupe is slightly more conventional today but he will have his time cut out dicing with a renewed end-of-season challenge from John Fyda. Brian Coyle, too, can always be counted on to emulate his one-time co-driver Andrew Cowan while that other grand old man of Ingliston saloon driving, "Box" Borrowman, will be pelting around in his usual front of the pack position.





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There is also a large range of G/T performance vehicles—i.e. Escort G/T, Capri G/T and the new Cortina G/T which are offered on various power units.

Integrated, and very closely connected with performance vehicles are, of course, high performance parts and accessories of which ALEXANDERS OF EDINBURGH are main suppliers.

Enthusiasts who are unable to purchase one of the above vehicles but wish to build and enter a rally or racing car can purchase all specialised parts such as engines, suspensions, wheels, etc., from ALEXANDERS in their Semple Street Garage and Showrooms.

ALEXANDERS are also stockists for the Australian Ford range, the German Ford Taunus, and the large American range of Fords such as the Galaxy, Mustang, Fairlane, etc., and can supply equipment and service very expediently.

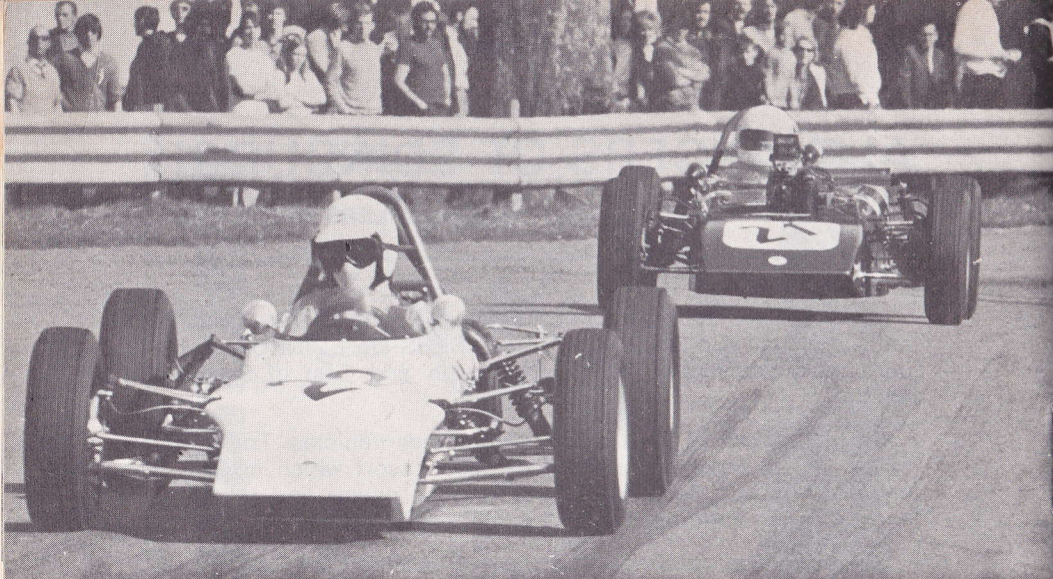
Why not pay us a visit and see for yourself our rapidly expanding garages and showrooms and meet our sales and service personnel who will be more than delighted to advise and help you.

### HOT NEWS!!

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The King's Cup FF Champion may have been unofficially crowned but, nevertheless, a fantastic grid assembles this afternoon for the last Formula Ford bash of the season at Ingliston. Although Neil Ginn may have won the Championship, second place is very much up for auction with both Dick Mallock and Don Macleod fighting it out, the "lower than a snake's belly" Mallock taking on the now greatly improved Dulon. Don, in fact, seems to have again found the form which made him a force to be reckoned with at the start of last year and his last two outings at Ingliston have both resulted in good second places.

With prize money to fourth place in the Championship, Damien Magee and Graham Cuthbert should be hard at it too, each being in with a good chance of taking home the loot. Although the acquisition of both a spanking new Lotus 69F and a lot of experience at the last meeting in that car has seen Graham going considerably faster we would back the experience of 1970 King's Cup Champion Demon Magee for fourth place this year. Damien will find plenty to worry about, however, from the host of compatriots who are invading Ingliston today, especially from Crawford Harkness, now in his third year as Irish FF Champion. Although with older models, neither John Smith or Jay Pollock are to be disregarded either and the Irish influx accordingly promises to set the cat amongst the pigeons in no uncertain way today.

And, as if that was not enough, the leading North of England FF drivers are coming further North just to help stir things up as well. Having found Neil Ginn a fair old handful on their local circuits, Tate's of Leeds drivers Chris Meek and Malcolm Wayne have decided to give him a run for his money on his home ground. With the Lotus 69 and Titan which have made Tate's of Leeds a household phrase in FF circles they could do just that but they may find that a greatly improved Peter Harrington gives them just a bit of trouble at the same time. Another one-time Ingliston regular, Geoff Oliver, has at last found time again to come North too and he will also be a force to reckon with in his ex-works D.R.W. 8F.

In short, a terrific entry, with a good representation of the leading makes of Formula Ford cars around today. The beautifully sleek and businesslike lines of the Lotus 69 should, we feel, tell this afternoon, however, and we would be surprised indeed not to see the undisputed Champ, Neil Ginn, take the chequered flag. You never can tell though and, if he makes as bad a start as he did in September, he may find it more difficult to carve his way through a field of this calibre!

## THE ALEXANDERS OF EDINBURGH TROPHY RACE for Formula Ford Cars

(15 LAPS)

Car No.	DRIVER/Entrant	Make/Model of Car	cc
3-19	N. G. GINN .....	Lotus 69F .....	1600
20	G. J. CUTHBERT .....	Lotus 69F .....	1600
21	D. MACLEOD/Mackinlay's Whisky/Peter Graham (Motors) Ltd. ....	Dulon LD4C .....	1600
22	C. MACLEAN .....	Hawke DL2B .....	1600
24	C. HARKNESS/M. Templeton .....	Lotus 69F .....	1598
26	T. HORROCKS .....	Horrocks FF .....	1600
27	C. MEEK/Tate of Leeds .....	Lotus 69F .....	1600
28	M. WAYNE/Tate of Leeds .....	Titan Mk 6 .....	1600
29	G. MURRAY .....	Alexis Mk 14 .....	1600
31	H. ACHESON .....	Crossle 20F .....	1600
32	H. BEATTIE .....	Crossle 20F .....	1600
33	R. TURKINTON .....	Merlyn XIA .....	1600
34	P. MCKINNEY .....	Crossle 16F .....	1600
35	G. OLIVER .....	DRW 8F .....	1600
1-36	D. MAGEE/Royal Restaurants .....	Palliser WDF3 .....	1600
37	P. HARRINGTON/Archer & Sharpe Crane & Plant Hire Ltd. ....	Merlyn XIA/17 .....	1600
2-38	J. POLLOCK .....	Lotus 61M .....	1600
25	J. SMITH .....	Lotus 61M .....	1600
<b>Reserves :</b>			
39	C. CAMERON .....	Merlyn XIA .....	1600
23	J. A. K. MILLAR .....	Lotus 51 .....	1600
30	G. TODD .....	March 718 .....	1600

1st (£40) **19** 2nd (£25) **24** 3rd (£15) **21** 4th (£10) .....

Fastest Lap ..... secs. ....

