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THE DICKSONS OF PERTH TROPHY RACE MEETING 16th.Sept.1973

Official Programme 20p.

Organised by

S.M.R.C.
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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:—

14th October Restricted 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 am. 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 pm and where the Club Bar is open from 12.30 to 2.30 pm and from 6.30 to 9.30 pm.

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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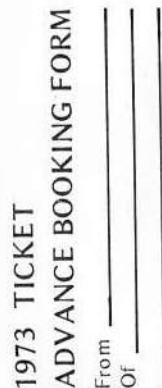
EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING.

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	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

INGLTON LAP RECORDS

			secs	mph
LIBRE CARS				
Over 1000 cc	T D REID	Brabham BT 38/40	46.1	80.43
Under 1000 cc	R SCOTT	Chevron B15	50.7	73.14
FORMULA FORD CARS				
	G CUTHBERT	Lotus 69F	53.2	69.70
SPECIAL GT and SPORTS CARS				
Over 1600 cc	J MILES	Chevron B19	48.7	76.14
Under 1600 cc	R SMITH	Lola T212/FVA	51.2	72.42
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 and J ABSALOM	Lotus Elan/Ginetta G4	54.0	68.67
Under 1150 cc	J BLADES	Cian Crusader	55.8	66.45
SPECIAL SALOON CARS				
Over 1300 cc	W N A DRYDEN	Firenza	53.4	69.44
1001 - 1300 cc	E M SMITH	Mini 1275 GT	54.0	68.67
Under 1000 cc	S A BELL	Mini Ford	54.6	67.91
PRODUCTION SALOON CARS				
(All Classes)	B UNETT	Hillman Hunter GLS	63.2	58.67
GROUP 2 CARS				
	B MUIR	Ford Capri RS	53.6	69.19
OUTRIGHT LAP RECORD				
	T D REID	Brabham BT 38/40	46.1	80.43



Registered Office:
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40950 Edinburgh
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		Adults 50p	Juvenile 30p	Grandstand 50p Block A B F South	Grandstand 75p Block D E	Car Park 40p	S/grd £1	TOTAL £
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This meeting is held under the International Sporting Code of the FIA 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/8730

THE DICKSONS OF PERTH TROPHY RACE MEETING

Sunday 16th September 1973

Scrutin before am	PROGRAMME & TIMETABLE	Practice Time am	Event Time pm
	Entertainment from The Black Cloud Disco		1/2.00
8.45	Modified Sports Cars — 12 laps	9.45	2.15
9.10	THE DICKSONS OF PERTH TROPHY RACE Heat 1 for Special Saloon Cars up to 1000 cc — 12 laps	10.10 Track Open	2.40
9.40	The Texaco Trophy Race for Formula Ford Cars — 12 laps	10.40	3.05
10.05	THE DICKSONS OF PERTH TROPHY RACE Heat 2 for Special Saloon Cars over 1000 cc — 12 laps	11.05 Track Open	3.30
10.35	Special GT, Sports and Clubmans Cars — 12 laps	11.35	3.55
11.00	The Calder Millerfield Trophy Race for Libre Cars — 15 laps	12.00 Track Open	4.20
—	THE DICKSONS OF PERTH TROPHY RACE for Special Saloon Cars — Final — 15 laps	—	4.50
—	Presentation of Trophies	—	5.05
11.30	Production Saloon Cars — 10 laps	12.30 Track Open	5.20
—	The Trial Handicap Stakes — 12 lap handicap event for saloons, modsports and GT cars — 12 laps	—	5.45
—	Luncheon Interval	1/2.00	
1.55	<i>Drivers' Briefing in Scrutineering Bay</i>		
2.00	<i>Marshals at posts. Clearance Report.</i>		

LIST OF ENTRIES

No	Driver / Entrant	Make / Model	cc	From
1	J H APPLEGARTH	grabham BT23C	1600	Houghton-le-Spring
2	I C McLAREN/McLaren of Broxburn Ltd	grabham BT36	1790	Broxburn
3	B LECKIE	grabham BT36	1930	Aberdeen
4	W T KINNEAR	Lotus 69 FVC	1798	Gilford
5	K ALLEN/Russell McIntosh/Nightingale Signs Ltd	Chevron B15	997	Crossford
6	T D REID/Irish Racing Cars	grabham BT38/40	2000	Tandragee
7	J BLADES	Lotus 69 BDF	1850	Whitley Bay
8	D N THOMSON/Thistle Metalics	Ecosse Imp	998	Edinburgh
9	A J H WALKER	March 713	1600	Edinburgh
10	T DZIERZEK	Hawke Atlantic	1600	Kirkliston
11	J BARR	Lotus 69 F/A	1600	Edinburgh
12	J POLLOCK	Brabham BT30	1970	Carrickfergus
15	A McKECHNIE	Rostron FF	1600	London
16	J MacKENZIE/Highland Racing Team	Lotus 69F	1600	Ardross
17	A WAUGH	Lotus FF	1600	Aberdeen
18	A WILSON	Elden Mk 8	1600	Dumbarton
19	J MacGILVRAY	Crossle 20F	1600	Oban
20	D BROTHERSTON	Brabham BT28	1600	Edinburgh
21	P DUGDALE	Hawke DL10	1600	Tossie
22	D STEEDMAN	Hawke DL9	1600	Linlithgow
23	R H SIMPSON	Crossle 16F	1600	Newton Stewart
24	N DICKSON/Dicksons Motors (Perth) Ltd	Crossle 25F	1600	Perth
25	G CUTHBERT	Van Diemen FA 73 FF	1600	Newport
26	W N WILLIAMSON	Lotus 69F	1600	Jedburgh
27	C REEVES	Mallock U1 Mk9B FF	1600	Larkhall
29	G HAMILTON/McDonald Shand Insurance & Finance	Hawke DL2B	1600	Dumfries
30	G DALZELL/McDonald Shand Insurance & Finance	Hawke DL2B	1600	Dumfries
31	S LAWSON/Belmont Garage Edin Ltd	Hawke DL10	1600	Kirkliston
32	P MORRISON	Crossle 20F	1600	Inverness
33	D A H HALL	Hawke DL10	1600	Barnton
34	A D JEFFREY/Lothian Sports Cars	Elden Mk10A	1600	Edinburgh
35	W P TINGLE	Lotus 61 MX	1600	Stockton-on-Tees
36	K MILLER/Break-Away Mens Fashions	March 708/18	1600	Currie
40	A MUIR	Chevron Spyder	1991	East Kilbride
41	A CHARNELL/Dinitrol Rustproofing	Chevron Gropa	1798	Balerno
43	M S ROSS	Mallock U2 Mk XIB	1600	Monifeith
44	P MacNAUGHTON	Mallock U2 Mk XIB	1600	Edinburgh
45	J BAIRD	Mallock U2 Mk XIB	1600	Edinburgh
46	R MacNAB	Gryphon C73	1600	Kilmarnock
49	E LABINJOH/Fishers Garage (Edin) Ltd	Fisher 1100 Spyder	1112	Edinburgh
50	R A ROSS	Nathan GT	1000	Dundee
52	P BAKER	Triumph GT6	1998	Stow
53	J ABSALOM	Ginetta G4	1800	Felton
54	J B FLETCHER	Lotus Elan	1800	Littleborough
55	M NUGENT	Lotus Elan	1800	Pomeroy
57	K SHADE	MG Midget	1293	Edinburgh
58	A SOUTER	Lotus Elan	1600	Dundee
59	R G HENDRY	MG Midget	1293	Edinburgh

