



Promoted by



National Bank Chambers
Duns Berwickshire

THE ROTHMANS TROPHY RACE MEETING

13th MAY, 1973

Official Programme 20p.

Organised by



The Scottish Saloon Car Championship

Lombard North Central are sponsoring the Scottish Saloon Car Championship at Ingliston for the advancement of motor sport and your enjoyment

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PLEASE REMEMBER THAT

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

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

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

Dates to note in your diaries for the 1973 season at Ingliston are:—

22nd July	Closed Meeting	16th September	Closed Meeting
19th August	National Meeting	14th October	Closed Meeting

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

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

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

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

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

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

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



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INGLTON LAP CONVERSION TABLE

secs.	m.p.h.	secs.	m.p.h.	secs.	m.p.h.	secs.	m.p.h.	secs.	m.p.h.
45.0	82.40	49.0	75.67	53.0	69.96	57.0	65.05	61.0	60.79
45.1	82.22	49.1	75.52	53.1	69.83	57.1	64.94	61.1	60.69
45.2	82.04	49.2	75.37	53.2	69.70	57.2	64.83	61.2	60.58
45.3	81.85	49.3	75.21	53.3	69.57	57.3	64.71	61.3	60.49
45.4	81.67	49.4	75.06	53.4	69.44	57.4	64.60	61.4	60.39
45.5	81.49	49.5	74.91	53.5	69.31	57.5	64.49	61.5	60.29
45.6	81.32	49.6	74.76	53.6	69.18	57.6	64.38	61.6	60.19
45.7	81.14	49.7	74.61	53.7	69.05	57.7	64.26	61.7	60.10
45.8	80.96	49.8	74.46	53.8	68.92	57.8	64.15	61.8	60.00
45.9	80.78	49.9	74.31	53.9	68.79	57.9	64.04	61.9	59.90
46.0	80.61	50.0	74.16	54.0	68.67	58.0	63.93	62.0	59.81
46.1	80.43	50.1	74.01	54.1	68.54	58.1	63.82	62.1	59.71
46.2	80.26	50.2	73.86	54.2	68.41	58.2	63.71	62.2	59.61
46.3	80.09	50.3	73.72	54.3	68.29	58.3	63.60	62.3	59.52
46.4	79.91	50.4	73.57	54.4	68.16	58.4	63.49	62.4	59.42
46.5	79.74	50.5	73.42	54.5	68.04	58.5	63.38	62.5	59.33
46.6	79.57	50.6	73.28	54.6	67.91	58.6	63.28	62.6	59.23
46.7	79.40	50.7	73.14	54.7	67.79	58.7	63.17	62.7	59.14
46.8	79.23	50.8	72.99	54.8	67.66	58.8	63.06	62.8	59.04
46.9	79.06	50.9	72.85	54.9	67.54	58.9	62.95	62.9	58.95
47.0	78.89	51.0	72.71	55.0	67.42	59.0	62.85	63.0	58.86
47.1	78.73	51.1	72.56	55.1	67.30	59.1	62.74	63.1	58.76
47.2	78.56	51.2	72.42	55.2	67.17	59.2	62.64	63.2	58.67
47.3	78.39	51.3	72.28	55.3	67.05	59.3	62.53	63.3	58.58
47.4	78.23	51.4	72.14	55.4	66.93	59.4	62.42	63.4	58.49
47.5	78.06	51.5	72.00	55.5	66.81	59.5	62.32	63.5	58.39
47.6	77.90	51.6	71.86	55.6	66.69	59.6	62.21	63.6	58.30
47.7	77.74	51.7	71.72	55.7	66.57	59.7	62.11	63.7	58.21
47.8	77.57	51.8	71.58	55.8	66.45	59.8	62.01	63.8	58.12
47.9	77.41	51.9	71.45	55.9	66.33	59.9	61.90	63.9	68.03
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

INGLTON LAP RECORDS

			secs	mph
LIBRE CARS				
Over 1000 cc	G BIRRELL	March 722 Ford	46.6	79.57
Under 1000 cc	R SCOTT	Chevron B15	50.7	73.14
FORMULA FORD CARS				
N R GINN				
	D MACLEOD	Lotus 69F	54.0	68.67
G CUTHBERT				
J POLLOCK				
Crossle 20F				
SPECIAL GT and SPORTS CARS				
Over 1600 cc	J MILES	Chevron B19	48.7	76.14
Under 1600 cc	E LABINJOH	Fisher Spyder	52.2	71.03
Under 1150 cc	E LABINJOH	Fisher Spyder	52.2	71.03
CLUBMANS CARS				
	R MALLOCK	Mallock U2	52.2	71.03
HISTORIC RACING CARS				
J W S ROBERTS				
	R PILKINGTON	Cooper Bristol	61.0	60.79
MODIFIED SPORTS CARS				
Over 1150 cc	M NUGENT	Lotus Elan	54.7	67.79
Under 1150 cc	J ABSALOM	Ginetta G4	56.0	66.21
SPECIAL SALOON CARS				
Over 1300 cc	W N A DRYDEN	Firenza	54.9	67.54
1001-1300 cc	F GUNN	Arden Cooper S	56.0	66.21
Under 1000 cc	S A BELL	Mini Ford	55.2	67.17
GROUP 2 CARS				
	B MUIR	Ford Capri RS	53.6	69.19
OUTRIGHT LAP RECORD				
	G BIRRELL	March 722 Ford	46.6	79.57



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	No.	Value					
22 July							
19 August							
16 September							
14 October							

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Controller	E R HERRALD
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Stewards for Club	R KAY, W MARTIN, J A DICK PEDDIE, D M FRASER
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Deputy Chief Marshal	J ROBERTSON
Chief Observer	R TRAILL
Chief Flag Marshal	J A MILLAR
Chief Track Marshal	I A DOUGLAS
Chief Medical Officer	Dr A M HORNE, TD
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Chief Lap Board Marshal	G KERR
Commentator	J W McINNES
Secretary of the Meeting	A M LAMB
Competitor Reception	E D HODGES and J GOOD
Results Processors	M MALCOLM and W CRABB
Judges of Fact	L BROWN, A BARCLAY, and E LIDDELL
Chairman of Race Committee	J L ROMANES
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This meeting is held under the International Sporting Code of the F I A and the General Competition Rules of the RAC, the Standing Supplementary Regulations of the RAC and the additional regulations and instructions issued by the Club. Permit No. RS/8727.

THE ROTHMANS TROPHY RACE MEETING

Sunday, 13th May, 1973

organised by

THE SCOTTISH MOTOR RACING CLUB LTD

Scrutin. before am	PROGRAMME & TIMETABLE	Practice Time am	Event Time am
—	Jazz at the Main Grandstand with Charlie McNair and the Band	—	1.15
—	The Golden Saddle Trophy Race (Stage 2) for cyclists — 10 laps	—	2.10
8.45	The Rothmans Trophy Race — Heat 1 for Special Saloon Cars up to 1000 cc (Group 1 Production Saloon Cars) — 10 laps	9.45	2.40
9.10	The Firestone Trophy Race for Formula Ford Cars — 10 laps	10.10	3.05
9.35	The Rothmans Trophy Race — Heat 2 for Special Saloon Cars over 1000 cc — 10 laps	10.35	3.30
10.05	210 and 250 Karts — 10 laps	Track Open 11.05	3.55
10.30	Modified Sports Cars — 10 laps	11.30	4.20
11.00	The United British Caravan Trophy Race for Libre Cars — 15 laps	12.00	4.45
—	The Rothmans Trophy Race for Special Saloon Cars — Final — 15 laps	Track Open	5.15
—	Presentation of Trophies	—	5.35
11.30	Special GT, Sports and Clubman's Cars — 10 laps	12.30	5.50
—	Luncheon Interval	Track Open 1.00	
—	Jazz at the MacRobert Pavilion with Charlie McNair and the Boys		6.15
1.50	Drivers' Briefing in Scrutineering Bay		
2.00	Marshals at posts. Clearance Report.		