### "KING'S CUP" FORMULA FORD CHAMPIONSHIP

DRIVER/Car	April	May	July	Aug.	Sept.	Oct.	Total
N. R. GINN/Lotus 69FF .....	9	6	9	9	9		36
R. C. R. MALLOCK/ Mallock U2 Mk. 9B .....	6	9	—	3	3		21
D. MACLEOD/Dulon LD 4C .....	3	2	3	6	6		18
D. MAGEE/Palliser WD F3 .....	—	4	6	2	—		12
G. J. CUTHBERT/Hawke DL 2B .....	1	—	—	4	4		9
J. SHELDON/Palliser WD F2 .....	4	3	2	—	—		9
P. HARRINGTON/Merlyn XIA/19 .....	—	—	4	—	—		4
B. HUNTER/Hawke DL 2A .....	2	1	—	—	—		3
C. MACLEAN/Hawke DL 2B .....	—	—	—	—	2		2
C. CAMERON/Merlyn XIA .....	—	—	—	1	—		1
J. W. SIMPSON/Lotus 59 .....	—	—	1	—	—		1
G. TODD/March F18 .....	—	—	—	—	1		1

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



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Their business encompasses the distillation, blending and export of whisky, the import and bottling of a wide variety of wines, together with the general wholesale supply to the Scottish Licensed trade.

The firm was established in 1859 and the present managing director, Mr. John Milne, who is well known in motor racing circles, is the third generation of the family to control this company. Other famous names within the group are the celebrated 101 restaurant, the Square Peg and the Amphora, all in Glasgow, the Kirkhouse Inn at Strathblane and other well-appointed licensed establishments situated in the West of Scotland from Stirlingshire to Ayr.

Eadie Cairns have a direct interest in the Scotch whisky industry, as they are proprietors of the AUCHENTOSHAN malt whisky distillery and the ever-increasing sale of CAIRNS Scotch Whisky is proof indeed that this high-quality product is being appreciated more and more by the discerning whisky drinker.

The company were also one of the first wine merchants to realise the ever-increasing public demand for table wines in Scotland and have successfully concentrated their efforts in this direction. They are sole agents for ROMATE Spanish sherries, Burgundies of CORON Pere & Fils, Smith Woodhouse port, together with other Continental growers of great repute. This enables them to draw on large stocks of wines held abroad, thus giving their customers the finest wines at reasonable prices. Anyone having an interest in this subject could do no better than contact EADIE CAIRNS.



The indefatigable Dave Brodie (who is almost certainly going to be in a fair lather by the end of this afternoon!) must rank as one of the favourites in today's race, fielding as he does the Chris Barber Lotus 62. This, we believe, is one of the ex-works Gold Leaf Team Lotus cars which used to spend some entertaining afternoons trampling over the GT entries at Ingliston a couple of years ago. Dave will not, however, be having things all his own way today since he is lined up against the Chevron B19's of Peter Humble and Eddie Regan. Peter Humble's car is the one which came fourth in July behind John Miles, John Lepp and Andrew Fletcher but, in the absence of the two leaders in that race this afternoon, Peter stands a pretty good chance of taking home the money. While John Miles may not be here, his car most certainly is, this having been sold only a fortnight ago to Eddie Regan. The car was sold engineless, however, and Eddie is presently running it with a FVA power-house—consequently, he does not expect it to be anywhere near as competitive as it was under the DART banner but nevertheless it should be capable of giving the front runners a good go for their money.

Without doubt the man of the Meeting in September was Eddie Labinjoh whose fantastic drive with the Fisher 1100 Spyder will remain in spectators' memories as one of the drives of the year. Leading the GT and Modsports event as he came round to finish the first lap, Eddie lost it on the entry to the arena and put himself right back amongst the tail-enders. With only 11 laps to go from there, he gunned the car through the rest of the field and only just failed to regain the lead by a nose-cone. Since he is also currently sharing the lead in the Sheila Whyte Tankard Championship with John Miles, Eddie will be going flat out today to try to win the 1971 title. In the absence of DART, 5th place or better should do it but he will be finding some pretty stiff opposition from the Mallock U2's of John Mackie, Mike England and Roger Craven. A big challenge is, however, likely to come from Tony Charnell's, BMW engined Chevron B8 and from the FVC powered Mercury of Alan Fowler. Remember George Silverwood in the very pretty Buller-Sinfield Mercury (now owned by Graham Macwilliam)? Alan's car is the 1971 version and guaranteed to be an awful lot faster! It might even give the B19s a bit of a shock!

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

DRIVER/Car	April	May	July	Aug.	Sept.	Oct.	Total
J. MILES/Chevron B19	—	—	9	9	—	—	18
E. LABINJOH/Fisher Spyder	—	4	1	4	9	—	18
G. TEMPLE/Chevron B1	6	6	—	—	—	—	12
A. FLETCHER/Chevron B16	—	—	4	6	—	—	10
G. B. BIRRELL/Chevron B19	—	9	—	—	—	—	9
D. McMAHON/Royale RP10	9	—	—	—	—	—	9
P. MacNAUGHTON/Lotus 7	3	3	—	2	—	—	8
R. WINCHESTER/Fairford GT	—	1	—	—	6	—	7
J. LEPP/Chevron B19	—	—	6	—	—	—	6
A. SOUTER/Lotus Elan	4	—	—	—	—	—	4
M. HOPPERTON/M.G. Midget	—	—	—	3	—	—	3
P. HUMBLE/Chevron B19	—	—	3	—	—	—	3
J. HALL/A. H. Sprite	2	—	—	—	—	—	2
R. MALLOCK/Mallock U2	—	—	2	—	—	—	2
R. S. SMITH/Atilla Chevrolet	—	2	—	—	—	—	2
G. SCOTT/Mallock U2 Mk 8	—	—	—	1	—	—	1
A. G. WATSON/Mallock U2	1	—	—	—	—	—	1

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

EVENT 4

3.55 P.M.

## THE EADIE CAIRNS TROPHY RACE for Sports and Special GT Cars

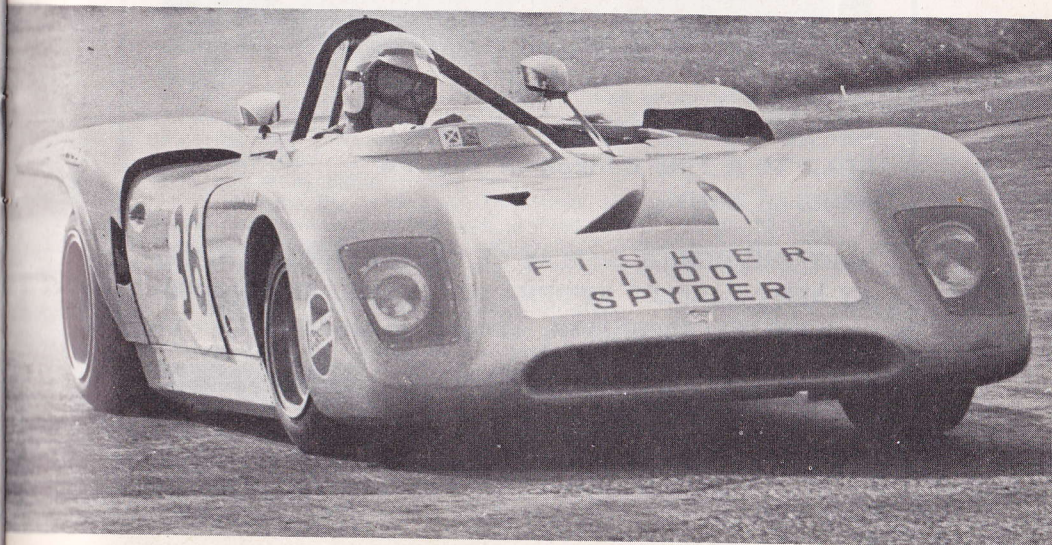
(10 LAPS)

Car No.	DRIVER/Entrant	Make/Model of Car	cc
41	R. CRAVEN/M. J. Rossington	Mallock U2	1600
42	M. F. ENGLAND	Mallock U2	1589
43	I. TUER	Collector	1600
44	P. MacNAUGHTAN	Lotus Seven	1600
45	E. LABINJOH/J. Fisher	Fisher 1100 Spyder	1100
46	J. MACKIE	Mallock U2	1589
49	A. FOWLER/Motor Race Consultants	Mercury FVC	1790
51	A. CHARNELL	Chevron B8 BMW	1991
52			
53	P. HUMBLE/Red Rose Racing	Chevron B19	1991
54	E. REGAN	Chevron B19	1598
55	D. BRODIE	Lotus 62	1996
2-50	D. McMAHON		
48		DAREN	
62	M. HOPPERTON	MIDGET	
67	T. RUTHERFORD	MIDGET SPORTE	
68	J. HALL	SPRITE	
64	M. NUGENT	L. ELAN	

1st (£40) ..55 2nd (£25) ..51 3rd (£15) ..53 4th (£10) .....