No	Driver / Entrant	Make / Model	cc	From
60	W L WOOD	MG Midget	1293	Edinburgh
61	D MORTON	Lotus Elan	1598	Dunkeld
62	I STIRLING / Team Ziebert Scotland	Ginetta G15	998	St Andrews
63	R HALLEY / Halleys of Milngavie	Triumph Spitfire	1147	Milngavie
64	D RUTHERFORD	AH Sprite Mk 1	1147	Glasgow
65	B JARVIS / Auto Enthusiast Magazine	Davrian Imp Mk 5	1111	London
66	J BLADES / Clan Crusader Car Co	Clan Crusader	1112	Durham
67	R FORESTER-SMITH / Marquis Motor Co	Ginetta G4	1098	Gorebridge
68	D McDONALD / Marquis Motor Co	Ginetta G4	1098	Gorebridge
69	G R WILSON	MG Midget	1140	Helensburgh
73	W N A DRYDEN/S M T	Vauxhall Firenza	2200	Edinburgh
74	C SIMPSON	Ford Escort TC	1558	Monifieth
75	J VEITCH/Veitch Motor Co/ Sportstune Accessories	Mini Cooper 'S'	1598	Edinburgh
76	C BRADLEY/D A Harris Ltd	Ford Escort BDA	2000	Glasgow
77	D HUNTLEY	Ford Escort FVC	1800	Sunderland
78	A D NIVEN/Celtic Homes	Ford Boss Escort	5700	Whitsome
81	M SKILBECK	Austin Cooper 'S'	1275	Kilmarnock
82	A MACKINNON	Riley Elf	1293	Linlithgow
83	J DRYDEN	Longman Mini	1293	Lundie
84	F GUNN	Arden Cooper 'S'	1293	Milngavie
85	E PATERSON	Colvend Mini	1293	Edinburgh
86	I T ROGERSON	Mini Cooper 'S'	1293	Rothbury
87	K COLEMAN	BLMC Cooper 'S'	1293	Plains
90	W G DONALD	Hillman Imp	998	Tarland
91	W I FORREST/Archbold Dale Ltd	CSE Imp	998	Edinburgh
92	D FISHER	Hillman Imp	998	Dunoon
93	S BELL/Cosmo Entertainments Club Carlisle	BLMC Mini	997	Carlisle
94	I FORREST	Hillman Imp	998	Kirkliston
95	A RITCHIE	Mini Cooper 'S'	999	Paisley
96	N DICKSON/Dicksons Motors (Perth) Ltd	Sunbeam Imp	998	Perth
97	J H PATRICK	Colvend 850 Mini	848	Whitecross
98	B LECKIE/Roy Thomson Ltd	Singer Chamois Coupe	998	Aberdeen
99	M MORTON	Mini 'S'	999	Edinburgh
101	A BARTON	Morris Cooper SCA	997	Newcastle
102	P PITMAN	Austin Cooper 'S'	999	Kirkcudbright
103	G M FINDLAY	Mini Cooper	998	Arbroath
104	A SELLAR	Mini Cooper 'S'	999	Burntisland
105	J C FYDA	Agra Imp	997	Dundee
106	B W MCLEOD	BL Mini	999	Edinburgh
107	F LETHBRIDGE	Moredun Mini	970	Edinburgh
108	J B YOUNG	Mini Clubman	999	Burntisland
110	D BAILLIE	BMW 2002 Tii		Glasgow
111	A N OTHER/Fishers Garage (Edin) Ltd	Alfa Romeo 2000 GTV		Edinburgh
112	A D JEFFREY/Lothian Sports Cars	Avenger Tiger		Edinburgh
115	A N OTHER/Halesfield Motors (Telford) Ltd	Simca Rallye 2		Halesfield
116	M SHAKSPEARE	Fora Escort		Edinburgh
117	Mrs J BIRRELL/Halesfield Motors (Telford) Ltd	Simca Rallye 1		Halesfield
118	A CHARNELL	Simca Rallye 1		Balerno
119	I SMITH	Simca Rallye 1		Balerno
120	R BIRLEY	Hillman Imp		London
121	C JONES	Hillman Imp		Ratho



In the diabolically wet conditions which prevailed last August, Johnny Blades was really in his element with his incredible Clan Crusader, putting 18 secs between himself and the Lotus Elan of second place man, Mike Nugent, by the flag. In the wet, therefore, the Crusader is definitely the car to watch but, should conditions be dry, we should see a pretty close battle between the incredibly fleet Ginetta G4 of John Absalom and the very potent Lotus Elan of English Championship winner Jon Fletcher. Both drivers have carried on a personal battle over the past 3-4 years in an effort to find the fastest Northern Modsport driver – as yet no conclusive result has been reached so watch out for fireworks this afternoon.

Johnny Blades will, however, be right up there with the leaders as will be Dundee's Alec Souter with his 1600 cc Lotus Elan. In the up to 1150 cc class Ian Stirling (Ginetta G15) and Bob Halley (Triumph Spitfire) will be upholding Scotland's honour against both the Clan Crusader and the Davrian Imp of London's Bob Jarvis while the Midget challenge comes from Edinburgh's Kenny Shade, Bob Hendry and Bill Wood. All of which promises some good close racing throughout the field.

EVENT 1

2.15 pm

MODIFIED SPORTS CARS

12 Laps

over 1150 cc

52	P BAKER	Triumph GT6	1998
53	J ABSALOM	Ginetta G4	1800
54	J B FLETCHER	Lotus Elan	1800
55	M NUGENT	Lotus Elan	1800
57	K SHADE	MG Midget	1293
58	A SOUTER	Lotus Elan	1600
59	R G HENDRY	MG Midget	1293
60	W L WOOD	MG Midget	1293
61	D MORTON	Lotus Elan	1598

1st (£20) 55 2nd (£10) 53 3rd (£5) 54

up to 1150 cc

62	I STIRLING / Team Ziebert Scotland	Ginetta G15	998
63	R HALLEY / Halleys of Milngavie	Triumph Spitfire	1147
64	D RUTHERFORD	AH Sprite Mk 1	1147
65	B JARVIS / Auto Enthusiast Magazine	Davrian Imp Mk 5	1111
66	J BLADES / Clan Crusader Car Co	Clan Crusader	1112
67	R FORESTER-SMITH / Marquis Motor Co	Ginetta G4	1098
68	D McDONALD / Marquis Motor Co	Ginetta G4	1098
69	G R WILSON	MG Midget	1140
70	J MILLER	AH SPRITE	948

1st (£20) 64 2nd (£10) 67 3rd (£5) 69

Bonus of £10 for the fastest lap tosecs





In August it was **Norman Dickson** (of today's sponsors, Dickson's of Perth) who surprised everyone by shooting off into the lead in the "up to 1000 cc" Special Saloon car heat but, once **Sedric Bell** had familiarised himself with the handling peculiarities occasioned to his Mini by the use of slicks on the dampening circuit, he relieved Norman of the lead and disappeared into the distance to take an easy win from **John Fyda's** Agra Imp, John having overcome Norman a couple of laps from the end of the race. Sedric, however, reserved his main effort for the Saloon Car final later in the afternoon where, after a start into third place, he picked off **Jim Dryden's** Cooper 'S' and finally **Doug Niven's** 5.7 litre Escort, the larger car proving to be a real handful on the drenched circuit. (See photo above.)

It is anticipated, however, that Sedric will not have everything his own way today since **Andy Barton** hopes to be able to make it with his new SCA Morris Cooper. Andy was unable to come to the last Meeting due to the lack of availability of spares but now assures us that the engine is ready and raring to go. Sedric, on the other hand, no longer has his Ford engine in the Mini and, while he is working on a particularly secret piece of 1000 cc engine development, he doubts whether this will be ready for this afternoon and accordingly we can look forward to a first class battle between the two old favourites. Look out too for Norman Dickson in the Dickson's Motors (Perth) Ltd Sunbeam Imp since Norman has been progressing rapidly throughout the season. Aberdeen's **Bill Donald** is another man to watch as is his "neighbour", **Bob Leckie** with the Singer Chamois while Dundee's John Fyda always provides close opposition.

EVENT 2

2.40 pm

THE DICKSONS OF PERTH TROPHY RACE

Heat 1 for Special Saloons up to 1000 cc

12 Laps

90	W G DONALD	Hillman Imp	998
91	W I FORREST/Archbold Dale Ltd	CSE Imp	998
92	D FISHER	Hillman Imp	998
93	S BELL/Cosmo-Entertainments-Club Carlisle	BLMC Mini	997
94	I FORREST	Hillman Imp	998
95	A RITCHIE	Mini Cooper 'S'	999
96	N DICKSON/Dicksons Motors (Perth) Ltd	Sunbeam Imp	998
97	J H PATRICK	Colvend 850 Mini	848
98	B LECKIE/Roy Thomson Ltd	Singer Chamois Coupe	998
99	M MORTON	Mini 'S'	999
101	A BARTON	Morris-Cooper SCA	997
102	P PITMAN	Austin Cooper 'S'	999
103	G M FINDLAY	Mini Cooper	998
104	A SELLAR	Mini Cooper 'S'	999
105	J C FYDA	Agra Imp	997
106	B W McLEOD	BL Mini	999
107	F LETHBRIDGE	Moredun Mini	970
108	J B YOUNG	Mini Clubman	999

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

Bonus of £10 for the fastest lap to secs

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



**Go
where
you want
to go.**

Safely.



