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National Bank Chambers
Duns Berwickshire

THE BURMAH TROPHY RACE MEETING

15th APRIL, 1973

Official Programme 20p.

Organised by

S.M.R.C.
SCOTTISH MOTOR RACING CLUB LTD

The Scottish Saloon Car Championship

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

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PLEASE REMEMBER THAT

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

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

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

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

13th May	Closed Meeting	19th August	National Meeting
22nd July	Closed Meeting	16th September	Closed Meeting
14th October	Closed Meeting		

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

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

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

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

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

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

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



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INGLSTON 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

INGLSTON LAP RECORDS

			secs.	mph
LIBRE CARS				
Over 1000 cc	G BIRRELL	March 722 Ford	46.6	79.57
Under 1000 cc	R SCOTT	Chevron B15	50.7	73.14
FORMULA FORD CARS				
	N R GINN			
	D MACLEOD	Lotus 69F	54.0	68.67
	G CUTHBERT			
	J POLLOCK	Crossle 20F		
SPECIAL GT and SPORTS CARS				
Over 1600 cc	J MILES	Chevron B19	48.7	76.14
Under 1600 cc	E LABINJOH	Fisher Spyder	53.2	69.70
Under 1150 cc	E LABINJOH	Fisher Spyder	53.2	69.70
CLUBMAN 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	A SOUTER	Lotus Elan	55.2	67.17
Under 1150 cc	J ABSALOM	Ginetta G4	56.0	66.21
SPECIAL SALOON CARS				
Over 1300 cc	W N A DRYDEN	Firenza	55.0	67.42
1001 - 1300 cc	E M SMITH	Mini Cooper S	56.5	65.63
Under 1000 cc	S A BELL	Mini Ford	55.4	66.93
GROUP 2 CARS				
	B MUIR	Ford Capri RS	53.6	69.19
OUTRIGHT LAP RECORD				
	G BIRRELL	March 722 Ford	46.6	79.57

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Controller	E R HERRALD
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Results Processors	M MALCOLM and W CRABB
Judges of Fact	L BROWN, A BARCLAY, and E LIDDELL
Chairman of Race Committee	J L ROMANES
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This meeting is held under the International Sporting Code of the 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/8726.



THE BURMAH TROPHY RACE MEETING

Sunday, 15th April, 1973

organised by

THE SCOTTISH MOTOR RACING CLUB LTD

Scrutin. before am	PROGRAMME & TIMETABLE	Practice Time am	Event Time pm
8.45	The Burmah Trophy Race – Heat 1 for Special Saloon Cars up to 1000 cc – 10 Laps	9.45	2.10
9.10	Formula Ford Cars – 10 Laps	10.10	2.35
9.35	The Burmah Trophy Race – Heat 2 for Special Saloon Cars over 1000 cc – 10 Laps	10.35	3.00
		Track Open	
10.05	Modified Sports Cars – 10 Laps	11.05	3.25
10.30	Group 1 Production Saloon Cars (up to £800 and £1051 – £1500) – 10 Laps	11.30	3.50
10.55	Group 1 Production Saloon Cars (£801 – £1050 and over £1500) – 10 Laps	11.55	4.15
11.25	The Edinburgh Students' Charities Cup Race for Libre Cars – 12 Laps	Track Open 12.25	4.40
–	The Burmah Trophy Race for Special Saloon Cars – Final – 15 Laps	–	5.10
–	Presentation of Trophies and Tour of Circuit by Charities Queen	–	5.30
11.25	Special GT, Sports and Clubman's Cars – 10 Laps	12.25	5.40
	Luncheon Interval	1.00	
1.50	Drivers' Briefing in Scrutineering Bay		
2.00	Marshals at posts. Clearance Report.		

LIST OF ENTRIES

No	Driver / Entrant	Make / Model	cc	From	No	Driver / Entrant	Make / Model	cc	From
1	B SNEELSON	Brahman BT 21C	1594	Edinburgh	78	J H PATRICK	Colvend Mini B50	848	Linlithgow
2	A C GOODFELLOW	Cooper T90	5000	Brighton	79	W FORREST	Hillman Imp	938	Edinburgh
3	I C MCLAREN / McLaren of Broxburn Ltd	Brahman BT136	1790	Brighton	80	D J M FISHER	Prater Imp	938	Dunoon
4	K ALLEN / Russell & McIntosh Nightingale Signs Ltd	Chevron BT15	997	Edinburgh	81	W G DONALD	Hillman Imp	938	Larford
5	J CAMPBELL GRAHAM	Crosbie 19F	1800	Edinburgh	82	J C TYDA	Agia Imp	997	Dunfer
6	J A MURRAY McGRATH	Brahman BT 30X	3700	Edinburgh	83	M LORMER	Hillman Imp	998	S. Queensferry
7	A WALKER	March 713/Holbay	1598	Edinburgh	84	N F DICKSON	Subaru Imp	998	Perth
8	D N THOMSON	Ecosse Imp	998	Edinburgh	85	F LETHBRIDGE	Meridian Mini	970	Edinburgh
9	J CURRIE	Chevron BT7C	1600	Dunfer	86	B W M LLOYD	BMW Mini	850	Edinburgh
10	A CHARNELL	Chevron Gropa FVC	1800	Dunfer	87	M S MORTON	Mini Cooper 'S'	999	Edinburgh
15	T ROUFF / AB3 Racing Developments	Merlyn 20A	1598	Balerno	88	A RITCHIE	Mini Cooper 'S'	999	Pasley
16	J MacGILVRAY	Crosbie 20F	1600	Oban	89	J CURRIE	Mini Ford	1000	Dunfer
17	AD JEFFREY	Elden Mk 10	1600	Balerno	91	M NUGENT	Lotus Elan	1000	Pomeroy
18	D ROBERTSON / A Sharpe	Lotus 51/61	1600	Larbert	92	J ABUSALOM	Ginetta G4	1760	Morpeth
20	K MILLAR	March 708/18	1600	Currie	93	P BAKER	Triumph G16	1998	Stow
21	G GORDEN DALZELL	Hawke DL 2B	1600	Dunfer	94	D MORTON	Lotus Elan	1598	Dunfer
22	G B HAMILTON	Hawke DL 2B	1600	Dunfer	95	K SHADE	M G Midget	1293	Edinburgh
23	C REEVES	Mallock U2 Mk 9B	1600	Larkhall	96	J A HALL	Lotus Europa	1558	Edinburgh
24	D STEEDMAN	Hawke DL 9	1600	Linlithgow	97	J B FLETCHER	Lotus Elan	1800	Edinburgh
25	S LAWSON / Belmont Garage (Edin) Ltd	Hawke DL10	1600	Kirkcaldon	98	R G HENDERY	M G Midget	1293	Edinburgh
26	R H SIMPSON	Crosbie 16F	1600	Edinburgh	99	R HUTCHISON	A H Sprite	1293	Glenrothes
27	C MacLEAN	M R E	1600	Ayr	100	I HENDERSON	Lotus Elan	1558	Renfrew
28	D W S CAMPBELL	Hawke DL 2B	1600	Dunfer	101	W L WOOD	M G Midget	1293	Edinburgh
29	G J CUTHBERT	Lotus 69FF	1600	Dunfer	102	G R WILSON	M G Midget	1147	Edinburgh
30	A WILSON	Elden Mk 8	1600	Cookstown	103	H C MacKERRON	Ginetta G4	1140	Edinburgh
31	H ACHESON	Merlyn 20A	1600	Glasgow	104	G TAYLOR	Ginetta G15	998	Falkirk
32	K J SYMON	Dulon LD 4C	1600	Jedburgh	105	D RUTHERFORD	A H Sprite Mk 1	1147	Lenzie
33	W N WILLIAMSON	Lotus 61 MX	1600	Penicuik	106	F STELLING / Zuhant Rustproofing (Edinburgh)	A H Sprite	1147	Edinburgh
34	A MACKINTOSH	Mallock U2 Mk X1 B	1600	Edinburgh	107	R HALL / Halleys of Mingavie	Triumph Spitfire	1147	Mingavie
35	P MORRISON	Crosbie 20F	1600	Inverness	108	R FORSTER-SMITH / Marquis Transporters	Ginetta G4	1098	Gorebridge
36	D A H HALL	Hawke DL10	1600	Edinburgh	109	D McDONALD / Marquis Transporters	Ginetta G4	1098	Gorebridge
37	D BROTHERTON	Brahman BT28	1600	Edinburgh					
39	I HALL	Mini-Jem Mk 2	1790	Bristol					
42	M S ROSS	Mallock U2 Mk X1B	1598	Monifieth					
43	P MacNAUGHTON	Mallock U2 Mk X1B	1600	Edinburgh					
44	J BAIRD	Mallock U2 Mk X1B	1600	Edinburgh					
47	E LABINJOH / Fishers Garage Edinburgh Ltd	Fisher 1100 Spyder	1112	Edinburgh					
48	R A ROSS	Nathan GT	998	Dunfer					
50	GLYNN	Ford Cortina	3500	Aman					
51	J D R CUTHILL	Ford Anglia 105E	1594	Edinburgh					
52	W N A DRYDEN / S M T	Vauxhall Firenza	2300	Edinburgh					
53	A D NIVEN / Celtic Homes Ltd	Ford Boss Escort V8	5700	Duns					
54	C B SIMPSON	Ford Escort	1761	Monifieth					
55	W ROBERTSON	Ford Capri 3000 GT	4200	Edinburgh					
56	R M CAIG	Ford Escort BDA	1700	Borgue					
59	J PINKERTON	Mini Cooper 'S'	1293	Wroth					
60	J VEITCH / Veitch Motor Coy / Sports Tune Accessories	Mini Cooper 'S'	1293	Edinburgh					
61	F GUNN	Arden Cooper 'S'	1293	Mingavie					
62	J DRYDEN	Mini Cooper 'S'	1293	Lundie					
63	J WATTS / Trustee Savings Bank	TSB Cooper 'S'	1293	London					
64	K G COLEMAN	BLMC Cooper 'S'	1293	Plains					
65	D DOCKER	Mini Cooper 'S'	1293	Carlisle					
66	EPATERSON	Colvend Mini	1293	Edinburgh					
67	EM SMITH	Mini 1275 GT	1297	Carlisle					
68	J CURRIE	Mini Ford	1300	Dunfer					
71	S BELL / Cosmo Entertainments Club Ltd	Mini Ford	997	Carlisle					
72	J BERWICK / Four Woods Restaurant	Austin Cooper 'S'	999	St Andrews					
73	P PITMAN	Austin Cooper 'S'	999	Kirkcudbright					
74	R LECKIE / Roy Thomson Ltd	Singer Charmois Coupe	998	Aberdeen					
75	A SELLAR	Mini Cooper 'S'	999	Burntisland					
76	I FORREST	Hillman Imp	998	Kirkcaldon					
77	G M FINDLAY	Delta Mini	998	Aberdeen					