LIST OF ENTRIES

No	Driver / Entrant	Make / Model	cc	From	No	Driver / Entrant	Make / Model	cc	From
1	I C McCLAREN / McLaren of Broxburn Ltd	Brabham BT 36	1790	Broxburn	55	P BAKER	Triumph GT6	1998	Stow
2	J CAMPBELL GRAHAM	Crossle 19F	1800	Bearsden	56	D MORTON	Lotus Elan	1598	Dunkeld
3	T DZIERZEK	Hawke Atlantic	1600	Kirkliston	57	M NUGENT	Lotus Elan	1800	Pomeroy
4	B SNEZON	Cooper BT23C	1594	Carnegiehill	58	R G HENDRY	MG Midget	1293	Edinburgh
5	A C GOODFELLOW	Cooper T90 F5000	5000	Brighton	59	R HUTCHISON	A H Sprite	1293	Glenrothes
6	T D REID / Irish Racing Cars	Brabham BT 38/40	1991	Tandragee	60	W L WOOD	MG Midget	1293	Barrton
7	A CHARNELL	Chevron-Gropa	1800	Balerno	68	H C MacKINNON	Ginetta G4	1140	Bearsden
8	J BARR	Lotus 69 Atlantic	1598	Edinburgh	69	G R WILSON	MG Midget	1140	Helensburgh
9	D N THOMSON	Ecosse-Imp	998	Edinburgh	70	G TAYLOR	Ginetta G15	998	Falkirk
10	J A MURRAY McGRATH	Brabham BT 30X	3700	Edinburgh	71	R HALLEY / Halleys of Milngavie	Triumph Spitfire	1147	Milngavie
11	A J H WALKER	March 713	1600	Edinburgh	72	R FORRESTER-SMITH / Marquis			
18	P MORRISON	Crossle 20F	1600	Inverness	73	D McDONALD / Marquis	Ginetta G4	1098	Gorebridge
19	A WILSON	Elden Mk 8	1600	Dumbarton	74	D RUTHERFORD	Ginetta G4	1098	Gorebridge
20	S LAWSON / Belmont Garage (Edin) Ltd	Hawke DL10	1600	Kirkliston	75	D HUNTLEY	AH Sprite Mk 1	1147	Lenzie
21	C MacLEAN	M R E	1600	Alness	76	G LYNN	Ford Escort FVC	1850	Sunderland
22	D B A MACMICHAEL	Dulon LD4	1600	Sunderland	77	C B SIMPSON	Ford Cortina	3500	Annan
23	A McKECHNIE	Roston FF	1600	Lochgiphhead	78	C BRADLEY / D A Harris Ltd	Ford Escort	1762	Monifieth
24	J MacGILLVRAY	Crossle 20F	1600	Oban	79	A D NIVEN / Celtic Homes Ltd	Ford Escort	2000	Glasgow
25	D CAMPBELL / Sports & GT Motors Ltd	Hawke DL2B	1600	Troon	80	W N A DRYDEN / S M T	Boss Ford Escort V8	5700	Whitstone
26	K J SYMON	Dulon LD4C	1600	Glasgow	81	J D R CUTHILL	Vauxhall Firenza	2200	Edinburgh
27	D BROTHERSTON	Brabham BT 28	1600	Edinburgh	86	J VEITCH	Ford Anglia 105E	1598	Bridge of Allan
28	D STEEDMAN	Hawke DL9	1600	Limfithgow	87	E PATERSON	Miri Cooper 'S'	1293	Edinburgh
29	A D JEFFREY	Elden Mk 10	1600	Balerno	88	A R HOLLOWAY	Colvend Miri	1293	Edinburgh
30	K MILLAR	March 708/18	1600	Currie	89	E M SMITH	Miri Cooper	1150	Carlisle
31	HACHESON	Merlyn 20A	1600	Cookstown	90	J WATTS / Trustee Savings Bank	Miri 1275 GT	1297	Carlisle
32	D A H HALL	Hawke DL10	1600	Barrton	91	I P M SKILBECK	TSB Cooper 'S'	1293	London
33	G HAMILLTON / MacDonald Shand Insurance & Finance	Hawke DL2B	1600	Dumfries	92	J DRYDEN	Austin Cooper	1275	Kilmarnock
34	G CUTHBERT	Lotus 69F	1600	Dumfries	93	F GUNN	Austin Mini Cooper	1293	Lundie
35	W N WILLIAMSON	Lotus 61 MX	1600	Dundee	94	W I FORREST	Arden Cooper 'S'	1293	Milngavie
36	R H SIMPSON	Crossle 16F	1600	Jedburgh	95	D FISHER	C S E Imp	998	Edinburgh
37	C REEVES	Mallock U2 Mk 9B	1600	Garlieston	96	P PITMAN	Hillman Imp	998	Dunoon
38	D LATTER	Hawke DL 2A	1600	Larkhall	97	N F DICKSON	Austin Cooper 'S'	999	Kirkcudbright
39	A MACKINTOSH	Mallock U2 Mk XIB	1600	Glasgow	98	I FORREST	Sunbeam Imp	998	Perth
40	R SMITH	Chevron Spyder	1991	Edinburgh	99	W G DONALD	Hillman Imp	998	Kirkliston
44	M S ROSS	Mallock U2 Mk XIB	1600	Glasgow	00	J H PATRICK	Hillman Imp	998	Tarland
45	R MacNAB	Gryphon C73	1598	Monifieth	01	B LECKIE / Roy Thomson Ltd	Colvend Mini 850	848	Whitcross
46	P MacNAUGHTAN	Mallock U2 Mk XIB	1600	Kilmarnock	02	J C FYDA	Singer Chamis Coupe	998	Aberdeen
47	J BAIRD	Mallock U2 Mk XIB	1600	Edinburgh	03	A SELLAR	Agri Imp	997	Dundee
50	E LABINJOH / Fishers Garage (Edin) Ltd	Mallock U2 Mk XIB	1600	Edinburgh	04	G M FINDLAY	Mini Cooper 'S'	999	Burntisland
51	R A ROSS	Fisher T100 Spyder	1112	Edinburgh	05	M S MORTON	Delta Mini	998	Arbroath
52	J A HALL	Nathan GT	998	Dundee	06	B McLEOD	Mini Cooper 'S'	999	Edinburgh
53	K SHADE	Lotus Europa	1558	Edinburgh	11	E LABINJOH / Fishers Garage (Edin) Ltd	Mini 850	850	Edinburgh
54	J ABSALOM	MG Midget	1293	Edinburgh	13	R DALGETTY	Alfa Romeo 2000 GTV		Edinburgh
		Ginetta G4	1760	Felton	15	R BIRLEY	Ford Mexico		Douglas
					16	C JONES	Hillman Imp		London
							Hillman Imp		Edinburgh

DURING -----



AFTER -----



WIMPEY ASPHALT
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THE PARTISAN'S POT CHAMPIONSHIP

Those of you who were present at the last Meeting and who began to get steamed up about the Partisan's Pot Championship (that is the area Championship for the drivers hailing from the East of Scotland, the West of Scotland, England, and "Ireland and Wales" respectively) may be interested to learn that an alteration has been made to the Regulations for this Championship. Originally, it was envisaged that no driver would drive twice for the area from which he originated unless there was no other driver from that area available to race in any event. This provision was meant to ensure that the Championship would not be too heavily weighted in favour of the East of Scotland. However, after one Meeting's experience, it became readily apparent that the age old problem of the "drop out" was seriously affecting this championship. By that we mean that many of the drivers nominated to represent their area either did not appear at Ingliston or, having appeared, failed to race after practice.

Bearing the above in mind it has been decided that the drivers who will represent their respective areas will be those who are available to race and who clocked the fastest times in practice. This will mean, of course, that it will not be possible for us to advise you in the Programme who represents which area but you will no doubt keep a weather eye peeled for the appropriate area decals. Those representing the East of Scotland will carry a blue decal with the words "East of Scotland" in white thereon and those representing the West of Scotland carry a black decal with "West of Scotland" written in white thereon. The English decal is white with red lettering and the Ireland/Wales decal is green with white lettering. The drivers carrying these "national" colours will be the fastest drivers still racing and they will score points for their respective areas dependant on the finishing positions achieved by them in any particular race (i.e. 16 for 1st, 15 for 2nd down to 1 for 16th). Only the best 4 scores per Meeting count for any area but the arithmetic is being taken out of your hands by one Tony Mancini (an ex-kartist) who has been lumbered (which is the only word for it) with the running of this championship this year. Tony has a provisional scoreboard just beside Race Control (the glass building in the centre of the circuit) and he will be chalking up on that the scores as they come in. The commentator will also be kept advised and it is hoped that, by these means, everyone at the circuit will be appraised of the situation. All you have to do is to shout for your own area (and let's hear you!).