Plenty has happened since we were at Ingliston last September — some of it really exciting!

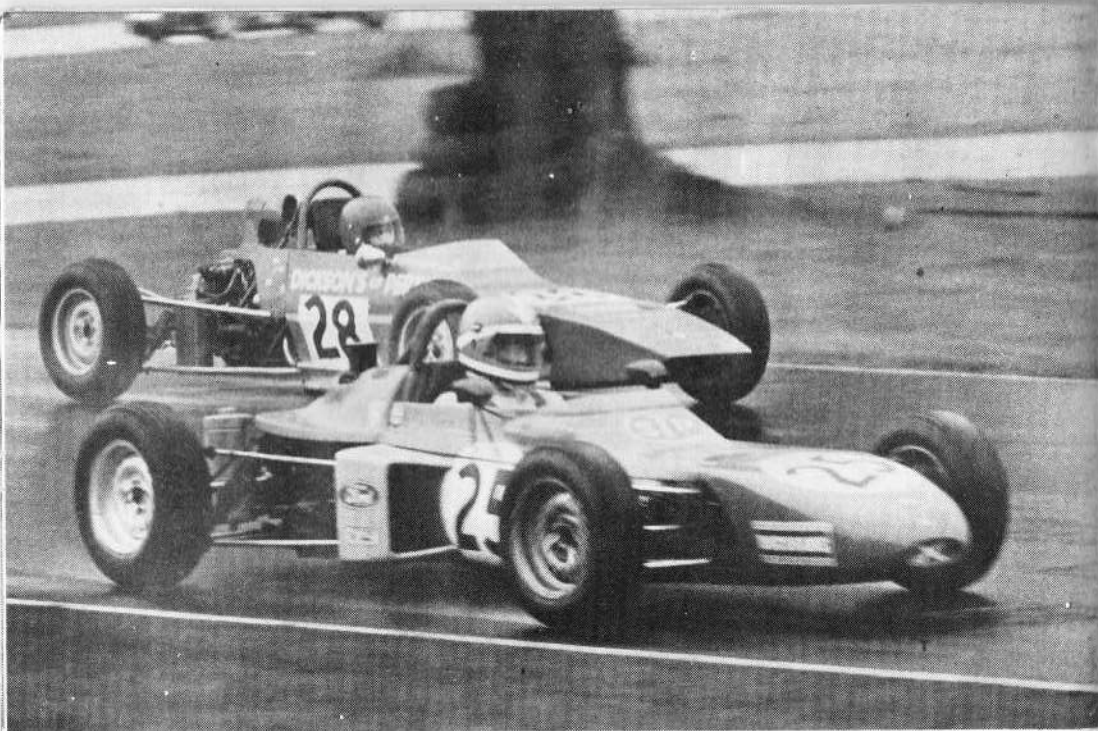
Emerson Fittipaldi clinched the '72 World Championship in his JPS running on Texaco Fuels (Supreme) and Oils (inc. Havoline 20/50). Then for '73 he was joined by that flying Swede, Ronnie Peterson. It looked like an unbeatable combination. Unfortunately the team has had its problems, notably punctures, and more seriously the ankle injuries sustained by Fittipaldi during his shunt at Zandvoort in practice. It was not until his brilliant dash in the Austrian G.P. which so nearly achieved a 1 - 2 for the JPS Team that we could see his recovery was complete. We are looking forward to more good results from the two JPS cars as well as the new and exciting Formula 2 Texaco Stars.



This afternoon we are sponsoring the Formula Ford race and if it runs true to form this could be the most closely contested race of the day. With all the cars using standard Ford engines, relatively normal road tyres (! ! ! !) and basically similar bodies, there is little difference in their performance. This will be very much a driver's race. Look out for Stu Lawson, Graham Cuthbert, and Norman Dickson; they are going very well this season and one of them could well be the winner this afternoon.

On top of all this we are planning one or two activities for the afternoon to take place in the showground. So keep your eyes open!

This meeting last year had great weather and here's hoping for the same again, with you all having a thoroughly enjoyable afternoon here at Ingliston.



The split new Van Dieman FA 73 FF of **Graham Cuthbert** dominated the Formula Ford race at the last Meeting taking a fine 13 sec win over **Stuart Lawson** in the wet. Lawson it was, however, who led off the line with his Hawke DL 10 but, after four laps, he entertained the public greatly in front of the Grandstand by sliding all over the shop allowing Graham Cuthbert to nip past into the lead. Behind the leaders the battle was on in earnest for third place, but, at the end of the race, it was Perth's **Norman Dickson** who emerged the leader with **Dave Steedman's** Hawke immediately behind in fourth place.

On the form, today's race again looks like being a battle between the championship leaders, Graham Cuthbert and Stu Lawson but we should not forget that Norman Dickson's Crossle is a 1973 model and that Norman has had considerably less experience with the single seaters than either Graham or Stu. Indeed, this is only Norman's first season at motor racing and, now that he is getting to grips with his car, he could well be in with a chance of worrying the leaders (especially since his sponsors are also the sponsors of today's Race Meeting and he will be out to impress the public suitably!). Norman will, however, have to keep a weather eye peeled for the Fords of Oban's **John McGilvray** and Linlithgow's **Dave Steedman**, both difficult men to shake off in a dog fight, and the very potent Elden Mk 10A of Edinburgh's new ace, **Andrew Jeffrey**.

EVENT 3

3.05 pm

THE TEXACO TROPHY RACE for Formula Ford Cars 12 Laps

15	A McKECHNIE	Rostron FF	1600
16	J MacKENZIE/Highland Racing Team	Lotus 69F	1600
17	A WAUGH	Lotus FF	1600
18	A WILSON	Elden Mk 8	1600
19	J MacGILVRAY	Crossle 20F	1600
20	D BROTHERSTON	Brabham BT28	1600
21	P DUGDALE	Hawke DL10	1600
22	D STEEDMAN	Hawke DL9	1600
23	R H SIMPSON	Crossle 16F	1600
24	N DICKSON/Dicksons Motors (Perth) Ltd	Crossle 25F	1600
25	G CUTHBERT	Van Diemen FA 73 FF	1600
26	W N WILLIAMSON	Lotus 69F	1600
27	C REEVES	Mallock U1 Mk9B FF	1600
29	G HAMILTON/McDonald Shand Insurance & Finance	Hawke DL2B	1600
31	S LAWSON/Belmont Garage Edin Ltd	Hawke DL10	1600
32	P MORRISON	Crossle 20F	1600
33	D A H HALL	Hawke DL10	1600
34	A D JEFFREY/Lothian Sports Cars	Elden Mk10A	1600
35	W P TINGLE	Lotus 61 MX	1600
36	K MILLER/Break-Away Mens Fashions	March 708/18	1600

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

Bonus of £10 for the fastest lap to secs

A round in the Rothmans Championship for Formula Ford Cars

THE ROTHMANS CHAMPIONSHIP for Formula Ford Cars

Driver	Car	Apr	May	July	Aug	Sept	Oct	Total
G J Cuthbert	Lotus 69F	9	9	-	9			27
S Lawson	Hawke DL10	3	4	9	6			22
J MacGilvray	Crossle 20F	6	3	3	-			12
D Steedman	Hawke DL9	-	-	6	3			9
H Acheson	Merlyn 20A	2	6	-	-			8
A D Jeffrey	Elden Mk 10	4	2	-	1			7
P White	Palliser WDF2	-	-	4	-			4
N Dickson	Crossle 25F	-	-	-	4			4

Scoring: 1st 9, 2nd 6, 3rd 4, 4th 3, 5th 2, 6th 1. Best 4 scores to count. (Only those with 4 or more points listed).