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1973 TICKET ADVANCE BOOKING FORM



Please supply me with the tickets detailed below:

	No.	13 May		22 July		19 August		16 September		14 October	
		Value	No.	Value	No.	Value	No.	Value	No.	Value	No.
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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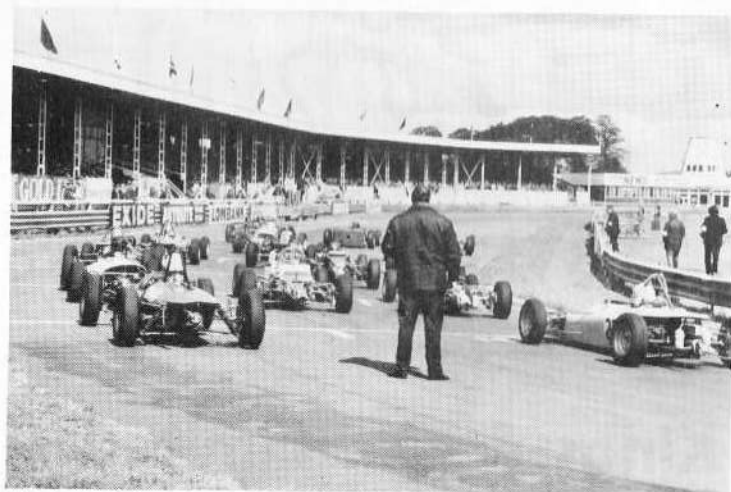
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AFTER - - - - -



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INGLISTON 1973

What then to look out for in the 1973 Scottish Motor Racing Season? Basically, we hope, much more of the "Clubbie" atmosphere (as opposed to the pseudo-professionalism which has crept into the lower echelons of motor sport recently), one or two additions to the regular line-up of races, shorter races and more of 'em, and a desire to make Ingliston a happier place for competitors and spectators alike. In short, let's make motor racing a sport again! (Lord knows how many aggrieved letters the Editor will get for that statement!)

The Partisan's Pot Championship : A new regional Championship and one designed to give you, the spectator, something to shout about. In each race representatives from the East of Scotland, the West of Scotland, England and Ireland/Wales will carry their "national" colours (look out for the area decals on the cars) and points will be awarded to the respective areas dependant on the finishing positions of the drivers representing those areas in the race (16 for 1st, 15 for 2nd down to 1 for 16th!). The best four scores per meeting count but C & J Brown will be taking the arithmetic out of your hands by showing cumulative totals on their new scoreboard opposite the main grandstand. All you have to do is to shout for your own area (and let's hear you!).

Group 1 Production Saloon Cars : It is hoped that Group 1 races (for standard production saloon cars) will be run at each race meeting in Scotland this year and, to encourage interest in this, a £250 Championship is being launched. The prize fund is payable as to 1st—£100, 2nd—£50, 3rd—£25, 4th—£15 and there are moreover bonuses of £15 for the highest placed competitor in each of the four price classes. Add to that the usual race prize money and you have as good an incentive as you're ever likely to get to convert that road car to race form (only a few minor adjustments are necessary — basically the car must remain in standard trim) and come along to have a bash. (if you're interested Regs are available from SMRC at National Bank Chambers, Duns.)

BP Man of the Meeting : Ever felt that, although he didn't win anything, there was one man whose efforts outshone all others in a race meeting. In July this year BP will give credit to such a driver by nominating him as the "Man of the Meeting". Since this award has frequently gone in the past to the driver who spends most of his time motoring sideways you can imagine what July's racing will be like.

Group 1 Touring Cars : In August the assembled might of the hairy saloons comes to Ingliston for what must rate as the race of the century in Scotland. A round of the 1973 RAC British Touring Car Championship, this race should see a confrontation between Capris, Chevy Camaros and BMWs as they battle for points. While more details will be available later this presently looks like a "must" for any racing fan.

Historic Racing Cars: Apart from the now traditional historic single seater race scheduled for October this year it is aimed to please even more of the veteran brigade by running a race for historic sports cars in August of this year. Even the thought of a gaggle of D-Types, Lister-Jags, Lotus XIs etc thundering through the Esses makes the blood go cold! What with that and Group 2 too (!) August 19th is likely to be a sell out.

Ingliston "Photograph of the Year" Competition: While no definite plans have yet been made for the 1973 "Photograph of the Year" Competition (but there's plenty of time yet) the 1972 Competition produced some first class material. The winner was William A North from Balfron and runners up, J D Moir and John Fife; for those of you too mean to subscribe to the Ingliston Calendar, the three winning photos are to form centre spreads of the Ingliston Programme during the course of the year.