Fastest Lap ..55 secs. 62.4

Bonuses of £15 and £5 to first two "up to 1600 cc" finishers respectively and of £10 and £5 to first two modified sports car finishers respectively.





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**ARMY** 

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Within the division are contained all that is famous in Scottish fighting tradition. The **Royal Scots** (The Royal Regiment and the senior infantry regiment in the British Army), **The Royal Highland Fusiliers** (a marriage, effected in 1959, of the Royal Scots Fusiliers and the Highland Light Infantry), **The King's Own Scottish Borderers** (based at Berwick-upon-Tweed and shortly to return to Northern Ireland for a further tour of duty), **The Cameronians**, **The Black Watch** (the oldest Highland Regiment, the 1st Battalion of which moves to Hong Kong in January 1972, the **Queen's Own Highlanders** (the 1st Battalion of which is now a mechanised Battalion in Germany), **the Gordon Highlanders** (the "Gay Gordons", now with the UN in Cyprus, and **The Argyll and Sutherland Highlanders** (presently reduced—temporarily it is hoped—to one Company, the Balaklava Company, which has just returned from Gibraltar)—all come under the banner of the Scottish Division.

## THE ROYAL CORPS OF TRANSPORT

The chief responsibility of the Royal Corps of Transport is to manage and control the means of movement used by the Army to distribute men and equipment and all the material of war to any part of the world. In "road transport" the Corps operates almost every type of vehicle, from motor cycles to 100-ton tank transporters, and includes many specialist vehicles like missile carriers for the Royal Artillery and bridging-equipment vehicles for the Royal Engineers. The RCT soldier is taught to drive these as part of his normal training. Maritime transport and air dispatch all form part of the Royal Engineers training, as does all new forms of transportation (such as hovercrafts, etc.).

## THE ROYAL REGIMENT OF ARTILLERY



Prior to 1678, when the first permanent Artillery appointments were made, Trainees of Artillery had been recruited for each campaign and disbanded at its conclusion. In 1718 the first permanent Artillery Companies were formed under the Board of Ordnance; by 1757, when the title The Royal Regiment of Artillery was conferred, there were twenty-three permanent Companies, the forerunners of the Batteries of today with their many battle Honour Titles.

1793 saw the raising of The Royal Horse Artillery; in 1832 The Royal Regiment of Artillery was granted the badge of the Royal Arms over the Gun, and the single battle scroll "Ubique," Latin for "Everywhere," to denote its active service in all parts of the world—a continuing tradition of today.

Following distinguished service throughout the nineteenth century, the Regiment, during the Great War, had more than two thousand Royal Artillery Batteries manned by over half a million Gunners from the United Kingdom and the Dominions. In the Second World War it expanded until it held two-fifths of the total strength of the British Army. Its contribution, as ever, was considered quite indispensable and one of the deciding factors in gaining victory in both conflicts.





The last time the Army in Scotland sponsored a race at Ingliston Dougal Niven took the honours by a clear 6 seconds from Bill Dryden and Jenny Birrell. Since then, however, Bill Blydenstein has been picking his fingers around inside the S.M.T. Viva and the 2.5 litre Vauxhall is now developing a lot more in the way of horses. So much so, in fact, that Bill looks set to take the 1971 Hartley Whyte Championship if, that is, Jenny does not whip it from right under his nose. Making a re-appearance today in the clubby Escort (lent to Wylies for the day by D. Harris Ltd.), Jenny will be going all out for the win which could conceivably give her the Hartley Whyte Trophy. While she could possibly do it with the BDA we would rather doubt whether the twin cam will now have enough steam left to pull it off.

The man to watch out for over the past couple of meetings, however, has been Dougal Niven, he having shown that he still has the edge on the other regulars. Reliability has been his problem in 1971 though and he has accordingly yet to notch up any points in the Hartley Whyte table. Today could see the bogey laid and Dougal will, as usual, have his foot on the floorboards 99% of the way round. Another man hoping to keep it on the ground will be the holder of the Ingliston altitude record, Norman Hodgson, who is currently second in the Northern Saloon Car Championship with his Escort. Like Dougy (the two are good friends) Norman is a trier to the end and he can be counted on to give of his best this afternoon.

The local drivers are not going to have it all their own way this afternoon, however, since a particularly strong Southern challenge is imminent. Heading the English attack will be none other than your actual Dave Brodie with the new "run baby run" Escort (boy, he's going to be tired by the end of the afternoon!). Dave does have some doubts as to whether the Escort will be ready in time for the saloon race today but he's going to do his best to bring it along and, if he does, you can be sure he'll do his best to blow everyone else off. Vauxhall (and Blydenstein) have other ideas, however, and with the three fastest Vauxhalls in the country present this afternoon they may well give Fords a bit of a shock. Bill Dryden we all know about, but Gerry Marshall and Gerry Johnstone yet have to make their acquaintance with the circuit.

Add to that lot twin cam Escorts for Derek Huntley and Ronnie McCutcheon, a BDA for Toby Tobias and 5 litres worth of horsepower (he even needs a wing to keep the back end from taking off!) for Jimmy Veitch, stir it all up with a gaggle of very fast 1300 cc Minis, and you'll know why we had to get the Army to sponsor it. Race! It'll be a ruddy battlefield out there!

## Special Saloon Cars—Heat 2 THE ARMY IN SCOTLAND TROPHY RACE for Special Saloon Cars over 1000 cc

(10 LAPS)

Car No.	DRIVER/Entrant	Make/Model of Car	cc
57	D. BRODIE .....	Escort .....	2100
78	D. HUNTLEY .....	Escort TC .....	1598
74	R. D. McCUTCHEON .....	Escort TC .....	1800
75	J. MacGILVRAY .....	Shannon Anglia .....	1650
76	W. N. A. DRYDEN/S.M.T. ....	Viva GT .....	2500
1-77	G. MARSHALL/ Thames Television .....	Firenza .....	2500
78	G. JOHNSTONE/ Dealer Team Vauxhall .....	Viva GT .....	2500
78	J. BIRRELL/ Wylies of Glasgow .....	Escort TC .....	1850
80	A. D. NIVEN/Team Forbes ...	Perdal Escort .....	2090
81	A. TOBIAS/ Perdal Developments .....	Perdal Escort .....	2020
82-82	J. VEITCH .....	Veeva .....	5000
88	N. HODGSON .....	Escort .....	1598
85	J. PATERSON .....	Mini Cooper 'S' .....	1293
86	J. PINKERTON .....	Mini Minor .....	1293
87	A. BELL .....	Mini Cooper 'S' .....	1275
89	E. REEVES .....	Mini Cooper 'S' .....	1293
3-90	F. GUNN/A. Barton .....	Mini Cooper 'S' .....	1293
91	J. DRYDEN .....	Mini Cooper 'S' .....	1293

### Reserves :

2-84	E. M. SMITH .....	Mini Cooper 'S' .....	1293
88	E. PATERSON .....	Colvend Elf .....	1275

1st (£20) 77 2nd (£12) 76 3rd (£8) 80 4th (£6) .....

5th (£4) ..... Fastest Lap 76 secs. ....

Special bonuses of £15 and £5 for the first two "1001-1300 cc" finisher respectively.





