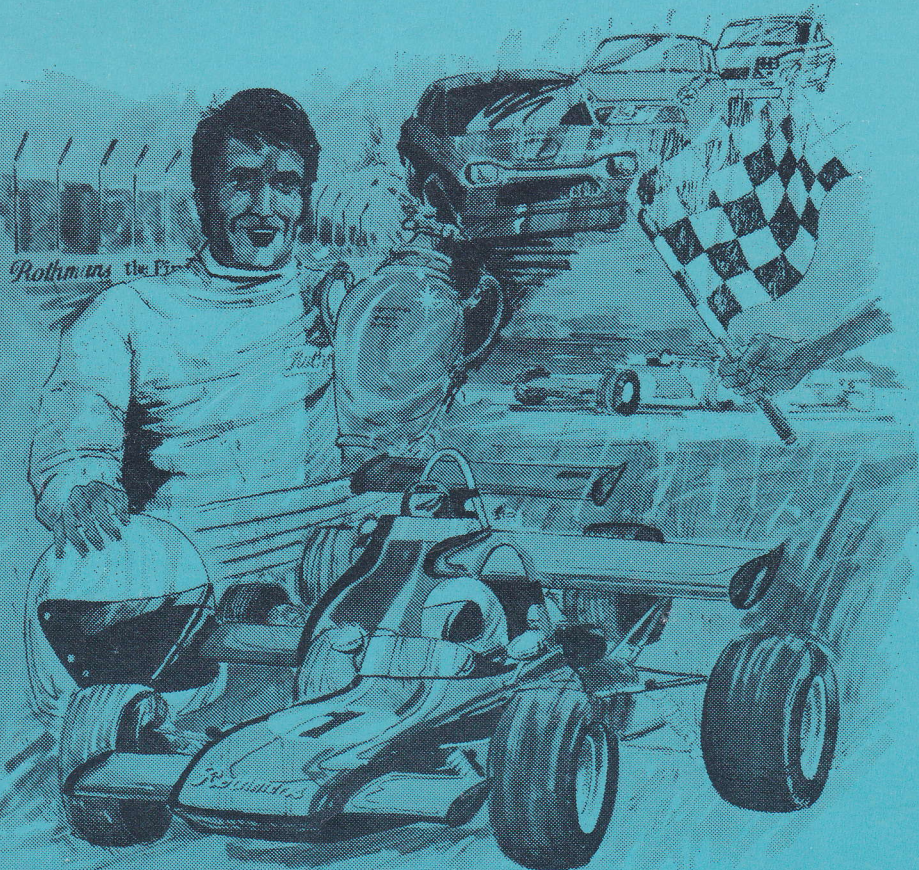


The Rothmans Trophy Race Meeting

INGLISTON RACE CIRCUIT EDINBURGH.



PROMOTED BY



NATIONAL BANK CHAMBERS
DUNS BERWICK

14th OCTOBER 1973

ORGANISED BY

S.M.R.C.

SCOTTISH MOTOR RACING CLUB LTD.

OFFICIAL

PROGRAMME 20p

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

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 1974 season at Ingliston are:—

14th April	Restricted Meeting	18th August	National Meeting
12th May	Restricted Meeting	15th September	Restricted Meeting
21st July	Restricted Meeting	13th October	Restricted Meeting

Catering at Ingliston is in the hands of Stadia Catering Services. Hot drinks, pies and briedies, 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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INGLISTON LAP CONVERSION TABLE

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

INGLISTON LAP RECORDS

			secs	mph
LIBRE CARS				
Over 1000 cc	T D REID	Brabham BT38/40	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				
	M ROSS	Mallock U2 Mk XIB	51.8	71.58
HISTORIC RACING CARS				
	J W S ROBERTS			
	R PILKINGTON	Cooper Bristol	61.0	60.79
MODIFIED SPORTS CARS				
Over 1150 cc	J ABSALOM	Ginetta G4	52.8	70.23
Under 1150 cc	J BLADES	Clan Crusader	55.8	66.45
SPECIAL SALOON CARS				
Over 1300 cc	A D NIVEN	Ford Boss Escort	53.0	69.96
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)	E LABINJOH	Alfa Romeo 2000 GTV	62.8	59.04
GROUP 2 CARS				
	B MUIR	Ford Capri RS	53.6	69.19
OUTRIGHT LAP RECORD				
	T D REID	Brabham BT38/40	46.1	80.43

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CIRCUIT VIEWS

By far the most exciting thing to happen today at Inghliston is the visit to the circuit of one of the all time greats of British Motor Racing, Stirling Moss. While he never actually became World Champion Motor Racing Driver, Stirling was one of those who was forever knocking at the door and his name is remembered as a household word by almost everyone in the United Kingdom. Indeed, so great an impact has he had on the British public, that, when one is thinking of motor racing drivers of the past, one automatically thinks of him and frequently forgets other British drivers of merit (such as the late Mike Hawthorn, the first Briton to win the World Championship for drivers).

Stirling is, however, best remembered for his tremendous races with the driver considered by many to be the greatest racing driver of all time, Juan Manuel Fangio, and it is perhaps appropriate that it is an ex-Fangio car which Stirling is demonstrating this afternoon. The car is the 250F Maserato (now owned by Northumbrian Historic Racing Driver, Neil Corner) once driven by the great Fangio and it should prove a perfect vehicle for displaying the skills which made Stirling one of the greatest drivers of his time. That Stirling has not forgotten those skills will be evident from his demonstration this afternoon. And, who knows, early birds may see him "mixing it" with the other historic racing car drivers in practice this morning!

■■■■■■■■■■

Those of you who came to the August race meeting at Inghliston will recall the "Scotcircuits' Festival of Motor Racing Quiz" and the final tie-breaker question which was to state, in not more than twelve words, "the best suggestion for the future promotion of motor sport at the Inghliston Circuit". Some of the suggestions made were so extraordinary that we felt that we could not let them pass without notice. Accordingly, here follow the five "best" (at least they were original!) suggestions:—

1. The introduction of night racing!
2. A tandom race for driver and entrant!
3. Run races anti-clockwise!
4. A five-lapper in reverse!
5. Buy Andy Barton a new car!

No, in case any of you were wondering, the final suggestion was not put forward by Andy Barton! All one can say is that it was a darn good job that we didn't have to go to the tie-breaker to decide the quiz!

■■■■■■■■■■

At the last count, the position in 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) was as follows:— East of Scotland — 308 points, England — 252 points, West of Scotland — 243 points, Ireland and Wales — 165 points. While it accordingly looks as if the East has got this championship in the bag, the fight is on between the West of Scotland and the auld enemy, England, for second place. There is nothing at all between these two so, if you happen to value your Scottish heritage, let's hear you cheering as much as possible for the West Coast. (That is, unless you happen to be an Englishman!)



G H Mumm and Cock Russell Vintners
congratulate Neil Corner, winner of the
JCB Historic Car Championship at
Silverstone, and look forward to
presenting bottles and jereboams of
Mumm Cordon Rouge to the winners
and finishers of the Doune Cup Race
today.

(when he could have done a Bill Dryden himself!). And when he saw Bill waiting by the line on his last lap he was sorely tempted to stop behind Bill and wave him on! For any of you who think that this might be an easy way of qualifying, however, don't forget that the big thing at Ingliston is to get into the Esses first on the opening lap of any race and this can be decidedly tricky when, like Bill in September, you have to start from the 4/5th row of the grid. All of which just goes to show that you don't get to be a champion racing driver just by driving a motor car — a spot of gumption doesn't hurt either.



Since the majority of the spectators in September left the circuit before the announcement of the winner of the John Nicholson Trophy Award we thought you might be interested in learning that the man eventually chosen by the judges as the Man of the Meeting was Aberdeen's Bob Leckie. This being Bob's first season in single-seater racing, the judges felt that his performance in winning the Libre race, and, especially, in beating the much more experienced John Blades, merited recognition and, after a difficult choice, the award went to him. With his recent drives at both Ingliston and Croft, Bob is fast establishing himself as a successor to the last great Aberdeen single seater driver,

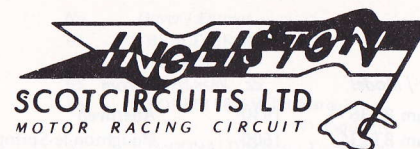
Willie Forbes, and we can confidently look to Bob for great things in 1974.

One of the more recent pieces of nonsense to come out of the RAC in past months was their directive regarding yellow flags. Regular enthusiasts of motor racing will be aware that, at the site of any incident on the circuit, a yellow flag is vigorously waved by the flag marshals and, at the flagpost immediately preceding the site of the incident, a further yellow flag is held stationary to warn the drivers that there is "something up" up track. The official meaning of a stationary yellow flag is "danger, no overtaking" and the official meaning of a waved yellow flag is "great danger, be prepared to stop". In neither case is a competitor allowed to pass any other competitor under a yellow flag. While this system of flagging has worked remarkably well since time immemorial it did have one distinct disadvantage in that it was implied that competitors could "resume racing" immediately after the scene of the incident. However, if one happened to get two incidents close together between flag posts, and if the second one was shielded from the first incident by a natural obstacle, there was great danger that cars started to speed up, to overtake and generally to get wound up again, only to find another obstacle in their way, this time being one which they were not expecting! To try to get round this problem the RAC have now decreed that, at the site of any incident, the yellow flag will be waved and that, moreover, a stationary yellow will be held at the immediately preceding marshal's post and the marshal's post immediately following the site of the incident. A green flag will also be held stationary at the post next following the second stationary yellow flag. Competitors are now prohibited from overtaking under the yellow flags until they see the green flag. While this would seem to make sense from a safety point of view on the larger circuits, the new system has been severely criticised on small circuits such as Ingliston where, with incidents at, say, the Esses and the Hairpin, the net result would be to close down pretty well the whole circuit for two laps. All of which could make for some pretty exciting processions!