Formula 1, Autocross and Rallycross: Just some of the half-baked ideas that some people had over the winter 'silly-spell' for the rejuvenation of the Ingliston circuit! Without wishing to cover 15 closely printed pages with argument, suffice it to say that there is, at Ingliston, a Joint Race Committee composed of 8/9 men experienced in all spheres of Scottish Motor Sport who consider (continually we may say) the position of Scottish Motor Racing. Just about every idea dreamed up over the winter has already been considered by the Race Committee (very often as many as 7/8 years ago) but all have been discarded for one reason or another. For example, when you next suddenly wake up and think, "Wouldn't rallycross be a great draw at Ingliston — wonder why no one ever thought of it before?" you can rest assured that someone did and that it ain't on (try waking up and thinking about what the RHS are going to say to our charging across their grass!). Be that as it may we are delighted to have constructive criticism and suggestions to try to improve Ingliston (and, in this connection, one competitor did write basically a very interesting letter during the winter which received attention as regards some of the points). What we don't need (who does) are daft letters to the Press telling them how bad Ingliston is (usually from those with no idea of what motor racing life is all about), how dangerous it is (it helps if you bolt the petrol tank down, James) and how eager we all are not to go there. Please remember then, if you must write to the Press, please do so constructively: any nit can be destructive! And in the meantime we regret to say that the Race Committee have already thought about Formula 1, Autocross and Rallycross and they are all, regrettably, just not on.

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THE LOMBARD NORTH CENTRAL SCOTTISH SALOON CAR CHAMPIONSHIP

Once again Scotcircuits Ltd and The Scottish Motor Racing Club Ltd, as promoters and organisers respectively of motor racing at Ingliston, are delighted that Lombard North Central, with whom they have both enjoyed an association that reaches back to the very start of motor racing at Ingliston, have reaffirmed their faith in Scottish Motor Sport by sponsoring the circuit's premier Championship. For the first time in the circuit's history, too, the major trophy of the year will go to the class which has perhaps captured the public's imagination more than any other — the Special Saloons — and it is to the leading saloon car driver of the year that the coveted Lombard Challenge Cup will be presented. This change of emphasis in the circuit's policy will no doubt meet with the wholehearted approval of Lombard whose Scottish director, Gordon Skilton (a name well kent to all those interested in Scottish Motor Sport), has for many years had an intimate involvement with rally saloons in the Border Rally, yet another example of Lombard's expanding interest in the Sport.

For 1973 the Saloon Car Championship takes on a new "heats and final" appearance since it is contemplated that heats will be run during each Ingliston race meeting for all the classes in the Championship (up to 1000 cc, 1001–1300 cc and over 1300 cc), the fastest five from each class (plus the next fastest car regardless of class) going forward to the Final at each meeting. The system of scoring, pioneered in 1972, gives competitors in each of these three classes an equal chance of reaping the rich pickings (1st—£300: 2nd—£150: 3rd—£75: 4th—£50: 5th—£25). Add to that a Championship prize fund of £600, a further £1440 (the estimated race prize money payable to Special Saloons in 1973) and it will easily be seen just why 1973 is likely to be one of the richest Saloon years ever! Scoring will be 7–5–3–2–1 in each class in the finals plus 1 for finishing each of the heat and final. As a tie-breaker (and to ensure that the rewards go to the most meritorious Saloon car driver of the year) a further point will be awarded to any driver breaking the class lap record existing at the commencement of the race. And with the circuit resurfaced there can be no doubt that lap records will be falling fast and furious!

THE ROTHMANS CHAMPIONSHIP for Formula Ford Cars

The Scottish Formula Ford Championship was conspicuous by the absence of a sponsor in 1972 and it was accordingly with considerable pleasure that Scotcircuits Ltd recently announced that the 1973 Championship was to be sponsored by Carreras Rothmans and to be known as "The Rothmans Championship for Formula Ford Cars". This represents just one aspect of Rothmans involvement with motor racing in Scotland, however, since the Company have also undertaken to sponsor full race meetings in both May and October of this year. All in all, a king-sized slice of the motor market and one for which all Scottish enthusiasts should be immensely grateful.

As for the Championship itself (which, incidentally, judging from the number of FF entries looks like being a scorcher) the rules and regulations follow those for previous years with points being awarded in all FF races at Ingliston on a 9-6-4-3-2-1 basis (the best four scores throughout the season to count). The Championship prize fund is a hearty £250 divided as follows:— 1st—£125; 2nd—£75; 3rd—£35; 4th—£15 and, with so many Formula Fords now based in Scotland, this could well be the spark needed to enable Rothmans to light-up the Scottish Ford scene!

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

Those long-time friends of the sport in Scotland, Major & Mrs Hartley Whyte, switch their allegiance this year from Saloons to GT and Sports Cars. The Championship is open to Special GT, Sports (including Modified Sports), Clubmans and Formula 1200 cars and, once again, points are scored for each of three classes (up to 1150 cc, 1151-1600 cc and over 1600 cc) in each race at Ingliston on the basis 6-4-2-1 plus one for finishing each race. The best four scores during the season will count. What about prize fund? — Apart from the usual individual race prize funds the Championship carries a prize fund split up exactly the same way as the fund for the Rothmans Championship.

It would be wrong of us not to take this opportunity of publicly acknowledging the debt which Scottish Motor Sport owes to Major & Mrs Hartley Whyte. Like Lombard North Central (and Lombank before them), the Hartley Whytes have been associated with Scotland's only motor racing circuit since the early days and it is chiefly thanks to the efforts of sponsors like them that motor racing still exists in Scotland today. And, if the Major will excuse us, we should like to extend our thanks to every sponsor who has sponsored, or is yet to sponsor, any event or championship at Ingliston: without your support Ingliston (if indeed an Ingliston would then exist!) would be a very different place today.



THE WIMPEY CHAMPIONSHIP for Libre Cars

It could almost be said of George Wimpey & Co Ltd that they are to sponsor the fastest ever Ingliston in 1973. While their present involvement extends merely to sponsoring the Wimpey Championship for Libre Cars (and that is a considerable involvement) it must be remembered that Wimpey were also responsible earlier this year for resurfacing the Ingliston circuit not only to a very high standard of workmanship but also in an unbelievably short time. Indeed, so fast were they in completing the work that several of the existing lap records were in imminent danger of falling to their surface-layer! Be that as it may, Scotcircuits Ltd are extremely pleased to see a Scottish Company both revitalise the only Scottish motor racing circuit and provide their support and backing to the Scottish Libre Championship. With the upgrading of the Special Saloon cars to the premier spot this year (previously the Libre Championship has been the major one) it is further hoped that local drivers will be given more encouragement than may have been the case in the past (when the Irish Libre brigade dominated Ingliston) and both circuit and sponsors hope to see a Scot carrying home the Wimpey Trophy at the end of the season.

For 1973 the Wimpey Championship is open to all single-seater cars (including FF cars), Sports, Clubmans and Special GT cars. Every Libre event will score towards the Championship (scoring being 9-6-4-3-2-1 plus one for finishing each race) and the best 4 of 6 scores will count. The Championship prize fund has been allocated as follows:— 1st—£200, 2nd—£150, 3rd—£75, 4th—£50, 5th—£25, and it is confidently expected that much more of a Club "free for all" spirit will be in evidence as the drivers vie with each other for points. Certainly, we would have expected this year's Championship to be more "libre" than ever before!



Like the Formula Fords the small saloons show a most encouraging upsurge in new blood today. One of the most distressing factors in Scottish Motor Racing in past years (apart from the fact that there is a circuit at a place called Ingliston if one believes all one reads) has been the dearth of young drivers coming forward. Three or four years ago each April meeting saw an embarrassing profusion of saloons and the Editor can well recall the circuit filling three saloon grids and still having to turn down the odd car! Over the past couple of years, whether because of the escalating costs of saloon car racing or not, the trend was pretty well reversed until, towards the end of last season, there were times when we were struggling to make up a single grid! It is accordingly all the more cheering to see so many newcomers today (as also some familiar faces missing from the racing scene for the past year or so) and the circuit certainly looks forward to welcoming them (and any more of you that fancy a go) all back during the remaining meetings of this year. After all, we think almost every driver here will tell you that Ingliston, as a circuit, will teach the novice more than any other track in the UK — and faster!