For those of you who want to know the state of the parties after one Meeting, the scores are as follows:— England — 56, East of Scotland — 49, West of Scotland — 39, Ireland/Wales — 38.

The new system of scoring should, we hope, help the West of Scotland and Ireland/Wales to catch up on their higher powered opponents since they were particularly badly hit by the drop out in the last meeting. In any event, the position is still pretty close and we can see this championship being one of the hardest fought this season.

CHARLIE McNAIR'S JAZZ BAND

The current Charlie McNair Band was formed just over three years ago and during this time has appeared with ever increasing success at dances, concerts and parties throughout Scotland and the North of England – on several occasions appearing in support of such well known jazz names as Chris Barber, Alex Welsh and Sandy Brown.

The Band are resident at "The White Cockade", Rose Street, Edinburgh on Wednesdays and at "The Yellow Carvel", Hunter Square, Edinburgh on Thursdays. Their extreme versatility and wide repertoire, ranging from "Trad" through Blues to "Jazz-Rock" has earned them a considerable support and ensures capacity audiences at both these venues. If, like many others, you'd like to drop in to hear them – try and get there before 8.30.

As well as Charlie on Trumpet, Flugelhorn & Vocals, the line up is as follows: – Jackie Graham - Clarinet, Alto Sax & Vocals, **George Howden** - Trombone & Vocals, **Johnny Harper** - Banjo, Guitar, Harmonica & Vocals, **Johnny Fitzsimmons** - Guitar, Banjo & Vocals, **Colin Archbold** - Bass Guitar & Vocals, **Pete Ritchie** - Drums.

GROUP 1 PRODUCTION SALOON CARS

Group 1 – what's that? (As if you didn't already know!) Basically Group 1 cars are standard production saloons as they come out of the factory. Stringent regulations ensure that the cars are kept in their original state with only exceedingly minor alterations being allowed. The general idea is to keep the cost down and, indeed, the RAC have carried this ideal one stage further by classifying these cars on a price basis rather than on engine capacity. As such Group 1 racing should be a class which appeals both to the man-in-the-street car owner who fancies a bit of racing on a small budget and to the garage proprietor who wishes to boost his wares a bit.

While that may be all very well in theory, in practice very few Group 1 cars have turned up in Scotland and so few are entered today that the Group 1 race has been lumped in with the "up to 1000 cc" Special Saloon Car race. Normally, the race would have been cancelled with so few entries but the circuit feels it has an obligation to carry this class for a couple of Meetings at least. However, unless more entries can be found for the class by the July Race Meeting, its future is in severe doubt and this would be a considerable shame since it has distinct potential as a cheap form of racing. The answer, therefore, is up to you – the public and the garage proprietor. If you wish this class to survive, and if you fancy a go yourself, why not make enquiries of the SMRC or of the RAC as to what is required to put your road car into Group 1 trim and enter it for the July Meeting. After all, you still have two months to get there and that's more than ample time to slap in a roll-bar etc.

That's it, then! It's all up to you. Unless more support can be gained this season for Group 1 Production Saloon Car racing, it could well fall by the wayside for another year. The real answer is, of course, for a few garages to move into sponsorship, providing cars for known drivers at the circuit and any garages interested in this type of promotion could well contact the Secretary of the Meeting by telephoning him at Duns 3724. He will almost certainly be able to find twenty drivers for every car put forward! How about it then? Just two or three telephone calls could make all the difference between having a Group 1 class at Ingliston and not having one.

EVENT 1

2.10 pm

THE GOLDEN SADDLE TROPHY

Two Stage Cycle Race

Promoted by The Comet Racing Club
by courtesy of Scotcircuits Ltd

Since the first cycling event held at Ingliston some two years ago, Scottish cyclists have been longing for a return to this fast circuit. Racing on a wide circuit such as this, allows riders to manoeuvre free from the problem of other road users and uncertain terrain usually encountered on the public highway.

Today's event will be held in two stages:

Stage 1 An individual time trial starting on the old A8 at 9 am from Baillieston, Glasgow - to the Ingliston Showground.

Stage 2 10 laps of the Ingliston circuit.

This circuit race should give the riders a short but fast, action packed race. Many of Scotland's International cyclists are competing and spectators will be able to look out for the leaders from the time trial stage.

The West of Scotland is well represented by **Clanky Clark** (Velo Club Stella) winner of the 1972 Comet Spring Grand Prix, a former Scottish Pursuit Champion and **Andy McGhee** (Velo Club Pheonix) the 1968/69 Road Race best all rounder. Andy is in top form at the moment having won the Drybrough's Campbell Memorial Race in Fife very recently. **Myck Daly** (Glasgow Nightingale CC) fresh from his success in this year's Spring Grand Prix will also be in the field. Almost all of the clubs from this part of the country will be represented in this event. **Ron Boa**, a Scottish Internationalist heads a strong team from the Lothians CC whilst **George Wallace** and **Jim Scobie** head the Dunedin and Musselburgh Clubs respectively. Also competing from the promoting club will be the 1972 Scottish Junior best all rounder – **Douglas McKinley**.

Comet Racing Club Officials:

Race Organisers: G W Wright and J Gray
Competitors' Steward: J M Crawford
Chief Judge: J M Drummond

Timekeeper: G Bryce
Recorder: D E Smith
Machine Examiner: G Webb



At the time of writing this load of old cobblers half of the entries shown opposite had not been received and accordingly there is a fair amount of guess work involved! The main guess is as to whether or not **Sedric Bell** will be here with his incredible Mini Ford, a 1000 cc ex-Formula 3 Ford powered Mini which demolished the "up to 1000 cc" class record at the last Meeting, slicing this down to an incredible 55.2 secs (only 0.3 secs off the outright Special Saloon Car record). With times like that, Sedric must be a favourite for the Lombard North Central Scottish Saloon Car Championship although luck was not with him in April, he having failed to finish the race final. One other driver who was unable to come up to expectation in April was **John Fyda** with the BRM powered Agra Imp which had a succession of ignition, clutch and gearbox problems culminating in the driveshaft going. As John puts it, it was "altogether a bit of a disaster". With the car going properly today, however, we could well see a challenge to the Ford powered Mini and this Imp could turn out to be one of the cars to watch this season.

Another character to watch this season is **Norman Dickson** with the Dickson's of Perth Sunbeam Imp. New to Ingliston this year, Norman piloted his Imp home in third place in the first heat of the Burmah Trophy race at the last Meeting and then took a class first in the Saloon car final later in the afternoon. His principal contender for second place in the first small saloon race was Aberdeen's **Bob Leckie** who piloted his Singer Chamois like a veteran, fulfilling the promise which he has shown during the last couple of seasons.

Take the fastest five from this race and put them up against the fastest 5 "1001-1300 cc" and the fastest 5 "over 1300 cc" cars in this afternoon's final and you have what looks like being a classic battle in the traditional Ingliston saloon car pattern. The bit question mark for 1973, however, must be whether **Sedric Bell's** diminutive Mini can outpace the hairy monsters of **Doug Niven** and **Bill Dryden**. Only time will tell.

EVENT 2

2.40 pm

THE ROTHMANS TROPHY RACE Heat 1 for Special Saloon Cars up to 1000 cc 10 Laps

94	W I FORREST	C S E Imp	998
95	D FISHER	Hillman Imp	998
96	P PITMAN	Austin Cooper 'S'	999
97	N F DICKSON	Sunbeam Imp	998
98	I FORREST	Hillman Imp	998
99	W G DONALD	Hillman Imp	998
100	J H PATRICK	Colvend Mini 850	848
101	B LECKIE / Roy Thomson Ltd	Singer Chamois Coupe	998
102	J C FYDA	Agra Imp	997
103	A SELLAR	Mini Cooper 'S'	999
104	G M FINDLAY	Delta Mini	998
105	M S MORTON	Mini Cooper 'S'	999
106	B McLEOD	Mini 850	850

108 1st (£20) 2nd (£15) 3rd (£10) 4th (£5)

Bonus of £10 for the fastest lap tosecs

Heat 1 of the second round in the Lombard North Central Scottish Saloon Car Championship

Group 1 Production Saloon Cars

10 Laps

83 110	111	E LABINJOH / Fishers Garage (Edin) Ltd	Alfa Romeo 2000 GTV
	113	R DALGETTY	Ford Mexico
	115	R BIRLEY	Hillman Imp
	116	C IONES	Hillman Imp

112 1st (£15) 2nd (£10) Fastest Lapsecs

A round in the Ingliston Production Saloon Car Championship



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Govan
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Tyre & Auto Service,
Townhead Street
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Glasgow S1
Tyre & Auto Service,
16 Walton Street,
Tel: 041-632 4654

Firestone Tyre & Auto Services are once again pleased to be sponsoring the "Formula Ford" race at Ingliston. Tyre & Auto are now very much a regular part of the racing scene at this circuit as they provide a tyre service in the paddock at all the main meetings, a facility which is now relied upon by many competitors. In fact Tyre & Auto Services in Scotland pioneered the idea of this service, in the 1971 Season, and it is now being carried out by other branches of our Company at many club circuits throughout the UK.

