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National Bank Chambers
Duns Berwickshire

THE



TROPHY
RACE MEETING
22nd July 1973

Official Programme 20p.

Organised by



The Scottish Saloon Car Championship

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

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PLEASE REMEMBER THAT

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

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

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

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

19th August National Meeting 16th September Closed Meeting
14th October Closed Meeting

Catering at Ingliston is in the hands of Stadia Catering Services. Hot drinks, pies and bridies, rolls and sandwiches, all are available to the public at the Snack Bars situated in the Herdsman's Restaurant (lying to the North of the Highland Grandstand) and on the ground floor of the MacRobert Pavilion (in the Central Enclosure). Hot dogs and Coca-Cola etc are also on sale from the many kiosks around the circuit and members of the public may obtain three-course meals from the Self-Service Cafeteria in the Herdsman's Restaurant from 12 noon onwards. Breakfast will also be available in the Herdsman's Restaurant from 9.30 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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INGLTON LAP CONVERSION TABLE

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

INGLTON LAP RECORDS

			secs	mph
LIBRE CARS				
Over 1000 cc	T D REID	Brabham 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	E LABINJOH	Fisher Spyder	52.2	71.03
Under 1150 cc	E LABINJOH	Fisher Spyder	52.2	71.03
CLUBMANS CARS				
	R MALLOCK	Mallock U2	52.2	71.03
HISTORIC RACING CARS				
	J W S ROBERTS			
	R PILKINGTON	Cooper Bristol	61.0	60.79
MODIFIED SPORTS CARS				
Over 1150 cc	M NUGENT and J ABSALOM	Lotus Elan/ Ginetta G4	54.0	68.67
Under 1150 cc	J ABSALOM	Ginetta G4	56.0	66.21
SPECIAL SALOON CARS				
Over 1300 cc	W N A DRYDEN	Firenza	53.7	69.05
1001 - 1300 cc	F GUNN	Arden Cooper S	56.0	66.21
Under 1000 cc	S A BELL	Mini Ford	55.2	67.17
PRODUCTION SALOON CARS				
(All Classes)	B UNETT	Hillman Hunter GLS	63.2	58.67
GROUP 2 CARS				
	B MUIR	Ford Capri RS	53.6	69.19
OUTRIGHT LAP RECORD				
	T D REID	Brabham BT38/40	46.1	80.43

1973 TICKET

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	Adults 50p	Juvenile 30p	Grandstand 50p Block A B F South	Grandstand 75p Block D E	Car Park S/grd £1		TOTAL £
					40p		
							—
	•	•	•	•	•		
							—
19 August	•	•	•	•	•		—
	No.						
	Value	•	•	•	•	•	—
16 September	No.						—
	Value	•	•	•	•	•	—
	No.						—
14 October	Value	•	•	•	•	•	—

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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/8728



THE SMT TROPHY RACE MEETING

Sunday, 22nd July, 1973

organised by

THE SCOTTISH MOTOR RACING CLUB LTD

Scrutin before am	PROGRAMME & TIMETABLE	Practice Time am	Event Time am
—	Tour the Circuit in SMT buses	—	1./2.00
—	Jazz at the Main Grandstand with the Rivertown Jazz Band	—	1./2.00
—	Tribute to the late Gerry Birrell (2 minute silence)		2.15
8.45	The SMT Trophy Race — Heat 1 for Special Saloon Cars up to 1000 cc — 10 laps	9.45	2.20
9.10	Formula Ford Cars — 15 laps	10.10	2.45
		Track Open	
9.40	The SMT Trophy Race — Heat 2 for Special Saloon Cars over 1000 cc — 10 laps	10.40	3.15
10.05	Modified Sports Cars — 10 laps	11.05	3.40
		Track Open	
10.35	Libre Cars — 15 laps	11.35	4.05
—	The SMT Trophy Race for Special Saloon Cars — Final — 15 laps	—	4.35
—	Presentation of Trophies	—	4.50
11.00	Special GT, Sports and Clubman's Cars — 10 laps	12.00	5.05
		Track Open	
11.30	Production Saloon Cars — 10 laps	12.30	5.30
		Track Open	
—	Luncheon Interval	1.00	
—	Jazz at the MacRobert Pavilion with the Rivertown Jazz Band		6.00
1.55	<i>Drivers' Briefing in Scrutineering Bay</i>		
2.00	<i>Marshals at posts. Clearance Report.</i>		

LIST OF ENTRIES

No	Driver / Entrant	Make / Model	cc	From
1	K ALLEN/Russell & McIntosh/ Nightingale Signs Ltd	Chevron B15	997	Crossford
2	D N THOMSON	Ecosse Imp	998	Edinburgh
3	G GORDON	GRD 373 Vegantune	1600	Bearsden
4	R LECKIE	Brabham BT36	1930	Aberdeen
5	A C GOODFELLOW	Cooper T90	5000	Falkirk
6	J CAMPBELL GRAHAM	Chevron B25	1900	Glasgow
7	J C McLAREN/McLaren of Broxburn Ltd	Brabham BT36	1790	Broxburn
8	J BARR	Lotus 69 Atlantic	1598	Edinburgh
16	P MORRISON	Crossle 20F	1600	Inverness
17	K J SYMON	Dulon LD4C	1600	Glasgow
18	J McKENZIE/Highland Racing Team/ Struie Motors Ltd	Lotus 69F	1600	Ardross
19	D A H HALL	Hawke DL10	1600	Barnton
20	P WHITE	Palliser WDF2	1600	Walton-on-Thames
21	A D JEFFREY/Lothian Sports Cars	Elden Mk 10A	1600	Edinburgh
22	D BROTHERSTON	Brabham BT28	1600	Edinburgh
23	A WILSON	Elden Mk 8	1600	Dumbarton
24	C MacLEAN/Highland Racing Team/ Struie Motors Ltd	M R E	1600	Ardross
25	S LAWSON/Belmont Garage (Edin) Ltd	Hawke DL10	1600	Kirkliston
26	R H SIMPSON	Crossle 16F	1600	Garlieston
27	G MUNDELL/Highland Racing Team	Royale	1600	Ardross
28	G CUTHBERT	Lotus 69F	1600	Newport
29	J MacGILVRA Y	Crossle 20F	1600	Oban
30	D LATTE R	Hawke DL2A	1600	Glasgow
31	K MILLAR/Break-Away Men's Fashions	March 708/18	1600	Edinburgh
32	D STEEDMAN	Hawke DL9	1600	Linlithgow
34	N DICKSON/Dickson Motors (Perth) Ltd	Crossle 25F	1600	Perth
35	G DALZELL/McDonald Shand Ins. & Finance	Hawke DL 2B	1600	Dumfries
35	G HAMILTON/McDonald Shand Ins. & Finance	Hawke DL2B	1600	Dumfries
36	W N WILLIAMSON	Lotus 61 MX	1600	Jedburgh
40	A MUIR/R Smith	Chevron Spyder	1991	Glasgow
41	A CHARNELL	Chevron Gropa	1800	Balerno
43	R SMITH	Lola T212/FVA	1598	Glasgow
44	M S ROSS	Mallock U2 Mk X1B	1598	Monifieth
45	J HUGH	Gryphon C73	1600	Brentwood
46	R MacNAB	Gryphon C73	1600	Kilmarnock
47	J BAIRD	Mallock U2 Mk X1B	1600	Edinburgh
48	J CORFIELD/Bradshaw Plant Hire	Martin BM10	1600	Peterborough
52	E LABINJOH/Fishers Garage (Edin) Ltd	Fisher 1100 Spyder	1112	Edinburgh
54	J B FLETCHER	Lotus Elan	1800	Littleborough
55	J ABSALOM	Ginetta G4	1760	Felton
56	P BAKER	Triumph GT6	1998	Stow
57	M H HOPPERTON	MG Midget	1876	Glasgow
58	W L WOOD	MG Midget	1293	Edinburgh
59	I HENDERSON	Lotus Elan	1558	Renfrew
60	J A HALL	Lotus Europa	1558	Barnton