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Results Processors	M MALCOLM and W CRABB
Judges of Fact	L BROWN, A BARCLAY, E LIDDELL, T SLEIGH
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/8731



organised by
THE SCOTTISH MOTOR
RACING CLUB LTD

THE ROTHMANS TROPHY RACE MEETING

Sunday, 14th October 1973

Scrutin before am	PROGRAMME & TIMETABLE	Practice Time pm	Event Time pm
—	Free Fall Parachute Display by "The Golden Lions"	—	2.00
8.45	The Hannah's of Johnstone "The Sweet People" Trophy Race for Modified Sports Cars — 10 laps	9.45	2.20
9.10	The Rothmans Trophy Race — Heat 1 for Special Saloon Cars up to 1000 cc — 10 laps	10.10	2.40
9.35	The Firestone Trophy Race for Formula Ford Cars — 10 laps	10.35 Track Open	3.00
10.05	The Rothmans Trophy Race — Heat 2 for Special Saloon Cars over 1000 cc — 10 laps	11.05	3.25
10.30	Special GT, Sports and Clubmans Cars — 10 laps	11.30	3.45
11.25*	The Doune Cup Race for Historic Racing Cars — 12 laps	12.25*	4.05
10.55*	The Army in Scotland Trophy Race for Libre Cars — 15 laps	11.55* Track Open	4.30
—	THE ROTHMANS TROPHY RACE for Special Saloon Cars — Final — 15 laps	—	5.00
—	Demonstration drive of 250F Maserati by STIRLING MOSS	12.25	5.20
—	Presentation of Trophies	—	5.30
11.50	Production Saloon Cars — 10 laps	12.50 Track Open	5.40
—	Luncheon Interval	1.10	
2.05	<i>Drivers' Briefing in Scrutineering Bay</i>		
2.10	<i>Marshals at posts. Clearance Report.</i>		

LIST OF ENTRIES

No	Driver / Entrant	Make / Model	cc	From
1	B LECKIE	Brabham BT36	1930	Aberdeen
2	J H APPEGARTH	Brabham BT23C	1600	Houghton-le-Spring
3	C M M MUNRO	Vixen VB5	1000	Alness
4	J CORFIELD/Bradshaw Plant Hire	Martin BM10	1598	Peterborough
5	I McLAREN/McLaren of Broxburn Ltd	Brabham BT36	1790	Broxburn
7	D N THOMSON/Thistle Metalics	Ecosse Imp	998	Edinburgh
8	J BARR	Lotus 69FA	1600	Edinburgh
9	J H BLADES	Lotus 69 BDF	1850	Whitley Bay
10	K ALLEN/Russell McIntosh/ Nightingale Signs Ltd	Chevron B15	997	Crossford
11	T DZIERZEK	Hawke Atlantic	1600	Edinburgh
12	A CHARNELL	Chevron Gropa	1798	Balerno
15	G DALZELL/McDonald Shand Insurance & Finance	Hawke DL2B	1600	Dumfries
16	G HAMILTON/McDonald Shand Insurance & Finance	Hawke DL2B	1600	Dumfries
19	C REEVES	Mallock U2 Mk9B	1600	Larkhall
21	G CUTHBERT	Van Diemen	1600	Newport
22	G MUNDELL/Highland Racing Team Struie Motors Ltd	Royale RP3A	1600	Alness
23	A MACKINTOSH	Mallock U2 Mk XIB	1600	Penicuik
24	H ACHESON	Merlyn 20A	1600	Cookstown
25	D MORTON	Lotus 61X	1600	Dunkeld
28	A WILSON	Elden Mk 8	1600	Dumbarton
29	K MILLAR/Break-Away Mens Fashions	March 708/18	1600	Currie
30	J MacGILVRAY	Crossle 20F	1600	Oban
31	C MacLEAN/Highland Racing Team Struie Motors Ltd	MRE 73F	1600	Alness
32	N F DICKSON/Dicksons of Perth	Crossle 25F	1600	Perth
33	N WILLIAMSON	Lotus 69F	1600	Jedburgh
34	R H SIMPSON	Crossle 16F	1600	Newton Stewart
35	J MACKENZIE/Highland Racing Team Struie Motors Ltd	Lotus 69F	1600	Alness
36	D STEEDMAN	Hawke DL9	1600	Linlithgow
37	S LAWSON/Belmont Garage (Edin) Ltd	Hawke DL10	1600	Kirkliston
38	D A H HALL	Hawke DL10	1600	Barnton
39	A D JEFFREY/Lothian Sports Cars	Elden Mk 10A	1600	Edinburgh
40	P MORRISON	Crossle 20F	1600	Inverness
41	M S ROSS	Mallock U2 MkXIB	1600	Monifieth
42	P D MacNAUGHTAN	Mallock U2 Mk XIB	1600	Edinburgh
43	J S BAIRD	Mallock U2 MKXIB	1600	Edinburgh
44	R MacNAB	Gryphon C73	1600	Kilmarnock
45	R A ROSS	Nathan GT	998	Dundee
46	E LABINJOH/Fishers Garage (Edin) Ltd	Fisher Spyder	1112	Edinburgh
49	J ABSALOM	Ginetta G4	1800	Morpeth
50	P BAKER	Triumph GT6	1998	Stow
53	T WILLIAMS/Team Ziebert	AH Sprite Mk IV	1293	Swinton
54	K M SHADE	MG Midget	1293	Edinburgh
55	D MORTON	Lotus Elan	1598	Dunkeld
56	A TALBOT	Triumph Spitfire	1293	Runcorn
57	J A HALL	Lotus Europa	1558	Barnton
58	A SOUTER	Lotus Elan	1600	Dundee
59	W L WOOD	MG Midget	1293	Edinburgh
61	R HALLEY/Halleys of Milngavie	Triumph Spitfire	1147	Milngavie
62	D RUTHERFORD	AH Sprite Mk I	1147	Lenzie

No	Driver / Entrant	Make / Model	cc	From
63	R BRACEGIRDLE	Triumph Spitfire	1147	Runcorn
64	J H BLADES	Clan Crusader	998	Whitley Bay
65	G R WILSON	MG Midget	1140	Helensburgh
66	R FORESTER-SMITH/Marquis Transporters	Ginetta G4	1098	Gorebridge
67	D McDONALD/Marquis Transporters	Ginetta G4	1098	Gorebridge
71	S BELL/Cosmo Entertainments Carlisle	Mini	997	Carlisle
72	B LECKIE/Roy Thomson Ltd	Singer Chamois Coupe	998	Aberdeen
73	A BARTON	Morris Cooper SCA	997	Newcastle
74	J H PATRICK	Colvend 850 Mini	848	Whitecross
75	P A CHAMBERLAIN	Hillman Imp	998	Invergordon
76	D FISHER	Hillman Imp	998	Dunoon
77	W G DONALD	Hillman Imp	998	Tarland
78	N F DICKSON/Dicksons of Perth	Sunbeam Imp	998	Perth
79	I FORREST	Hillman Imp	998	Kirkliston
80	J C FYDA	Agra Imp	997	Dundee
81	B ROBERTSON	Mini Cooper	850	Linlithgow
82	A SELLAR	Mini Cooper	999	Burntisland
83	M S MORTON	Mini 'S'	999	Edinburgh
84	W I FORREST/Archbold Dale Ltd	CSE Imp	998	Edinburgh
85	P PITMAN	Mini 'S'	999	Kirkcudbright
86	G M FINDLAY	Mini Cooper	998	Arbroath
87	F LETHBRIDGE	Moredun Mini	970	Edinburgh
91	J VEITCH/Veitch Motor Co/Sportstune Accessories	Mini Cooper 'S'	1598	Edinburgh
92	W N A DRYDEN/SMT	Vauxhall Firenza	2200	Edinburgh
93	C B SIMPSON	Ford Escort TC	1558	Monifieth
94	A D NIVEN/Celtic Homes	Ford Boss Escort	5700	Duns
95	G LYNN	Ford Cortina	3500	Annan
96	W ROBERTSON	Ford Capri	4200	Edinburgh
100	J WATTS/Trustee Savings Bank	TSB Cooper 'S'	1300	London
101	I P M SKILBECK	Austin Cooper 'S'	1275	Kilmarnock
102	F GUNN	Arden Cooper 'S'	1293	Milngavie
103	J DRYDEN	Longman Mini	1293	Lundie
104	P A HAZELL	Mini Cooper 'S'	1293	Kildary
105	I ROGERSON	Mini Cooper 'S'	1293	Morpeth
106	E PATERSON	Colvend Mini-	1293	Edinburgh
107	K COLEMAN	BLMC Cooper 'S'	1293	Plains
110	A BOYD/Lombard & Ulster Rally Team	Ford Capri 3000		Belfast
111	G BIRRELL/Lombard & Ulster Rally Team	Ford Capri 3000		Belfast
112	D BAILLIE	BMW 2002 Tii		Glasgow
113	E LABINJOH/Fishers Garage (Edin) Ltd	Alfa Romeo 2000 GTV		Edinburgh
114	A D JEFFREY/Lothian Sports Cars	Avenger Tiger		Edinburgh
115	T LANFRANCHI	BMW 3000 SI		London
117	B UNETT/Chrysler Dealer Team	Hillman Hunter		Coventry
118	A CHARNELL/Halesfield Motors (Telford) Ltd	Simca Rallye 2		Halesfield
119	J BIRRELL/Halesfield Motors (Telford) Ltd	Simca Rallye 1		Halesfield
120	M SHAKSPEARE	Ford Escort		Edinburgh
121	A I SMITH	Simca 1000 Rallye		Balerno
122	C CHARNELL	Simca Rallye		Balerno
123	D W CORBETT	Ford Escort GT		Gateshead
125	R BIRLEY	Hillman Imp		Bermondsay
126	C JONES	Hillman Imp		Edinburgh
01	B SIMPSON	Cooper Bristol Mk I	1971	Brixham
02	N CORNER	Aston Martin DBR4	2992	Newcastle
04	R BOND/R Cooper	Lister Jaguar	3781	London
05	R COOPER	63 EMU Aston	2992	London
06	T ROLLASON/R Cooper	Lola Mk I	1098	London
010	G R FOOTITT	AG/GN	1991	Kidderminster
011	J D ABSON	Lagonda Rapier	1485	Epping
012	P WALLER	ERA R9B	1488(S)	High Wycombe
013	H E MOFFATT	ERA R3A	1496	London
014	J V LLEWELYN/H E Moffat	ERA R4A	1991	London

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Mr T P K Hannah, Managing Director of Hannahs of Johnstone,
'the Sweet People' is one of our sponsors today.