Whilst our big brothers in the Race Division take care of all the big National and International race meetings, club circuits and the club motorists are being taken care of by Firestone Tyre & Auto Service, a Company which prides itself in providing a service not only to the club enthusiast, but also to the general public as well, with 10 up-to-date and well equipped sites throughout Scotland providing excellent facilities for the motorist and his tyre safety.

Firestone have always had a strong connection with "Formula Ford", and at the April Meeting at Ingliston all the "Formula Ford" cars were running on Firestone tyres. Indeed 64% of all the cars racing at Ingliston in April were running on Firestone tyres — quite an achievement.

The Firestone F100 radial was used extensively by "Formula Ford" and this is the same tyre that can be purchased off the shelf for most cars — hence our boast — "the tyre that is good enough to go racing".

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The Cavallino S1 Radial — the tyre with the Ring of Steel — will be available from all Firestone Tyre & Auto Services in the following sizes, all of them of tubeless construction:—

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145 SR 13	155 SR 13	165 SR 14	175 SR 14	185 SR 14

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THE FIRESTONE TROPHY RACE
for Formula Ford Cars
10 Laps

18	P MORRISON	Crossle 20F	1600
19	A WILSON	Elden Mk 8	1600
20	S LAWSON / Belmont Garage (Edin) Ltd	Hawke DL10	1600
21	C MacLEAN	M R E	1600
22	D B A MACMICHAEL	Dulon LD4	1600
23	A McKECHNIE	Rostron FF	1600
24	J MacGILVRAY	Crossle 20F	1600
25	D CAMPBELL / Sports & GT Motors Ltd	Hawke DL2B	1600
26	K J SYMON	Dulon LD4C	1600
27	D BROTHERSTON	Brabham BT 28	1600
28	D STEEDMAN	Hawke DL9	1600
29	A D JEFFREY	Elden Mk 10	1600
30	K MILLAR	March 708/18	1600
31	H ACHESON	Merlyn 20A	1600
32	D A H HALL	Hawke DL10	1600
33	G HAMILTON / MacDonald Shand Insurance & Finance	Hawke DL2B	1600
34	G CUTHBERT	Lotus 69F	1600
35	W N WILLIAMSON	Lotus 61 MX	1600
36	R H SIMPSON	Crossle 16F	1600
37	C REEVES	Mallock U2 Mk 9B	1600
38	D LATTER	Hawke DL 2A	1600
39	A MACKINTOSH	Mallock U2 Mk XIB	1600

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

Bonus of £10 for the fastest lap tosecs

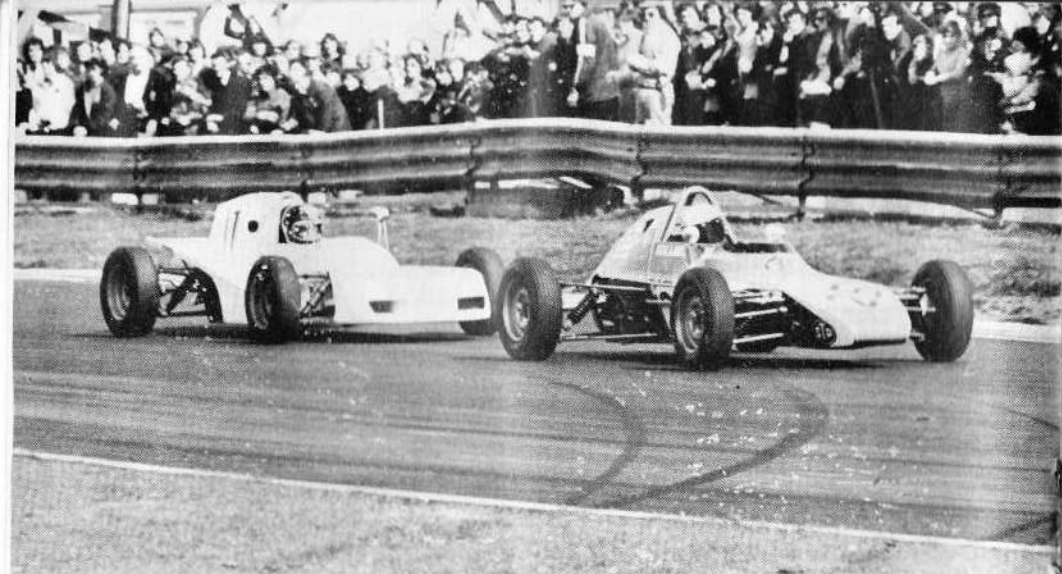
A round in the Rothmans Championship for
Formula Ford Cars

THE ROTHMANS CHAMPIONSHIP
for Formula Ford Cars

Driver	Car	Apr	May	July	Aug	Sep	Oct	Total
G J Cuthbert	Lotus 69F	9						9
J MacGilvray	Crossle 20F	6						6
A D Jeffrey	Elden Mk 10	4						4
S Lawson	Hawke DL10	3						3
H Acheson	Merlyn 20A	2						2
P Morrison	Crossle 20F	1						1

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

Prize Fund - £125 - £75 - £35 - £15



Once again we see a host of Formula Ford entries for this Meeting and, to try to give you some idea as to what to look out for, we thought it might help to list a few names of the faster drivers with some information about these alongside. This is a slightly new departure for the Programme and, if you like it, please let us know - on the other hand, if you find it absolutely appalling, let us know also!

Graham Cuthbert : A baker from Dundee, Graham shared the Formula Ford lap record in 1972 and reaffirmed his expertise in April by equalling this record again. Driving a Lotus 69F he is this season's "man to beat".

Andrew Jeffrey : The surprise success of the April Meeting - Andrew, a Sales Manager in Balerno, used to be a successful Kart driver and took to motor racing this season in the ex-Johnny Gerber World Cup winning Elden Mark 10. In practice in April he clocked the second fastest time and, in the race, he followed Graham Cuthbert round for much of the way before one spin put him back to 4th position. Not content with this, he managed to retake 3rd place from Stu Lawson and land himself four well deserved points in the Rothmans FF Championship. Definitely a man worth watching as he gains experience.

John MacGilvray : A staunch competitor in 1972, John pulled out all the stops in April to take second place in the Formula Ford race. Hailing from Oban, John is a Car Salesman (would you believe Ford?).

Colin MacLean : A farmer from Alness in Ross-shire, Colin was one of the fastest Formula Ford competitors in 1972. This Meeting sees his first outing in a split new MRE Scholar and, at the wheel of a competitive car, he could be well on his way to a winning year.

Stuart Lawson : A representative from Kirkliston, Stu Lawson piloted his 1973 Hawke DL10 home into 4th place in April and confirmed the promise shown by him last season. Although his best lap was a 55 sec one in practice in April, Stu could well go a lot faster with this car and is another man to keep an eye on.