Prize Fund — £125 — £75 — £35 — £15



Although finding the near to 6 litres of his Ford Boss Escort a handful on the drenched circuit at the last Meeting, Borderer **Doug Niven** came back with a bang in August winning his class in both heat and final and scoring some handy points in the Lombard North Central Scottish Saloon Car Championship. Although, in practice, Dougal had his problems (his clutch went, and after having repaired that, the propshaft went too!) all was ready for the heat on the Sunday afternoon and, despite starting well back on the grid, he charged through the field eventually taking **Bill Dryden's** Firenza before setting out after **Jim Dryden** in the Cooper 'S'. For the final it was between Dougal, Jim Dryden and **Sedric Bell** and, although both Minis were able to outcorner the Escort on the wet track, Dougal scored a second place on the results (Jim Dryden having been penalised for a push start). Since August, however, the Escort has notched up wins at both Croft and Silverstone, the Croft win in a new lap record time more than a second under the existing record set up by Mick Hill and clinching for Dougal the Northern Saloon Car Championship.

The excitement at this stage in the season, however, is centred around the Lombard North Central Scottish Saloon Car Championship, presently led by Jim Dryden in his Cooper 'S'. Snapping at his heels, however, is Bill Dryden with the SMT Firenza and, since only the best four scores count towards this championship, to improve on their points each driver will have to improve on previous performances. To Jim Dryden this means that he must now win to improve his total while Bill Dryden has considerably more latitude. Charging up behind the leaders are both Sedric Bell and Doug Niven, each with three scores only and accordingly a good score to each today would put them right up at the top. **Derek Huntley** too is well placed for advancement and we can expect some pretty exciting racing this afternoon as the closing stages of the premier Ingliston Championship commence.

EVENT 4		RS1600	3.30 pm
(89)	W. CRAWFORD		1800
THE DICKSONS OF PERTH TROPHY RACE			
Heat 2 for Special Saloon Cars over 1000 cc			
(88)	J. BOURKE	12 Laps	Coopers
Over 1300 cc			1425
73	W N A DRYDEN/S M T		Vauxhall Firenza 2200
(74)	C SIMPSON		Ford Escort TC 1558
(75)	J VEITCH/Veitch Motor Co/ Sportstune Accessories		Mini Cooper 'S' 1598
76	C BRADLEY/D A Harris Ltd		Ford Escort BDA 2000
77	D HUNTLEY		Ford Escort FVC 1800
78	A D NIVEN/Celtic Homes		Ford Boss Escort 5700
(79)	J. CUTHILL		
(80)	W. ROBERTSON	1st (£20) 2nd (£10) 3rd (£5)	4200
1001-1300 cc			
(81)	M SKILBECK		Austin Cooper 'S' 1275
(82)	A MACKINNON		Riley Elf 1293
83	J DRYDEN		Longman Mini 1293
84	F GUNN		Arden Cooper 'S' 1293
85	E PATERSON		Colvend Mini 1293
86	I T ROGERSON		Mini Cooper 'S' 1293
(87)	K COLEMAN		BLMC Cooper 'S' 1293
1st (£20) 2nd (£10) 3rd (£5)			
Bonus of £10 for the fastest lap to secs			
Heat 2 of the fifth round in the Lombard North Central Scottish Saloon Car Championship			





The amazing Clan Crusader astonished everyone yet again in August by holding grimly on to **Tony Charnell's** tail in the GT event then. The Chevron-Gropa FVC of the Edinburgh driver charged off pole position in a cloud of spray and was well away into the distance by the time **Johnny Blades** had dealt with **Ed Labinjoh's** Fisher Spyder on the third lap. Johnny, however, finding the Crusader handling magnificently in the wet, closed right up on the Chevron to finish a mere 0.8 secs adrift at the flag, a truly remarkable achievement in a day which, more than any other highlighted John's skills as a driver.

Today, however, Tony not only has Johnny Blades to worry about but also a fresh Chevron challenge from **Allan Muir** (the ex-John Nicholson mechanic) who has purchased Robin Smith's Spyder. With a slight power advantage, Allan will be trying his hand against the old master while, in the Clubmans class, **Mel Ross** will be out to confirm his domination over the Mallocks of **Peter MacNaughton** and **Jim Baird** and the Gryphon C73 of **Roy MacNab**. Ed Labinjoh once again takes the wheel of the Fisher 1100 Spyder which has a nasty habit of turning up at the front of Special GT races and, as a result, we could well see some exciting racing at the front end of the field. On the form, however, Tony Charnell is likely to be out there in the lead but the dice for second place could be a scorcher. Once again we'll stick our necks out and suggest that the Crusader will be right in there mixing it, wet or dry.

EVENT 5

3.55 pm

SPECIAL GT, SPORTS & CLUBMANS CARS

12 Laps

over 1150 cc

40	A MUIR	Chevron Spyder	1991
41	A CHARNELL/Dinitrol Rustproofing	Chevron Gropa	1798
43	M S ROSS	Mallock U2 Mk XIB	1600
44	P MacNAUGHTON	Mallock U2 Mk XIB	1600
45	J BAIRD	Mallock U2 Mk XIB	1600
46	R MacNAB	Gryphon C73	1600
52	P BAKER	Triumph GT6	1998
58	A SOUTER	Lotus Elan	1600
59	R G HENDRY	MG Midget	1293
60	W L WOOD	MG Midget	1293
61	D. Morton	Lotus Elan	1598
1st (£20) 2nd (£10) 3rd (£5)			

up to 1150 cc

49	E LABINJOH/Fishers Garage (Edin)		
	Ltd	Fisher 1100 Spyder	1112
50	R A ROSS	Nathan GT	1000
63	R HALLEY/Halleys of Milngavie	Triumph Spitfire	1147
64	D RUTHERFORD	AH Sprite Mk 1	1147
66	J BLADES/Clan Crusader Car Co	Clan Crusader	998
67	R FORESTER-SMITH/Marquis		
	Motor Co	Ginetta G4	1098
68	D McDONALD/Marquis Motor Co	Ginetta G4	1098
69	G R WILSON	MG Midget	1140
1st (£20) 2nd (£10) 3rd (£5)			

Bonus of £10 for the fastest lap to secs

A round in the Hartley Whyte Trophy Championship

Driver	Car	Apr	May	July	Aug	Sept	Oct	Total
A Charnell	Chevron Gropa FVC	7	7	7	7			28
M J Ross	Mallock U2 Mk XIB	7	7	-	5			19
J Blades	Clan Crusader	5	-	7	7			19
R Halley	Triumph Spitfire	3	7	5	3			18
E Labinjoh	Fisher 1100 Spyder	7	5	-	5			17
D Morton	Lotus Elan	5	5	-	7			17
W L Wood	MG Midget	2	2	3	3			10
R Smith	Lola T212 FVA	-	2	7	-			9
P Baker	Triumph GT6	-	3	5	-			8
R G Hendry	MG Midget	3	3	-	2			8
J Cleland	Chevron B8	5	-	-	-			5
J Absalom	Ginetta G4	-	5	-	-			5
J Hugh	Gryphon C73	-	-	5	-			5
R A Ross	Nathan GT	2	3	-	-			5

Scoring: 1 for finishing plus, in each class, 1st 6, 2nd 4, 3rd 2, 4th 1. Best 4 scores to count. (Only those with 5 points or more listed).