In the very high quality field entered for today's Historic Car Race one would expect the dice to be loaded in favour of the more powerful post-war cars, namely Neil Corner's 1959 single-seater DBR4 Aston Martin Grand Prix car and the D-type and C-type sports Jaguars of Nick Faure and Martin Norris respectively. The other post-war cars in the race, the 1952/3 Formula 2 2-litre Cooper-Bristols of Stephen Curtis and John Roberts have a roughly equivalent performance to the four pre-war supercharged E.R.A.s, and if any of these single-seaters succeed in splitting up the Aston Martin and the Jaguars they will be doing exceedingly well.

All today's E.R.A. drivers are well known for their pressing-on capabilities, and of the four John Venables-Llewelyn has theoretically the fastest car (chassis number R4A) as it has a 2-litre engine instead of a 1½-litre engine, and John currently holds the "pre-war" record for Doune Hill Climb with R4A. Its sloping radiator cowl denotes that it is an ex-Bob Gerard car. The former holder of the Doune record pre-war cars, R1A, the very fast E.R.A. built in 1934, is driven by its conductor at Doune, Tony Merrick, and the third A-type car in the race, R3A, has been rebuilt only recently by its driver, Hamish Moffat. It is restored to very original condition, has a driver who is much more interested in winning a race than coming second, and was driven very successfully pre-war by C. E. C. (Charlie) Martin. Like R4A it has spent part of its life in South African ownership. For once the A-type E.R.A.s outnumber the B-types, the only B-type car entered being Prince Bira's old 1936 car "Hanuman" (R12B) painted in the Siamese racing colours of blue and yellow. It is driven by Bill Morris who carried out its restoration, and who is very experienced at keeping rival E.R.A.s at bay. The differences in the A and B-type cars are not very great and are mainly in the departments of chassis construction, gear ratios and spring rates. All these E.R.A.s (English Racing Automobiles) have pre-selector gear-boxes, and engines developed from the two high camshaft push-rod 6-cylinder Riley design.

The nearest thing to a Scottish Racing Automobile entered is presumably Bernard Kain's 1926 French Bugatti as a product of a partner in the Auld Alliance rather than the Common Market, and this has a 2.3-litre supercharged straight 8 engine with a single overhead camshaft and is known as a Type 35B Grand Prix Bugatti Also Continental and a straight 8, but with central drive to its twin overhead camshafts and twin superchargers is Peter Waller's beautiful P3 Monoposto 2.9-litre Alfa Romeo from Milan, a 1932 car revised for the 1934 Grand Prix formula. Peter really makes this car go, from the point of view both of preparation and driving. It has a 3-speed gearbox and is better suited to long, fast circuits than the twists and turns of Ingleston, although this may not be readily apparent with Peter at the wheel. The Bugatti and the Alfa Romeo are recognised as two truly classic Grand Prix cars.

Not classics, perhaps, but phenomenal performers are Keith Knight's 2-seater sports Riley Special of mixed 1930 and 1935 ancestry and Ron Footitt's 1925 A.C./G.N. Special. The Riley has an ordinary 4-cylinder 1½-litre Riley engine, and it can only be a product of careful preparation and expert driving that makes it go much faster than it should according to its specification. The same can be said for the A.C./G.N. built by Maestro Footitt, who has inserted an A.C. Six engine into a surprised if not delighted 1925 G.N. chain drive chassis and has fitted the resulting projectile with single-seater bodywork.

The only native Scottish entry would seem to be Ray Fielding in his 1937 6C supercharged twin-cam 1½-litre Maserati, from Bologna via Forres. Such Maseratis were great rivals of the E.R.A.s before the war, and Ray can always be depended upon to carry on this tradition today in a thoroughly spirited manner.

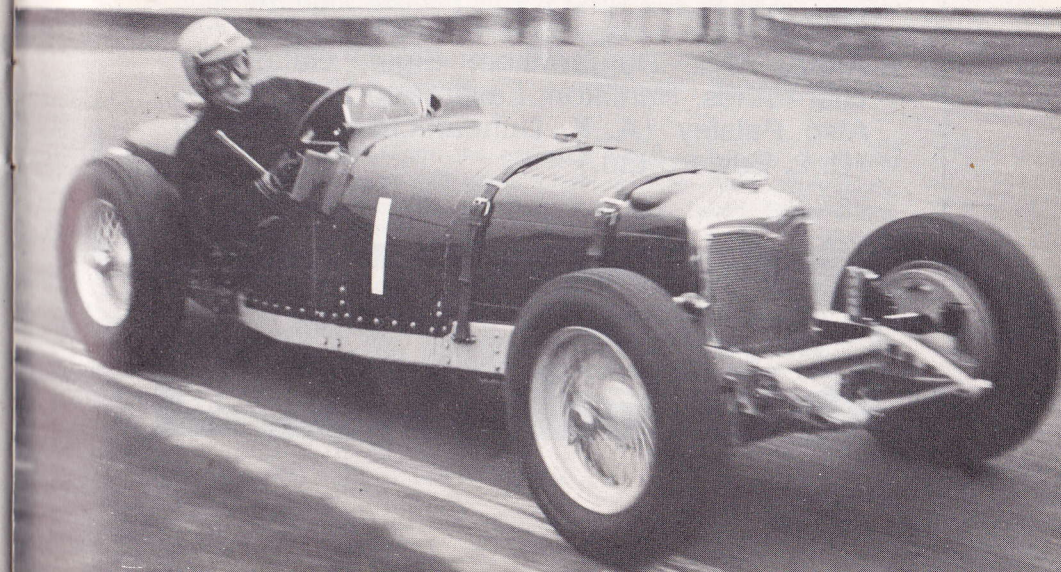
## THE DOUNE CUP for Historic Racing and Sports Cars

(10 LAPS)

Car No.	DRIVER/Entrant	Make/Model of Car	cc
01	W. R. G. MORRIS/ D. N. Kergon	ERA	1488 1936
02	M. GRANT-PETERKIN/ Lord Doune	<del>Maserati</del> <i>BARNATO MASSAN</i>	<del>1488 1930</del>
03	R. FIELDING	Maserati	1963 1937
04	P. WALLER	Alfa Romeo P3	2900 1932
05	A. J. MERRICK	ERA	1496 1934
06	R. FOOTITT	AC/GN	1991 1925
07	R. B. D. KAIN	Bugatti	2262 1926
08	K. KNIGHT	Riley	1496 1930/25
09	H. MOFFAT	ERA	1496 19—
10	J. VENABLES-LLEWELYN	ERA	1995 19—
11	N. CORNER	Aston Martin DBR4	2992 1959
12	J. W. S. ROBERTS	Cooper Bristol	1971 1952
13	S. CURTIS	Cooper Bristol	1971 1953
15	M. H. MORRIS	Jaguar 'C' Type	3442 1953
16	N. FAURE/Hexagon of Highgate Ltd.	Jaguar 'D' Type	3781 1955

1st (£10) *0.11* ..... 2nd (£5) *0.16* ..... 3rd (£3) .....

Fastest Lap ..... secs. ....





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## The Tale of Mays Travel

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Once upon a time, in the quaintly named town of Kirkcaldy, there lived a gentle giant by the name of Nairn-Williamson and a garrulous gnome called Mays Travel. Nairn, the giant, was a manufacturer of linoleum and in the bad old days, travellers visiting the town had to hold their nose for days as they could not stand the smell from Nairn's linoleum factory. In fact it was so bad that people passing through on steam trains from Dundee in the North or Edinburgh in the South used to shut all the carriage windows miles before reaching Kirkcaldy. It has been told that travellers could get a whiff of the nauseating stench when crossing the Forth Bridge.

Our gnome, Mays Travel, was a man of many parts. Ever since his schooldays, when he was a timetable enthusiast and train-spotter, travel had been his hobby, so what better to do when leaving school, than look after the travel needs of his fellow townsmen.

But not only did he book their train tickets, sea passages, and arrange for their board and victuals at wayside inns, but he was so well read and travelled that he became their travel counsellor, advising on modes of transport, hotels, sightseeing, passports and visas, travel insurance, climatic conditions, and it was only natural that, when man invented the aeroplane, Mays was one of the first to book on this new fangled contraption.