The hairy saloons were almost certainly the focal point of interest at April's Race Meeting at Ingliston and, of these, the expected confrontation between **Bill Dryden** and **Dougal Niven** provided all the excitement. In the second heat of the main Saloon Car Race, it was the Borderer, Niven, who gunned the enormous V8 Bosscort off the line into a clear lead. Even with the wrong diff in the car, Dougal was able to bring his times down to 55.0 secs, equalling the then existing class lap record, but by halfway through the race, Bill Dryden was hounding him around the circuit. A deflating tyre brought the end to Niven's chances, spinning him off the circuit right in front of the Grandstand. Bill Dryden went on to win that heat and took pole position in the final which followed. With no opposition there (Doug Niven's appearance in that race was purely for the public's benefit since he did not gain any prize money or championship points) Bill set off at a scorching pace to try to break the lap record. And break it he did, reducing this to 54.9 secs but, in the process, he also overcooked it at the hairpin and robbed himself of the chance of a clear lead in the Lombard North Central Scottish Saloon Car Championship. It is hoped that both cars will be back today (the Celtic Homes' Escort has been having a rather sticky time recently, some of the tar from the resurfacing at Ingliston having worked its way into the cylinders, thereby cracking the block) but both may find opposition is apparent from **Derek Huntley's** FVC powered Escort and the new BDA powered 2 litre Escort of **Charlie Bradley** from Glasgow. This latter car, the ex-Jenny Birrell Escort, has been fitted this season with a 245 bhp powered light alloy BDA and, if handling correctly, could prove to be one of the cars to watch.

In the 1300 cc section, once again we find a needle match for supremacy but this time the principal contenders are Glasgow's **Frank Gunn** and the English interloper, **John Watts**, with the TSB Cooper 'S'. Both cars circulated the circuit in April in times under the class lap record but, at the end of the day, it was Frank Gunn who was credited with a new lap record of 56 secs dead (66.21 mph). Once again, however, both Frank and John were unable to complete the final and accordingly it was **Jim Dryden** who scooped the pool later in the afternoon. As a result, the Lombard North Central Championship is wide open and this afternoon's race could see a first class dice for points.

EVENT 4

3.30 pm

THE ROTHMANS TROPHY RACE
Heat 2 for Special Saloon Cars over 1000 cc
10 Laps

over 1300 cc

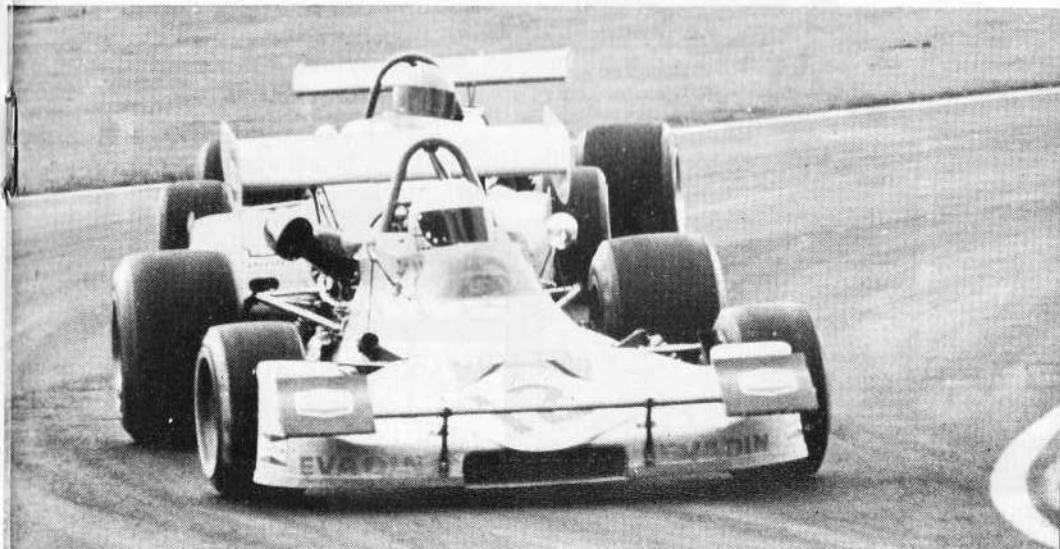
75	D HUNTLEY	Ford Escort FVC	1850
76	G LYNN	Ford Cortina	3500
77	C B SIMPSON	Ford Escort	1762
78	C BRADLEY / D A Harris Ltd	Ford Escort	2000
79	A D NIVEN / Celtic Homes Ltd	Boss Ford Escort V8	5700
80	W N A DRYDEN / S M T	Vauxhall Firenza	2200
81	J D R CUTHILL	Ford Anglia 105E	1598
1st (£20) 2nd (£10) 3rd (£5)			

1001-1300 cc

86	J VEITCH	Mini Cooper 'S'	1293
87	E PATERSON	Colvend Mini	1293
88	A R HOLLOWAY	Mini Cooper	1150
89	E M SMITH	Mini 1275 GT	1297
90	J WATTS / Trustee Savings Bank	TSB Cooper 'S'	1293
91	I P M SKILBECK	Austin Cooper	1275
92	J DRYDEN	Austin Mini Cooper	1293
93	F GUNN	Arden Cooper 'S'	1293
1st (£20) 2nd (£10) 3rd (£5)			

Bonus of £10 for the fastest lap tosecs

**Heat 2 of the second round in the Lombard North
Central Scottish Saloon Car Championship**



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EVENT 5

3.55 pm

**210 and 250 KARTS
10 Laps**

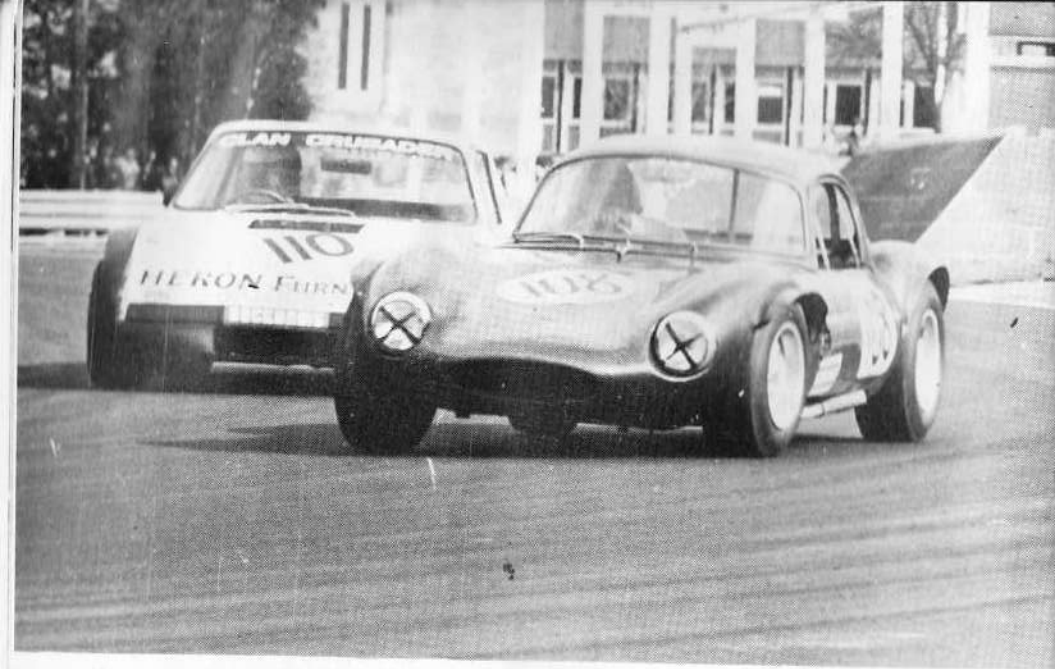
250 Karts

	G FRANCHITTI	Blow	158	J G F ANDERSON	Zip
13	W BINGHAM	Blow	184	R G MILLAR	Zip
99	D KERR	Zip	185	D McCUTCHEON	Blow
112	L CRANSTON	Korvette			
1st (£20) 2nd (£12) 3rd (£8) 4th (£5)					

210 Karts

	D A DUFFIELD	Blow	121	W A J FRASER	Korvette
16	E CORDINER	Blow	123	M HALSAAL	Sprint
30	G RAMAGE	Blow	133	S ADDISON	Blow
51	J FORBES	Blow	135	W C CLARK	Barlottie
70	T BROWN	Zip	142	G R SUTHERLAND	Korvette
72	D BOA	Blow	162	A KENNEDY	Blow
80	J THOMSON	Blow	172	A WHITEFIELD	Blow
89	D W LESLIE	Blow	177	D LESLIE	Blow
115	R J CAMERON	Blow	213	G T BETT	Blow
1st (£20) 2nd (£12) 3rd (£8) 4th (£5)					

After something of a long absence (just under a year) we are delighted to see the return of Karts to the Ingliston circuit. While Kart races have been scheduled for the past few Meetings, these have usually gone by the board due to a lack of entries but today a good field of karts is on hand to provide some of the "Formula 3" type dicing which can be expected from this mode of transport. As has been explained in previous Programmes, Karts are numbered on a performance basis. Thus, the faster drivers are awarded the lowest numbers and spectators can accordingly gain a good indication of which vehicles to watch out for merely by their low numbering. Having said that, all eyes will naturally be on number 1, David Duffield from Broxburn, West Lothian, who is the reigning British Kart Champion. David's Kart is, however, merely a 210 cc Villiers engined one and he will have to work extremely hard to keep his nose in front of the higher powered 250 cc karts here this afternoon. It is also worth bearing in mind that the kartists apparently have a considerable fear of entering well in advance of any Meeting and it seems to be their tendency to "roll up on the day". We would expect, therefore, to see an increase in the numbers on the grid by this afternoon and perhaps one of the "late comers" could be Allan Smith, the winner of two of last year's Kart races at Ingliston. If so, David and he should end up with a right good "battle-royal".