Prize Fund — £125 — £75 — £35 — £15



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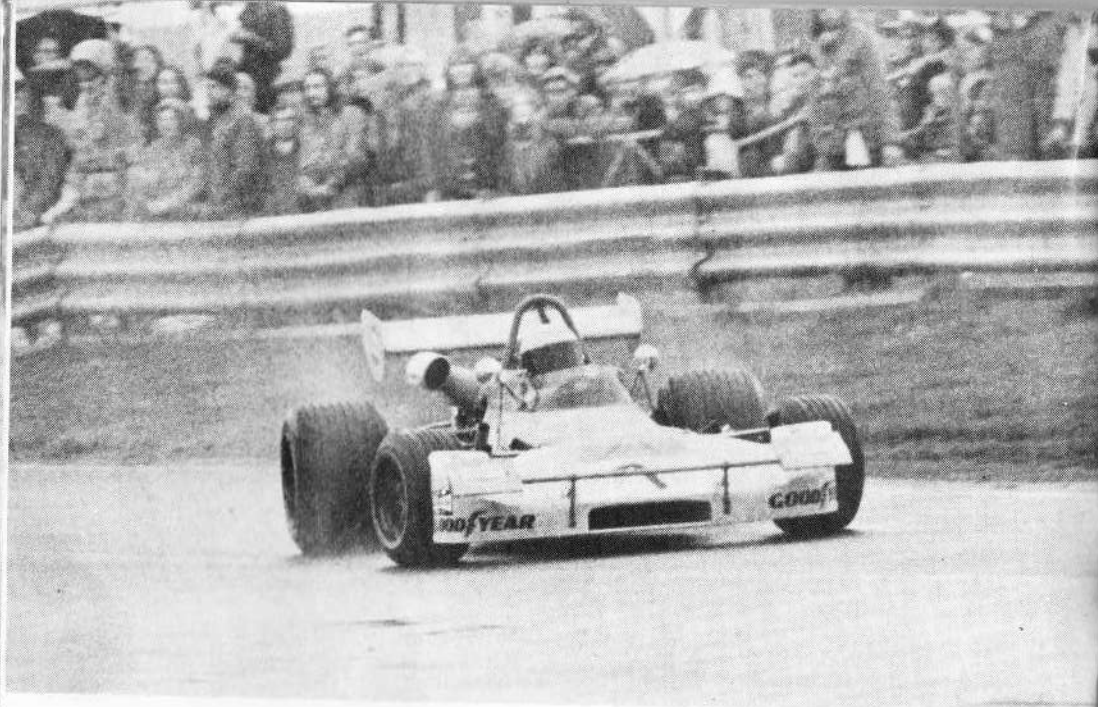
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(041-554 0039)

THE CALDER MILLERFIELD TROPHY RACE

This afternoon, the Libre race is being sponsored by Calder Millerfield Ltd of Glasgow, suppliers to the catering trade in the West of Scotland. While perhaps not a name familiar to many on the east coast, Calder Millerfield are hoping to rectify that omission within the very near future. The Company itself was originally formed back in 1926 and was known between the time of its incorporation and 1959 by the name "The Union Pie Company" specialising as it did in the production of mutton pies. In 1959, however, John Calder, then a butcher with some eight or nine retail outlets in Glasgow, took the Company over and reorganised it as a general based catering supply concern. As a butcher, John Calder naturally favoured butcher meats and, indeed, the retail side of the business soon disappeared in favour of the wholesale supply of all quality butcher meats etc.

At the present time the Company supply all quality butcher meats, cooked meats, a full range of baked goods and they are sausage and hamburger specialists. No retail sales are now carried out although they do supply most of the big industrial firms in industrial canteens on the West Coast and they also provide Stadia Catering (the caterers at Ingleston) with snack supplies for Ibrox Stadium and other Scottish Football Stadia. Of late, however, the Company has been turning its eyes to the East Coast of Scotland with a view to expanding their operations into this area and consequently today's venture sees the first move in bringing home to the inhabitants of the east the name of Calder Millerfield Ltd and their "white heather" quality products.

While John Calder, the originator of the present Company, died some two years ago, the present directors are all very sport orientated and are extremely interested both in the success of the Ingleston circuit and the outcome of today's Libre race which they are sponsoring. This is, however, their first venture into motor sport and it is encouraging to see a first class entry of Libre cars in the chosen event. With a close race scheduled between Tommy Reid, Johnny Blades, Bob Leckie, Walter Kinnear, John Pollock and Iain McLaren, the stage is set for a successful sortie into sport and, it is to be hoped, further expansion in Scotland. We at Calder Millerfield accordingly hope that all of you will enjoy today's race, just as you doubtless enjoy our quality products both at play and at work.



The Libre event in August was yet another cracking race, the lead changing so often that the lap charters almost required a computer to work everything out! Johnny Blades leapt straight into the lead with his ex-Fittipaldi Lotus 69 BDF but, at the hairpin first time round, he was just a bit too over enthusiastic and revolved the car back into last place allowing Tony Charnell's Chevron Gropa-FVC into the lead. Tony crossed the line at the end of the first lap narrowly ahead of Iain McLaren's BT36 and Bob Leckie's similar car but, after three laps, the Gropa caught a chill from the wet track and retired to the paddock with a waterlogged engine allowing Iain McLaren's Brabham into the lead – but not for long, since Bob Leckie slipped past and went off to score his first fine Libre win at Ingliston. By this time, however, all eyes were on Johnny Blades who was charging through the field at an incredible speed in an effort to overtake the leaders. The distance was, however, just too much for him but he did regain third place by the end and has put himself in a challenging position in the Wimpey Championship for Libre Cars.

Iain McLaren presently leads this Championship but his 28 points have been scored from four second places only and, since only the best four scores count, Iain will require to win either today or in October to better his total. Johnny Blades, on the other hand, has 15 points out of two Meetings only and he could overhaul Iain with either a first and fifth or two second places in the remaining events this year. Tommy Reid, also, could just get there but Tommy would have to win both this and the October event. Look out, then, for a terrific struggle between the Brabham of Tommy Reid and the Lotus 69 of Johnny Blades today since these two may well be aiming to try to rob Iain McLaren of the championship honours. Now that he has got the feel of his Brabham, Bob Leckie may well be another man to watch and this could prove to be yet another cracking good Libre race.

EVENT 6

4.20 pm

THE CALDER MILLERFIELD TROPHY RACE

for Libre Cars

		15 Laps		
36	K. MILLER		MARCH 708	1600
1	J H APPLEGARTH		Brabham BT23C	1600
2	I C McLAREN/McLaren of Broxburn Ltd		Brabham BT36	1790
3	B LECKIE		Brabham BT36	1930
4	W T KINNEAR		Lotus 69 FVC	1798
5	K ALLEN/Russell McIntosh/Nightingale Signs Ltd		Chevron B15	997
6	T D REID/Irish Racing Cars		Brabham BT38/40	2000
7	J BLADES		Lotus 69 BDF	1850
8	D N THOMSON/Thistle Metallics		Ecosse Imp	998
9	A J H WALKER		March 713	1600
10	T D ZIERZEK		Hawke Atlantic	1600
11	J BARR		Lotus 69 F/A	1600
12	J POLLOCK		Brabham BT30	1970
15	A McKECHNIE		Rostron FF	1600
19	J MacGILVRAY		Crossle 20F	1600
22	D STEEDMAN		Hawke DL9	1600
30	G DALZELL/McDonald Shand Insurance & Finance		Hawke DL2B	1600
31	S LAWSON/Belmont Garage Edin Ltd		Hawke DL10	1600
32	P MORRISON		Crossle 20F	1600
33	D A H HALL		Hawke DL10	1600
34	A D JEFFREY/Lothian Sports Cars		Elden Mk 10A	1600
27	C. REEVES		MALCOLM 419BFF	1600
1st (£20) 2nd (£15) 3rd (£10) 4th (£5)				

Bonus of £10 for the fastest lap tosecs

A round in the Wimpey Championship for Libre Cars

Driver	Car	Apr	May	July	Aug	Sept	Oct	Total
I C McLaren	Brabham BT36	7	7	7	7			28
J Blades	Lotus 69 BDF	10	-	-	5			15
T D Reid	Brabham BT 38/40	-	10	-	-			10
R MacKay	Brabham BT36	-	-	10	-			10
B Leckie	Brabham BT36	-	-	-	10			10
J Campbell/ Graham	Crossle 19F/Chevron B25	-	5	5	-			10
D N Thomson	Ecosse Imp	5	3	1	1			10
A D Jeffrey	Elden Mk 10	4	-	-	4			8
T Dzierzek	Hawke Atlantic	1	1	4	1			7
J MacGilvray	Crossle 20F	3	2	1	1			7
S Lawson	Hawke DL10	2	1	2	1			6
A Charnell	Chevron Gropa FVC	1	4	-	-			5

Scoring: 1 for finishing plus – 1st 9, 2nd 6, 3rd 4, 4th 3, 5th 2, 6th 1. Best 4 to count. (Only those with 5 or more points listed)

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

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Sponsoring today's main race at Ingliston is Dickson Motors of Perth, the garage organisation which is known to motor racing enthusiasts everywhere.