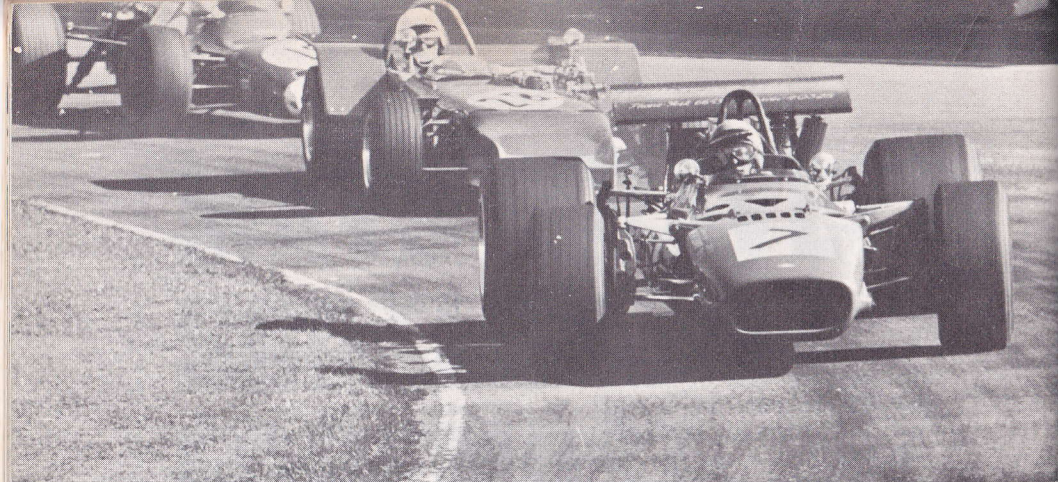
The demand for his services were such that he decided to spread his wings throughout the Kingdom of Fife and he opened offices in Dunfermline, the ancient capital, Glenrothes, Leven and St. Andrews.

One day, Nairn, who was really a gentle giant as giants go, went to Mays and said "I want to diversify. Would you like to sell me your travel business?" Mays was getting on in years and felt he would like to retire and live on a sunshine island so he happily agreed to dispose of the business.

And to this day, Nairn, the energetic giant, is happily expanding his travel agency empire with Mays Travel in Alloa, Alva, Dunfermline, Elgin, Galashiels, Glenrothes, Hamilton, Kirkcaldy, Leven, St. Andrews, A. K. Duncan Ltd., Paisley, D. L. Edward Ltd., Perth and more recently he has made conquests over the border with Edenvale Travel at Carlisle, Consett, Darlington, Grimsby, Hartlepool, Newcastle, Spennymoor, Sunderland W. Sandwith & Co., at Whitehaven and Workington, Grant-ham Travel Agency and Spalding Travel Agency, all travel agencies noted for friendly, helpful and efficient service.

IT PAYS TO BOOK AT MAYS.





While it now seems clear that Tommy Reid is going to be the 1971 Callands Trophy Champion it is often forgotten amongst spectators that the £600 Prize Fund in that Championship is spread over the first six places in the Championship Table. To Tommy goes the lion's share, the first prize of £250 and the magnificent silver quail, and the satisfaction of at last achieving his ambition to win the Championship. The battle for the places is, however, hotting up now with three of today's Formula 2 drivers in with a good chance. While John Miles would appear to have the £150 second prize well sewn up there is a chance that either Brian Nelson or John Wingfield could steal this from under his nose by winning here today—and on the form shown by each driver this season there is quite a strong chance of that happening. Be that as it may, the one point difference between Brian and John will almost certainly see them both going flat out to secure the £100 third prize. Back in seventh position in the table is the driver who perhaps qualifies as the unluckiest Formula 2 driver of the year, Brian Cullen. One of the hardest men to beat at the circuit, Brian has spent more than half of his racing visits to Ingliston this year in the lead and did, in fact, head the DART Chevron B19 until the very last lap in May. Brian has had his problems though and has not been able to notch an outright win yet this year—with only two points in the table between him and fifth place he will not be giving up today and there is a pretty good chance that we could see him even higher in the Championship when the chequered flag eventually falls.

But enough about the Championship. Who do we have here today to contest the last Libre race of the 1971 season? At first sight, it almost seems as if the entire entry is Irish. Indeed, there seems to be a general feeling over here that, if they are going to be bombed from here to next Sunday, they might as well just move all their Club activities over to Ingliston! A tremendous Irish challenge is spearheaded by favourite Tommy Reid who demonstrated yet again at the last meeting that he knows his way around the Ingliston Circuit perhaps as well as, if not better than, any other Libre driver here. On a day when everyone else was complaining about the treacherous oily track, Tommy (who was never pressed for first place) was circulating effortlessly in 48.7 seconds, a speed only 0.6 seconds outwith the present lap record and equal to the outright lap record held by him until July of this year. In short, it's odds-on for Tommy this afternoon and he will doubtless be making a particular effort to win the Magnum of Laurent Perrier Champagne being presented to the winner of this race by Samuel Dow Ltd. (the Glasgow Company who provide a fine wine service exclusively to the hotel and restaurant trade in Scotland and a wholesale distribution agency service for such popular marques as Mateus Rose, Casal Garcia, Warnink's Advocaat, Mackenzie Sherries and Martinez Ports).

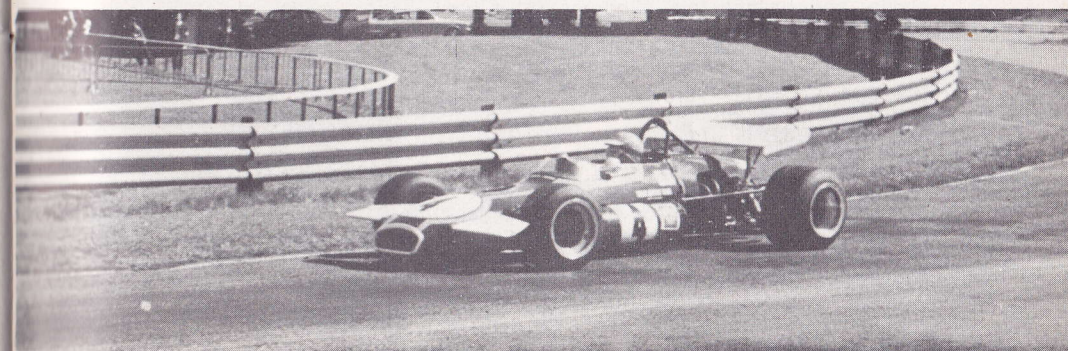
### CALLANDS TROPHY LIBRE CHAMPIONSHIP

DRIVER/Car	April	May	July	Aug.	Sept.	Oct.	Total
T. D. REID/Brabham BT30 .....	—	7	8	7	10	—	32
J. MILES/Chevron B19 .....	—	—	11	10	—	—	21
B. NELSON/Crossle 18F .....	—	4	5	5	—	—	14
J. WINGFIELD/Brabham BT30 .....	—	—	6	—	7	—	13
W. FORBES/Lola T142 .....	10	—	1	—	—	—	11
G. B. BIRREL/Chevron B19 .....	—	10	—	—	—	—	10
B. CULLEN/Brabham BT30 .....	—	5	1	4	—	—	10
I. C. McLAREN/Chevron B15 .....	4	3	—	3	—	—	10
B. HARRISON/Vixen .....	2	1	—	2	3	—	8
D. McMAHON/Royale RP10 .....	7	—	—	—	—	—	7
N. R. GINN/Lotus 69FF .....	5	—	—	—	—	—	5
J. BLADES/Lotus 69 .....	—	—	—	—	5	—	5
J. BARR/Brabham BT21 .....	2	1	—	1	1	—	5
R. SCOTT/Lotus 69 F2 .....	—	—	4	—	—	—	4
D. BERRY/Brabham BT21B .....	—	—	—	—	4	—	4
B. HUNTER/Hawke DL 2A .....	3	—	—	—	—	—	3
J. RICHARDSON/Brabham BT30 .....	—	—	3	—	—	—	3