Mr Hannah's Company import and export sweets and biscuits
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scale. He and his colleagues are very much orientated to sport.
Mr Hannah's son-in-law, Hamish C Munro, is Sales Manager of
the Company and is a scratch golfer of some considerable
renown. He will be in the Stand today watching our racing
drivers "tee off" from the pits and hoping none get bunkered.

Mr Hannah, a J P in Renfrewshire, is active in Local Govern-
ment, and at present is a Police Judge sitting on the bench in
the Johnstone Police Court. He was Provost of Johnstone for
3 years and has been interested in racing in all its forms for
many years.

Frequently involved in dealing with motorists who break the
law, Mr Hannah is looking forward with pleasure today to seeing
motor car enthusiasts "lawfully" showing their ability and the
mechanical perfection of the vehicles they are driving.



While he didn't manage to take the chequered flag at the last meeting, **John Absalom** nevertheless knocked over a second off the class lap record which he shared with **Mike Nugent**. Circulating in an incredible 52.8 seconds (an average speed of 70.23 mph) John was beginning to show the potential of the Ginetta which he has campaigned this season but, for all that, it was still Mike Nugent's Elan which romped home to the flag by a good 5 seconds. Although John Absalom has, between 1970 and 1972, notched up 55 wins and 8 lap records, he has only managed to add a further 5 wins this year, having moved from his old 1150 cc engine to an 1800 cc unit which was, as he put it meant to be "more reliable". Indeed, all he has managed to do with this engine so far has been to score as many engine blow ups this year as he has had wins over the previous three!

John is almost certainly going to be the man to watch today, however, since his car is getting faster and faster and we could see yet another reduction on the modified sports car lap record. On the other hand, a smaller capacity car which will be out to continue its winning streak will be the remarkable Clan Crusader of **Johnny Blades**, the present "up to 1150 cc" class lap record holder. Earlier this year, Johnny was able to hold onto John Absalom's tail in the Modsport races but, looking at the Morpeth driver's time now, we would begin to have second thoughts after that. Be that as it may, keep an eye on the smaller Imp-powered car just to see what it can do. And watch out too for the Scottish challenge from Dundee's **Alex Souter** — his Elan has been known, on occasion, to give everyone a bit of a fright.

EVENT 1

2.20 pm

THE HANNAH'S OF JOHNSTONE "THE SWEET PEOPLE" TROPHY RACE for Modified Sports Cars 10 Laps

over 1150 cc

49	J ABSALOM	Ginetta G4	1800
50	P BAKER	Triumph GT6	1998
53	T WILLIAMS/Team Ziebert	AH Sprite Mk IV	1293
54	K M SHADE	MG Midget	1293
55	D MORTON	Lotus Elan	1598
56	A TALBOT	Triumph Spitfire	1293
57	J A HALL	Lotus Europa	1558
58	A SOUTER	Lotus Elan	1600
59	W L WOOD	MG Midget	1293

1st (£20) 2nd (£10) 3rd (£5)

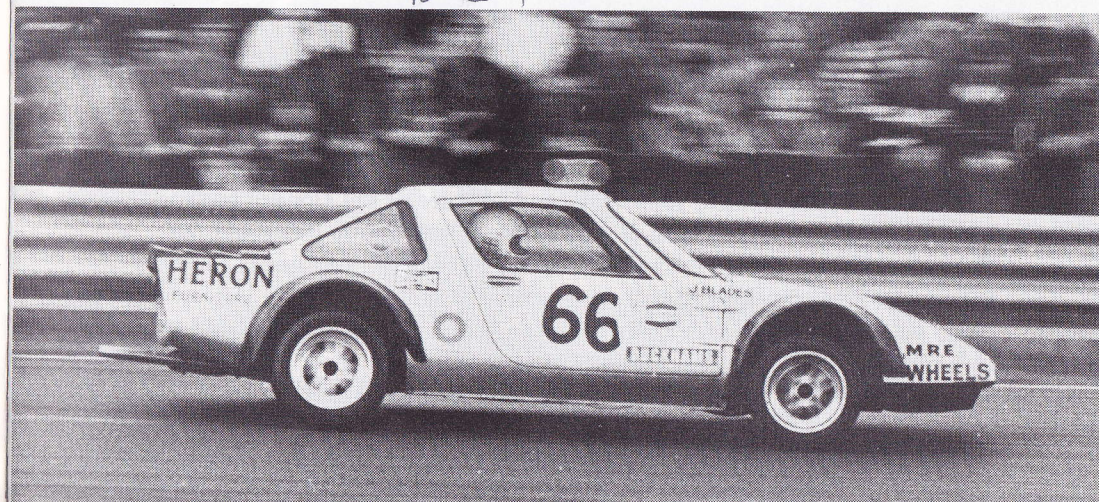
up to 1150 cc

61	R HALLEY/Halleys of Milngavie	Triumph Spitfire	1147
62	D RUTHERFORD	AH Sprite Mk I	1147
63	R BRACEGIRDLE	Triumph Spitfire	1147
64	f J H BLADES — 58.6	Clan Crusader	998
65	= G R WILSON	MG Midget	1140
66	R FORESTER-SMITH/Marquis Transporters	Ginetta G4	1098
67	D McDONALD/Marquis Transporters	Ginetta G4	1098

1st (£20) 49... 2nd (£10) 51... 3rd (£5) 55

Bonus of £10 for the fastest lap to 51... 56.9...secs

10 26.1





In September, with the absence of **Sedric Bell** and **Andy Barton**, it was **Norman Dickson** who romped home in both the "up to 1000 cc" Saloon car heat and the Lombard North Central Special Saloon Car Championship final later in the afternoon, putting himself into fourth position in the Scottish Saloon Car Championship. The big news today, however, is that Sedric Bell's new 16 Valve Allen engine should now be ready and, although experimental, we could well be in for a monumental shock this afternoon (outright Saloon car record look out!). Out to harry his old rival is Newcastle's Andy Barton with the SCA powered Morris Cooper and, if both do manage to make it this afternoon, we could see a first class dice between them. Reminiscent of October 1972 perhaps?

Aiming to improve on his Championship position, however, will be Perth's Norman Dickson but he will have all his time cut out to keep in touch with the flying Borderers. Worrying away at him too will doubtless be the incredibly fleet Dundonian, **John Fyda**, and Aberdeen's **Bill Donald**, both with Hillman Imps. While both Norman Dickson and Sedric Bell could put themselves into the places in the Lombard Championship, no "under 1000 cc" Saloon can now win this Championship and, accordingly, the main interest today will be whether Sedric's new Mini can better his existing class lap record of 54.6 seconds — while only time will tell, the chances are that, if he is here, he will do it! (That is, if Andy Barton doesn't go ahead and do it first!)

EVENT 2

2.40 pm

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

71	S BELL/Cosmo Entertainments Carlisle	Mini	997
72	B LECKIE/Roy Thomson Ltd	Singer Chamois Coupe	998
73	A BARTON	Morris Cooper SCA	997
74	J H PATRICK	Colvend 850 Mini	848
75	P A CHAMBERLAIN	Hillman Imp	998
76	D FISHER	Hillman Imp	998
77	W G DONALD	Hillman Imp	998
78	N F DICKSON/Dicksons of Perth	Sunbeam Imp	998
79	I FORREST	Hillman Imp	998
80	J C FYDA	Agra Imp	997
81	B ROBERTSON	Mini Cooper	850
82	A SELLAR	Mini Cooper	999
83	M S MORTON	Mini 'S'	999
84	W I FORREST/Archbold Dale Ltd	CSE Imp	998
85	P PITMAN	Mini 'S'	999
86	G M FINDLAY	Mini Cooper	998
87	F LETHBRIDGE	Moredun Mini	970

1st (£20) 73..... 2nd (£15) 78..... 3rd (£10) 80..... 4th (£5)

Bonus of £10 for the fastest lap to 80..... 56.2 secs

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

959.6



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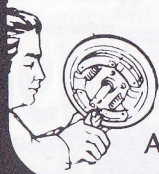
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It's completely new inside and out, with rugged construction and a sleek, racy appearance. Protective steel belts beneath a computer-designed tread are made of high tensile steel strands coated with brass and cushioned in a special Firestone rubber compound. Sure-footed on the road, quiet and comfortable to ride on with extra life built-in to save you money.

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Tyre & Auto Service,
Townhead Street
Tel: 29435/6

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Tyre & Auto Service,
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Tel: 041-889 9461

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Tyre & Auto Service,
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Tel: 041-647 2461

Shawlands,

Glasgow S1
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16 Walton Street,
Tel: 041-632 4654

Firestone Tyre & Auto Services are once again pleased to be sponsoring the "Formula Ford" race at Inghliston. 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 Inghliston all the "Formula Ford" cars were running on Firestone tyres. Indeed 64% of all the cars racing at Inghliston 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".