No	Driver / Entrant	Make / Model	cc	From
61	K SHADE	MG Midget	1293	Edinburgh
62	R G HENDRY	MG Midget	1293	Edinburgh
63	D MORTON	Lotus Elan	1598	Dunkeld
65	R HALLEY/Halleys of Milngavie	Triumph Spitfire	1147	Milngavie
66	J BLADES	Clan Crusader	998	Whitley Bay
67	D RUTHERFORD	A H Sprite Mk 1	1147	Lenzie
68	I STIRLING	Ginetta G15	1150	Edinburgh
69	R BRACEGIRDLE	Triumph Spitfire	1150	Runcorn
70	A TALBOT	Triumph Spitfire	1150	Runcorn
71	G R WILSON	MG Midget	1140	Helensburgh
72	R FORESTER-SMITH/Marquis Transporters	Ginetta G4	1098	Gorebridge
73	D McDONALD/Marquis Transporters	Ginetta G4	1098	Gorebridge
74	B JARVIS	Davrian Mk 5	1111	London
75	D MUTER	Beeswing Turbo Mini	1809	Kirkhill
76	R M CAIG	Escort BDA	1700	Borgue
77	D HUNTLEY	Ford Escort FVC	1850	Sunderland
78	W ROBERTSON	Ford Capri	4200	Edinburgh
79	C B SIMPSON	Ford Escort TC	1558	Monifieth
80	G LYNN	Ford Cortina	3500	Annan
81	C BRADLEY/D A Harris Ltd	Ford Escort BDA	2000	Glasgow
82	W N A DRYDEN/S M T	Vauxhall Fireza	2200	Edinburgh
83	A D NIVEN/Celtic Homes	Ford Boss Escort	5700	Whitsome
84	J VEITCH/Veitch Motor Co/ Sportstune Accessories	Mini Cooper Ford	1598	Edinburgh
86	E PATERSON	Colvend Mini	1293	Edinburgh
87	F GUNN	Arden Cooper 'S'	1293	Milngavie
88	I P M SKILBECK	Austin Cooper	1275	Kilmarnock
89	J DRYDEN	Longman Mini	1293	Lundie
90	E M SMITH	Mini 1275 GT	1297	Carlisle
91	A R HOLLOWAY	Mini	1150	Carlisle
92	J PINKERTON	Mini Cooper 'S'	1293	Glasgow
93	I T ROGERSON	Mini Cooper 'S'	1293	Rothbury
96	J H PATRICK	Colvend Mini	848	Whitecross
97	A BARRETT	Mini Cooper 'S'	999	Coatbridge
98	A RITCHIE	Mini Cooper 'S'	999	Paisley
99	W I FORREST	C S E Imp	998	Edinburgh
100	W G DONALD	Hillman Imp	998	Tarland
101	J C FYDA	Agra Imp	997	Dundee
102	S A BELL/Cosmo Entertainments Club, Carlisle	Mini/Ford	997	Carlisle
103	I FORREST	Hillman Imp	998	Kirkliston
104	R LECKIE/Roy Thomson Ltd	Singer Chamois Coupe	998	Aberdeen
105	N DICKSON/Dickson Motors (Perth) Ltd	Sunbeam Imp	998	Perth
106	P PITMAN	Austin Cooper 'S'	999	Kirkcudbright
107	D J FISHER	Hillman Imp	998	Dunoon
108	B W McLEOD	British Leyland	999	Edinburgh
109	F LETHBRIDGE	Moredun Mini	970	Edinburgh
114	E LABINJOH/Fishers Garage (Edin) Ltd	Alfa Romeo 2000 GTV		Edinburgh
117	R DALGETTY	Ford Mexico		Jedburgh
118	G TAYLOR	Fiat 128 Coupe		Falkirk
119	T E BLACKADDER	Volkswagen 1303S		Falkirk
120	A JEFFREY	Avenger Tiger		Edinburgh
122	A CHARNELL	Simca 1000 Rallye		Balerno
123	J BIRRELL/Halesfield (Motors) Telford Ltd	Simca Rallye 1		Telford
127	R BIRLEY	Hillman Imp		Bermondsey
128	C JONES	Hillman Imp		Ratho

SMT, one of Scotland's oldest motoring organisations, is today one of the most modern. The result of highly intelligent forward planning which was set in motion some 57 years ago.

So, while SMT's roots go back almost 70 years — to the days of the earliest cars — its attitudes, its products, its servicing facilities and, perhaps most important of all, its people belong very much to the seventies.

It is Scotland's biggest motor trading organisation and, in fact, the largest Vauxhall/Bedford Main Dealership in the world, with 23 sales outlets in Scotland and the North West of England.

What then is the key to our success?

Selling Vauxhalls puts us one step ahead from the start. But then add a special kind of flair for doing things well and you can see why SMT is Scotland's biggest Vauxhall Dealer.

When you're in the No 1 position you've got to try twice as hard as everyone else. This is why we're here today, putting all we've got into getting the best out of the product for our customers.

And we are going into International Rallying too!

At SMT we have more than a fine product to offer. In common with other successful concerns, SMT is only as good as the people we employ. Our staff are dedicated each in his own way, with his own special skill, a true professional. And always ready to oblige a customer.

Hence the SMT 2.2 Twin Cam Firenza, the car that broke the lap record here on May 13th, with Bill Dryden at the wheel. But as well as setting the pace on the track, SMT give you performance plus on the road, in the shape of the Viva Ecosse — based on the Viva 2300 SL Estate and modified by SMT's experienced engineers to give you a high performance luxury estate car.

But we don't stop there.

Now there's the Viva Ecosse 'Rapide' capable of an incredible

0-60 mph in 8.6 secs, and a top speed of 120 mph.

In the business of used cars, any organisation of similar size would have to work very hard to earn and keep our reputation, for range and reliability. With every 'quality tested' used car we offer a one-year written guarantee; proof of our faith in our merchandise.

In addition to sales of new and used cars, SMT are justifiably proud of the title 'the largest hiring organisation in Scotland'. Whether it's self-drive or contract hire, cars, vans, caravans, or 12 seaters, you'll find the vehicle and rates to suit your needs.

On the commercial vehicle side, SMT are again one step ahead. As 'Bedford Transport Specialists', SMT are geared to meet the most exacting and immediate demands of commercial vehicle operators. Whether it be the sales of Bedford vans and conversions, 12 seaters, caravan conversions or trucks, tippers and heavy articulated vehicles, SMT give the same professional advice backed by an efficient, factory-trained after-sales service.

Lastly, an increasingly complex organisation requires the full backing of a total Service and Parts operation. For ultimate efficiency, we have computer links with the factory to get the right part to the right place at the right time.

Now we invite you to do two things. Call in at SMT, anytime, anywhere. See us. See the cars.

See how Vauxhall and SMT together are adding new impetus to motoring.



Before racing commences today, competitors, officials and spectators at the Ingliston circuit will be asked to observe a few moments of silence as a mark of respect for the late Gerry Birrell. Rated second only to World Champion Jackie Stewart in Scottish racing circles, Gerry's tragic death at the wheel of his works F2 Chevron in practice at Rouen a month ago robs Scotland not only of its most promising up-and-coming international driver but also of one of the most friendly and pleasant of competitors. As a person Gerry was generous, warm-hearted and, above all, genuine: as a competitor he displayed a remarkable talent both for the driving of performance cars and for their testing and development, the latter attributes having earned him enormous respect from the Ford Motor Co, with whom he had been associated since 1970. So highly was he regarded by Ford, indeed, that Stuart Turner has publicly stated that he would have been in Formula 1 by the end of this year — all the more tragic then that he should be killed at a time when the recognition which he so richly deserved was so nearly his.