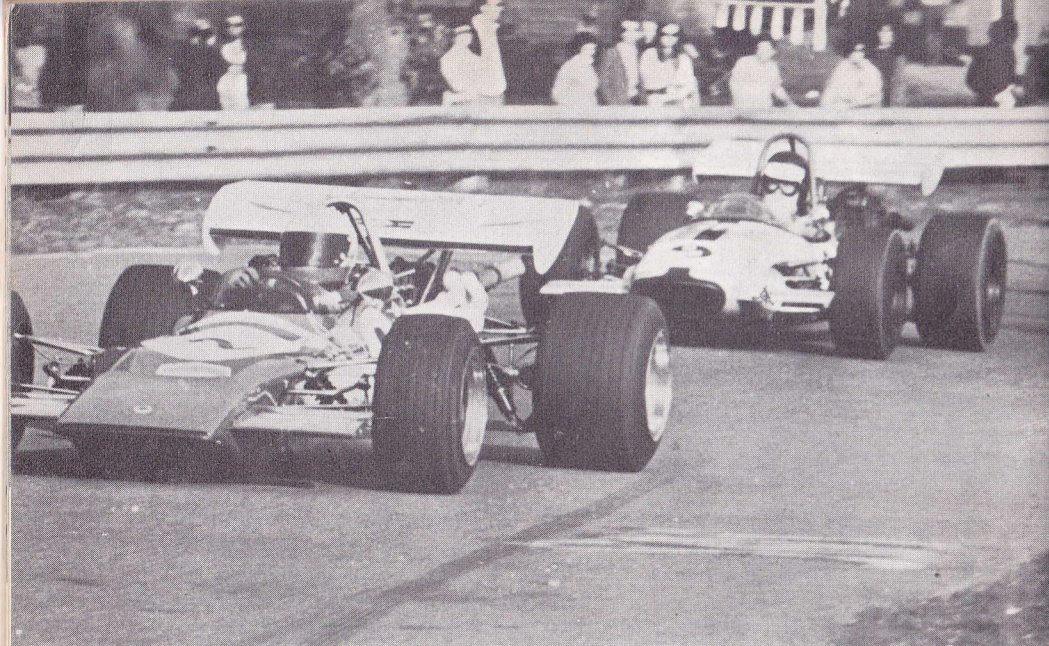
Scoring : 1 for finishing, plus—1st 9, 2nd 6, 3rd 4, 4th 3, 5th, 2, 6th 1.  
Best four to count.

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

While Tommy was busy re-asserting his dominance over the Ingliston scene in September, the Irish were all enjoying a spree at Phoenix Park. Second man home on aggregate at that meeting was John Smith whose ex-Rollinson FVA Brabham BT30 makes, we hope, its first appearance here this afternoon. John is also driving one of Malcolm Templeton's Formula Fords today and he is hoping that his Brabham will also be ready to make the trip across the Irish Sea (it presently having some engine difficulties). The man who led the first part of the two-part Phoenix Libre event, John Pollock, also makes a first visit over the water this afternoon with his Lotus 69. The chap who went on to hammer the lot of them in the second heat, however, at the Phoenix week-end was Brian Nelson, his Crossle 18F now beginning to again realise the potential it showed last year. Brian, who only just pipped Tommy Reid for the Callands Trophy last year, has not had the happiest of Ingliston seasons in 1971 and has spent most of his time, as he puts it, "sleeping" all the way round the circuit. With the car going much faster now, and Brian seeming to be just a bit more alert, he could well be one of the forces to reckon with this afternoon.







One Irish driver who is speedily making a name for himself as he gets used to the smaller single-seaters is Archie Phillips, one time sports car driver. The week after the Phoenix Meeting Archie piloted his immaculate FVC Brabham BT36 into third place behind Tommy Reid at Mondello. While Tommy's experience was enough to relegate him to that position, Archie got his own back by establishing fastest lap. He will be finding the BT36 opposition pretty tough today, however, since John Wingfield returns with his BDA-powered Brabham, now duly tweaked up, in an attempt to wrest the chequered flag from the Callands Champion. A thoroughly first class chap, John will be going all out to repeat his July record-breaking performance and we can expect a polished performance from him.

Jock Russell once again provides the heavy machinery with his 5-litre Lotus 70 and he will doubtless be hoping that he has a happier outing this Meeting than last time out (when the car broke down before he even got on to practice!). The 3½-litre Brabham of Dave Berry is also back this afternoon aiming to have another go at Johnny Blades' Lotus 69. These two had a regular ding-dong for the first few laps of the September Libre event but, at the end of the day, it was the Formula 2 power which told and Johnny piloted himself home into third place. Third on aggregate at the aforesaid Phoenix Park Meeting, however, was Ronnie MacKay with the ex-Ecurie Ecosse Brabham BT30. Now fitted out with a Formula Atlantic Twin Cam, Ronnie hopes to see a similar performance this afternoon. Also back (after making the trip over to Hockenheim in September) is Bill Wood with the ex-Willie Forbes Lola T142 and he brings with him from York his friend John Coulter in a similar car. And speaking of Willie Forbes, what's all this chat about a Formula 2 chassis with F1 engines bolted on the back that's circulating around the North of Scotland—could it be that the two-times Callands Champion is fancying a third term of office?)

All in all, what promises to be a first class single-seater dice with, if the entry does for any reason fall too low, an injection of sports cars, etc., from the GT field. And with two Chevron B19's and a Lotus 62 in that field, the injection could well upset a few hopes! Certainly, whoever wins this Race today will have to be motoring very hard indeed and he will definitely deserve that magnum of champagne!

## THE MAYS TRAVEL TROPHY RACE FOR LIBRE CARS

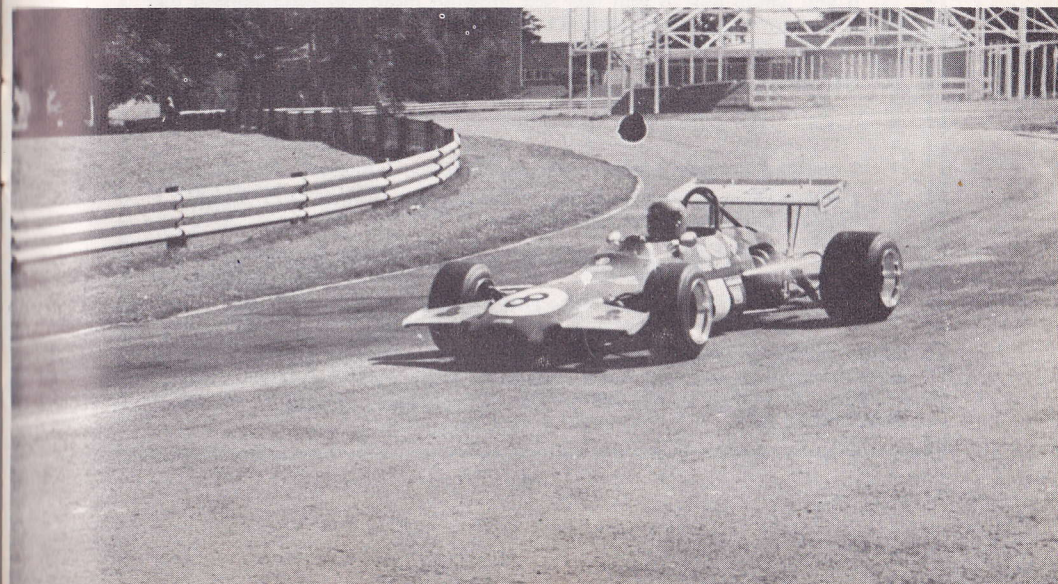
(20 LAPS)