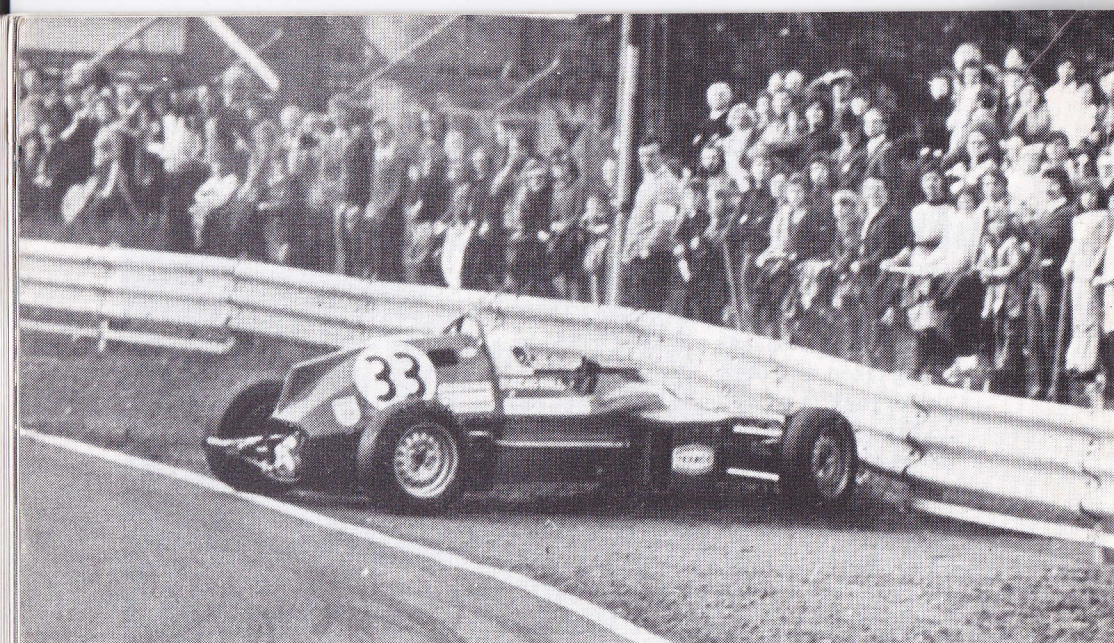
But no company can ever afford to rest on its laurels, and whilst races all over the world were being won on F100 tyres, our technicians were busy developing the next generation of radial tyres.

The result, announced earlier this year — The Cavallino S1 Radial — "The Tyre with the Ring of Steel". This is no ordinary radial tyre, being completely new both inside and out, rugged construction with a sleek and racy appearance. It incorporates a new theory of construction and takes advantage of the latest engineering advancements in steel-belted tyre technology. This improved technology results in greater contact with the road than the Cavallino Sp 200; 120 laterally placed cross grooves in the shoulder area provides excellent traction for starting, braking and acceleration, and also act as channels for water dispersal. Distributed over the tread face are over 700 sipes to minimise side slip and increase vehicle manoeuvrability particularly in overtaking and sharp cornering.

In a comprehensive series of controlled tests, the S1 has shown up in a very good light in comparison with other tyres, including other steel-braced tyres. It showed up particularly well in the "harsh ride" test; it was better in the noise test, brake squeal and cornering squeal, as well as speed whine; and it out performed in all the wet track tests, circling, cornering and braking.

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

145 SR 10	155 SR 12	165 SR 13	175 SR 13	185 SR 13
145 SR 13	155 SR 13	165 SR 14	175 SR 14	185 SR 14



"Oops!"

The September race meeting at Ingliston saw a complete upset in the Rothmans Championship for Formula Ford cars since, with a "coming-together" between Oban's John MacGilvray and the then leader of the Championship, Newport's Graham Cuthbert, the lead in the Championship has now passed to the Kirkliston driver, Stu Lawson with his Hawke DL10. With 28 points, and two wins, to his credit Stu has a one point lead on his rival, Graham Cuthbert, but it must be remembered that Graham has only taken points from three meetings (while Stu has gained his points from five meetings in all). In short, anything which Graham Cuthbert scores today will improve his total whereas Stuart has to come third or better to improve upon his present pointage (remembering that only the best four scores count out of six in the Championship). In short, today's race looks like being between Stu Lawson and Graham Cuthbert and it is certain to be a dash for the Championship Crown.

John MacGilvray, on the other hand, was lying third in September before his incident and, although he retains that position in the Championship, his hopes of improving thereon were thwarted by the crash. With 12 points, also, he is a mere one point ahead of Edinburgh's Andrew Jeffrey and only two points ahead of Perth's Norman Dickson. Driving rather like a man possessed (perhaps because Dickson's of Perth were sponsoring the September meeting) Norman came home in second place at the last FF race (although he was third on the track, Andrew Jeffrey having collected a 10 second penalty for a jump start) and, with the split new Crossle 25F, he is fast becoming a force to be reckoned with as he gains experience on the track. Andrew too is another "first seasoner" and both are likely to give the old campaigners plenty to worry about in 1974. However, for this year, it is now a battle between Graham Cuthbert and Stu Lawson and these are the two drivers to look out for today.

EVENT 3

3.00 pm

THE FIRESTONE TROPHY RACE for Formula Ford Cars 10 Laps

16	G HAMILTON/McDonald Shand	Insurance & Finance	Hawke DL2B	1600
19	C REEVES		Mallock U2 Mk9B	1600
21	G CUTHBERT		Van Diemen	1600
22	G MUNDELL/Highland Racing Team	Struie Motors Ltd	Royale RP3A	1600
23	A MACKINTOSH		Mallock U2 Mk XIB	1600
24	H ACHESON		Merlyn 20A	1600
25	D MORTON		Lotus 61X	1600
28	A WILSON		Elden Mk 8	1600
29	K MILLAR/Break-Away Mens Fashions		March 708/18	1600
30	J MacGILVRAY		Crossle 20F	1600
31	C MacLEAN/Highland Racing Team	Struie Motors Ltd	MRE 73F	1600
32	N F DICKSON/Dicksons of Perth		Crossle 25F	1600
33	N WILLIAMSON		Lotus 69F	1600
34	R H SIMPSON		Crossle 16F	1600
35	J MACKENZIE/Highland Racing Team	Struie Motors Ltd	Lotus 69F	1600
36	D STEEDMAN		Hawke DL9	1600
37	S LAWSON/Belmont Garage (Edin)Ltd		Hawke DL10	1600
38	D A H HALL		Hawke DL10	1600
39	A D JEFFREY/Lothian Sports Cars		Elden Mk 10A	1600
40	P MORRISON		Crossle 20F	1600

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

Bonus of £10 for the fastest lap tosecs

The Final 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
S Lawson	Hawke DL10	(3)	4	9	6	9		28
G J Cuthbert	Van Diemen 73F/Lotus 69	9	9	-	9	-		27
J MacGilvray	Crossle 20F	6	3	3	-	-		12
A D Jeffrey	Elden Mk 10	4	2	-	1	4		11
N Dickson	Crossle 25F	-	-	-	4	6		10
D Steedman	Hawke DL9	-	-	6	3	-		9
H Acheson	Merlyn 20A	2	6	-	-	-		8
G Hamilton	Hawke DL 2B	-	1	-	2	3		6

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

Prize Fund — £125 — £75 — £35 — £15



The excitement in the Lombard North Central Scottish Saloon Car Championship is mounting to fever pitch now that we come to the last meeting in the season. Presently leading the championship, with 36 points, is Edinburgh's **Bill Dryden** while, in second place, is his namesake, **Jim Dryden**, with 34 points. Bill could improve on his position, however, with either a first or second place today while Jim would have to win to improve on this (bearing in mind that only their best four scores during the season count towards the championship total). The position therefore is that, should Bill Dryden come first or second today, he will be bound to win the championship and indeed he would also win if he came third, taking a class lap record in the process. On the other hand, if Bill was unable to beat the class record, and could not do better than third place, Jim Dryden would take the championship honours should he manage to win his class in today's race — if he managed to improve upon Eric Smith's class lap record in the process, then Bill Dryden would have to come second or first to beat him! (Follow that if you can!)

These two are the only two drivers who can now win the Lombard Crown, **Doug Niven** having failed to finish the saloon car Final in September after a magnificent display of racing in which he both vindicated his Ford Boss Escort V8 and established a new outright Saloon Car lap record at a searing 53.0 secs. Dougal will, however, be out to put himself into the higher places in the championship today and will be going all out to try to beat his arch-rival, Bill Dryden. Be that as it may, the big fight today is between the two Drydens and, although each will be racing in different classes, they will still have plenty of competition in the form of, respectively, Doug Niven and the return of **John Watts** (the latter with the TSB Cooper "S" which has already scored 3 firsts, 3 seconds and 3 thirds since being rebuilt following a horrific accident at Silverstone in June of this year). All good reasons why the Special Saloon Car Final today will almost certainly be one of the events of the year.

EVENT 4

3.25 pm

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

over 1300 cc

91	J VEITCH/Veitch Motor Co/Sportstune	Accessories	Mini Cooper 'S'	1598
92	W N A DRYDEN/SMT		Vauxhall Firenza	2200
93	C B SIMPSON		Ford Escort TC	1558
94	A D NIVEN/Celtic Homes		Ford Boss Escort	5700
95	G LYNN		Ford Cortina	3500
96	W ROBERTSON		Ford Capri	4200

1st (£20) 2nd (£10) 3rd (£5)