Born in Milngavie in 1945, Gerry followed brother Graham into motor sport and, indeed, at one time the brothers were almost interchangeable in Scottish sporting circles. His first race was at Charterhall in 1961 at the wheel of the old A40 and, in 1962, he moved on to Graham's Lotus 11. For 1964 and '65 the brothers campaigned a Cortina GT but, by the time the Ingliston circuit was

opened, the need for a more competitive car was apparent and the answer was found in the 2-litre racing Perdal Anglia. Three firsts followed in 1965 with four first places in 1966 at Ingliston, and an occasional foray into sports car racing with a Lotus Elan. By the end of that season, however, Gerry was in the process of squeezing an 1100 Climax into one of Claud Hamilton's Singer Chamols and the end result brought him seven firsts, several placings, the Scottish National Speed Championship and the B M R C Members Trophy in 1967. That year saw Gerry at the wheel of a single seater, however, with four Formula Vee drives and three second places to Nick Brittan at Ingliston. So impressive was he in those races that arrangements were made through Wooler Engineering for him to drive a Formula Vee throughout 1968 with the result that he finished the year with a string of wins and the British Vee title. Gerry did find time to return to his local circuit that year and, at the wheel of the Centro Scot FF, sowed the seeds for his European Championship year in 1969 with the Crossle 16F. In between his European appearances the Falkirk based Equipe Centro Scot entered him again in Scotland with the 16F, his three appearances giving him second place to Tom Walkinshaw in the Kings Cup Formula Ford Championship. By 1970 Gerry was firmly started on the road to the top. With assistance from Sports Motors and John Stanton he emphasised his great promise and mechanical sympathy with well judged F3 wins at Thruxton, Brands, Hammeelinna and Paul Ricard and, with further help from Stanton, he moved into F2 in 1971, starting the season with a second to Henri Pescarolo at Mallory Park and earning himself the BP Man of the Meeting award. 1971 also saw the start of his association with Ford, Gerry scoring two Group 2 wins at Brands and Silverstone with a Ford Capri RS. During the following year the association with Ford matured, Gerry driving the Capri in several European Touring Car Championship rounds and sharing a class win at the classic Le Mans 24 hour race. A visit to Ingliston last September with the Cologne Capri reaped rich rewards in the Kings Cup Race and established a new saloon car record while, with his Sports Motors/Coca Cola backed March 722 Ford, he gained two libre wins at Ingliston, on both occasions bettering the outright lap record. On the single seater front, however, last year saw him take a well deserved second to Niki Lauda at the Good Friday meeting at Oulton Park and a brilliant fourth place (the first F2 finisher) in the Rothmans 50,000 behind the F1 cars of Emerson Fittipaldi, Brian Redman and Henri Pescarolo. The season finished in style with a bevy of wins in South Africa in the works Chevron B23 and the Springbok title.

For Gerry, 1973 looked to be the year in which it was all about to happen. He was driving better than ever before and his undoubted ability at both development and testing were bearing fruit on the works Group 2 Escort RS 1300, the Ford GT70 and the new production Escort RS 2000. Notwithstanding his many commitments, however, Gerry always seemed to find the time to offer help and advice to many of his younger compatriots and it is for his love and enthusiasm for the sport that many of his racing friends will remember him. To the Ford competition department his death has been a severe blow, to Scottish motor sport a loss surpassed only by that of the late Jim Clark and one which will be felt for many years to come. Those of us here at Ingliston today can only, by sharing in a common expression of our respect, offer our sincerest sympathy to his wife and family on their personal loss. While we shall all miss Gerry as a competitor we, like them, shall miss him all the more as a person.

THE PARTISAN'S POT CHAMPIONSHIP

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 — 121, Ireland and Wales — 100, West of Scotland — 94, and England — 93. While the West seems to be lagging some way behind the East of Scotland it is perhaps worth bearing in mind that, after the first Meeting, the scores were England — 56, East of Scotland — 49, West of Scotland — 39, Ireland/Wales — 38. In short, from the bottom position, Ireland/Wales was able to pull up into second place after some first class drives at the last Meeting. It only needs a couple of wins for West of Scotland drivers today to have them well back to the fore (bearing in mind that a win gains 16 points).

ON THE BUSES

Those of you who may have fancied a trip round the Ingliston circuit could well get your chance today! SMT are laying on three special buses which will drive around the circuit in relays at lunchtime, carrying members of the public to enable them to get some idea of what the track looks like from the business end of things. If you would like a trip round merely keep your eyes peeled and your ears well opened since anything could happen at the lunchtime break.

WANT TO WIN A CAR

Those of you who have ever fancied winning a car will be keen to come back to the August Race Meeting at Ingliston when a new saloon car will be given away. Yes, it's absolutely true, the Daily Record will be running a competition during the week before the next Ingliston Meeting (on 19th August) and the winner will receive his prize at Ingliston on the 19th. Just one of the attractions which make the 19th of August the biggest ever promotion to hit Scottish Motor Racing (with all the hairy Group 2 saloons fighting for British National Championship points).

RIVERTOWN JAZZ BAND

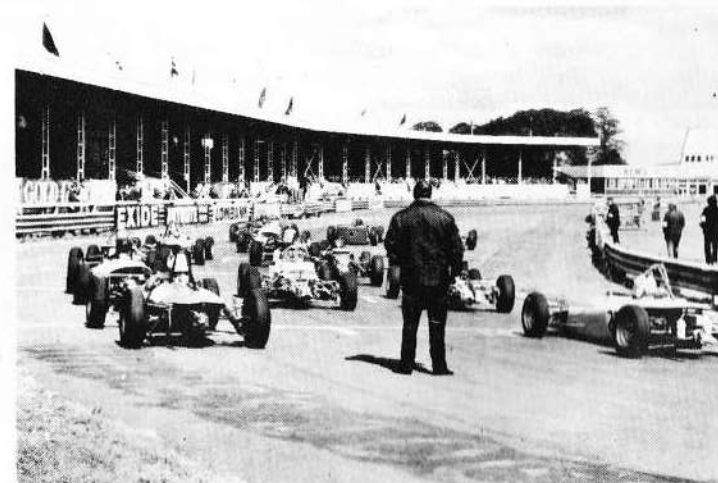
Hailing from the deep South (of Scotland) and far North (of England) this band was formed a year ago as a rehearsal band. It was discovered, much to the musicians' surprise, that there was a demand for their brand of jazz in the area and since then the band have gone from strength to strength. The musical policy is formulated by diverse influences from within and arrangements are done by various members of the band resulting in numbers from 'Royal Garden Blues' through to the Duke's 'Satin Doll'. Normally a seven piece outfit the band's pianist Alfie Forte has been declared redundant for the day because of the strange lack of pianos in the Main Grandstand at Ingliston.

The remaining personnel are: John Sinclair — Trumpet, Sandy Barclay — Trombone, Al Graham — Clarinet/Alto, Tennent Brownlee — Guitar, Roy Garland — Bass, and Ken Anderson — Drums. Hear them today at lunchtime in front of the Main Grandstand and, after the end of racing, in the MacRobert Pavilion.

DURING — — — — —



AFTER — — — — —



WIMPEY ASPHALT
BARNTON GROVE · EDINBURGH



Definitely the man to watch this afternoon will be the newest "professional" to hit Ingliston, **Sedric Bell** with his incredible Mini/Ford. Sedric, for many years a regular competitor at both Ingliston and the Northern circuits, has decided to try one year as a full time professional driver and we most certainly wish him every success. Without doubt Sedric has the talent, being one of the most gifted saloon car drivers we know, but he will also need a fair measure of luck. That element has however been missing so far this season at Ingliston. In his first outing in April he turned in an astonishing lap of 55.2 secs, thoroughly demolishing the then existing class lap record. That was as far as it went, however, since he did not have a happy saloon car final at all then. In May he was across the Atlantic in Canada and accordingly he comes to the circuit today with only 2 points to his name in the premier championship at Ingliston, the Lombard North Central Scottish Saloon Car Championship.

The leading small saloon in that championship is the Hillman Imp of Tarland Forestry Commission Plant Operator, **Bill Donald**, who has now notched up 12 points by consistently coming in the first three so far this year. Close behind him, with 10 points, is Dunoon Garage Proprietor, **Duncan Fisher**, also with an Imp — Duncan came second to Aberdeen's **Bob Leckie** in the last small saloon heat and, in the final was the first up to 1000 cc car home. The man who beat him in the first heat, however, is also back today and, with his Chamois Coupe, Bob Leckie will be one of the men out to cut Sedric Bell back down to size. A car salesman from Aberdeen, Bob has been competing at the circuit for some years now and, for the first time at Ingliston, he can also be seen later this afternoon at the wheel of a single seater in the Libre race. Digressing for a moment, his initial drives in the North of England in that single-seater have shown him to have considerable promise as an open-wheeler driver. Getting back to the boxes, however, and hoping to get on top of the run of bad luck which has dogged him so far this year, is Dundee's **John Fyda** who was so prominent in the small saloon car class last year. Things have not been going his way so far in 1973 but he now hopes to be getting on top of his troubles and, if so, he could well be the man to give Sedric a race.