The burning question at the time of going to print, however, was, "Is he retiring or isn't he?" Who are we talking about? Andy Barton, Newcastle based northern ace, has been heard to mutter vague threats of packing it in of late and, indeed, rumour had it that he has in fact retired. At just about the same time, however, we heard he had entered for last Sunday's Croft meeting so what do you believe. Certainly, if Andy has decided to call it a day motor sport will have lost one of its really great personalities and one of the few real "professionals" (Andy would never have called himself one but, compared to him, many who now think of themselves as pros are not even in the pram pushing league). As a club driver Andy was supreme, one of the great "competitors". (Having said all that, if he doesn't retire he'll never get his inflated head into the Mini!) His dice with Sedic Bell at the last October race meeting at Ingliston will always rank as one of the memorable moments in Scottish motor racing, just as many will recall the good old days at Charters with the Morris 1000 thumping round in great style.

As for Sedic, he's back today with the incredible Mini/Ford — on paper the race (and, perhaps, a repeat performance in the Scottish Saloon Car Championship) are his, but powerful Scottish opposition can be expected from Dundonian John Fyda who describes himself as the "perpetual runner-up last season". By the end of 1973 John had established himself as the fastest push-rod driver (Andy and Sedic were both on Ford power by then) but that wasn't enough to get to grips with the English challenge. "If you can't beat 'em don't join 'em, go one better," is John's motto and, with this in mind, he's installed a full race BRM mill in the Imp. Could be interesting. Also likely to be interesting is a split new Imp entered by Dicksons of Perth. Andy will be young enough to recall Tommy Dickson's drives — now his son, Norman, is taking to the tracks and the car could prove to be an eye-opener.

EVENT 1

2.10 pm

THE BURMAH TROPHY RACE

Heat 1 for Special Saloon Cars up to 1000 cc

10 Laps

Areas
Represented

71	S BELL / Cosmo Entertainments Club Ltd	Mini Ford	997	England
72	J BERWICK / Four Woods Restaurant	Austin Cooper 'S'	999	
73	P PITMAN	Austin Cooper 'S'	999	
74	R LECKIE / Roy Thomson Ltd	Singer Charmois Coupe	998	East Scotland
75	A SELLAR	Mini Cooper 'S'	999	
76	I FORREST	Hillman Imp	998	
77	G M FINDLAY	Delta Mini	998	
78	J H PATRICK	Colvend Mini 850	848	
79	W I FORREST	Hillman Imp	998	
80	D J M FISHER	Frazer Imp	998	
81	W G DONALD	Hillman Imp	998	
82	J C FYDA	Agra Imp	997	
83	M LORIMER	Hillman Imp	998	
84	N F DICKSON	Sunbeam Imp	998	
85	F LETHBRIDGE	Moredun Mini	970	
86	B W McLEOD	BLMC Mini	850	
87	M S MORTON	Mini Cooper 'S'	999	
88	A RITCHIE	Mini Cooper 'S'	999	
89	J CURRIE	Mini Ford	1000	West Scotland

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

Bonus of £10 for the fastest lap to secs

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





EVENT 2

2.35 pm

FORMULA FORD CARS

10 Laps

				<i>Areas Represented</i>
15	T ROUFF / AB3 Racing Development	Merlyn 20A	1598	England
16	J MacGILVRAY	Crossle 20F	1600	
17	A D JEFFREY	Elden Mk 10	1600	
20	K MILLAR	March 708/18	1600	
22	G B HAMILTON	Hawke DL2B	1600	
23	C REEVES	Mallock U2 Mk 9 B	1600	West Scotland
24	D STEEDMAN	Hawke DL9	1600	
25	S LAWSON / Belmont Garage (Edin) Ltd	Hawke DL10	1600	
26	R H SIMPSON	Crossle 16F	1600	East Scotland
27	C MacLEAN	M R E	1600	
28	D W S CAMPBELL	Hawke DL2B	1600	
29	G J CUTHBERT	Lotus 69FF	1600	
30	A WILSON	Elden Mk 8	1600	
31	H ACHESON	Merlyn 20A	1600	Ireland/Wales
32	K J SYMON	Dulon LD 4C	1600	
33	W N WILLIAMSON	Lotus 61 MX	1600	
34	A MACKINTOSH	Mallock U2 Mk XI B	1600	
35	P MORRISON	Crossle 20F	1600	
36	D A H HALL	Hawke DL10	1600	
37	D BROTHERSTON	Brabham BT28	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

Apart from the enormous number of entrants (the fastest 16 of which will be racing this afternoon) what more do you want us to say! The man to watch, almost certainly, is joint lap record holder, **Graham Cuthbert**, who has already taken the chequered flag with his Lotus 69FF at Croft this year. Opposition to the might of Lotus in the FF class is likely to come from the Mallock U2s of SMRC Chairman, **Alistair Mackintosh**, and **Clive Reeves** both of which have been brought up to 1972 "works" specification. Other speedy 'regulars' include **Stuart "Zapata" Lawson** with a split new **Hawke DL10** and **Colin MacLean** (a man who went disgustingly fast last year in a **Hawke DL2B**) with a brand new MRE Scholar, both of which should, on paper, set the field to rights! From the Emerald Isle **Harry Acheson** returns with a **Merlyn 20A** while, of the newcomers, **David Brotherston** (a schoolboy with the Scottish Junior Kart Championship under his belt) could prove an interesting lad to watch. With so many new faces, however, even the Editor is in the position of having to "wait and see". Let him merely say how nice it is to see so many Formula Fords based in Scotland.



So all it did in 1972 was to make an incredible noise and catch fire. So what! After a winter of demon tweaking the Celtic Homes Boss Escort V8 has finally come into its own demolishing the Croft opposition in its first three outings this year (slicing 1.6 secs off the lap record there) and establishing Border farmer **Dougie Niven** once again as a man to reckon with in the saloon car sphere. Although always a man to watch, for the past couple of seasons there's always been a feeling of, "Everything's not quite right" with him, but this year the car has clicked with a vengeance and his arch-rival, **Bill Dryden**, will have to forget all about rev limits if he wants to keep up on the straight. In answer to near enough 6 litres of rumbling power Bill has turned to the World Champions for help, having fitted a Lotus twin-cam 16 valve cylinder to a Vauxhall Block. To see how it goes you'll just have to watch pretty carefully today. And, from the interest point of view, we wonder how the 3 litre Capri will go (this having been "blown" by its Edinburgh driver/entrant).

In the 1300 class the incorrigible **Jimmy Veitch** returns with a newly built Mini and a new batch of sponsors (none other than Sports-Tune!) while potent opposition is likely to be evident from **Eric Paterson's** Colvend Mini and **Frank Gunn's** Arden Cooper 'S'. Cheerfully, all three drivers are Scottish but their main sassenach problem will come from the Trustee Savings Bank. (To digress, most problems emanate from banks if your balance is anything like the Editors!) The TSB have sponsored MG man **John Watts** in a Longman powered Mini and have sent him North for "that thar gold wots in dem hills". How he'll fare amongst us heathens remains to be seen. Remember, however, that both this and the "up to 1000 cc" saloon race are merely heats for the saloon final later this afternoon to which the fastest five from each class go forward. That'll be the one worth watching!