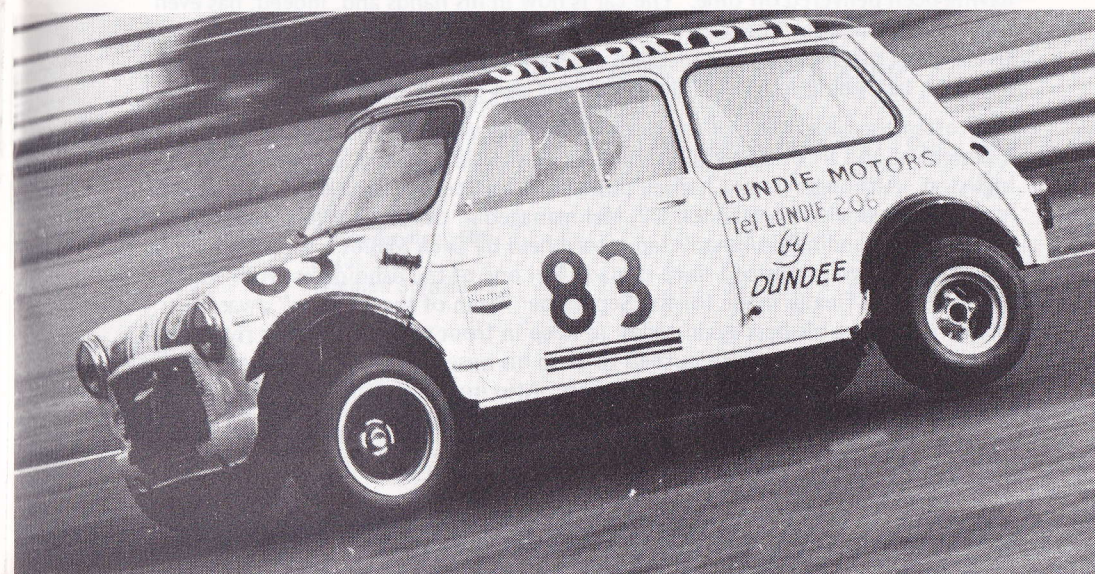
1001—1300 cc

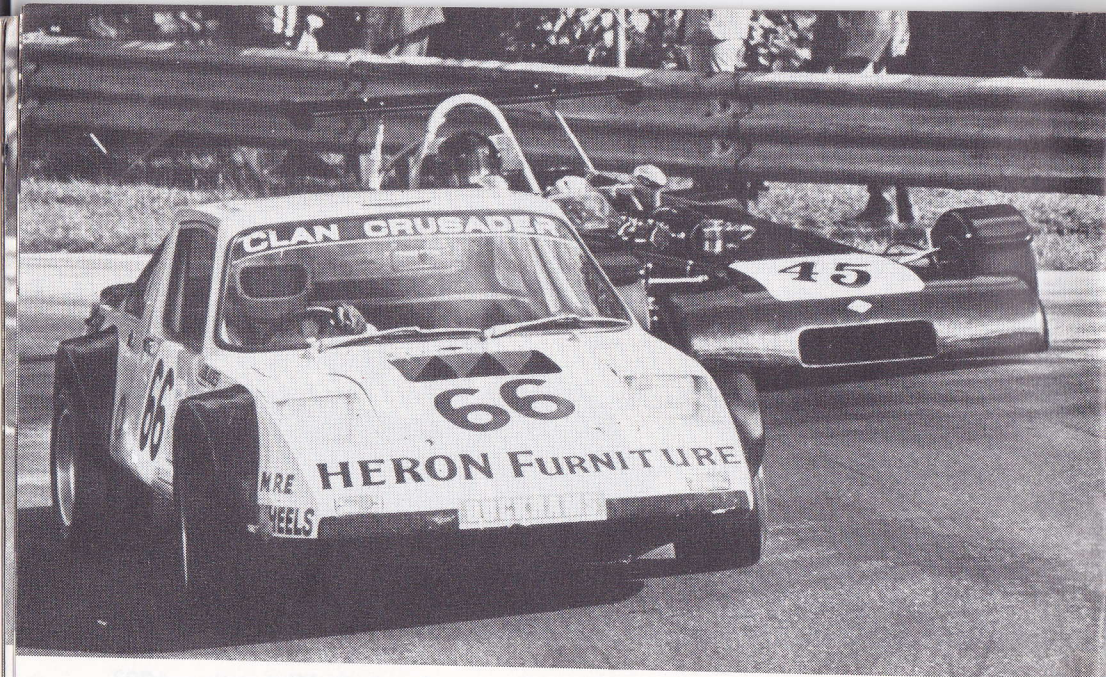
100	J WATTS/Trustee Savings Bank	TSB Cooper 'S'	1300
101	I P M SKILBECK	Austin Cooper 'S'	1275
102	F GUNN	Arden Cooper 'S'	1293
103	J DRYDEN	Longman Mini	1293
104	P A HAZELL	Mini Cooper 'S'	1293
105	I ROGERSON	Mini Cooper 'S'	1293
106	E PATERSON	Colvend Mini	1293
107	K COLEMAN	BLMC Cooper 'S'	1293

1st (£20) 2nd (£10) 3rd (£5)

Bonus of £10 for the fastest lap tosecs

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





Today's special GT event sees **Tony Charnell**, the now undoubted winner of the Hartley Whyte Special GT Championship for 1973, returning in an effort to make it an unbroken line of victories throughout the season. With his FVC-powered Chevron Gropa, Tony has been driving remarkably well of late and, indeed, recently took on, and beat, the almost invincible Lola T212 of the Motoring News/Castrol GT champion-elect, Jeremy Lord, when they met some three weeks ago at Croft. The main opposition to Tony today will, however, be the welcome return of **John Corfield** with his FVA-powered Martin BM10. John has been absent from Ingliston for some considerable time now and, although he has tried to get back to the circuit recently, he has never quite managed it, his new Martin not having been delivered on time. The car is now in his hands and, indeed, has even won a race and accordingly John has "guaranteed" his presence this afternoon to give Tony a run for his money. Thinking back to the September handicap race, however, he's going to have to do sub-50 sec laps to do that!

As is often the case, some of the most interesting points of a race can easily be lost sight of and this was certainly the case in the GT event in September at Ingliston. Although Tony Charnell pulled out a 10 second lead on second place man, **Mel Ross** with his Mallock U2, Mel managed in the process to slice 0.4 secs off the long standing Clubman's lap record held by **Dick Mallock**, an achievement which did not go unnoticed since it made Mel one of the candidates from which the choice was finally made for the September "Man of the Meeting" award. Mel will be doing his best again today to keep in front of his Clubmans rivals but he will no doubt still be hard pushed to keep his nose ahead of the evergreen Fisher Spyder of Edinburgh's **Ed Labinjoh**. Also nipping at the heels of the heavier machinery is **Johnny Blades'** remarkable Clan Crusader which, with its diminutive engine, has already made enormous inroads on the modified sports car class lap record.

EVENT 5

3.45 pm

SPECIAL GT, SPORTS AND CLUBMAN'S CARS 10 Laps

over 1150 cc

4	J CORFIELD/Bradshaw Plant Hire	Martin BM10	1598
12	A CHARNELL/Dinitrol Rustproofing	Chevron Gropa	1798
41	M S ROSS	Mallock U2 MkXIB	1600
42	P D MacNAUGHTAN	Mallock U2 Mk XIB	1600
43	J S BAIRD	Mallock U2 MKXIB	1600
44	R MacNAB	Gryphon C73	1600
50	P BAKER	Triumph GT6	1998
58	A SOUTER	Lotus Elan	1600
59	W L WOOD	MG Midget	1293

1st (£20) 2nd (£10) 3rd (£5)

up to 1150 cc

45	R A ROSS	Nathan GT	998
46	E LABINJOH/Fishers Garage (Edin) Ltd	Fisher Spyder	1112
61	R HALLEY/Halleys of Milngavie	Triumph Spitfire	1147
62	D RUTHERFORD	AH Sprite Mk I	1147
64	J H BLADES	Clan Crusader	998

1st (£20) 2nd (£10) 3rd (£5)

Bonus of £10 for the fastest lap tosecs

The Final Round in the Hartley Whyte Championship
for Special GT, Sports & Clubmans Cars

THE HARTLEY WHYTE TROPHY CHAMPIONSHIP for Sports and Special GT Cars

Driver	Car	Apr	May	July	Aug	Sept	Oct	Total
A Charnell	Chevron Gropa FVC	7	7	7	7	(7)		28
M J Ross	Mallock U2 Mk XIB	7	7	-	5	7		26
J Blades	Clan Crusader	5	-	7	7	5		24
E Labinjoh	Fisher Spyder 1100	7	5	-	5	7		24
D Morton	Lotus Elan	5	5	-	7	5		22
R Halley	Triumph Spitfire	3	7	5	3	(1)		18
W L Wood	MG Midget	2	2	3	3	(1)		10
R Smith	Lola T212 FVA	-	2	7	-	-		9
R G Hendry	MG Midget	3	3	-	2	1		9
P Baker	Triumph GT6	-	3	5	-	-		8

Scoring: 1 for finishing plus, in each class, 1st 6, 2nd 4, 3rd 2, 4th 1. Best 4 scores to count.
(Only those with 8 or more points listed.)

Prize Fund — £125 — £75 — £35 — £15



In the high quality field entered for today's Historic Car race, one would expect the dice to be loaded in favour of the more powerful post-war cars, and in particular **Neil Corner's** 1959 single seater DBR 4 Aston Martin Grand Prix car and the ex-Jim Clark 3½ litre Lister Jaguar driven by **Dick Bond**. Out and out favourite is the Aston, this car having walked off with the post-war section in 1971, but Neil will be finding strong opposition from **B Simpson** with the Mark I Cooper Bristol and from the bevy of sports cars entered by **Richard Cooper**. While Richard enters the Lister Jaguar, he also enters the famous Aston Martin "63 EMU" as well as one of the interesting Mark I Lolas.

If any of the pre-war single seaters succeed in splitting up the post-war cars they will be doing exceedingly well. All today's ERA drivers are well known for their pressing-on capabilities, and of the three, **John Venables-Llewelyn** has theoretically the fastest car (chassis No. R 4A) since it has a 2-litre engine instead of the more usual 1½-litre engine. Its sloping radiator cowl denotes that it is an ex-Bob Gerard car. His entrant, **Hamish Moffatt**, challenges him with the R3A, a car restored by him only a couple of years ago, and Hamish is one of these drivers who is much more interested in winning a race than in coming second. So too is **Peter Waller** with the only B type ERA in the race. Although not a classic, **Maestro Footitt's** 1925 AC/GN Special is a combination of an AC Six Engine fitted into a surprised, if not delighted, 1925 GN chain drive chassis, all mated to a single seater bodywork.

For those Scottish enthusiasts who thrill to the skirl of the super-chargers, this annual autumn Historic Car Race at Ingliston is becoming a serious rival to Burns Night and the Braemar Gathering. And just to make it slightly more exciting, the practice time for this event has been altered this morning to make it possible for Stirling Moss to practice in his ex-Fangio 250F Maserati should he so wish!