One of the main excitements in the last Meeting's Modsports Race was the incredible "carve up" on the first lap when many of the favourites blew themselves off halfway round the circuit. One of the men to disappear was pole position man **John Absalom** who, in practice, battered the Modsports "over 1150 cc" class record down from 55.2 to 53.4 secs. Unfortunately, that speed was not apparent in the race but **Mike Nugent**, with a Lotus Elan, managed to set a new official lap record of 54.7 – Mike too had his difficulties and only managed fourth place in that race (after a stirring drive through the field), the honours going to Englishman **Jon Fletcher** with his Elan. Second place at the last Meeting was **Tom Morton's** Elan and, indeed, this marque was well represented in the leading cars.

The only non-Lotus to make it into the top four last time out was **Johnny Blades'** Clan Crusader. This diminutive Imp-powered car proved to be a real "giant killer" at Ingliston since it also managed fifth place in the Special GT event later in the afternoon. Indeed, in that event it turned in a lap of 55 secs dead, one sec faster than the original **Absalom** "up to 1150 cc" class record held with his Ginetta G4. Having been achieved in the GT race, however, the Modsport time does not count officially.

Although the April Meeting was a "bit of a guddle" as regards the Modsports' first lap, it has shown considerable promise for today's outing and we would reckon on a first class dice between **John Absalom**, **Don Morton**, **Mike Nugent** and, if present, **Jon Fletcher** and **Johnny Blades**. As usual, however, the race preview is written by the editor so far in advance of the Meeting that he never really knows who is going to come – let us only hope that all the leaders are in attendance for what could be a memorable thrash.

EVENT 6

4.20 pm

MODIFIED SPORTS CARS

10 Laps

over 1150 cc

52	J A HALL	Lotus Europa	1558
53	K SHADE	MG Midget	1293
54	J ABSALOM	Ginetta G4	1760
55	P BAKER	Triumph GT6	1998
56	D MORTON	Lotus Elan	1598
57	M NUGENT	Lotus Elan	1800
58	R G HENDRY	MG Midget	1293
59	R HUTCHISON	A H Sprite	1293
60	W L WOOD	MG Midget	1293

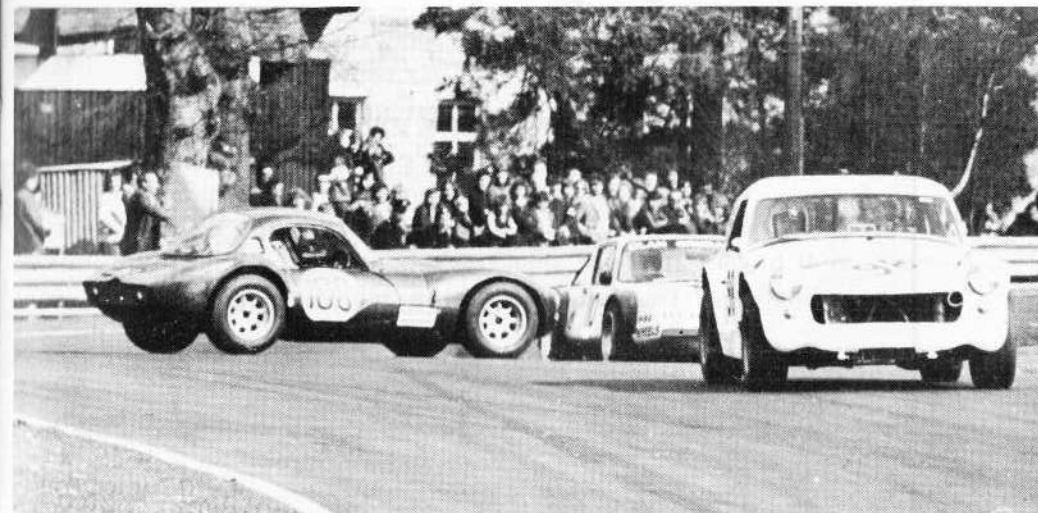
1st (£20) 2nd (£10) 3rd (£5)

up to 1150 cc

68	H C MacKINNON	Ginetta G4	1140
69	G R WILSON	MG Midget	1140
70	G TAYLOR	Ginetta G15	998
71	R HALLEY / Halleys of Milngavie	Triumph Spitfire	1147
72	R FORESTER-SMITH / Marquis	Transporters Ginetta G4	1098
73	D McDONALD /Marquis	Transporters Ginetta G4	1098
74	D RUTHERFORD	AH Sprite Mk 1	1147

1st (£20) 2nd (£10) 3rd (£5)

Bonus of £10 for the fastest lap tosecs



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This is the 25th year of the Sprite Marque and to celebrate this Silver Jubilee C.I. have produced the world's first 'Limited Series Production' caravan, namely the Silver Sprite, of which only 120 will be built. U.B.C. will be displaying an example of this exclusive model on the circuit today. There will also be several caravans on display near the main gate where you can meet members of the U.B.C. Sales Staff who will be on hand to demonstrate the various models and answer any queries.

Today's Formula Libre race at Ingliston is U.B.C.'s first excursion into motor racing sponsorship and it is hoped that this will be the beginning of a long and happy association.



For a "down-graded" class of cars, 1973 Libre fields are decidedly exciting! This is particularly true of this afternoon's prospective Libre battle in the United British Caravan Trophy Race since there is a possibility, at the time of going to press, of an entry being received for **Dave Walker** (ex-Formula Ford and Formula 3 National Champion) in the DART Racing GRD Team Formula 2. Regular attenders at the Ingliston circuit will remember the last DART venture when they swept all before them in the Chevron B19s piloted by **John Miles** and **Graham Birrell** (one of the Ingliston Commentators). The new tie-up with GRD for 1973 is an exciting new venture and should give Scottish motor enthusiasts a keener appreciation and involvement in motor racing. The competition to the Scottish entered (and English driven) GRD will almost certainly be **Tommy Reid** with his Irish Racing cars Brabham BT38/40. After 18 very sad months, Tommy has at long last got things moving again and has begun to chalk up the odd win or two in Ireland. Thirsting for another Scottish victory or so he is hoping to bring the car over this afternoon to remind the Scots that Ingliston has been something of an Irish playground for the past two or three seasons.

Out to prove differently is Broxburn's **Iain McLaren** with the ex-John Wingfield FVC powered Brabham BT36 which he piloted home in second place in the April Meeting. In that Meeting, Iain's best time was 50.4 secs but he agrees that he can better this by a considerable margin and he will doubtless be out to do this today. **J Campbell Graham**, the West's answer to the Broxburn challenge, should have his FVC powered Crossle 19F ready for this afternoon and, "seeing as how" this car originated from Ireland (the ex-Ken Fildes car), it may be the one to give Tommy Reid a fright or two. Also a possibility (he is always a possibility until the day of the Meeting itself!) is Northumberland's **Johnny Blades** who won the last Libre event "hands down" in the ex-Emerson Fittipaldi Lotus 69 BDF. This car, which won the Brazilian series over the last winter, is by far the most competitive machine which Johnny has ever driven and, if entered today, it will almost certainly be one of the front runners. Also out to try to do the double (by winning both the GT and Libre Championships - the last team to get anywhere nearer doing that was DART) is **Tony Charnell** with his now thoroughly sorted Chevron-Gropa FVC. Other local drivers include **Ted Dzierzek** with his Formula Atlantic Hawke, **Bob Snelson** with an FVA powered Brabham BT23C and old-timer **Andy Goodfellow** with the Cooper T 90 Formula 5000. Throw in **John Barr's** Lotus 69 Atlantic, 3½ litres of Brabham for **J Murray McGrath** and Scottish speed champion **Doug Thomson** in the Ecosse Imp (definitely THE 1000 cc single seater man to beat these days), add to these a few Formula Fords and, perhaps, the odd Clubmans or Sports car, and we seem to be all set for a power battle.