EVENT 3

3.00 pm

THE BURMAH TROPHY RACE

Heat 2 for Special Saloon Cars over 1000 cc

10 Laps

Over 1300 cc

50	G LYNN	Ford Cortina	3500	
51	J D R CUTHILL	Ford Anglia 105E	1594	
52	W N A DRYDEN / S M T	Vauxhall Firenza	2300	
53	A D NIVEN / Celtic Homes Ltd	Ford Boss Escort V8	5700	East Scotland
54	C B SIMPSON	Ford Escort	1761	
55	W ROBERTSON	Ford Capri 3000 GT	4200	
56	R M CAIG	Ford Escort BDA	1700	

Areas
Represented

1st (£20) 2nd (£10) 3rd (£5)

1001 - 1300 cc

59	J PINKERTON	Mini Cooper 'S'	1293	England
60	J VEITCH / Veitch Motor Coy / Sports Tune Accessories	Mini Cooper 'S'	1293	
61	F GUNN	Arden Cooper 'S'	1293	West Scotland
62	J DRYDEN	Mini Cooper 'S'	1293	
63	J WATTS / Trustee Savings Bank	TSB Cooper 'S'	1293	
64	K G COLEMAN	BLMC Cooper 'S'	1293	
65	D DOCKER	Mini Cooper 'S'	1293	
66	E PATERSON	Colvend Mini	1293	
67	E M SMITH	Mini 1275 GT	1297	
68	J CURRIE	Mini Ford	1300	

1st (£20) 2nd (£10) 3rd (£5)

Bonus of £10 for the fastest lap tosecs

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





Like Formula Fords and small saloons, the Modified Sports Car class appears to have suddenly taken a new lease of life this year. Once again the reason may be financial — while other classes seem to be getting more and more expensive these types of racing cars still seem to be available, and competitive, at relatively reasonable prices (we would, before being blasted by every small saloon, FF and Modsport competitor in the place, emphasise the word "relatively"). The net result is another bumper entry this April and another problem for the poor old author who is trying valiantly to preview the race without any information as to how it is likely to go!

Having said that, there is of course one entry which sticks out a mile — John Absalom in the Ginetta G4. John has been one of the most consistently successful competitors in motor sport for the past X years (too numerous to mention for a youngster like him) and he currently holds no less than 8 class lap records for up to 1150 cc Modsports. The amazing thing about today's entry, however, is that John boasts a 1760 cc Ford engine (the first time the Editor can recall him topping the 1150 cc limit). According to John the main reason for fitting this is "to cheer up Alec Souter" but it is to be doubted whether Alec will be overjoyed with the move! Tickled, perhaps! (That is, if he's here today — at the time of writing this no entry had been received from him although that's really nothing to go on. This rubbish is usually written so far in advance that it's hopelessly out of date even by the date of closing entries, but if you think yours truly is going to rewrite it because of that, you've got another thinks coming!)

Other speedy modsports merchants to keep an eye open for include the Lotus Elans of Mike Nugent and Dave Morton, and the split new Europa of Edinburgh's Jim Hall. Don't forget, either, to keep a weather eye peeled on Jon Fletcher's Elan. Jon has made the odd sortie up to Ingliston in the past and, on every occasion, he's proved himself to be a right hard man to beat (as the Berwickshire farmers would say).

EVENT 4

3.25 pm

MODIFIED SPORTS CARS

10 Laps

Areas
Represented

Over 1150 cc

91	M NUGENT	Lotus Elan	1800	Ireland/Wales
92	J ABSALOM	Ginetta G4	1760	
93	P BAKER	Triumph GT6	1998	
94	D MORTON	Lotus Elan	1598	
95	K SHADE	M G Midget	1293	
96	J A HALL	Lotus Europa	1558	East Scotland
97	J B FLETCHER	Lotus Elan	1800	England
98	R G HENDRY	M G Midget	1293	
99	R HUTCHISON	A H Sprite	1293	
100	I HENDERSON	Lotus Elan	1558	
101	W L WOOD	M G Midget	1293	

1st (£20) 97 2nd (£10) 94 3rd (£5) 91

Up to 1150 cc

102	G R WILSON	M G Midget	1147	
103	H C MacKINNON	Ginetta G4	1140	
104	G TAYLOR	Ginetta G15	998	
105	D RUTHERFORD	A H Sprite Mk 1	1147	
106	I STIRLING / Ziebart Rustproofing (Edinburgh)	A H Sprite	1147	
107	R HALLEY / Halleys of Milngavie	Triumph Spitfire	1147	West Scotland
108	R FORESTER-SMITH / Marquis Transporters	Ginetta G4	1098	
109	D McDONALD / Marquis Transporters	Ginetta G4	1098	

110 1st (£20) 110 2nd (£10) 107 3rd (£5) 107

Bonus of £10 for the fastest lap to secs

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EVENT 5

3.50 pm

GROUP 1 PRODUCTION SALOON CARS

(Price ranges "£801 – £1050" and "over £1500")

10 Laps

			Areas Represented
over £1500			
1	G SPICE / Wisharts Garage	Ford Capri 3000 GT	
2	T LANFRANCHI / Shellsport Luxembourg	BMW 3.0 Si	
3	W MARKEY / Cronk Garages (Chipstead) Ltd	BMW 2002 Tii	
4	R BELL / Rothman's Racing	BMW 3.0 Si	England
5	R LLOYD / A J Rivers Racing Ltd	Chevrolet Camaro Z28	East Scotland
6	E LABINJOH / Fishers Garage Edinburgh Ltd	Alfa Romeo 2000 GTV	
7	.....	.....	
.....			
.....			
1st (£15)	5	2nd (£10)	1
.....	.....	3rd (£5)	2

£800 – £1050

10	I DUTTON	Ford Escort Sport	
11	I ASHLEY / WMG Marketing Ltd	Ford Escort Sport	
12	J LYON / Berlitz Schools of Languages	Ford Escort Sport	
14	D BISSELL / Capital Motors	Vauxhall Viva 1800	
15	J BIRRELL / Halesford Motors (Telford) Ltd	Simca Rallye 1	West Scotland
16	.....	.....	
.....			
.....			
1st (£15)	10	2nd (£10)	14
.....	.....	3rd (£5)	16

A round in the Castrol Production Saloon Car Championship
A round in the Ingliston Production Saloon Car
Championship

Rothmans are fairly involving themselves in Scottish motor sport since, not only are they sponsoring the Scottish FF Championship and two race meetings at Ingliston later this year, but they also sponsor the 3 litre Group 1 BMW 3.0 Si being driven this afternoon by English Production Saloon Car ace, Roger Bell. The opposition could well come from the hard worked (he's driving in the next race as well!) Tony Lanfranchi in a similar car and from Lloyd's enormous Chevy Camaro. Having a right good East/West battle too will be Edinburgh's Eddie Labinjoh (driving the ex-Stan Clark Alfa Romeo which won this race last year) and none other than your actual Jenny Birrell from Glasgow (masquerading as coming from Halesford) with a Simca Rallye 1. All in all, the prospects of a good race and a fair old mixture of marques to shout for.

EVENT 6

4.15 pm

GROUP 1 PRODUCTION SALOON CARS

(Price ranges "up to £800" and "£1051 – £1500")

10 Laps

			Areas Represented
£1050 – £1500			
20	A WILKINSON / Allen of Romford	Ford Escort Mexico	
21	N STOVIN-BRADFORD / Shellsport	Hillman Hunter GLS	Ireland/Wales
22	T STOCK / E S Stock Motors Ltd	Vauxhall Firenza 2.3 SL	
23	J HESELWOOD / Jemwood Cars	Ford Mexico	
24	B UNETT / Chrysler Dealer Team	Hillman Hunter GLS	
25	R DALGETTY	Ford Escort Mexico	West Scotland
.....			
.....			
.....			
1st (£15)	.....	2nd (£10)	.....
.....	.....	3rd (£5)	.....
up to £800			
29	T LANFRANCHI / Kensington Close Hotel	Moskvich 412	
30	'OLINKHA' / Satra Motors	Moskvich	
31	J WEBB / Leicester Post House Hotel	Moskvich 412	England
32	R BIRLEY	Hillman Imp	
33	J WORTON / Patrick Motors Group / Westover Motors Ltd	BLMH Mini Mk 3	
.....			
.....			
.....			
1st (£15)	.....	2nd (£10)	.....
.....	.....	3rd (£5)	.....

A round in the Castrol Production Saloon Car Championship
A round in the Ingliston Production Saloon Car
Championship

Group 1 – What's that? (As if you didn't already know!) Basically Group 1 cars are standard Production Saloons as they come out of the factory. Stringent regulations ensure that the cars are kept in their original state with only exceedingly minor alterations being allowed. The general idea is to keep the cost down and, indeed, the RAC have carried this ideal one stage further by classifying these cars on a price basis rather than on engine capacity. As such Group 1 racing should be a class which appeals to the man-in-the-street car owner who fancies a bit of racing on a small budget and we look forward, therefore, to seeing a few more Scottish Group 1s next time out? For this race, however, the man to keep an eye on will be the Managing Director of MCD (who run Brands Hatch and other 'minor' English circuits) John Webb, who has come North to see how a meeting should be run! His Moskvich team mate, Tony Lanfranchi, will also be going his dinger while, in the higher price range, Tim Stock could be hard to match. All of which probably shows how little we know about Gp 1 racing!