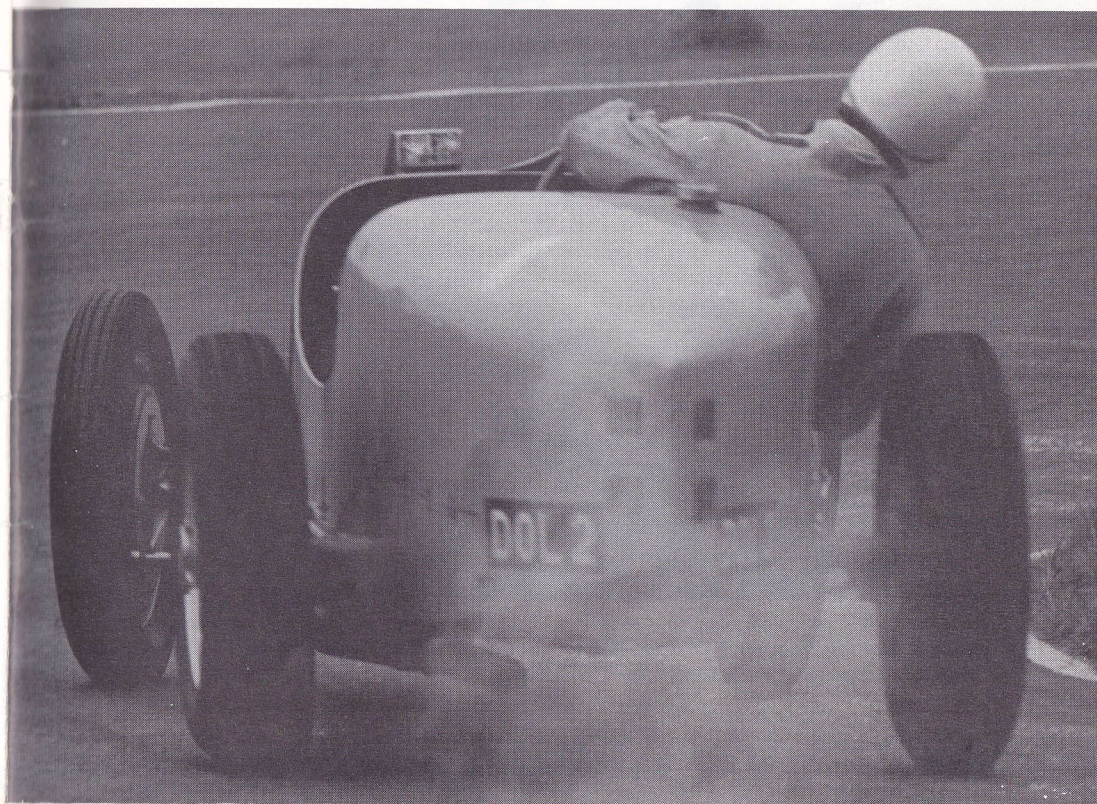
EVENT 6

4.05 pm

THE DOUNE CUP RACE for Historic Racing Cars 12 Laps

Post War Cars			Year	
01	B SIMPSON	Cooper Bristol Mk I	1971	1952
02	N CORNER	Aston Martin DBR4	2992	1959
04	R BOND/R Cooper	Lister Jaguar	3781	1957
05	R COOPER	63 EMU Aston	2992	1954
06	T ROLLASON/R Cooper	Lola Mk I	1098	1959
Pre-War Cars				
010	G R FOOTITT	AG/GN	1991	1925
011	J D ABSON	Lagonda Rapier	1485	1935
012	P WALLER	ERA R9B	1488(S)	1936
013	H E MOFFATT	ERA R3A	1496	1934
014	J V LLEWELYN/H E Moffat	ERA R4A	1991	1935

1st (£10) 2nd (£5) 3rd (£3)
To the first pre-war finisher, The Doune Cup:
To the first post-war finisher, a Tankard



Drive with the Professionals

GOOD JOBS GOOD MONEY GOOD TIMES.
THINK OF THE VARIETY OF VEHICLES!
VISIT THE ARMY DISPLAY AT THIS
MEETING OR CALL AT ANY ARMY
CAREERS INFORMATION OFFICE.



THE SCOTTISH DIVISION

The Infantry Regiments of the Army are now grouped for administrative purposes into Divisions of Infantry. The Scottish Division consists of the 8 Scottish Infantry Regiments of the line, their two Depots, four T & AVR battalions and affiliated Cadet Units: within that Division the Regiments maintain their separate identities, traditions and customs as part of a larger family — the great family of Scottish fighting men. Headquarters in Edinburgh Castle, is responsible for the manning, recruiting and basic training of the Regiments, wherever they may be serving.

Much that is famous in Scottish fighting tradition springs from the Regiments of the Division. The Royal Scots (The Royal Regiment and the senior infantry regiment in the British Army), The Royal Highland Fusiliers (a marriage, effected in 1959, of The Royal Scots Fusiliers and The Highland Light Infantry), currently stationed in Singapore and due to return to Edinburgh this year. The King's Own Scottish Borderers (based in Berlin). The Cameronians, represented in our T & AVR units, The Black Watch (the oldest Highland Regiment) currently stationed in Hong Kong. Queen's Own Highlanders currently stationed in Germany as a mechanised battalion. The Gordon Highlanders stationed in Scotland at the moment, but with their advance party already in Singapore, and The Argyll and Sutherland Highlanders recently expanded to battalion strength again and currently at Kirknewton.

THE ROYAL SCOTS

Who we are. The Royal Scots (The Royal Regiment) are the senior Infantry Regiment in the British Army having been formed in 1633. We operate with all the very latest equipment and with nearly 340 years of tradition and experience behind us we have been longer in the game than any other Infantry Regiment. If you live in Edinburgh, The Lothians or Peebles-shire, the Royal Scots is YOUR Local Regiment.

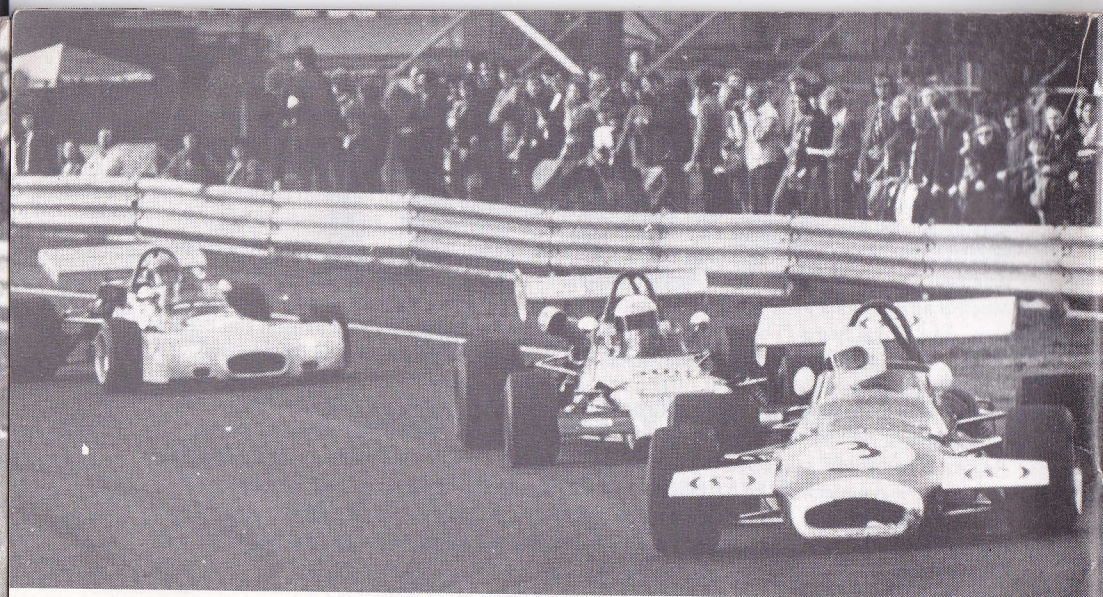
What we do. From now until May 1974 we are the British Battalion of a multi-national NATO force whose job is the defence of NATO's flanks. (This force is officially called the Allied Command Europe Mobile Force (Land)). At least twice each year we go abroad to train with units of the American, Canadian, Danish, Greek, Italian, Norwegian, Turkish and West German armies. We have also done emergency tours in Northern Ireland. In 1971 we went to Norway and Greece. Some of us also went to Denmark. Why not join us this year? In May 1974 the Regiment goes to Cyprus on a two-year accompanied tour.

THE ROLE OF THE ROYAL CORPS OF TRANSPORT

The chief responsibility of the Royal Corps of Transport is to organise and operate the means of transport which support the British Army in war and peace. In addition, the Corps executes the movement of men and material worldwide, operates ports and performs certain functions in connection with air movement and air logistic support.

Although transport support takes many forms including the operation of coastal and sea going craft, hovercraft, railways and amphibians, it is in the provision of road transport in close support of combat units that the soldier of the Royal Corps of Transport finds his main role. No modern Army can exist without the backing of a sophisticated and highly mobile transportation system to provide the means of distributing ammunition, fuel and rations, and the Royal Corps of Transport provides this for the British Army. Every soldier in the Corps is trained to drive vehicles varying from motor cycles to giant 100 ton tank transporters, and each is trained to live and fight in a theatre of operations, using the light weapons in use by the Army.

There are also specialist units to provide seamen and engineers to man both small and ocean going craft, crews to fly in Royal Air Force aircraft for the despatch of parachuted stores, and port specialists to handle the loading and unloading of ships and clearance of stores across beaches. These units are fully integrated in the overall pattern of transport support. Closely linked with this work is the control and operation of rail transport in which certain soldiers are trained to drive modern diesel locomotives.



At the last Ingliston meeting the position in the Wimpey Championship for Libre cars was relatively open since, although **Iain McLaren** was leading the championship with 28 points, some 13 points ahead of his nearest rival **Johnny Blades**, there were still some four drivers with a possible chance of taking the Scottish Libre Crown. The Irish challenge, however, receded with the withdrawal of **Tommy Reid** but, on the starting grid, the other three challengers, **Iain McLaren**, **Johnny Blades** and **Bob Leckie**, all looked set to make a fight of it at the end of the season. To everyone's surprise, however, it was **Bob Leckie** who rocketed into the lead with his "stretched" FVC powered Brabham BT36 as the flag fell, holding the lead (and, indeed, improving on it) from the ex-Fittipaldi "Moonraker" Lotus 69 BDF of **Johnny Blades**. Bob took a well deserved chequered flag and, incidentally, the John Nicholson Trophy as Man of the Meeting at the same time, and put himself in a challenging position for the Scottish Libre Championship.