And returning to Sedric, it has been interesting to note that, as soon as the outright special saloon car record has been lowered, Sedric has followed suit by lowering the up to 1000 cc record. Now that Bill Dryden has turned in an amazing 53.7 sec lap are there any takers for a 54 sec lap from Sedric?

EVENT 1

2.20 pm

THE S M T TROPHY RACE Heat 1 for Special Saloon Cars up to 1000 cc 10 Laps

102 ✓	J H PATRICK	Colvend Mini	848
103 ✓	A BARRETT	Mini Cooper 'S'	999
101 ✓	A RITCHIE	Mini Cooper 'S'	999
102 ✓	W I FORREST	C S E Imp	998
107 ✓	W G DONALD	Hillman Imp	998
96 ✓	J C FYDA	Agra Imp	997
107 ✓	S A BELL/Cosmo Entertainments		
98 ✓	Club, Carlisle	Mini/Ford	997
127 ✓	I FORREST	Hillman Imp	998
✓103	R LECKIE/Roy Thomson Ltd	Singer Chamois Coupe	998
✓104	N DICKSON/Dickson Motors (Perth)		
✓105	Ltd	Sunbeam Imp	998
✓106	P PITMAN	Austin Cooper 'S'	999
✓107	D J FISHER	Hillman Imp	998
✓108	B W McLEOD	British Leyland	999
✓109	F LETHBRIDGE	Moredun Mini	970
✓127 Imp	1st (£20) 2nd (£15) 3rd (£10) 4th (£5)		

Bonus of £10 for the fastest lap tosecs

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





The battle for the Rothmans Championship is not so much a fight for the lead but rather a dice for the places behind that. Well out in front, with 18 points, is **Graham Cuthbert** who has so far dominated the Formula Ford class at Ingliston this year. Indeed, at the last Meeting, Graham, smashed the 54 secs barrier set up by **Neil Ginn** two years ago and, with his Lotus 69, he is beginning to look unbeatable on his home ground. While Graham will therefore start as odds-on favourite for this event, much of the interest could come in the dice for second place since four competitors are within a point of each other in the championship. **Johnny MacGilvray** retains second place in the Championship with his Crossle 20F but he is being hard pressed by Irishman **Harry Acheson** who stormed home second in the Formula Ford event at the last Ingliston. Also beating John to the Flag last time out was Kirkliston's **Stu Lawson** with his Hawke DL 10. Immediately after that meeting Stu went on to win the Formula Ford race at the Whit weekend at Croft and, with the new model of Hawke, he could well improve sufficiently to start nipping at Graham Cuthbert's tail.

One man with more reason than most for taking the chequered flag today is the 1973 newcomer to motor racing, **Andrew Jeffrey**. Today is his 21st birthday and Andrew, who already has a third place to his credit at Ingliston, will be out to power his Elden into a higher position this afternoon. Also keen to regain some of the form shown by him last season is Highlander **Colin Maclean** who is only now beginning to get his split new MRE sorted out. Indeed, on looking through the entry list, it is apparent that someone up North has been doing a spot of "getting together" since Colin is now one of the three members of the Highland Racing Team. One other member, **John McKenzie**, fields yet another Lotus 69F while the third member takes to the track in a Royale.

Of the newcomers to the Formula Ford field, the most interesting is almost certainly **Norman Dickson** from Perth who has now acquired a split new Crossle 25F. Norman, who started racing this year with his Imp and who has shown considerable promise in the saloon car class, will be well worth watching in the Formula Ford field, especially since this appears to be the newest car on the track today. One other newcomer to Ingliston is Southerner **Peter White** who brings the Palliser with which he has scored 8 firsts, 7 seconds, 4 thirds, 2 fourths and 2 fifths so far this season (from 25 starts). With a record like that Peter will certainly be one of the dark horses to watch.

"It gives me and my colleagues particular pleasure to welcome you to Ingliston. This is the eighth year that SMT has sponsored this outstanding race meeting and it's an occasion we look forward to very much.

As with any event of this kind, many people are involved to ensure that we have a successful day and, to all of them, I would like to take this opportunity of saying 'thank you'.

To the competitors, the best of luck and to those who have come to watch real skill and courage on the track, I wish you an exciting and enjoyable day's sport."

R REID JACK
Managing Director, SMT



**BRINGS YOU THE BEST
IN SCOTTISH MOTORSPORT!**



SMT bring out the best in VAUXHALLS!

The Vauxhall marque is synonymous with SMT. But it's not simply that we have a fine product range to offer; we have almost 70 years' in the motor trade behind us, and the backing of very considerable investment resources. Today, we are Scotland's **biggest** motor trading organisation.

Follow the leader!



This afternoon, keep an eye on SMT's Racing Firenza, driven by Bill Dryden. In all likelihood you've seen him, and his machine in action before. The car, specially prepared by SMT, has been notching up some notable successes, breaking track records, hunting the trophies.

VIVA~the big range



The Viva range is the best 'value for money' that you'll find on the road today. Big on choice, performance, space, comfort and safety, they're tops on finish, comfort and reliability too.

See them all, from the Standard, two-door Viva 1256 at a cost of only £883 ex works to the punchy, responsive 2300 SL!

Self Drive Hire

SMT is recognised as being the largest hiring business in Scotland. And when you're at the top, you've got to be good to stay there. There are 14 SMT hiring branches in Scotland and NW England offering anything from a Fiat 127, Viva, Victors to Bedford Vans, 12 seaters and Motor Caravans—ALL at very competitive rates and with full comprehensive insurance. All the vehicles join the fleet brand new, too!

Contract Hire

This is a service that's proving beneficial to more and more people—business concerns (both large and small) and private customers alike. We offer two comprehensive schemes—(with or without maintenance) over one to five years. Ask about this service at any SMT branch.

Another winner~same stable!



You also have an opportunity to see another SMT special—the exciting Viva Ecosse.

This is the car for the man who wants a luxury estate, with high performance at a sensible price. It's the brainchild of the same team that prepare the racing Firenza, and it offers a standard of motoring more usually associated with cars costing well over £2,000. Viva Ecosse? 110 mph and a 0-60 time of 10 secs. Just £1,600 ex works!

You'll find the same standard of professionalism behind every car from SMT. To prove it for yourself—take a test drive!

Transcontinentals, too!

The Victor, VX 4/90 and Ventora are outstanding motor cars too.

Beautifully styled with spacious and well finished interiors, cavernous boot space, full under-body protection and loads of standard equipment that other manufacturers make you pay extra for!

Great cars backed by great service.

We offer you generous trade-in terms, easy HP arrangements, fast service and vast stock of spares and accessories.



Used cars

At SMT we have also built up a great reputation for selling quality used cars, and for fair dealing.

All cars on offer match the standards demanded by our discriminating customers.

Bedford Transport Specialists

That is the name SMT have made for themselves in the commercial vehicle market from the sales of Bedford (light vans, vans, 12 seaters, caravan conversions, trucks, tippers and "artics"). Nobody knows this side of the business better than SMT. Commercial vehicle operators know that SMT have all the answers from the complicated plating regulations to specialised body building. Trust SMT.

We're known Nationwide!



26 SMT branches up and down the country Main Dealers for Vauxhall and Bedford. All with the same no-nonsense attitude and each catering to today's motorist and his needs.