Charities Queen, Belinda Craig with the Right Hon. Jack Kane, Lord Provost of Edinburgh after she had been sashed in the City Chambers.

By kind permission of the Scottish Daily Express

The 1973 Edinburgh Students' Charities Queen, Belinda Craig, has a very special association with the Ingliston circuit already, being the daughter of the circuit's Chief Marshal, Archie Craig. One of the most highly respected figures in Scottish Motor Sport, Archie has a long association with motor racing (both as a competitor and an official) which stretches back more years than he cares to remember and it is a tribute both to his dedication and powers of gentle persuasion that he has managed both to talk his charming wife Betty into helping him with his racing duties and to remain married! Having achieved that double, Archie has now undoubtedly pulled off a remarkable treble and we welcome Belinda to the circuit today with considerable pleasure.

EDINBURGH STUDENTS' CHARITIES APPEAL

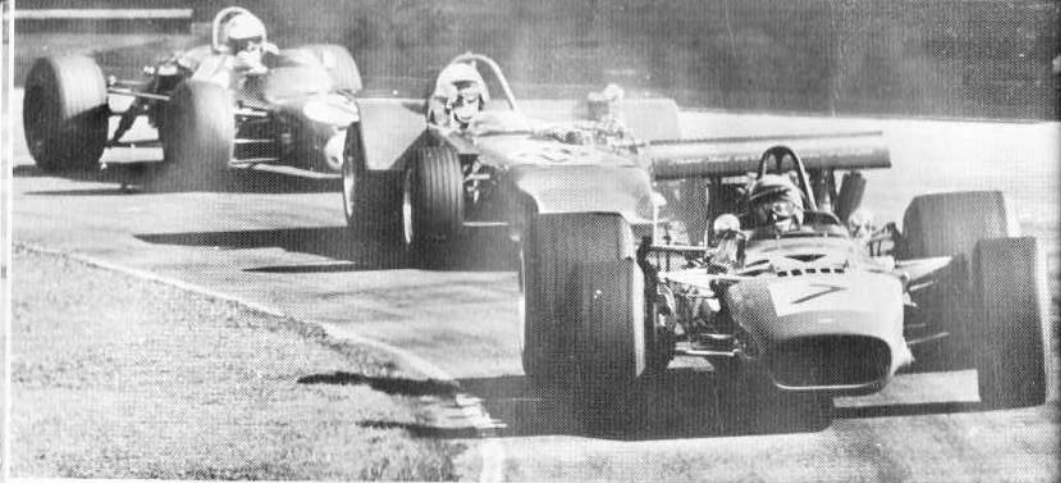
As in previous years Scotcircuits Ltd has very kindly given permission for members of Edinburgh Students' Charities Appeal to collect during today's meeting.

Some of the students will circulate with collecting cans, and others will sell magazines and tickets for a car competition, the prize for which will be a Ford Capri GTR. The car is built to 1600 GTR specifications and comes complete with black vinyl roof, sliding steel roof, heated rear window and a push-button radio. The car is also fitted with newly developed Firestone tyres, and protected with the unique Ziebart rust-proofing process. Tickets are only 10p each and all you have to do is to estimate how far the car will go on one gallon of petrol.

Charities Week this year is from 22nd – 28th April and all the favourite events will take place as usual – the Sponsored Walk, the Charities Cafe, the Torchlight Procession, Charities Ball, and the Floats Procession. An additional event will be the Gala Football Match between an ex Hearts/Hibs team and an ex Rangers/Celtic team which will take place next Sunday afternoon at Meadowbank. There will also be numerous exciting and surprising stunts – so be prepared and buy an immunity badge or you may be caught out at any time.

The students give up a great deal of time voluntarily and work very hard to make sure that Charities Week is a success, so please give generously – others more needy than you depend on it. This year the following charities will benefit from the proceeds of the Appeal:

- Disablement Income Group (Scotland)
- E U Children's Holiday Venture
- Niddrie Adventure Playground
- Multiple Sclerosis Society
- Edinburgh Cyrenians
- Leukemia Research Fund
- Help the Aged
- Mayfield Recording Unit
- R S S P C C
- Edinburgh Crippled Aid Society
- St Columba's Hospice
- The Scottish National Institute for the War Blinded
- Queensberry House Hospital
- E U Settlement
- Royal Blind Asylum
- Lord Provost's Benevolent Fund
- Dr Barnardo's
- Local Charities in S E Scotland



What with all this talk about upgrading saloon cars the public might get the idea that Libre racing was going to become dull and boring (those members of the public, that is, who don't already think that it is!). Not a bit of it. If we face facts anyway we must admit that, last season (and seasons before that) the Libre event was very often just an "after you, Taffy" Irish merry-go-round. While having a considerable amount of time for the Irish we must admit to being Scottish enough to disapproving of all that luvly money going across the Irish Sea for year after year. With this year's. Regs there's a fair old chance that most of the money will stay where it belongs — in Scotland.

One of the odds-on favourites for the Wimpey Championship must surely be Broxburn garage proprietor, **Iain McLaren**, with the ex-John Wingfield Brabham BT 36 FVC. Scottish Hill Climb Champion in both 1971 and 1972 Iain has never yet quite got to grips with the chequered flag at Ingliston, having been plagued for years with incredibly potent Irish diseases — could it be that, now that he has got a faster car, the Irish are loathe to chance the crossing! One experienced campaigner who will be out to do the double and tie up both the Libre and GT Championships (correct us if we're wrong but we don't reckon that dat dere's bin done yet at Ingliston — not even by DART) will be **Tony Charnell** with the FVC powered Chevron Gropa — that is, provided he doesn't shed another flywheel. To date Tony has had appalling luck with his car but the season's young yet and he's never been a man to throw in the towel. Also on FVC power is the ex-Ken Fildes Crossle 19F of **J Campbell Graham** while, from the East Coast, **J A Murray McGrath** upgrades his power potential to 3½ litres of Brabham BT 30X.

1972 proved that the fast FVAs were even quicker than the FVCs and Fifeshire Garager, **Bob Snelson**, has accordingly placed his faith in the ex-Tony Dean/Rod Pickering Brabham BT 23C FVA. Down on power, but quick enough for all that, is **Ken Allen** with the 997 cc Chevron B15 and, should anything at all happen up front, either of these two will be handy to jump in for the flag. So too will be a gaggle of GTs and Formula Fords all of whom stand a much better chance this year of making their mark in local Libre grids. Indeed, it rather looks as if "Libre" is going to be getting back to the true spirit of the word with the race taking on the aspect of a general "free for all" again. Could be just like old times!