Tommy Dickson, the Company's managing director, is Scotland's Motor Man. In 1959 he was Scottish Motor Racing Champion and a year later he was British Sports Car Champion. In 1962 he was No. 1 driver in the Ecurie Ecosse team. At this stage Tommy Dickson decided to retire from motor racing to concentrate on his business. Today he is the Saab and Lotus distributor for Scotland and has the main agency for both Mercedes and Datsun.

Not surprisingly, however, Tommy Dickson's interest in motor racing has remained constant. His son, Norman, is racing today, and has had terrific success in this, his first year.

Another of Tommy Dickson's interests is his private helicopter which he pilots both for business and pleasure.



Why then all the blanks opposite? 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.

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EVENT 7

4.50 pm

THE DICKSONS OF PERTH TROPHY RACE for Special Saloon Cars — Final 15 Laps

over 1300 cc

.....	78	Niven	
.....	73	Dryden W	
.....	72	Paterson	
.....			
.....			
.....			

1st (£15) 73 2nd (£10) 3rd (£5)

1001-1300 cc

.....	83	Dryden J	
.....	82	Paterson	
.....			
.....			
.....			
.....			

1st (£15) 83 2nd (£10) 74 3rd (£5) 96

up

.....	96	Dickson	
.....	92	Donald	
.....	91	Paterson	
.....	90	Paterson	
.....			
.....			

1st (£15) 2nd (£10) 3rd (£5)

Bonus of £10 for the fastest lap to secs

A round in

THE LOMBARD NORTH CENTRAL SCOTTISH SALOON CAR CHAMPIONSHIP

Driver	Car	Apr	May	July	Aug	Sept	Oct	Total
J Dryden	Mini Cooper 'S'	9	7	7	9			32
W N A Dryden	Vauxhall Firenza	2	11	10	5			28
E Paterson	Colvend Mini	1	9	5	7			22
S Bell	Mini/Ford	2	-	10	9			21
A D Niven	Ford Boss Escort V8	-	5	7	9			21
G Lynn	Ford Cortina	7	3	5	4			19
F Gunn	Arden Cooper 'S'	8	5	-	5			18
D Huntley	Ford Escort FVC	9	-	1	7			17
N Dickson	Sunbeam Imp	9	-	-	7			16
P Pitman	Austin Cooper 'S'	7	-	7	-			14
W G Donald	Hillman Imp	5	7	-	1			13
E M Smith	Mini 1275 GT	-	-	11	-			11
D J M Fisher	Frazer Imp	1	9	-	-			10

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. (Only those with 10 points or more listed).

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



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EVENT 8

5.20 pm

PRODUCTION SALOON CARS

10 Laps

over £1050

110	D BAILLIE	BMW 2002 Tii
111	A N OTHER/Fishers Garage (Edin) Ltd	Alfa Romeo 2000 GTV Avenger Tiger
112	A D JEFFREY/Lothian Sports Cars	
115	A N OTHER/Halesfield Motors (Telford) Ltd	Simca Rallye 2
114	N. W. MALLOY	TOYOTA Corolla SL

1st (£15) 2nd (£10) 3rd (£5)

up to £1050

116	M SHAKSPEARE	Ford Escort
117	Mrs J BIRRELL/Halesfield Motors (Telford) Ltd	Simca Rallye 1
118	A CHARNELL	Simca Rallye 1
119	I SMITH	Simca Rallye 1
120	R BIRLEY	Hillman Imp
121	C JONES	Hillman Imp
.....		
.....		
.....		

1st (£15) 2nd (£10) 3rd (£5)

Bonus of £10 for the fastest lap to secs

A round in the Ingliston Production Saloon Car Championship

THE INGLISTON PRODUCTION SALOON CAR CHAMPIONSHIP

Driver	Car	Apr	May	July	Aug	Sept	Oct	Total
R Birley	Hillman Imp	1	7	7	7			22
E Labinjoh	Alfa Romeo GTV	-	7	7	7			21
A Charnell	Simca Rallye/Avenger GT	-	7	7	5			19
J Birrell	Simca Rallye	2	7	-	7			16
B Unnett	Hillman Hunter	7	-	-	7			14
R Dalgetty	Ford Mexico	1	5	7	-			13
R Lloyd	Chev. Camaro	7	-	-	-			7
I Dutton	Ford Escort Sport	7	-	-	-			7
T Lanfranchi	Moskvich 412	7	-	-	-			7

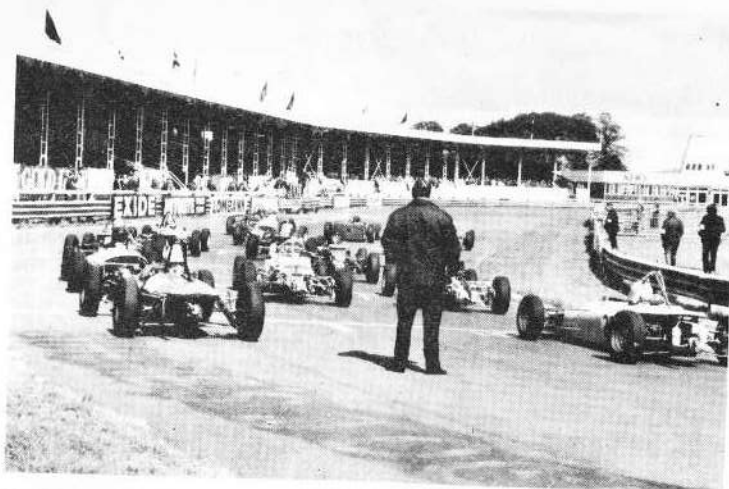
Scoring: In each class, 1st 7, 2nd 5, 3rd 3, 4th 2, 5th 1. Best 4 to count. (Only those with 7 or more points listed). Results subject to protest.

Prize Fund — £100 — £50 — £25 — £15

DURING -----



AFTER -----



WIMPEY ASPHALT
BARNTON GROVE · EDINBURGH

EVENT 9

5.45 pm

THE TRIAL HANDICAP STAKES

12 Laps

As a new innovation, and rather by way of experiment, a handicap race is being run this afternoon for the first two finishers in each of events 1 (Modsports), 2 (Small Saloons), 4 (Big Saloons), 5 (Special GT etc) and 8 (Production Saloons). Each starter will receive £5 and the race will be over 12 laps, the winner being the first to cross the finishing line. The two small saloons will start from the front row of the grid with the Production Saloons on the row immediately behind (but, in the case of the Production Saloons, they will be given a one lap credit — ie they will only have to complete 11 of the 12 laps to finish). Once these four cars have been started a 10 sec gap will elapse before the Big Saloons are started from the fourth row of the grid. After a further 10 secs the Modified Sports cars will be started from the sixth row of the grid and, 10 seconds after that, the GTs etc will be started from the last row of the grid. The race is an invitation event and, accordingly, we have no idea who is going to be taken part but it should certainly prove to be of considerable interest. Who knows, it may well be one of the races of the day! Prize money (apart from the £5 starting money) is £20 — £15 — £10 — £5.

CIRCUIT VIEWS

For the first time since 1969, the John Nicholson Trophy will be presented this evening in memory of the late John Nicholson, at one time a staunch supporter of the Ingliston circuit and one of the best known Club racing drivers in the country. The award will take the form of a "Man of the Meeting" award and the winner will be decided after the last race today by the three judges (the Clerk of the Course, the Secretary to the Meeting and the Chairman of the Joint Race Committee). The winner will be the person who, in the opinion of those judges, best qualifies for the title of "Man of the Meeting" and he will not only receive the John Nicholson Trophy but also a cheque for £20. An announcement will be made following the final event and the presentation made immediately following that announcement.

During the lunchbreak (and after the race meeting in the MacRobert Pavilion) the Black Cloud Disco from Lanark (Tel: 0555-3700) will be entertaining the public in front of the Timekeeper's box in the centre of the main Grandstand. Anyone who cares to dance etc has our full permission to utilise the track! (But that for the lunchbreak only!!).