While, as has been stated, **Iain McLaren** presently leads this with 28 points, **Iain** has yet to score a win at the Scottish racing circuit (although he has already made certain of retaining his Scottish Hillclimb Championship Crown this year) and his two principal rivals, **Johnny Blades** and **Bob Leckie** both have first places to their credit. To win the Championship **Bob Leckie** must win today's race and he will accordingly be turning everything on in an effort to wrest the crown from **Iain's** hands. **Johnny**, on the other hand, could win the Championship with a second place only (providing **Bob Leckie** doesn't beat him!) and accordingly a needle contest for the £200 first prize can be expected from these drivers this afternoon. All will hinge on their performance but, don't forget, we can expect some entertaining racing from the smaller capacity single seaters in mid-field, and especially from the now Thistle Metallics sponsored Ecosse Imp of Scottish speed champion **Doug Thomson** and the 1300 cc McLaren M4A of ex-Modsport man **Ian Stirling**. **Charles Munro** also fields the ex-Brian Harrison Vixen VB5 in an effort to embarrass the car's former owner (who is doubtless very much responsible for **Doug Thomson's** sponsorship!). Once again, all the hall marks of a great finale to the Libre season in Scotland.

EVENT 7

4.30 pm

THE ARMY IN SCOTLAND TROPHY RACE for Libre Cars 15 Laps

1	B LECKIE	Brabham BT36	1930
2	J H APPLEGARTH	Brabham BT23C	1600
3	C M M MUNRO	Vixen VB5	1000
4	J CORFIELD/Bradshaw Plant Hire	Martin BM10	1598
5	I McLaren/McLaren of Broxburn Ltd	Brabham BT36	1790
7	D N THOMSON/Thistle Metallics	Ecosse Imp	998
8	J BARR	Lotus 69FA	1600
9	J H BLADES	Lotus 69 BDF	1850
10	K ALLEN/Russell McIntosh/ Nightingale Signs Ltd	Chevron B15	997
11	T DZIERZEK	Hawke Atlantic	1600
12	A CHARNELL	Chevron Gropa	1798
15	G DALZELL/McDonald Shand Insurance & Finance	Hawke DL2B	1600
24	H ACHESON	Merlyn 20A	1600
29	K MILLAR/Break-Away Mens Fashions	March 708/18	1600
30	J MacGILVRAY	Crossle 20F	1600
36	D STEEDMAN	Hawke DL9	1600
37	S LAWSON/Belmond Garage(Edin) Ltd	Hawke DL10	1600
39	A D JEFFREY/Lothian Sports Cars	Elden Mk 10A	1600
40	P MORRISON	Crossle 20F	1600

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

Bonus of £10 for the fastest lap tosecs

The Final Round in the Wimpey Championship for Libre Cars

THE WIMPEY CHAMPIONSHIP FOR LIBRE CARS

Driver	Car	Apr	May	July	Aug	Sept	Oct	Total
I C McLaren	Brabham BT36	7	7	7	7	(5)		28
J Blades	Lotus 69 BDF	10	-	-	5	7		22
B Leckie	Brabham BT36	-	-	-	10	10		20
D N Thomson	Ecosse Imp	5	3	(1)	1	2		12
T D Reid	Brabham BT38/40	-	10	-	-	-		10
R Mackay	Brabham BT36	-	-	10	-	-		10
J Campbell Graham	Crossle 19F	-	5	5	-	-		10
A D Jeffrey	Elden Mk 10	4	-	-	4	1		9
T Dzierzek	Hawke Atlantic	1	1	4	1	-		7
J MacGilvray	Crossle 20F	3	2	1	1	-		7

Scoring: 1 for finishing plus — 1st 9, 2nd 6, 3rd 4, 4th 3, 5th 2, 6th 1. Best 4 to count. (Only those with 7 or more points listed.)

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

RALLY ROUND THE FLAG



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WIN MEDALS
IN NEW ZEALAND**

**COLLECT TOKENS IN
ROTHMANS KING SIZE**

EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING

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 has seen an increased involvement with the previous Rothmans Trophy Meeting in May, and also the Rothmans Formula Ford Championship which has been raced throughout the season, and reaches its climax today.

The Rothmans Formula Ford Championship has attracted one of the highest ever entries in the Formula Ford series raced at Ingliston. Many of the races were over subscribed, which bears testimony to the interest shown in the competition during the season.

Rothmans, one of the leading sponsors of sport in Scotland, are currently involved in the Commonwealth Games Appeal Fund, and smokers amongst you have the opportunity to contribute the special tokens in packs of Rothmans King Size Filter, thereby assisting in sending Scotland's leading sportsmen and women to the Commonwealth Games in Christchurch, January next year.

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, having completed their first full season at Ingliston, incorporating the two major Rothmans Trophy Meetings and the highly competitive and important Rothmans Formula Ford Championship, hope that the year's successes have been enjoyed by both drivers and spectators alike.



THE LOMBARD NORTH CENTRAL SCOTTISH SALOON CAR CHAMPIONSHIP

Driver	Car	Apr	May	July	Aug	Sept	Oct	Total
W N A Dryden	Vauxhall Firenza	(2)	11	10	5	10		36
J Dryden	Mini Cooper 'S'	9	(7)	7	9	9		34
E Paterson	Colvend Mini	(1)	9	5	7	7		28
N F Dickson	Sunbeam Imp	9	-	-	7	9		25
A D Niven	Ford Boss Escort V8	-	5	7	9	2		23
S Bell	Mini	2	-	10	9	-		21
W G Donald	Hillman Imp	5	7	-	1	7		20
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
P Pitman	Austin Cooper 'S'	7	-	7	-	-		14
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

5.00 pm

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

The Final 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 usually is one of the races of the day.



As the season has progressed, so has the entry list in the Production Saloon car races and now, at the close of the first year of "prodons" at Ingliston, we are beginning to see some hope for this class in 1974. A good English entry is apparent, however, today and we could see some close racing between the "incomers" and the local drivers. One new driver who greatly impressed at the last meeting was the Bearsden Insurance and Investment Broker, **Doug Baillie**, who, in his first ever race, piloted his BMW 2002 Tii into second place behind **Ed Labinjoh's** Alfa Romeo. Both these front runners will, however, have their work cut out today since, not only is there a strong Ford challenge from Ireland, but also a Hillman challenge in the shape of **Bernard Unett** with the Hillman Hunter GLS with which he is leading the Castrol and Britax production saloon car championships (having 23 wins from 24 outings this season). From Ford come two three-litre Capris driven by Glasgow's **Graham Birrell** and Ireland's **Adrian Boyd**. Adrian is, however, perhaps better known as a rally driver having already won the Manx Rally, the Texaco Rally and the Galway Rally this year and his car is the ex-works Gp I Capri driven by him into fourth place in the 1973 Tour of Britain. Graham's car on the other hand, is that used by Rosemary Smith in taking the ladies award in the same event.

All very potent opposition but, just to show you what can be done with an inexpensive car, **Tony Charnell** will be trying to emulate his August performance when he hung on to Bernard Unett's tail for a good part of the race. So too will **Ed Labinjoh** with the Jack Fisher Alfa, Eddie having given Bernard a thundering good run for his money when they last met in Scotland. All in all, a good and varied field and one which could provide some entertaining (and exciting) racing this afternoon.

EVENT 9

5.40 pm

PRODUCTION SALOON CARS
10 Laps

over £1050

110	A BOYD/Lombard & Ulster Rally Team	Ford Capri 3000
111	G BIRRELL/Lombard & Ulster Rally Team	Ford Capri 3000
112	D BAILLIE	BMW 2002 Tii
113	E LABINJOH/Fishers Garage(Edin) Ltd	Alfa Romeo 2000 GTV
114	A D JEFFREY/Lothian Sports Cars	Avenger Tiger
115	T LANFRANCHI	BMW 3000 SI
117	B UNETT/Chrysler Dealer Team	Hillman Hunter
118	A CHARNELL/Halesfield Motors (Telford) Ltd	Simca Rallye 2

1st (£20) 2nd (£10) 3rd (£5)

Up to £1050

119	J BIRRELL/Halesfield Motors (Telford) Ltd	Simca Rallye 1
120	M SHAKSPEARE	Ford Escort
121	A I SMITH	Simca 1000 Rallye
122	C CHARNELL	Simca Rallye
123	D W CORBETT	Ford Escort GT
125	R BIRLEY	Hillman Imp
126	C JONES	Hillman Imp

1st (£20) 2nd (£10) 3rd (£5)

Bonus of £10 for the fastest lap tosecs

The Final 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	7		28
E Labinjoh	Alfa Romeo GTV	-	7	7	7	7		28
A Charnell	Simca Rallye	-	7	7	5	7		26
J Birrell	Simca Rallye	2	7	-	7	5		21
B Unett	Hillman Hunter	7	-	-	7	-		14
R Dalgetty	Ford Mexico	1	5	7	-	-		13
G Birrell	Simca Rallye 2	-	-	-	5	7		12
C Jones	Hillman Imp	-	5	-	-	5		10

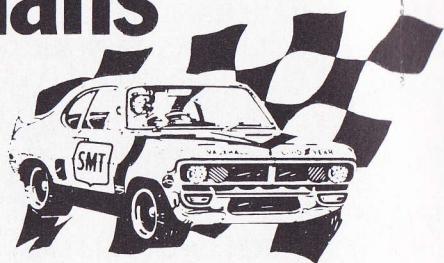
Scoring: In each class 1st 7, 2nd 5, 3rd 3, 4th 2, 5th 1. Best 4 to count. (Only those with 10 or more points listed.) Results subject to protest.