EVENT 7

4.40 pm

THE EDINBURGH STUDENTS CHARITIES CUP RACE

for Libre Cars

12 Laps

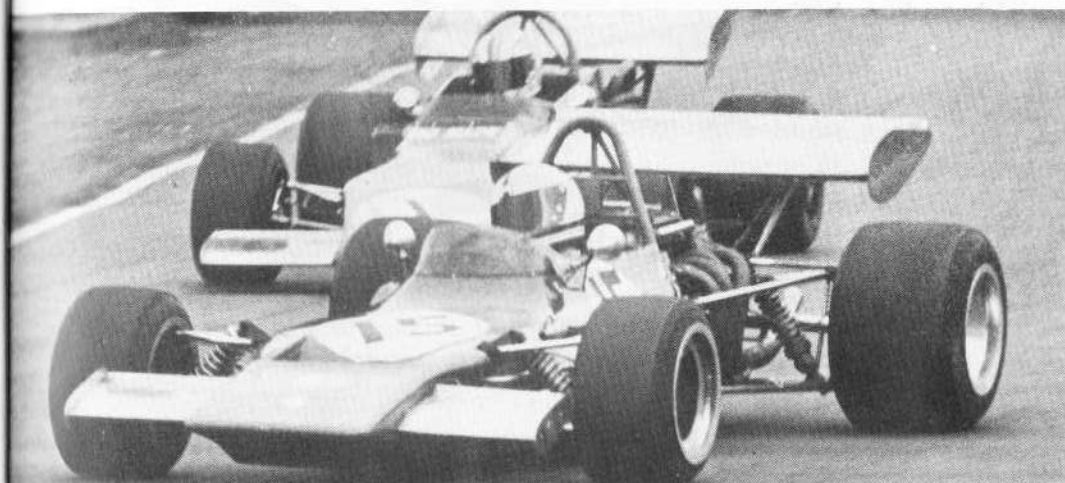
				Areas Represented
1	B SNELSON	Brabham BT 23C	1594	
2	A C GOODFELLOW	Cooper T90	5000	
3	I C McLAREN / McLaren of Broxburn Ltd	Brabham BT36	1790	East Scotland
4	K ALLEN / Russell & McIntosh Nightingale Signs Ltd	Chevron B15	997	
5	J CAMPBELL GRAHAM	Crossle 19F	1800	West Scotland
6	J A MURRAY McGRATH	Brabham BT 30X	3700	
7	A WALKER	March 713/Holbay	1598	
8	D N THOMSON	Ecosse Imp	998	
9	J CURRIE	Chevron B17C	1600	
10	A CHARNELL	Chevron Gropa FVC	1800	
15	T ROUFF / AB3 Racing Developments	Merlyn 20A	1598	England
16	J MacGILVRAY	Crossle 20F	1600	
17	A D JEFFREY	Elden Mk 10	1600	
18	D ROBERTSON / A Sharpe	Lotus 51/61	1600	
20	K MILLAR	March 708/18	1600	
21	G GORDEN DALZELL	Hawke DL 2B	1600	
23	C REEVES	Mallock U2 Mk 9B	1600	

1st (£20) 12 2nd (£15) 3 3rd (£10) 8 4th (£5) 17

Bonus of £10 for fastest lap to secs

The Students' Tankard (first "up to 1000 cc" or FF car) to
.....

A round in the Wimpey Championship for Libre Cars



Backing Scottish motor sport...



Burmah - the Scots word for petrol

BURMAH

The story of Burmah is the story of a Scottish oil company still growing in one of the world's most competitive industries.

The Company was founded in 1886 when a group of enterprising Scotsmen took a chance on developing oil in Burmah — still spelt at that time with an 'h' at the end. From this beginning the Company grew, expanded into other areas of the world and diversified its interests.

Today Burmah is one of the top ten British companies. From its registered offices in Glasgow it looks after interests in Pakistan, India, Australia, Canada, the Gulf of Mexico and Ecuador. The Company's products are marketed in over 140 countries.

Burmah's diversification programme has meant the acquisition of famous names like Castrol, the Atlas Paint Company, Rawplug, Expandite and Halfords Ltd and most recently the Quinton Hazell Group which includes the Standard Tyre Company. A further addition has been Tabberts, a leading Continental caravan manufacturer.

The Group's reserves of oil and natural gas are in India, Pakistan, Canada, USA, Australia, Ecuador and Peru. There are exploration rights in these countries and additionally in Britain and the North Sea. The Group owns or has shareholding interests in seven oil refineries — two each in India, Pakistan and the United Kingdom and one in Ecuador. There are plants for the manufacture of lubricating oils and other specialities in North America, South East Asia and Western Europe.

Outside the oil industry it has interests in light engineering, the design and engineering of chemical plants, petroleum additives and the production of materials used by the building, civil engineering and cable-making industries.

In all the Burmah group includes more than 150 companies and operates in every continent. Its assets total over £800 million and it employs some 35,000 people.

Today's meeting is an indication of the interest Burmah and Castrol have in motor sport and it is fitting that the premier event today is for the Burmah Trophy.

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Godfrey Davis**

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EVENT 8

5.10 pm

THE BURMAH TROPHY RACE
for Special Saloon Cars — Final
15 Laps

over 1300 cc

52	.....	.....	.....
51	53	.....	.....
50	.....	.....	.....
57	.....	.....	.....
.....			
1st (£15)	53	2nd (£10)	3rd (£5)

1001 — 1300 cc

71	.....	.....	.....
61	.....	.....	.....
59	.....	.....	.....
62	.....	.....	.....
.....			
1st (£15)	.....	2nd (£10)	3rd (£5)

up to 1000 cc

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

Bonus of £10 for the fastest lap tosecs

**A round in the Lombard North Central Scottish Saloon
Car Championship**

Why then all the blanks above? For those of you not familiar with the Ingliston system of Heats and a Final the answer is simple. The fastest five cars finishing in each class from events 1 and 3, 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.



The hot favourite overall for this race is certainly one **Tony Charnell** of this world, the "even-points" runner up in the 1972 Sheila Whyte Tankard Championship for GT cars. Having traded in his Chevron B8 for a rather swish Chevron-Gropa FVC Tony is making a determined effort on both the GT and Libre Championships this year and, on paper, the car stands a fair old chance of pulling it off. On the track, however, fate may have other ideas since Tony has been continually dogged with bad luck at other circuits so far this year, the car exhibiting a distressing tendency to shedding its flywheel at the earliest opportunity. Since the last Croft fiasco Tony has been experimenting with different flywheels and he hopes that everything will stay in the right place today – if not, however, you'll know why the car doesn't appear!

One rather exciting prospect in this race is the possibility of a good Clubman's dice between the incredibly potent Mallocks of **Peter MacNaughton**, **James Baird** and **M S Ross**. Add to that the further modified (one wonders where Jack Fisher will stop) Fisher Spyder driven by last year's Champion, **Edward Labinjoh**, and you have the potential for a thundering good scrap! One other car has been stuck in this field pending the scrutineer's confirmation of eligibility for the Modsports class – **Ian Hall's** Mini-Jem. While originally entered as a Modsport (and it may have appeared in that event already!) the Secretary of the Meeting (who, apart from being quite brilliant, has a distressing tendency to being both half blind and half daft on occasions) has been unable to find this marque in the RAC's list of homologated Modsports and accordingly is somewhat puzzled as to just what to do with the car! Not an unusual predicament!

And talking of Modsports, that's what all those blank spaces are for. Since they are eligible for the Hartley Whyte Championship the Mods may well be tempted to take an additional entry in this event to have a try both for extra prize money and for Championship points. As last year's third place man in the Championship **John Absalom** will tell you just how worthwhile that can be!

EVENT 9

5.40 pm

SPECIAL GT, SPORTS AND CLUBMAN'S CARS

10 Laps

Areas
Represented

over 1600 cc

10	A CHARNELL	Chevron Gropa Mk2	1800	
39	I HALL	Mini-Jem Mk 2	1790	England
10	J. CLELAND			
10	P. BAKER			
10	J. FLETCHER			

1st (£20) 10 2nd (£10) 41 3rd (£5)

up to 1600 cc

42	M S ROSS	Mallock U2 Mk XIB	1598	
43	P MacNAUGHTON	Mallock U2 Mk XIB	1600	East Scotland
44	J BAIRD	Mallock U2 Mk XIB	1600	
47	E LABINJOH /Fishers Garage Edinburgh Ltd	Fisher 1100 Spyder	1112	
48	R A ROSS	Nathan GT	998	
48	K. SHARPE			

1st (£20) 47 2nd (£10) 3rd (£5)

Bonus of £10 for the fastest lap to secs

A round in the Hartley Whyte Championship



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SMT, the people who prepare and sponsor Bill Dryden's highly successful racing Firenza, have produced an exciting luxury estate. That's the Viva Ecosse; an intelligent modification of the Viva 2500 SL estate.

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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 New and Views publication will be circulated to members.

Extras fitted as Standard

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

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

S.M.R.C.