The Company you can trust

EVENT 2

2.45 pm

FORMULA FORD CARS

15 Laps

16	P MORRISON	Crossle 20F	1600
17	K J SYMON	Dulon LD4C	1600
18	J McKENZIE/Highland Racing Team/ Struie Motors Ltd	Lotus 69F	1600
19	D A H HALL	Hawke DL10	1600
20	P WHITE	Palliser WDF2	1600
21	A D JEFFREY/Lothian Sports Cars	Elden Mk 10A	1600
22	D BROTHERSTON	Brabham BT28	1600
23	A WILSON	Elden Mk 8	1600
24	C MacLEAN/Highland Racing Team/ Struie Motors Ltd	M R E	1600
25	S LAWSON/Belmont Garage (Edin)Ltd	Hawke DL10	1600
26	R H SIMPSON	Crossle 16F	1600
27	G MUNDELL/Highland Racing Team	Royale	1600
28	G CUTHBERT	Lotus 69F	1600
29	J MacGILVRAY	Crossle 20F	1600
30	D LATTER	Hawke DL2A	1600
31	K MILLAR/Break-Away Men's Fashions	March 708/18	1600
32	D STEEDMAN	Hawke DL9	1600
34	N DICKSON/Dickson Motors (Perth) Ltd	Crossle 25F	1600
35	G HAMILTON/McDonald Shand Ins. & Finance	Hawke DL2B	1600
36	W N WILLIAMSON	Lotus 61 MX	1600

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

Bonus of £10 for the fastest lap tosecs

A round in the Rothmans Championship for

Formula Ford Cars

THE ROTHMANS CHAMPIONSHIP

for Formula Ford Cars

Driver	Car	Apr	May	July	Aug	Sep	Oct	Total
G J Cuthbert	Lotus 69F	9	9					18
J MacGilvray	Crossle 20F	6	3					9
H Acheson	Merlyn 20A	2	6					8
S Lawson	Hawke DL10	3	4					7
A D Jeffrey	Elden Mk 10	4	2					6
P Morrison	Crossle 20F	1	-					1
G Hamilton	Hawke DL2B	-	1					1

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

Prize Fund - £125 - £75 - £35 - £15



Once again the expected confrontation is between the incredibly potent Vauxhall Firenza of SMT's **Bill Dryden** and the mighty Boss Escort of Celtic Homes' **Doug Niven**. While Doug has all the power that's needed his main problem so far has been trying to get this on the road. While, at the faster English circuits, there can be little doubt that the Escort has the legs of the Firenza, at Ingliston Dougal has been having considerable trouble in capitalising on his capacity advantage. Thus, on his first outing at Ingliston, he found that he was getting wheelspin whenever he put the power on down the back straight and, as soon as he rectified this, an unlucky defect in his tyres refused to take the power that was handed to them! Bill, on the other hand, has had no such problems and, on his second lap at the last Meeting, he reduced the lap record to 54.1 secs, bringing it down to a scorching 53.7 on the next lap. Although a winner down South too, the Firenza seems to have an affinity for Ingliston and Bill seems to be the man to watch today. Indeed, in the Lombard North Central Scottish Saloon Car Championship, he is well placed for the ultimate honours, presently lying in second position with 13 points, 11 of which came out of the May Meeting (the maximum possible points for any Meeting taking into account the bonuses for bettering the lap record). Another Southern competitor who has done well at Ingliston this year is **Derek Huntley** with the potentially giant-killing FVC-powered Ford Escort. The winner of the Burmah Cup at Ingliston in April, Derek had a rather unfortunate race in May but, with a good position today, he will be back in the running for honours in the Championship.

The battle for the lead of the 1300 cc class is, however, intensifying with the present leader, **Jim Dryden**, appearing at the top of the Championship Table with 16 points. Driving his Longman Mini today, he will be hard pressed by the Colvend Mini of **Eric Patterson** and **Frank Gunn's** Arden Cooper 'S'. Returning to Ingliston is **Davy Muter** with his Beeswing Turbo Mini – this car is, however, turbo-charged and the 40% addition to capacity takes it into the over 1300 cc class. Those of you who remember the storming drives by **Alex Poole** in his turbo-charged Mini will know just what these cars are capable of – in Davy's words, however, he is taking "rather a long time to make it work". Let us only hope that everything goes well for him this afternoon. One other "ex-1300 cc" man to sneak into the big capacity class is none other than Edinburgh's **Jimmy Veitch** who has shoe-horned a 1600 cc Ford engine into his Cooper 'S'. Could be interesting!

EVENT 3

3.15 pm

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

over 1300 cc

75	D MUTER	Beeswing Turbo Mini	1809
76	R M CAIG	Escort BDA	1700
77	D HUNTLEY	Ford Escort FVC	1850
78	W ROBERTSON	Ford Capri	4200
79	C B SIMPSON	Ford Escort TC	1558
80	G LYNN	Ford Cortina	3500
81	C BRADLEY/D A Harris Ltd	Ford Escort BDA	2000
82	W N A DRYDEN/S M T	Vauxhall Firenza	2200
83	A D NIVEN/Celtic Homes	Ford Boss Escort	5700
84	J VEITCH/Veitch Motor Co/ Sportstune Accessories	Mini Cooper Ford	1598

85 *Anglia* 1st (£20) 2nd (£10) 3rd (£5)

1001–1300 cc

*86	E PATERSON	Colvend Mini	1293
87	F GUNN	Arden Cooper 'S'	1293
88	I P M SKILBECK	Austin Cooper	1275
*89	J DRYDEN	Longman Mini	1293
*90	E M SMITH	Mini 1275 GT <i>FORD</i>	1297
91	A R HOLLOWAY	Mini	1150
92	J PINKERTON	Mini Cooper 'S'	1293
93	LT ROGERSON	Mini Cooper 'S'	1293

* *JIM DRYDEN* 1st (£20) 2nd (£10) 3rd (£5)

Bonus of £10 for the fastest lap tosecs

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





The excitement in the last modified sports car race to be held at Ingliston must surely have been the incredible battle for the lead between Irishman Mike Nugent with his Lotus Elan and John Absalom in the Ginetta. During that battle both drivers were credited with laps of 54.0 seconds, a new class lap record. Today, however, the battle will be joined in earnest since Southerner Jon Fletcher returns to the circuit with his incredibly potent Lotus Elan. Over the years, Jon and John Absalom have fought on numerous occasions for supremacy of this class but it would be a very rash editor indeed who declared who was the leader! Suffice it to say that their renewed confrontation this afternoon should produce the usual number of sparks. Also joining them at the top will be Miles Hopperton with his blown MG Midget. Miles has, in his time, also held the lap record for Modsports and he provides the living proof of the saying that you only have to blow (on) the engine to make it go faster!

In the smaller capacity class all eyes will be on the 998 cc Clan Crusader which Johnny Blades piloted home into third place at the April Meeting. Indeed, at that Meeting, it turned in a lap of 55.0 seconds dead during the GT race, that being one second faster than the original Absalom "up to 1150 cc" class record. His competition in the small capacity class, apart from regulars Reg Forester-Smith and Derek McDonald could well come from London based Bob Jarvis with his Davrian Mk 5, a marque yet to be seen in Scotland and one which has earned considerable respect down South.

All and all a potentially good field and the chance of a thundering good dice!