EVENT 7

4.45 pm

THE UNITED BRITISH CARAVAN TROPHY RACE
for Libre Cars
15 Laps

1	I C McLAREN / McLaren of Broxburn Ltd	Brabham BT 36	1790
2	J CAMPBELL GRAHAM	Crossle 19F	1800
3	T DZIERZEK	Hawke Atlantic	1600
4	B SNELSON	Brabham BT23C	1594
5	A C GOODFELLOW	Cooper T90 F5000	5000
6	T D REID / Irish Racing Cars	Brabham BT 38/40	1991
7	A CHARNELL	Chevron-Gropa	1800
8	J BARR	Lotus 69 Atlantic	1598
9	D N THOMSON	Ecosse-Imp	998
10	J A MURRAY McGRATH	Brabham BT 30X	3700
11	A J H WALKER	March 713	1600
18	P MORRISON	Crossle 20F	1600
20	S LAWSON / Belmont Garage (Edin) Ltd	Hawke DL 10	1600
24	J MacGILVRAY	Crossle 20F	1600
29	A D JEFFREY	Eldon Mk 10	1600
30	K MILLAR	Hawke 708/18	1600
33	G HAMILTON / MacDonald Shand Insurance & Finance	Hawke DL2B	1600
37	C REEVES	Mallock U2 Mk 9B	1600
1st (£20) 2nd (£15) 3rd (£10) 4th (£5) 7			

Bonus of £10 for fastest lap tosecs

A round in the Wimpey Championship for Libre Cars

THE WIMPEY CHAMPIONSHIP FOR LIBRE CARS

Driver	Car	Apr	May	July	Aug	Sep	Oct	Total
J Blades	Lotus 69 BDF	10						10
I C McLaren	Brabham BT36	7						7
D N Thomson	Ecosse Imp	5						5
A D Jeffrey	Eldon Mk 10	4						4
J MacGilvray	Crossle 20F	3						3
S Lawson	Hawke DL10	2						2
T Dzierzek	Hawke Atlantic	1						1
A Charnell	Chevron-Gropa	1						1
G Gorden-Dalzell	Hawke DL 2B	1						1

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

Prize Fund - £200 - £150 - £75 - £50 - £25

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ROTHMANS OF PALL MALL

Rothmans of Pall Mall welcome you to the Rothmans Trophy Meeting at Ingliston today. Rothmans have been associated with motor racing at Ingliston in the past but this season sees an increasing involvement through, not only the meetings today and on October 14th, but also through the Rothmans Formula Ford Championship which runs throughout the year.

The large list of entrants for the opening round of the Rothmans Formula Ford Championship series at the April meeting bore testimony to the interest that we hope will continue throughout the competition.

The Rothmans allegiance to motor racing dates back to 1961. That year, the Company, for the first time, sponsored a number of international race meetings. Since 1963, Rothmans have sponsored many motor racing championships, initially with support for sports cars at club level, followed by our involvement with Formula Ford in 1968.

1969 saw an extension to our activity with the sponsorship of another new Formula, Formula 5,000, and, in addition, the Rothmans banner has been in evidence at many of the motor racing circuits throughout Great Britain.

Rothmans were one of the first big names outside the world of motoring to sponsor motor racing and we hope that the Rothmans Trophy Meeting today will be up to the high standard with which the Company and Ingliston have always been associated.

Rothmans hope that the motor racing season at Ingliston, incorporating as it does the two Rothmans Trophy Meetings and the Rothmans Formula Ford Championship, will be a successful year for both drivers and spectators alike.



THE LOMBARD NORTH CENTRAL SCOTTISH SALOON CAR CHAMPIONSHIP

Driver	Car	Apr	May	July	Aug	Sep	Oct	Total
N F Dickson	Sunbeam Imp	9						9
J Dryden	Mini Cooper 'S'	9						9
D Huntley	Ford Escort FVC	9						9
F Gunn	Arden Cooper 'S'	8						8
P Pitman	Austin Cooper 'S'	7						7
G Lynn	Ford Cortina	7						7
W G Donald	Hillman Imp	5						5
S Bell	Mini/Ford	2						2
J Watts	TSB Cooper 'S'	2						2
WNA Dryden	Vauxhall Firenza	2						2

Scoring: 1 for finishing each race, 1 for bettering class lap record, plus, in each class, 1st 7, 2nd 5, 3rd 3, 4th 2, 5th 1. Best 4 scores to count. Note: Only those with 2 or more points are listed above.

Prize Fund — £300 — £150 — £75 — £50 — £25

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EVENT 8

THE ROTHMANS TROPHY RACE

for Special Saloon Cars — Final

15 Laps

over 1300 cc

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1st (£15) 2nd (£10) 3rd (£5)

1001 — 1300 cc

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1st (£15) 2nd (£10) 3rd (£5)

up to 1000 cc

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1st (£15) 2nd (£10) 3rd (£5)

Bonus of £10 for the fastest lap tosecs

A round in the Lombard North Central Scottish Saloon Car Championship

Why then all the blanks above? For those of you not familiar with the Ingliston system of Heats and a Final the answer is simple. The fastest five cars finishing in each class from events 2 and 4 together with the next fastest car irrespective of class, all go forward to this race to battle for points in the coveted Lombard North Central Championship. And the money ain't all that bad either (with prize money payable to over 50% of the cars on the grid!). All good reasons why this final could be one of the races of the day.



After a disappointing start to the season, and a particularly unhappy Libre race at the last Meeting, **Tony Charnell** came through with his FVC powered Chevron-Gropa to take the chequered flag in the Special GT Race which closed the last Meeting. At long last the car seemed to be handling properly and, indeed, its fastest lap of 51.2 secs would, on paper, have been enough to slot him in as third place man in the Libre event itself.

Indeed, on that basis, **Edward Labinjoh's** Fisher Spyder would have come in fourth in the Libre event – how about entering Eddy! Tony feels that this car can do even better today and he starts the race as out and out overall favourite. The opposition looks like coming from **Robin Smith's** Chevron Spyder, the ex-Tony Evangelisti B8 duly revamped with a BMW 2 litre engine. It is to be hoped, too, that the diminutive Fisher Spyder will be on hand to take up the capacity challenge and, if so, **Eddy Labinjoh** can always be counted on to give anyone a good race for their money. This is all the more true bearing in mind that Edward lopped a full second off the "up to 1600 cc" GT class record at the last Meeting (and his car is merely an "up to 1150 cc" model!).

One welcome sign at the last Meeting was the gaggle of Clubmans cars which seem to be appearing in Scotland. **Roy MacNab** brings the first Gryphon to the circuit, a £2,500 Holbay-powered 1½ seater which could give the larger capacity cars a headache while **Mel Ross**, a driver who seems to get faster and faster with every Meeting, has installed a new Holbay mill in his Mallock U2. Add to that gaggle of cars the inevitable entries not known at the time of writing this matter and a host of modified sports cars and you have what could be rather a good race in this somewhat under-rated class.