Car No.	DRIVER/Entrant	Make/Model of Car	cc
1	B. NELSON	Crossle 18F	1588
2	J. WINGFIELD	Brabham BT36	1771
3	J. BLADES	Lotus 69	1598
4	D. BERRY	Brabham BT21B	3500
6	T. REID	Brabham BT36	1598
8	A. PHILLIPS	Brabham BT36	1598
7	R. MACKAY	Brabham BT30	1598
8	J. SMITH	Brabham BT30	1598
9	W. T. WOOD	Lola T142	5000
10	J. COULTER	Lola T142	5000
11	B. CULLEN	Brabham BT23C	1598
12	J. RUSSELL	Lotus 70	5000
14	J. POLLOCK	Lotus 69	1598
17	I. C. McLAREN	Chevron B15	997
18	B. HARRISON	Vixen V85	998

53	P. HUMBLE	CHEVRON B19	
51	A. CHARNELL	CHEVRON B9 BMD	
55	D. BRODIE	LOTUS 62	
36	D. MAGEE	DAISIER WDF3	
39	D. CAMERON	MERLYN X1A	
	33, 20, 24, 21.		
1st (£100)	6	2nd (£60)	2
		3rd (£40)	51
		4th (£20)	

5th (£10) ..... Fastest Lap ..... secs. ....

Bonuses of £10 to each of the first G/T Sports and FF finishers respectively (if more than one starter in each respective class).







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

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EVENT 8

5.30 P.M.

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

15 LAPS

77	G. MARSHALL	FIRENZA	
76	W. N. A. DRYDEN	VIVA GT	
80	A. D. NIVEN	PERDAL ESCORT	
94	A. BARTON	MINI COOPER 'S'	
92	S. A. BELL	ARDEN COOPER 'S'	
90	F. GUNN	MINI COOPER 'S'	
98	J. HOWDEN	CHRYSLER COUPE	
89	C. REEVES	MINI COOPER 'S'	
93	J. C. FYDRA	AGRA IMP	
91	J. DRYDEN	MINI COOPER 'S'	
85	J. PATERSON	MINI COOPER 'S'	
87	A. BELL	MINI COOPER 'S'	
97	K. ALLEN	MINI COOPER	
96	J. PINKERTON	MINI HILAR	
99	B. COYLE	IMP	
95	J. SELLAR	MINI COOPER 'S'	
76	94	90	97
1st (£100) 2nd (£50) 3rd (£25) 4th (£15) 5th (£10) 6th (£5)			

Fastest Lap ..... secs.

Bonuses of £20 and £10 for the first two up to 1000 cc cars home.

### HARTLEY WHYTE SALOON CAR CHAMPIONSHIP

DRIVER/Car	April	May	July	Aug.	Sept.	Total
W. N. A. DRYDEN/Viva GT	—	3	—	9	9	21
J. BIRRELL/Escort TC	9	2	—	—	—	11
B. MUIR/Chevrolet Camaro	—	9	—	—	—	9
A. BARTON/Mini Cooper 'S'	6	1	—	—	—	7
G. B. BIRRELL/Escort RS 1600	—	6	—	—	—	6
E. M. SMITH/Mini Cooper 'S'	—	—	—	6	—	6
J. DRYDEN/Mini Cooper 'S'	—	—	—	—	6	6
N. HODGSON/Escort TC	—	4	—	—	—	4
A. POOLE/Complan Mini	4	—	—	—	—	4
J. HOWDEN/Chrysler Coupe	—	—	—	4	—	4
F. GUNN/Mini Cooper 'S'	—	—	—	—	4	4
J. PINKERTON/Mini Cooper 'S'	3	—	—	1	—	4
J. C. FYDRA/Agra Imp	—	—	—	3	—	3
A. BELL/Mini Cooper 'S'	—	—	—	—	3	3
S. A. BELL/Mini Cooper 'S'	2	—	—	—	—	2
C. REEVES/Mini Cooper 'S'	—	—	—	—	2	2
J. MACGILVRAY/Shannon Anglia	—	—	—	2	—	2
K. ALLEN/Mini Cooper 'S'	1	—	—	—	—	1
C. CHISHOLM/Imp	—	—	—	—	1	1

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





## My life with the W.C.

It was in the June of this year that I received my summons to Clayton House in Switzerland, which as you may not but blooming well should know, is the hallowed abode of your S.M.R.C. President, the estimable J. Stewart, Esq. Perhaps "summons" is too strong a word—I did, in fact, volunteer to go, and if the truth be known, I leapt at the chance. Even if I was going to wash the floors and peel the spuds for two months, at least I was going to Clayton House, Switzerland, to do it. I arrived there on Monday, 28th June, clutching my duty-free fags and wondering what had happened to sunny Switzerland, because it looked as though I was about to receive a truly Scottish welcome from the weather. It did, in fact, rain for the first three days of my stay. I was greeted by Mrs. S., who struck me as being very thin, but this impression was probably influenced by the fact that I resemble the first cousin of an elephant.

From there I was introduced to the children and the kitchen—I was to help with both, although a new nanny, Anne, was to arrive within a week. The two boys, Paul, nearly six, and Mark, three-and-a-half, looked too angelic for words, although during the next two months, Anne and I were heard to quote (not too frequently, however,) a Danish au pair girl from along the road, who said with great conviction,

"Children is children." Understandably, although a little to my annoyance, they were both bilingual and could switch from English to French and back again with quite alarming and enviable speed. Having spent five years studying the language and still being unable to say "la plume de mar tante" with a convincing French accent, I found myself justifiably annoyed.

The house was lovely, although its surroundings were somewhat marred by various trenches and heaps of earth and cement. I wasn't complaining, however—these were indications of the almost-completed swimming pool, the first facility of the new Stewart Swiss Sports Centre. It was ready about three weeks before I left, and to be quite frank I don't know how any housework was done during that time because I spent most of the time in the water. In fact, I don't know if any of you saw, or read, an article in the Daily Express, in which Mrs. S. was interviewed when the Boss had just become the W.C., but it took place beside the pool, complete with yours truly frolicking and splashing around like Moby Dick in the background. As the Boss himself was wont to say, there was "a great turbulence" in the pool whenever I hit the water.

At one point we all went off to Luxembourg to see the Boss making a tyre commercial. We flew there in a private plane (naturally) and Paul was thrilled when he was allowed to sit beside the pilot on the return journey. He leapt up and down (as far as his seat belt would permit!) and asked if we'd noticed the plane dip slightly, because he had made it do that. We hoped fervently that his vivid imagination would not play havoc with any of the controls, and landed safely half an hour later.

One evening, Mrs. S. informed me that we were having Baked Beans, mince and chips for dinner, because it was one of the Boss' favourite nosh-ups. "Oh," I said, "I think I shall just have a little caviare, ecktuually." Enter Boss inquiring about the caviare they had been given the previous week, and exit Muggins muttering, "I might have known they'd really have some . . ."

My French was improving and I also had a chance to use my German, when four German fans came and camped on the lawn for an afternoon and I had to tell them politely to shove off, after they had been given their signed photographs and had had their own photographs taken, with the Boss. I also helped with the fan mail—some of it was hilarious. One German letter read something like this: "I think you are a wonderful driver, the best in the world. It is my greatest ambition to win the Monacan Grand Prix and drive at the Nurburgring. There is, however, one small snag—I am a fourteen-year-old girl."

Both the children were an endless source of amusement, but I reckon that Mark took the biscuit and first prize for causing the most mirth and embarrassment at once. One Sunday morning, Anne took the boys to church. They were greatly excited by this, and charged through the kitchen, Mark yelling at me on the way that they were going to see Baby Jesus. (Incidentally, he often confused "Baby Jesus" with Wee Willie Winkie, and would ask at bedtime if Baby Jesus was coming.) Apparently their behaviour in church was unexceptionable apart from the fact that Mark was very curious about the minister when he appeared. There was a moment of absolute silence, and then one not-so-small voice piped up: "Is that Baby Jesus?" Enough said!