Those of you who are eagerly following the Partisan's Pot Area Championship will be keen to know that the present state of the parties is: East of Scotland — 246 points; England — 216; West of Scotland — 202 and Ireland/Wales — 149. While the East of Scotland maintains its lead the auld enemy, England, is now making a serious challenge and, with Johnny Blades, Jon Fletcher and Derek Huntley, Sedric Bell and Andy Barton all present today could see them posing an end of season threat.

INGLISTON 18/19 AUGUST THE GP 2 SCENE

Although Frank Gardner dominated Saturday practice with a scorching 51.2 sec lap, on race day it



was Andy Rouse's Broadspeed Escort which led off the line. Gardner dealt with Vince Woodman's 1300 Escort



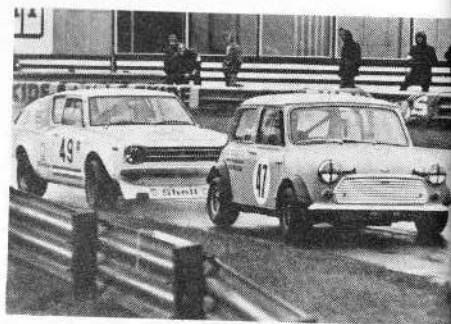
on lap 6 and then chased Rouse to the flag, failing by only 0.3 secs on the wet track.



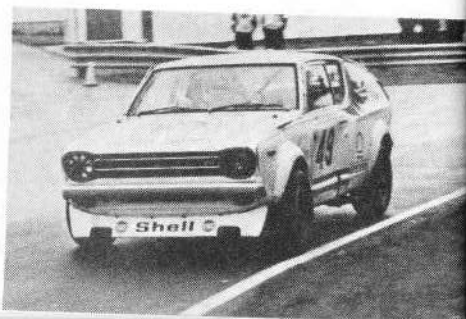
Heat 2 saw Jonathon Buncombe hold off Peter Hanson all the way but, for the final, Frank made



certain by gunning the SCA Freight Camaro off the outside of the grid into the lead.



In midfield Alec Poole's Datsun Cherry started strongly before trying conclusions with Dave Howes Javelin



with resultant peculiarities to the handling! Teammate Mashiyo Hasemi (Sunny) also dealt with



Howes before setting off through the field after the leaders, the



midget Datsun taking 2nd place from Rouse at the hairpin on lap 11 and drawing level with



Gardner at the hairpin on lap 14 before retiring with damaged steering leaving Gardner the victor.



For Broadspeed the day ended in double disaster while undoubted



Man of the Meeting (with fastest lap in the Final) was Mashiyo Hasemi.





Champ again!

While the filmstrip tells much of the story of the Group 2 event at the last Meeting, it cannot fully describe the excitement of the three Gp 2 saloon car races, or the tension which gripped the circuit on Saturday afternoon during practice, the first time ever that the Ingliston circuit has been open to the public on a Saturday. The big question was whether or not any of the Group 2 drivers could better the magical 50 sec lap barrier for saloon cars and, with a dry clean track, conditions would never be better than they were on the Saturday afternoon. For the first practice session Frank Gardner took a mere 8 laps to turn in a time of 52.2 secs, 1.4 secs faster than the existing Group 2 lap record at the circuit held by Brian Muir in the Wiggins Teape Ford Capri RS. Second fastest in the first practice session was Andy Rouse with 53.4 secs in the Broadspeed Ford Escort RS1600 but this time was bettered in the second practice by Jonathon Buncombe in his RS1600, Jonathon clocking in 52.2 secs (identical with Frank Gardner's time). With Buncombe and Gardner on the same times the tension mounted in the paddock as last minute adjustments were made to the Group 2 cars while the special saloons were practising, all in readiness for the two final Group 2 practice sessions. At 4.40 the first batch of Group 2s reappeared on the track and, while Andy Rouse gave a most impressive display of controlled high speed driving, it was Frank Gardner who really set the pace by appearing for a mere 5 laps, turning in an astonishing 51.2 secs time. Jonathon Buncombe, however, could not improve on his fastest time and his best lap of 52.8 in the second practice session was the same as that put up by Andy Rouse. Very impressive, however, on the unfamiliar circuit was the 1298 cc Datsun Sunny Coupe of works driver Mashiro Hasemi who, with a time of 54 secs dead, equalled (on his first outing at the circuit) the class lap record for 1300 cc Special Saloon cars set up by Eric Smith in July this year (previous to which time the record had been 56 secs!).

The scene was set for Sunday afternoon's racing and, at 2.30 pm on a wet and thoroughly slippery circuit, the 7 litre SCA Freight Camaro of Frank Gardner lined up on the grid alongside Andy Rouse's Broadspeed Escort ready for the first heat of the Group 2 race. The Bookies had been doing their homework, however, and Frank started the race at 5-2 on favourite with Andy Rouse at 2-1. Gardner, anxious not to spin the wheels too much on the soaking track, made a poor start

and Rouse it was who screamed off into an unexpected lead, leaving the Camaro and the rest of the pack well behind as he charged through the Esses in fine style. Surprisingly too, the 1300 cc Broadspeed Escort of Vince Woodman snapped at the Camaro's heels for the first six laps before Frank was able to shake him off and set off after the leading Escort. The Camaro got on the Escort's tail with three of the 10 laps yet to run but, try as he might, he was unable to overtake the smaller car and Rouse it was who took the chequered flag by 0.3 secs from the champion. Woodman came home an easy third followed by the Datsun Cherry of Alec Poole who had greatly entertained the crowd by passing Mick Osborne in a spectacular movement right in front of the grandstand while the latter's Mini was momentarily baulked by Nick May's Escort. In seventh place, behind Mick Osborne and Les Nash, was Dennis Leach with the 7 litre Ford Mustang, Dennis (unable to get up for Saturday practice but coming all the way from Devon for the race on Sunday) having started from the back of the grid and having driven a courageous race in conditions wholly unsuited to his car.

No sooner had the circuit cleared after the first heat than the flag dropped on Jonathon Buncombe and Mashiro Hasemi in the second Group 2 heat but Buncombe it was who disappeared into the Esses in the lead, Peter Hanson taking Hasemi on the line and holding him off easily thereafter, the Japanese driver coping as best he could without windscreen wipers. Bill McGovern, the reigning British Saloon Car Champion, started from the back of the grid, having had a particularly unhappy Saturday practice (he was delayed at London Airport on Saturday by industrial action and, when he did get to the circuit, his Imp immediately broke a doughnut and the flailing shaft wrecked the gearbox, suspension, engine mountings and fuel/oil lines). Up front, the order remained stable during this heat and, although Peter Hanson made unsuccessful challenges throughout the last four laps, Jonathon Buncombe romped home the winner ahead of Hanson with Hasemi finishing some way back ahead of a lonely Dave Howes (AM Javelin).

Les Nash in the Purple People Eater — winner of Class D.





The most amazing Gp 2 photo ever taken, Hasemi (Datsun Cherry) about to haul in Gardner (Camaro)!

The scene was now set for a stirring final with most of the punters' money resting on Frank Gardner's shoulders (although the bookies were giving 2-1 on Andy Rouse and Jonathon Buncombe and 7-1 on the Datsuns of Alec Poole and Mashiro Hasemi). Frank wasn't about to be caught out twice, however, and, although Rouse forged ahead for the first 50 yards, Frank kept his foot down and proved, as he had been telling the crowd earlier during an interview, that the Camaro handled like an Escort in the wet by taking the lead as he swept into the Esses. Behind Frank Andy Rouse (2 litre Escort) was pulling out from Peter Hanson's 1.3 Escort, Buncombe's 2.0 Escort, Woodman's 1.3 Broadspeed Escort and Hasemi's Datsun. Further down the field Alec Poole and Dave Howes came together, the mighty Javelin retiring to the paddock while Alec, relegated to the back of the field, pressed on with his front tyre touching the wheel arch on right lock. Back up at the front, Peter Hanson was going remarkably well, getting to grips with Rouse's more powerful Broadspeed Escort and challenging on occasions and, with the first few laps behind them, the gaggle of Ford Escorts was settling down to a first class dog fight for second place behind the fast disappearing SCA Freight Camaro. The rain was coming down in earnest now and, although he had fallen back during the early stages of the race, Hasemi was now making ground on the group of Escorts.