EVENT 4

3.40 pm

MODIFIED SPORTS CARS

10 Laps

over 1150 cc

54	J B FLETCHER	Lotus Elan	1800
55	J ABSALOM	Ginetta G4	1760
56	P BAKER	Triumph GT6	1998
57	M H HOPPERTON	MG Midget	1876
58	W L WOOD	MG Midget	1293
59	I HENDERSON	Lotus Elan	1558
60	J A HALL	Lotus Europa	1558
61	K SHADE	MG Midget	1293
62	R G HENDRY	MG Midget	1293
63	D MORTON	Lotus Elan	1598

1st (£20) 2nd (£10) 3rd (£5)

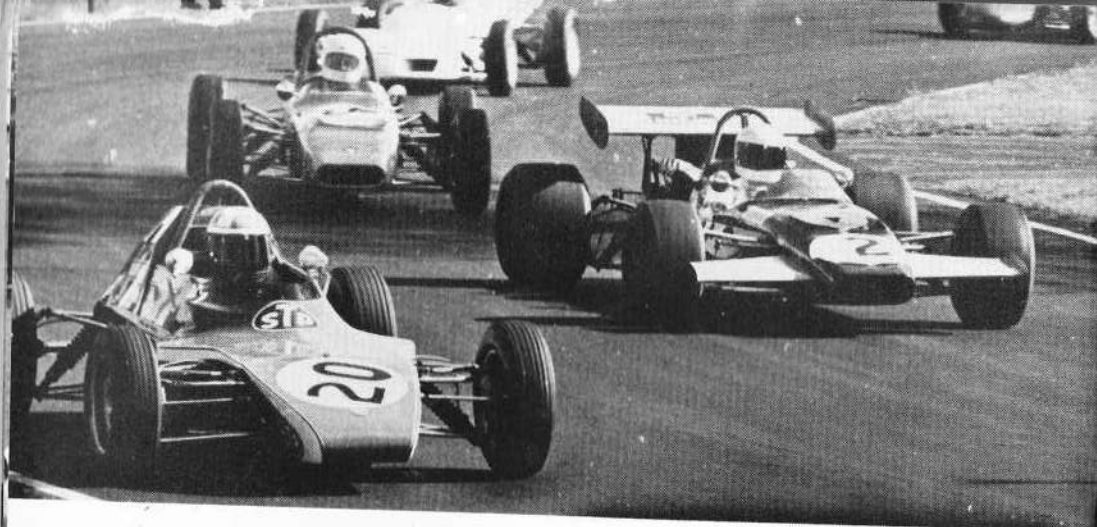
up to 1150 cc

65	R HALLEY/Halleys of Milngavie	Triumph Spitfire	1147
66	J BLADES	Clan Crusader	998
67	D RUTHERFORD	A H Sprite Mk 1	1147
68	I STIRLING	Ginetta G15	1150
69	R BRACEGIRDLE	Triumph Spitfire	1150
70	A TALBOT	Triumph Spitfire	1150
71	G R WILSON	MG Midget	1140
72	R FORESTER-SMITH/Marquis		
	Transporters	Ginetta G4	1098
73	D McDONALD/Marquis Transporters	Ginetta G4	1098
74	B JARVIS	Davrian Mk 5	1111

1st (£20) 2nd (£10) 3rd (£5)

Bonus of £10 for the fastest lap tosecs





While, at the last Meeting, the man of the Libre event was, without doubt, Tommy Reid (who, with his Irish racing cars Brabham BT38/40, smashed Gerry Birrell's existing outright lap record down by half a second to 46.1) the second placed man, Broxburn's Iain McLaren, established himself as the leader in the Wimpey Championship for Libre cars. Iain has now scored two good second places, in April to Johnny Blades with the ex-Fittipaldi Lotus and, last time out, to the record breaking Tommy Reid, and he now looks well set on a championship course this year. Improving with every race, and driving the ex-John Wingfield BT36, Iain starts today's race as favourite on the form.

While Johnny Blades and Tommy Reid are in joint second place in the championship, Iain's closest rival today is the reigning Scottish Speed Champion, Doug Thomson with his Ecosse Imp. Doug has been driving remarkably well for many years now but, because the small capacity Imp powered single-seater has rarely been able to cope with the heavier FVA and FVC machinery now seen at the circuit, little credit has been given to him for his steady performances. To date, this year, however he has notched up one third place and one fifth place, two very creditable performances bearing in mind the calibre of the opposition. Today's competition, however, looks somewhat fierce on paper and we would expect a first class battle for the lead between Iain McLaren's Brabham BT36, Bob Leckie's similar car and the split new Chevron B25 FVC of J Campbell Graham. Bob Leckie, who is relatively new to single-seaters but who will be well known for his saloon car exploits at Ingliston, has already notched up at least two wins with this car at Crofts and Rufforth. On the other hand, Campbell Graham showed his potential at the last Meeting by storming through the field to take a well deserved third after a prolonged battle with Tony Charnell in the Chevron Gropa and he drives, moreover, the more modern mount.

Out to upset Doug Thomson's domination of the 1000 cc scene will be Ken Allan with the ex-Dick Scott Chevron B15. When these two have been going well in the past we have seen some first class battles between them and spectators could do worse than to keep an eye on both drivers. Graham Gordon, also known for his saloon car driving, now makes his first outing at Ingliston in a Formula 3 GRD 373 Vegantune and this could well provide close opposition for John Corfield's FVA powered Martin BM10. All in all, then, the potential for a good race up at the front with a considerable amount of sport amongst the mid-field.

EVENT 5

4.05 pm

LIBRE CARS

15 Laps

1	K ALLEN/Russell & McIntosh/ Nightingale Signs Ltd	Chevron B15	997
2	D N THOMSON	Ecosse Imp	998
3	G GORDON	GRD 373 Vegantune	1600
4	R LECKIE	Brabham BT36	1930
5	A C GOODFELLOW	Cooper T90	5000
6	J CAMPBELL GRAHAM	Chevron B25	1900
7	I C McLAREN/McLaren of Broxburn Ltd	Brabham BT36	1790
8	J BARR	Lotus 69 Atlantic	1598
16	P MORRISON	Crossle 20F	1600
21	A D JEFFREY/Lothian Sports Cars	Elden Mk 10A	1600
23	A WILSON	Elden Mk 8	1600
25	S LAWSON/Belmont Garage (Edin)Ltd	Hawke DL10	1600
27	G MUNDELL/Highland Racing Ream	Royale	1600
29	J MacGILVRAY	Crossle 20F	1600
30	D LATTER	Hawke DL 2A	1600
31	K MILLAR/Break-Away Mens Fashions	March 708/18	1600
32	D STEEDMAN	Hawke DL9	1600
35	G DALZELL/McDonald Shand Ins. & Finance	Hawke DL 2B	1600
48	J CORFIELD/Bradshaw Plant Hire	Martin BM10	1600

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

Bonus of £10 for the fastest lap tosecs

A round in the Wimpey Championship for Libre Cars

THE WIMPEY CHAMPIONSHIP FOR LIBRE CARS

Driver	Car	Apr	May	July	Aug	Sep	Oct	Total
I C McLaren	Brabham BT36	7	7					14
J Blades	Lotus 69 BDF	10	-					10
T D Reid	Brabham BT38/40	-	10					10
D N Thomson	Ecosse Imp	5	3					8
J MacGilvray	Crossle 20F	3	2					5
A Charnell	Chevron Gropa	1	4					5
J Campbell Graham	Crossle 19F	-	5					5
A D Jeffrey	Elden Mk 10	4	-					4
S Lawson	Hawke DL10	2	1					3
T Dzierzek	Hawke Atlantic	1	1					2

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

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

BP TURNS THE SPOTLIGHT ON YOUNG HOPEFULS



One motor racing honour which all hopeful young drivers look forward to winning is the BP Man of the Meeting award which this year continues in its third season. A big attraction of the award scheme is that winning drivers do not have to wait for the end of the season long championship and do not even necessarily have to win races. A BP appointed panel of motoring journalists on the spot, plus a company representative, choose a Man of the Meeting at each of a specified list of fixtures, one of which is today's Ingliston Meeting. The lucky recipient gets a trophy, rally jacket and petrol vouchers and at the end of the season the panel meets to choose a BP Superman of the Year who receives a further special award.

There is no doubt that the scheme helps turn the spotlight on to deserving young drivers. The first BP Superman in 1971 was Roger Williamson, now embarking on a serious European Formula II campaign and on the threshold of a Grand Prix career. Last year's Superman was a Formula Ford star, Ian Taylor, winner of two Championships and the third Grovewood Award and now in Formula III. Despite this, BP emphasises that Men of the Meeting do not have to win everything in sight in order to qualify. The judges choose winners who demonstrate outstanding ability having regard to the quality of their cars and the strength of the opposition. This system is also popular with spectators, who can pit their wits against those of the official judges to see if opinions coincide at the end of the day.