Prize Fund — £100 — £50 — £25 — £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 is being 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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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:

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.....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	.
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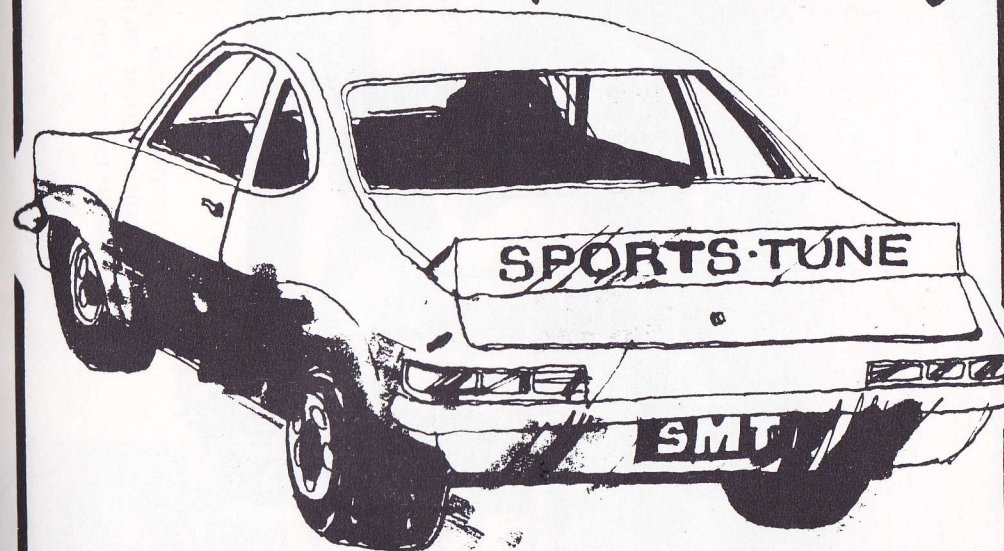
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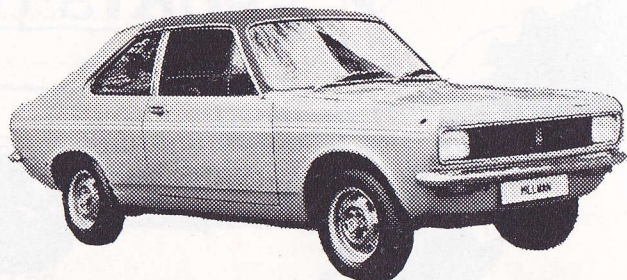
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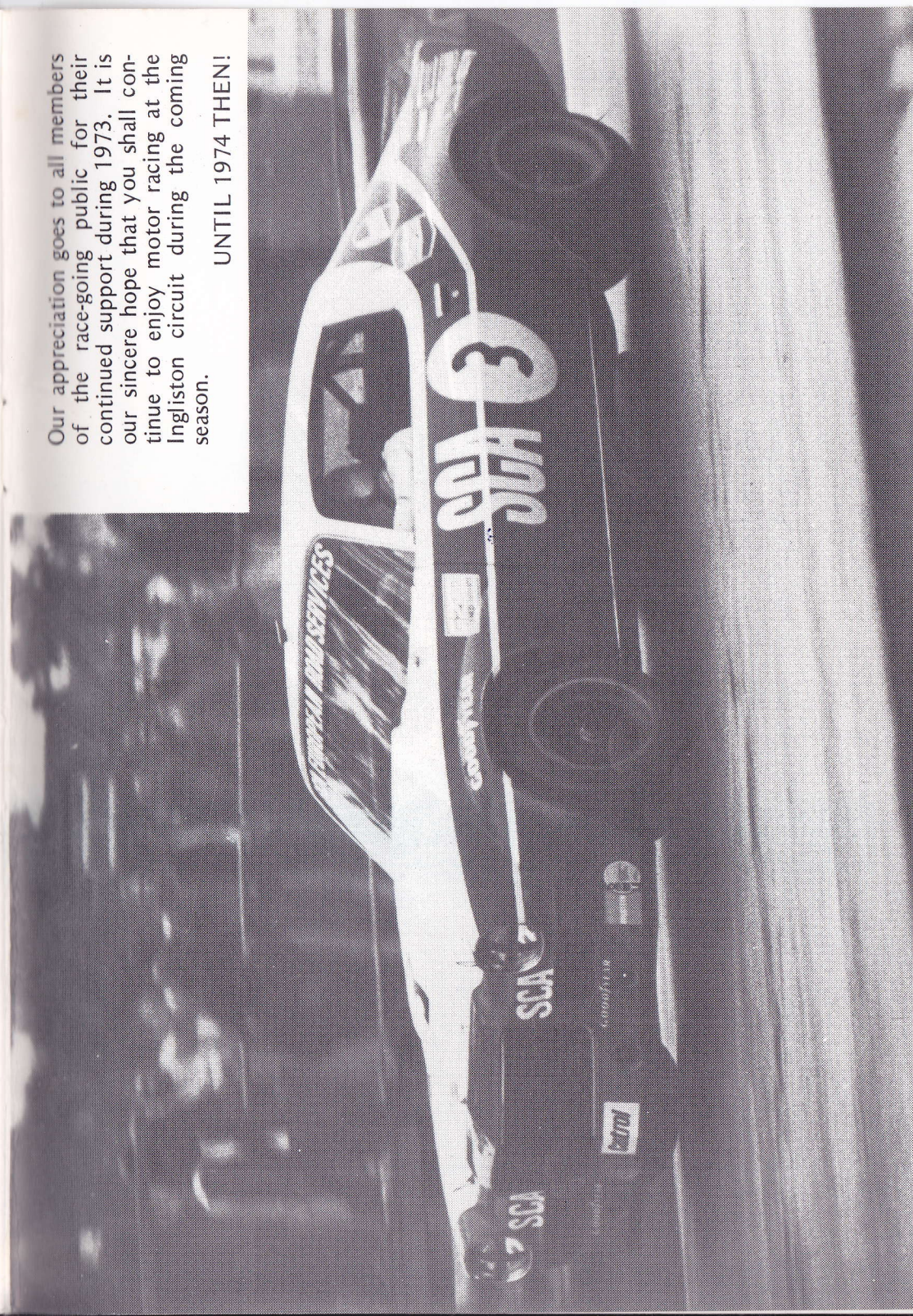
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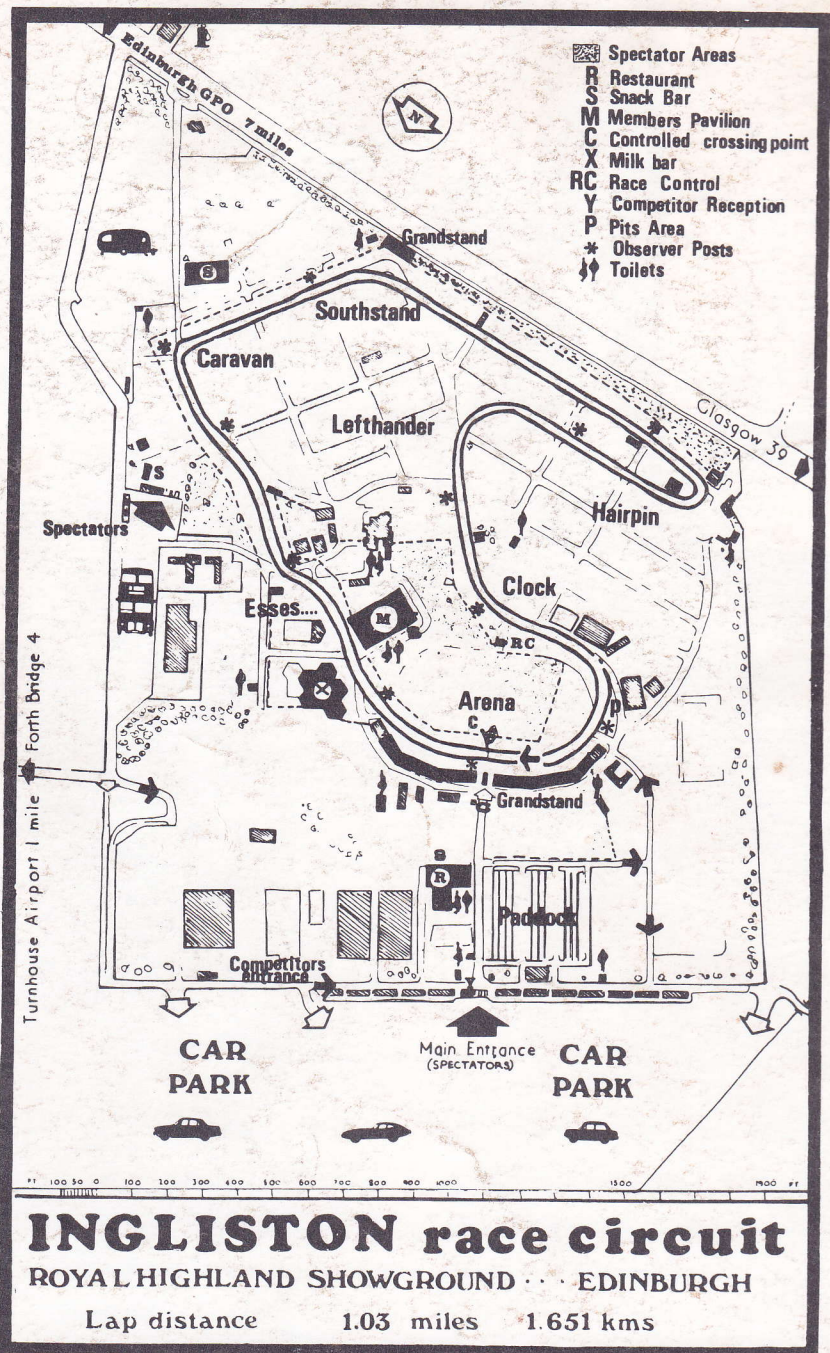
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Our appreciation goes to all members of the race-going public for their continued support during 1973. It is our sincere hope that you shall continue to enjoy motor racing at the Ingliston circuit during the coming season.

UNTIL 1974 THEN!





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