SPECIAL GT, SPORTS AND CLUBMAN'S CARS

over 1600 cc		10 Laps	
7	A CHARNELL	Chevron-Gropa	1800
40	R SMITH	Chevron Spyder	1991
55	P BAKER	Triumph GT6	1998
58	<i>9. Charnell</i>	<i>4.000</i>	<i>1760</i>
.....
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1st (£20) *7* 2nd (£10) *54* 3rd (£5)

up to 1600 cc			
44	M S ROSS	Mallock U2 Mk XIB	1598
45	R MacNAB	Gryphon C73	1600
46	P MacNAUGHTAN	Mallock U2 Mk XIB	1600
47	J BAIRD	Mallock U2 Mk XIB	1600
50	E LABINJOH / Fishers Garage (Edin) Ltd	Fisher 1100 Spyder	1112
51	R A ROSS	Nathan GT	998
72	R FORESTER-SMITH / Marquis Transporters	Ginetta G4	1098
73	D McDONALD / Marquis Transporters	Ginetta G4	1098
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1st (£20) *44* 2nd (£10) 3rd (£5)

Bonus of £10 for the fastest lap to Secs

THE HARTLEY WHYTE CHAMPIONSHIP
for Special GT, Sports and Clubmans Cars

Driver	Car	Apr	May	July	Aug	Sep	Oct	Total
A Charnell	Chevron Gropa	7						7
M J Ross	Mallock U2/XIB	7						7
E Labinjoh	Fisher Spyder 1100	7						7
J Cleland	Chevron B8	5						5
R G Hendry	MG Midget	5						5
J Blades	Clan Crusader	5						5
D Morton	Lotus Elan	3						3
W L Wood	MG Midget	3						3
R Halley	Triumph Spitfire	3						3

Scoring: 1 for finishing plus, in each class, 1st 6, 2nd 4, 3rd 2, 4th 1. Best 4 scores count.
Note: For space purposes only those with 3 or more points are listed above.

Prize Fund – £125 – £75 – £35 – £15

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TRACK TEST

Subject	Scottish Motor Racing Club Membership.
Technical Data	Subscription for calendar year 1973 only £2.30. Entrance Fee payable only on first joining the club £1.10. Total 1972 Membership, just on 2000. Club activities: Organising Motor Racing at Ingliston Practice Days at Ingliston Social Events in the North, East and West of Scotland Annual Dinner Dance which is one of THE Motor Sport social events of the year.

From May onwards a monthly Club News and Views publication will be circulated to members.

Extras fitted as Standard

SMRC Member	Non SMRC Member
Free Admission with a guest, to the Paddock at each Ingliston Race Meeting.	Admission to Paddock 20p, therefore season's cost for two £2.40.
Free Access with guest to MacRobert Pavilion and to the bar therein.	No access to either the MacRobert Pavilion or the bar.
Right to purchase season tickets to certain blocks of the Grandstand at reduced rates, inclusive of car parking (1973, Adults £5, Juveniles £4).	No season tickets available. Cost of equivalent tickets – Adults £8.40, Juveniles £7.20.
The right to purchase and display club insignia	No rights to purchase or display club insignia.

Conclusion Join the Scottish Motor Racing Club now – use the form printed over.

(Where appropriate VAT at 10% has been included in quoted prices.)

S.M.R.C.

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APPLICATION FOR 1973 MEMBERSHIP

Complete in BLOCK CAPITALS THROUGHOUT

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

of
.....
..... (Occupation)

hereby apply for Membership of THE SCOTTISH MOTOR RACING CLUB LTD for the rest of this calendar year 1973 and agree, if elected, to be bound by the Memorandum and Articles of Association thereof for the time being.

...../...../ 73
Signature, please

(Please tick appropriate boxes)

- I have NOT been an Ingliston Marshal but would like to be considered
- I would like to pay future subscriptions by Bankers Order
- Please send me an Application Form for Family Membership for my
..... who resides with me

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

.....Car Badge	@ £1.95	£	.
.....Windscreen Badge	@ £0.15	.	.
.....Repeat Motif Tie	@ £1.10	.	.
.....Blazer Badge	@ £2.50	.	.
.....Overall Badge	@ £0.70	.	.
.....Single Motif Tie	@ £1.10	.	.
.....Lapel Badge	@ £0.25	.	.
.....Cuff Links (Pr.)	@ £1.20	.	.
MY ENTRANCE FEE	@ £1.10	1.10	.
MY ANNUAL SUBSCRIPTION	@ £2.30	2.30	.
.....FAMILY MEMBERS SUBS	@ £0.60	.	.

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 Avenger Super '1250' £991: Avenger Grand Luxe '1500'
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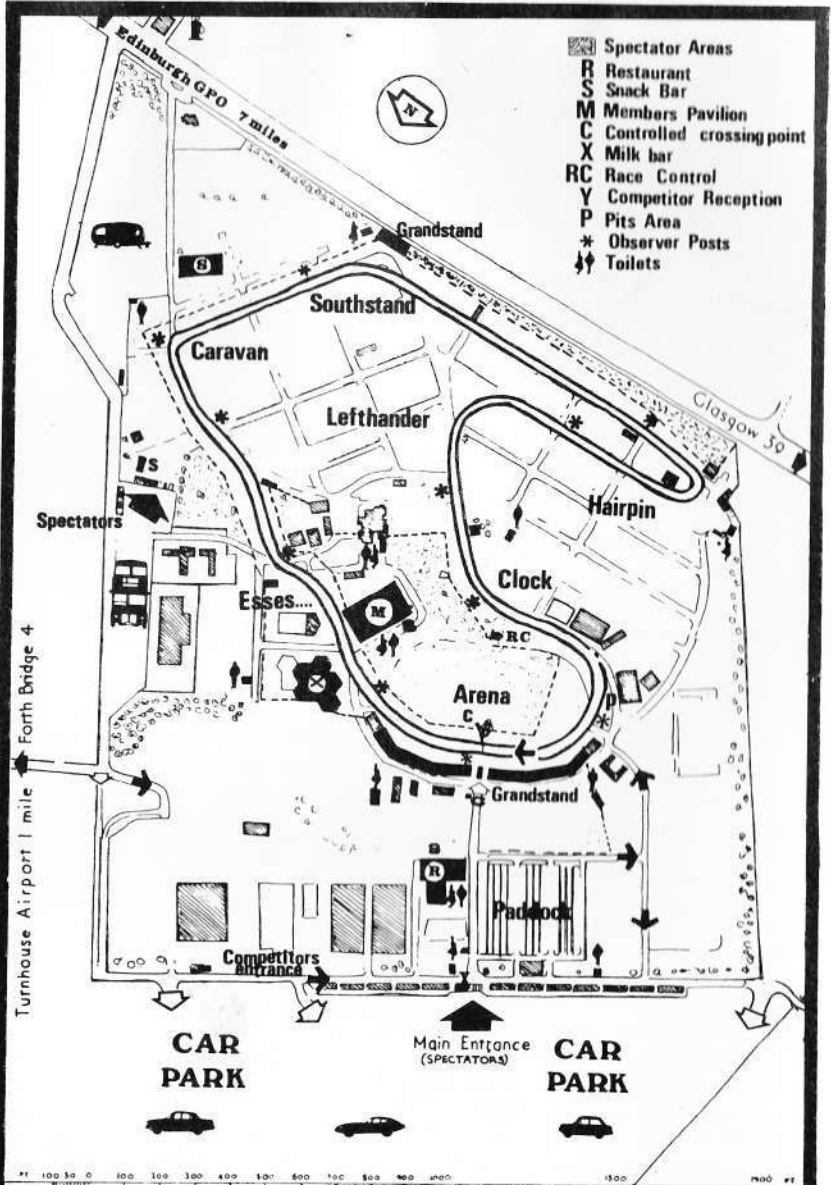
For eight years now S.M.T. have sponsored the July Race Meeting at Ingliston and this long, happy and (it is hoped) fruitful association continues with the S.M.T. Trophy Race Meeting on Sunday 22nd July. With the third meeting of the Scottish racing season so far in the future it is naturally difficult to 'preview' with any accuracy just what is going to happen then. Following so quickly upon the Royal Highland Show (in which the circuit itself is used for displaying cattle etc) one thing is certain - the track will almost certainly retain a certain residual "skiddiness" which could make the racing all the more exciting and land quite a few of the less wary drivers right in it!

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

After the first two meetings of the season it will be readily apparent that the major happening of the year has been the special saloons with, in particular, Doug Niven and Bill Dryden providing the needle match for supremacy. Add to them the FVC power of Derek Huntley and Charlie Bradford's BDA Escort, Sedric Bell (only tenths of a second off the "over 1300 cc" lap record) and the suddenly faster 1300 cc Minis, throw in a two month lay-off (?) to get everything sorted out and you have all the ingredients for another memorable saloon thrash in July. There will also be events on the card for Libre cars, Formula Fords, Sports, GT and Clubman's cars and modified sports cars and, entries permitting, Group 1 Production Saloon Cars and karts. And with more than 2 months in hand you can bet your boots that the promoters will be out searching for that something just a little bit special with which to entertain you.

DON'T FORGET - INGLISTON - Sunday 22nd JULY - 2.00 pm

Av9 b



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