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EVENT 6

4.35 pm

THE S M T TROPHY RACE for Special Saloon Cars — Final 15 Laps

over 1300 cc

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1st (£15) 82 2nd (£10) 83 3rd (£5)

1001-1300 cc

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1st (£15) 90 2nd (£10) 89 3rd (£5)

up to 1000 cc

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1st (£15) 102 2nd (£10) 3rd (£5)

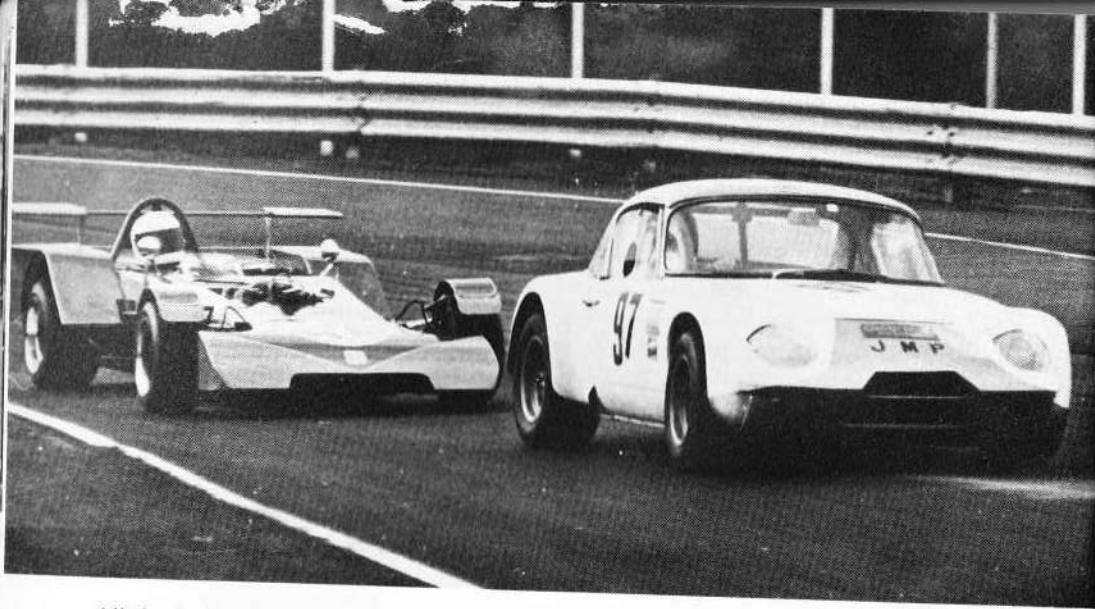
A round in

THE LOMBARD NORTH CENTRAL SCOTTISH SALOON CAR CHAMPIONSHIP

Driver	Car	Apr	May	July	Aug	Sep	Oct	Total
J Dryden	Mini Cooper 'S'	9	7					16
W N A Dryden	Vauxhall Firenza	2	11					13
F Gunn	Arden Cooper 'S'	8	5					13
W G Donald	Hillman Imp	5	7					12
E Paterson	Colvend Mini	1	9					10
D J M Fisher	Frazer Imp	1	9					10
G Lynn	Ford Cortina	7	3					10
D Huntley	Ford Escort FVC	9	-					9
N F Dickson	Sunbeam Imp	9	-					9
J Patterson	Vauxhall Firenza	-	7					7
P Pitman	Austin Cooper 'S'	7	-					7

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

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



All the indications are, this season, that the GT fields could well produce some first class racing. Looking at the times of the various competitors, there is not too much to choose between the fastest cars here. Once again the favourite must be **Tony Charnell** with his Chevron Gropa FVC since Tony has now chalked up two outright wins in this class. However, at the last Meeting his fastest lap was 52.8 secs only, identical with the fastest lap put up by Dundee driver **Mel Ross** with his Mallock U2 Mk XIB. Mel has been driving extremely well with this Clubman's car this season but today he will have his work cut out to stay ahead of the split new Gryphon C73s of Kilmarnock's **Roy MacNab** and Southerner **Jack Hugh**. Jack, in fact, hails originally from Kirkcaldy but he has been lurking down in Brentwood (Ford perhaps?) for the past five years.

Also out to make life difficult in the 1600 cc class will be **Robin Smith** with a split new Lola T 212/FVA and **John Corfield** with his Martin BM10. Both cars are powered by FVA engines and they will provide heavy competition for the Clubman's cars. At the same time, a good FVA has always been reckoned to be as quick as a good FVC and Tony Charnell may have to keep his eyes on his mirror this afternoon. And just to make life more difficult for him, Robin Smith has handed his BMW powered Chevron Spyder over to **Alan Muir** for the day!

Down amongst the smaller capacity classes, **Ed Labinjoh** starts as favourite again with the incredible Fisher 1100 Spyder. For the whole of last season, Eddie was notorious for his exploits in chasing Tony around the circuit (in many cases it was the other way around!), and, whatever happens today, you can reckon on Edward being well up amongst the leaders. Another man who astonished everyone in April was **Johnny Blades** whose drives with the diminutive Clan Crusader shattered everyone's conception of what a Modsports car should be able to do. His fastest for the day was 55 secs. but it was interesting to note that he was getting faster throughout the afternoon and one would expect him to improve on that time today — while not expecting him to win this event this afternoon, let's perhaps stick our necks out and suggest that he will be well placed in the first six!

41 43 66 45 58 56 63

EVENT 7

5.05 pm

SPECIAL GT, SPORTS AND CLUBMAN'S CARS

10 Laps

over 1600 cc

40	A MUIR/R Smith	Chevron Spyder	1991
41	A CHARNELL	Chevron Gropa	1800
56	P BAKER	Triumph GT6	1998

1st (£20) 41 2nd (£10) 56 3rd (£5) —

up to 1600 cc

43	R SMITH	Lola T212/FVA	1598
44	M S ROSS	Mallock U2 Mk XIB	1598
45	J HUGH	Gryphon C73	1600
46	R MacNAB	Gryphon C73	1600
47	J BAIRD	Mallock U2 Mk XIB	1600
48	J CORFIELD/Bradshaw Plant Hire	Martin BM10	1600
52	E LABINJOH/Fishers Garage (Edin) Ltd	Fisher 1100 Spyder	1112
61	K SHADE	MG Midget	1293
62	R G HENDRY	MG Midget	1293
66	J BLADES	Clan Crusader	998
72	R FORESTER-SMITH/Marquis Transporters	Ginetta G4	1098
73	D McDONALD/Marquis Transporters	Ginetta G4	1098

<u>58</u>	<u>W L Wood</u>	<u>MG Midget</u>	<u>1293</u>
.....			
.....			

1st (£20) 43 2nd (£10) 66 3rd (£5) 45

Bonus of £10 for the fastest lap tosecs

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

Driver	Car	Apr	May	July	Aug	Sep	Oct	Total
A Charnell	Chevron Gropa	7	7					14
M J Ross	Mallock U2 Mk XIB	7	7					14
E Labinjoh	Fisher Spyder 1100	7	5					12
R Halley	Triumph Spitfire	3	7					10
D Morton	Lotus Elan	5	5					10
R G Hendry	MG Midget	3	3					6
J Cleland	Chevron B8	5	-					5
J Absalom	Ginetta G4	-	5					5
J Blades	Clan Crusader	5	-					5
R A Ross	Nathan GT	2	3					5

Scoring: 1 for finishing plus, in each class, 1st 6, 2nd 4, 3rd 2, 4th 1. Best 4 scores count.

Note: For space purposes only those with 5 or more points are listed above.

Prize Fund — £125 — £75 — £35 — £15



Although it has taken rather longer than hoped, the Production Saloon Car Class at Ingliston is at last beginning to get off the ground. More and more local competitors are now turning to this class in the hope of finding competitive, and "fun", sport at a reasonable cost. To try to keep things that way, the Ingliston circuit has been taking a long and close look at the RAC's Group 1 Regulations and has now made suggestions for amendments thereto to apply at the Scottish circuit. Thus, while RAC approved Formula cars will still be able to compete at the local circuit, the new Regs let in not only other new cars not listed by the RAC on their list of homologated cars but also second hand cars (providing these are up to racing safety standards). For those of you who may still be interested in competing, the basic requirements are the fitting of an adequate rollbar, a laminated glass (or plastic) windscreen, an adequate safety harness, a readily accessible ignition "cut-off" switch clearly marked with positive "on-off" positions, the carrying of an adequate fire extinguisher and the prevention of hingeing on all seats. Full Regs are, of course, available from the Secretary to the Meeting.