What with all my various duties, my days were quite full and busy and the two months were soon up and I had to leave and come back to Scotland to resit an exam. This, basically, was unfortunate, but Clayton House and Switzerland were more than compensation, and if ever the W.C. wants a willing slave/dogsbody/scivvy again, I'd be there quicker than the "Flying Scotsman" himself!



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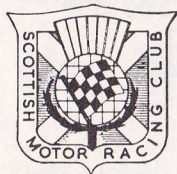
For those who join the S.M.R.C. at this Meeting, membership is assured not only for the rest of the 1971 season but also for the whole of 1972. As a member this year, you will be able to apply for tickets for the Club's annual Dinner/Dance (MacRobert Pavilion—November 26th) at which it is fully anticipated that Jackie Stewart, the Club President and 1972 World Champion, will be present. Also present will be a very famous Guest of Honour and the racing maestro himself, Chris Barber, on the musical stakes. For 1972, the Club Member has exclusive right to the greatly discounted season tickets at Ingliston, each of which is freely transferable (thereby allowing its use by another member of the family even if you cannot make it yourself). These season tickets, at £5 each, entitle the holder to free car parking and a grandstand seat at all six 1972 Meetings, all of which would cost you the total of £7.80 were you to pay for similar benefits "through the gate" in the usual way. Add to that saving of £2.80 the free subscription to "Top Gear" (the magazine which has been adopted by the Club as its official outlet) and you are adding a further £1.20 to the value already received. The total—£4; nearly double the annual subscription. And even if you are joining for the first time (in which case an additional entrance fee of £1 is exigible) you are still making a profit! We can't be fairer than that, can we?

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

Social activities are not forgotten either and, from time to time during the winter months, the Club holds Film Shows, Noggin and Natter Nights, Dance and Talks. Indeed, special Sub-Committees are presently being set up by the Club to encourage social activities throughout the length and breadth of Scotland. There is even talk of the Club organising three to four-day trips to the Continent to see such Race Meetings as the Monaco Grand Prix, Monza and possibly Le Mans—naturally, because of the limited number that can be catered for, members will receive the first chance of any such holidays. And, by members, we mean also "family" members (being relatives of full members resident in the same household) who are able to enjoy all the privileges of full membership bar the distribution of literature and ability to enter for competitive events.

MEMBERSHIP APPLICATION FORM OVERLEAF





# SCOTTISH MOTOR RACING CLUB

Application Form for 1971-72 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)

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I would like to pay future subscriptions by Bankers Order.

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

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

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- ..... Windscreen Badge @ £0.15 .
- ..... Repeat Motif Tie @ £1.00 .
- ..... Blazer Badge @ £2.25 .
- ..... Overall Badge @ £0.65 .
- ..... Single Motif Tie @ £1.00 .
- ..... Lapel Badge @ £0.25 .
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I enclose my cheque P.O. Cash for £

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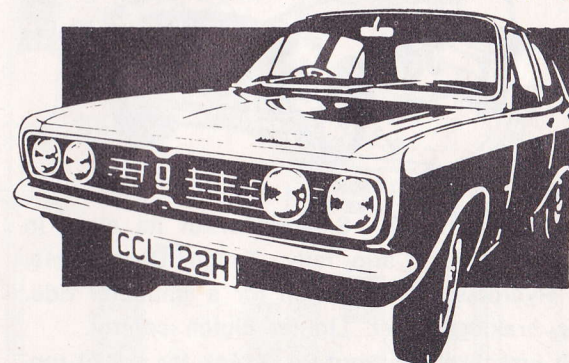
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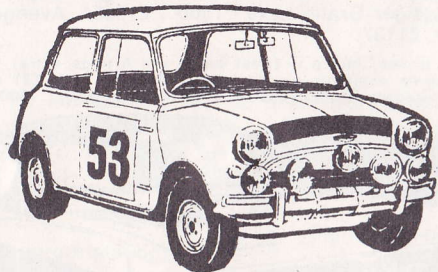
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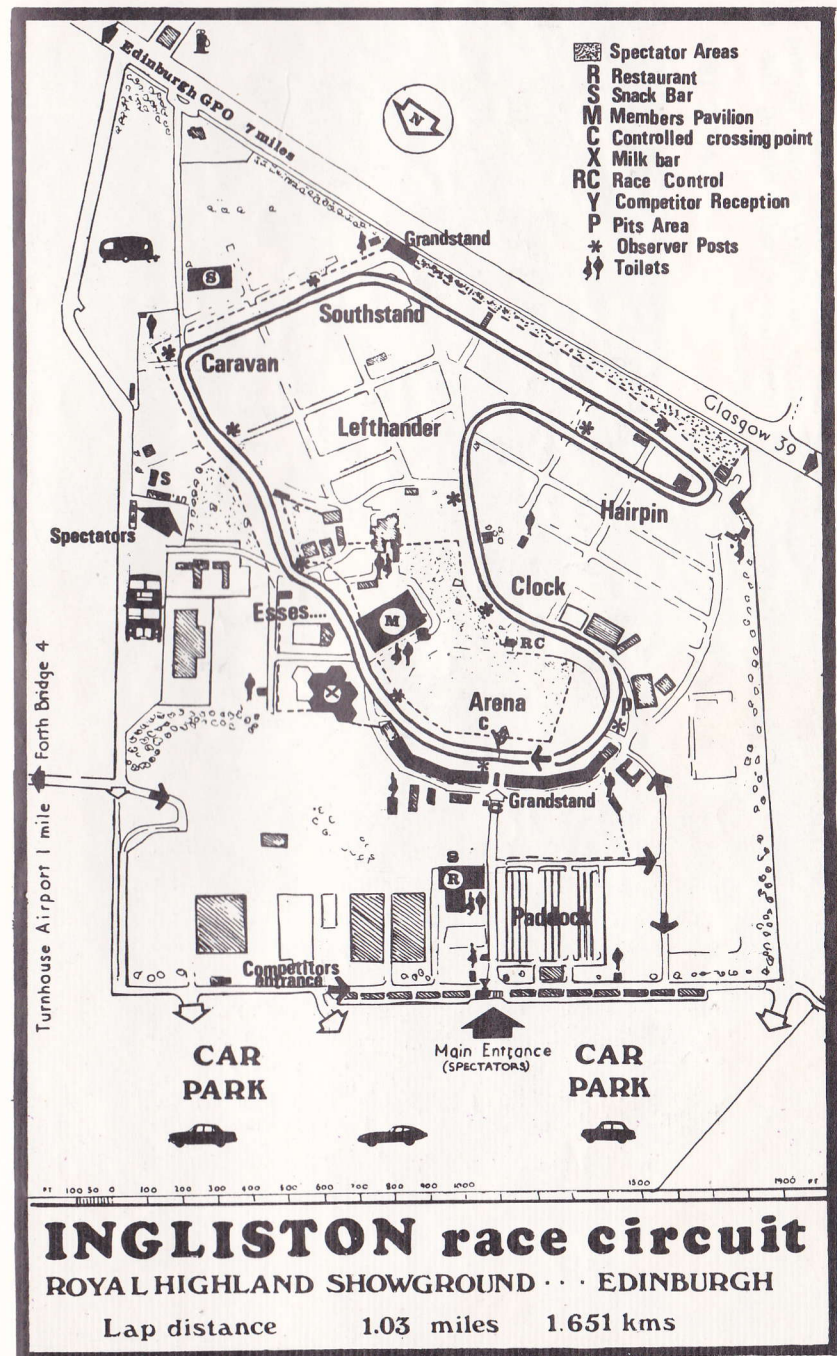
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Our appreciation goes to all members of the race-going public for their continued support during 1971. It is our sincere hope that you shall continue to enjoy motor racing at the Ingliston circuit during the coming season.

UNTIL 1972 THEN!