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APPLICATION FOR 1973 MEMBERSHIP

Complete in BLOCK CAPITALS THROUGHOUT

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

of

(Occupation)

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

...../...../ 73

Signature, please

(Please tick appropriate boxes)

☐ I have NOT been an Ingliston Marshal but would like to be considered

☐ I would like to pay future subscriptions by Bankers Order

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

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

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

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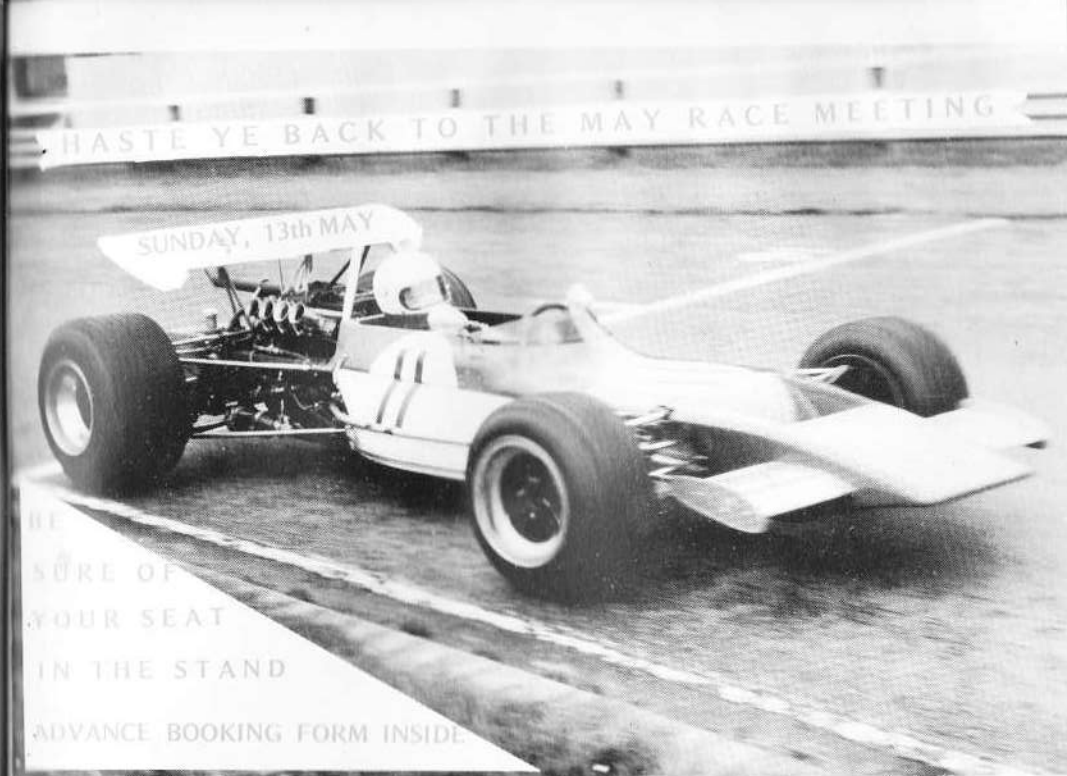
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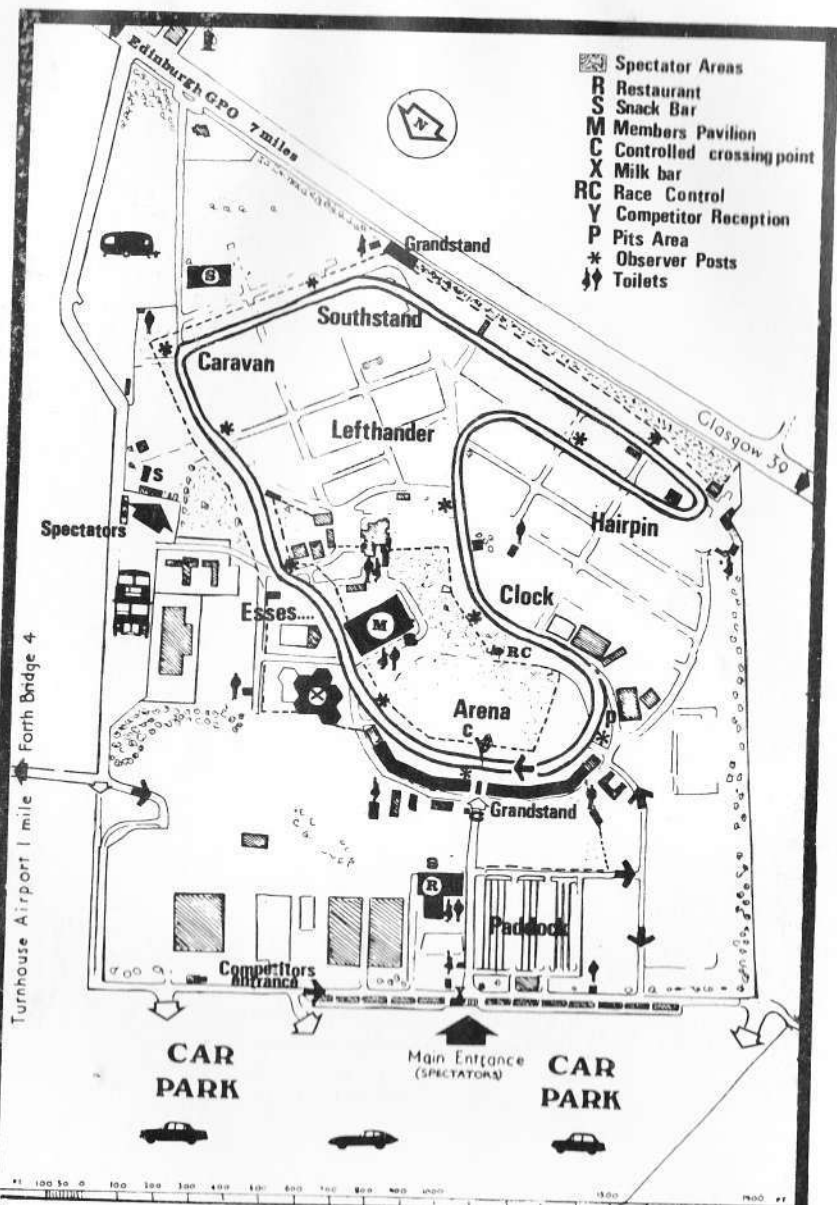
MAIN DEALER



What, then, for Sunday, 13th May, the next date on the Ingliston Calendar? Apart from a welcome measure of sponsorship from 1973 benefactors, Rothmans, the May Meeting will be serving up very much the same helpings as you enjoyed today. Heading the bill will of course be (talk about splitting the infinitives) the Special Saloons with, almost certainly, a resumption of the battle for domination of the hairy heavies between Doug Niven's Bosscort and the Dryden Firenza. Once again we can expect an enormous number of Formula Fords as local drivers gain the experience that could well set them on the way to becoming the Jackie Stewarts of 1980, while the G.T.s and Sports Cars will be engaging in the age old Mods v Rockers (work that grotty pun out if you can) battle. Add to that a general free for all in the Libre event, the possibility of karts (entries permitting) and the first "all-local" Group 1 event and you have another first class afternoon's entertainment.

And, on the subject of Group 1, where are you all hiding? This afternoon's numbers have been swelled considerably by the Castrol Championship brigade and there are relatively few Scots hiding amongst them. How about a few more of you giving thought to this class — basically all that is required is a standard road going car with relatively few modifications required to comply with the RAC safety regulations. It's meant to be a relatively cheap form of racing and one that should appeal to those of you who have a road car and fancy a race but to whom expense has been a barrier in the past. After all, speed isn't the be all and end all of this class — it's intended to give even more people the chance to have fun at motor racing. Why not try it?

DON'T FORGET — INGLISTON — Sunday 13th MAY — 2.00 pm



INGLISTON race circuit

ROYAL HIGHLAND SHOWGROUND · · · EDINBURGH

Lap distance

1.03 miles

1.651 kms

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