Having digressed for a moment on the Regulations side of things, what do we have for this event. The overall favourite must surely be **Eddie Labinjoh** with his 2000 GTV Alfa Romeo but, in the £1,051-£1,500 class, **Bob Dalgetty** pits his Ford Mexico against the Fiat 128 Coupe of **George Taylor** and **Ernie Blackadder's** Volkswagen 1303S. Those present at the last Meeting will, of course, recall the staggering performance of the "Beetle" driven by **Ernie**. In the lower class ranges **Rod Birley** and **Chris Jones** do battle against each other in Imps while **Tony Charnell** tries out the Simca 1000 Rallye. And now that a few more competitors seem to be taking to this class, perhaps the best way of encouraging it in Scotland would be for some of the local hill climbs and sprints to form classes for production saloon cars. Surely, if a full season's competition was ensured, more people would be interested in the class?

EVENT 8

5.30 pm

PRODUCTION SALOON CARS 10 Laps

Over £1500

114	E LABINJOH/Fishers Garage (Edin) Ltd	Alfa Romeo 2000 GTV
-----	---	---------------------

£1051-1500

117	R DALGETTY	Ford Mexico
118	G TAYLOR	Fiat 128 Coupe
119	T E BLACKADDER	Volkswagen 1303S
120	A JEFFREY	Avenger Tiger

1st (£15) 2nd (£10)

£800-1050

122	A CHARNELL	Simca 1000 Rallye
123	J BIRRELL/Halesfield (Motors) Telford Ltd	Simca Rallye 1

up to £800

127	R BIRLEY	Hillman Imp
128	C JONES	Hillman Imp

1st (£15) 2nd (£10)

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A round in the Ingliston Production Saloon Car Championship



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- Technical Data** Subscription for calendar year 1973 only £2.30.
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Club activities: Organising Motor Racing at Ingliston
Practice Days at Ingliston
Social Events in the North, East and
West of Scotland
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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 Grand- stand 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.

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of

.....
(Occupation)

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Signature, please

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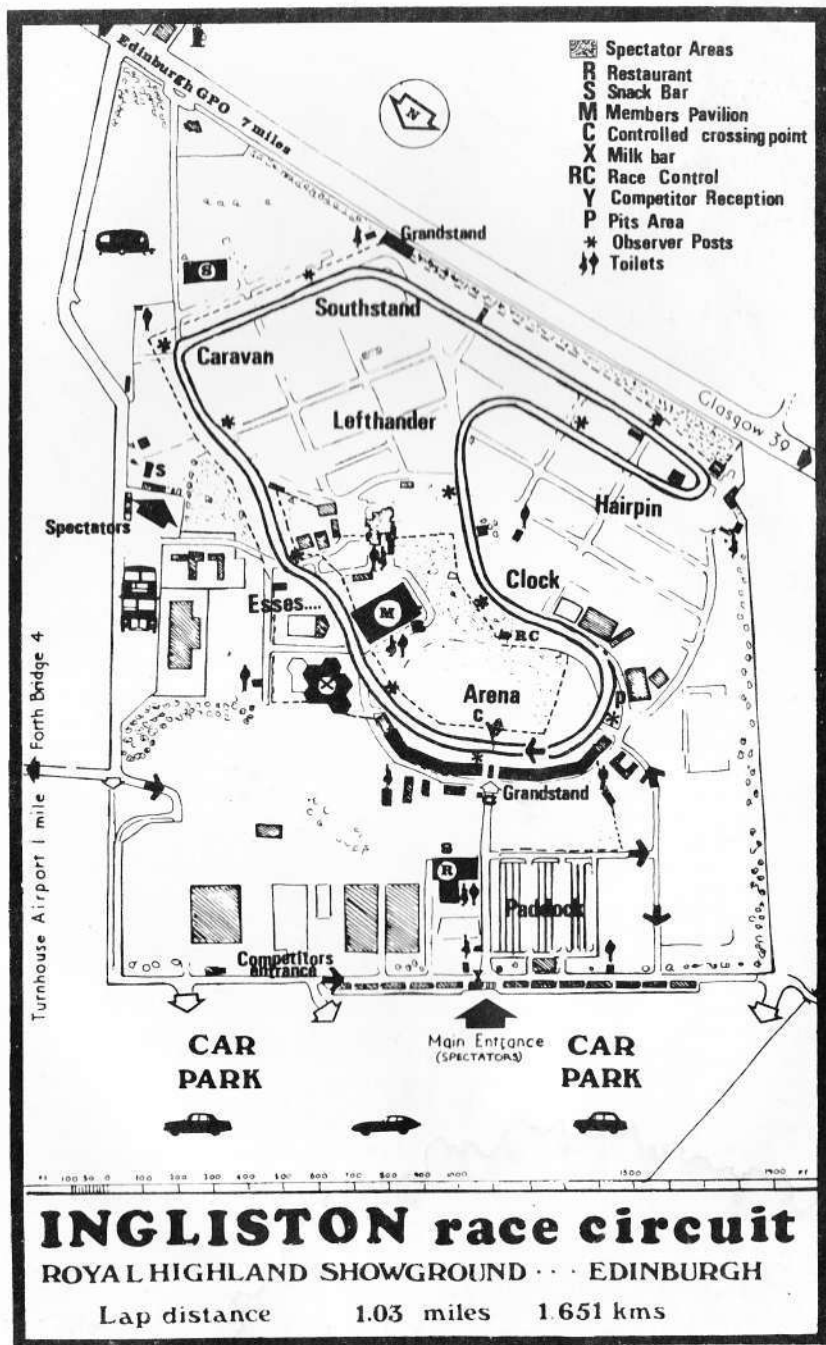
SUNDAY, 19th AUGUST

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

For once we really *do* have something to talk about by way of a preview for the next meeting. On the weekend of 18/19th August, 1973 the hairy saloons come to Ingliston for the biggest ever promotion yet to be staged at the Scottish circuit. The main event of the day, sponsored by the Appleyard Group, will be a round of the British Touring Car (Group 2) Championship and it is anticipated that 32 of the fastest saloons in Britain will be lining up in the heats to battle both for Championship points and the largest purse (totalling an estimated £2,500 or more) yet to be offered in Scotland. With 5 weeks still to go provisional entries have already been received from the Camaros of Frank Gardner and Terry Sanger, Dave Matthews Broadspeed Capri, the Escorts of John Hanson, Mike Ford, Vince Woodman, Jonathon Buncombe and Lawrie Hickman, Davy Howe's Javelin, British Saloon Car Champion Bill McGovern's Imp and a host of others. For those of you who enjoy saloon car racing this will provide a great opportunity of seeing the best in Britain right on your own doorstep and could even provide the first ever sub-50.0 second saloon car lap at Ingliston. August also sees another "first" — the first "two-day" meeting at Ingliston. On the afternoon of Saturday, 18th August, the circuit will be open to spectators (2.15 pm) to enable them to watch the Group 2 saloons practising and it is anticipated that altogether 3 hours of saloon car practice will be held. Further practising will be held on the Sunday morning and it is anticipated that racing will commence, for the first time ever, before lunch! Not surprising really when you realise that there are some 10/12 races planned together with a possible "surprise" event involving the drivers themselves! And somewhere in amongst all that lot we have to find time to give a car away (the Press will carry further details of this nearer the time)!!

Apart from the mighty saloons what else will there be? All the usual races, certainly (including special saloons, libre cars, formula fords, modified sports cars, special GT and sports cars, and production saloon cars) together with yet another "first" — the first historic sports car race at Ingliston. Those who enjoy the sight of historic single seaters thundering around the Scottish circuit every year will surely not want to miss seeing their sports car counterparts steal the limelight in a month's time. All in all, the finest promotion yet to be presented to Scottish speed fans. Don't miss it — you may never get the same opportunity again!

DON'T FORGET — INGLISTON — Saturday & Sunday 18/19 AUGUST



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