As the pace hotted up between the Escorts, Vince Woodman relegated Jonathon Buncombe to 5th place and then started to harry Peter Hanson's Ford Escort GT. Peter, in his turn, was trying everything he knew against Andy Rouse's more powerful 2 litre Escort and, with Gardner some 3 or 4 secs ahead, the main interest in the race was now centred around the battle for second place. Hasemi, however, had by now dealt with Buncombe with remarkably little fuss and when, on lap 9, Hanson and Woodman touched, the smart little Datsun Sunny suddenly appeared in third place, Hanson dropping back and Woodman denting both his Escort's nose, and his RAC championship chances, against the barrier at lefthander. In the now diabolical conditions, Hasemi began to haul in Andy Rouse and, with 11 laps run, the Japanese driver nipped through to second place on the hairpin and set off after Frank Gardner. Normally the idea of a dice between these two would be almost ludicrous but August 19th was not a normal day. While Rouse and Gardner had been maintaining a stable 4 sec gap, Hasemi had been pulling in 1 second a lap off the 2.0 litre Broadspeed Escort before taking it on the 11th lap and the tension began to mount as the diminutive Datsun was seen to be hauling in the 7 litre Camaro at the rate of approximately 1 sec per lap. The 7-1

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A "tank reconciliation" perhaps? Seen in the Paddock during Saturday practice.

impossible now looked to be definitely on and, as Gardner was delayed slightly working through the queue of back markers on the 14th lap, Hasemi was suddenly right there on the Camaro's tail. The excitement reached fever pitch as both cars charged down into the hairpin, the Camaro swinging wide and allowing the Datsun to cut inside on the corner, Hasemi drawing alongside in an attempt to snatch the lead. Sadly, however, the Datsun's wheel ran along the corrugated kerb at the hairpin, breaking the steering and putting him out of the race (although he did secure the fastest lap of the race for his effort).

Rouse was now back into second place but, on the 16th lap, his propshaft broke and the second Broadspeed Escort clanked to a halt. This left Peter Hanson in second place, more than 10 secs adrift of Frank Gardner with 4 laps only to run and Jonathon Buncombe a comfortable third behind him. Barring mechanical failures, the race was now a foregone conclusion and interest now centred upon the incredible antics of Alec Poole's Datsun Cherry which, with a speedily deflating front tyre, was defying all the normal laws of cornering, the rear offside wheel lifting alarmingly off the tarmac every time he took a righthander. At the line Gardner took the chequered flag from Hanson, Buncombe, Osborne (1.3 Cooper 'S'), Milngavie's Frank Gunn (1.3 Arden Cooper 'S'), Les Nash's Sunbeam Imp and Nick May (Ford Escort RS1600) while in 7th place (and lapped) Alec Poole crossed the line almost completely out of control with a fully deflated front tyre now coming off the rim. All in all, and despite diabolical weather conditions, one of the best day's sport ever seen at the Ingliston circuit.

Peter Hanson soldiers on to a good 2nd place and Class C win.



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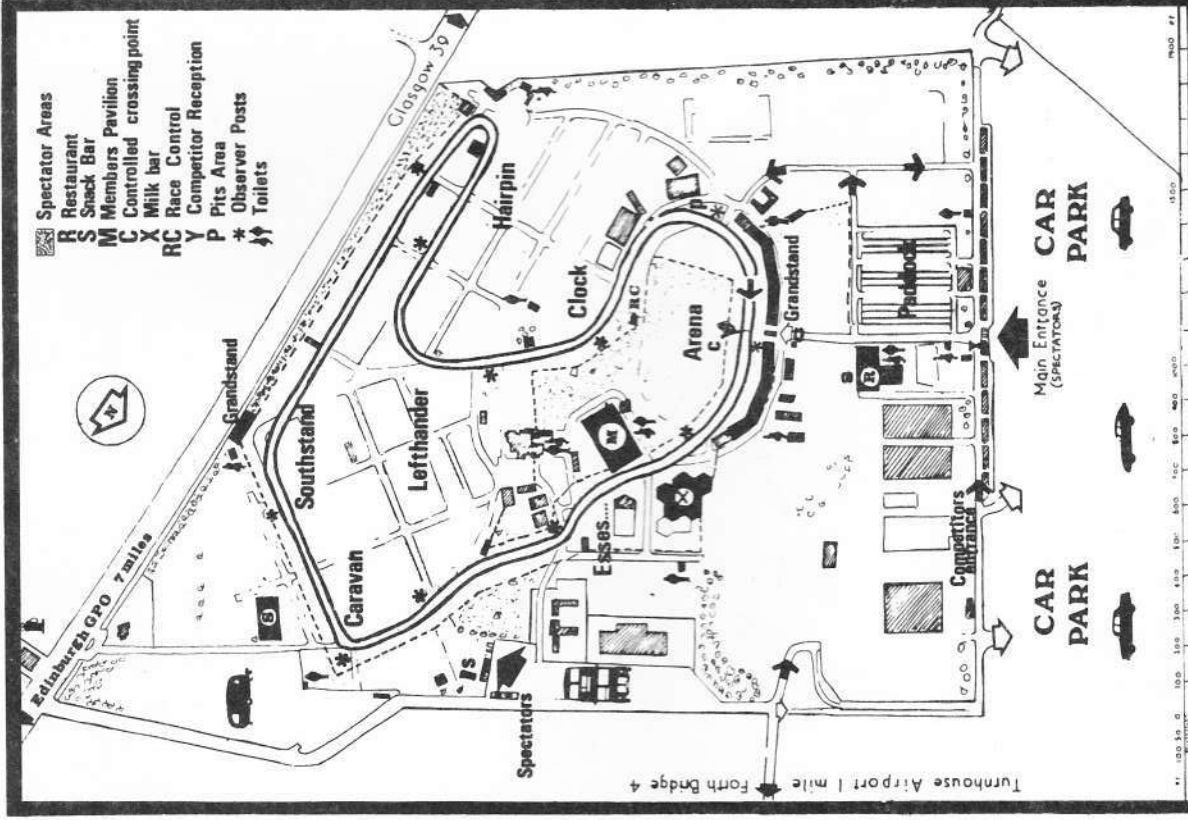
SUNDAY
14th OCTOBER

BE SURE OF YOUR SEAT IN THE STAND
ADVANCE BOOKING FORM INSIDE

The last Meeting of any motor racing season is always a slightly sad one, the thought always remaining in the back of everyone's mind that there will be no more motor racing for another six months or so. Conversely, however, the October Ingliston Meeting always seems to be one of the best in the year in that the drivers all seem to be trying 'extra hard' if only to store up some memories over the "dry" winter months. And it is not only memories that they are trying to chalk up! October sees the last chance for them to notch up that extra point or two in the lucrative Ingliston Championship series, a series with a total Championship prize fund in the region of £2000. All good reasons why they should be going flat out in October (after all, they have all winter to rebuild their cars!) and why you should grasp the chance to see the last motor racing in Scotland before next April.

What then is on the card for October? Main race of the day will doubtless be for Special Saloon cars and we can expect to see the closing stages of the year long battle for supremacy in the £600 Lombard North Central Scottish Saloon Car Championship. Certainly, if the racing is anything at all like the incredible battle which we saw between Ford, Vauxhall and BLMC last October, that series of saloon races alone should be worth the admission fee! Once again the historic single-seater event fills its regular October spot and spectators will have their annual chance of a touch of racing nostalgia while the pre-war Alfas, Masers, ERAs and Bugattis dice for the Doune Cup. Add to these the usual serving of Libre, Formula Ford, GT, Clubmans, Sports, Modified Sports and Production Saloon Car events and the welcome return of both Rothmans and the Army in Scotland as sponsors, and you have all the necessary ingredients for a thundering climax to the ninth season of Ingliston motor racing.

DON'T FORGET — INGLISTON — Sunday 14th October



INGLSTON race circuit

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