



**Celtic Homes
Book Of Scottish
Motor Racing
1973**

75p

Who are Celtic Homes ?

In just three years Celtic Homes Ltd., have become well known in the field of private housebuilding by offering a staggering range of timber-frame designs aimed at the man who wants a house that is different from the mass produced designs which tend to proliferate today.

Examples have been built all over Britain but mainly in Scotland and Celtic Homes customers have usually purchased a small plot of land and have been looking for their ideal house.

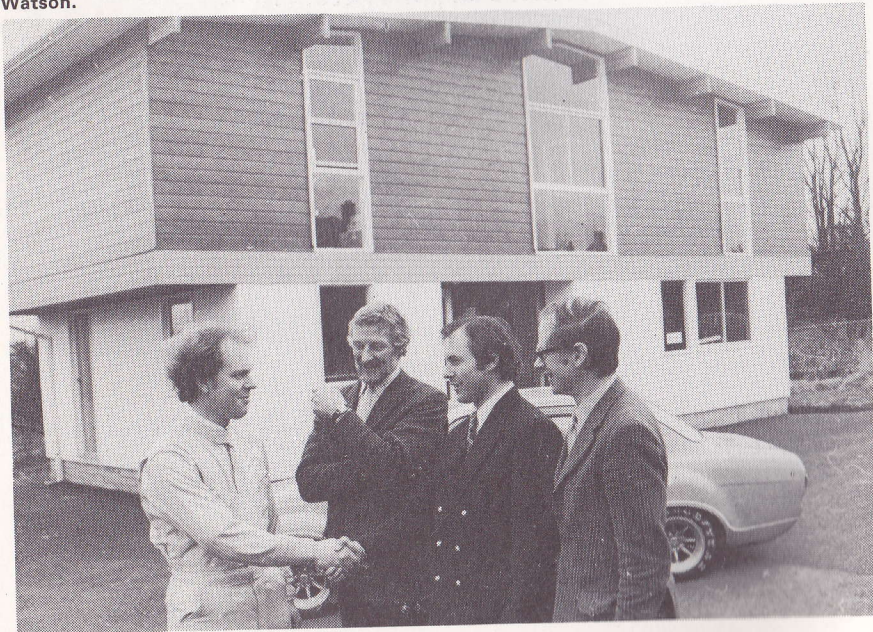
Why Celtic Homes should have been so successful when they have only been in business for just three years has a lot to do with their approach to the whole private house market. Not for them one design with limited modifications, more they have aimed to build up a series of designs—now

over fifty—which the customer can specify and have built thanks to the company's unique modular system. This has allowed them to design such a wide number of houses with such a wide range of interior dimensions to suit a family's needs.

The company is run jointly by three directors, Ian Scott Watson who physically designs the shape of the house, Bernard Buss, who is the technical director, and was responsible for the entire modular system, and Brian Boydell who is administrative Director.

The company's head office in Duns, Berwickshire, is one of their Lammermuir houses which doubles as a show house and their designs range from small holiday homes right up to their top-of-the-range Lammermuir and prices range from £3,000 to £30,000. For further information on their house designs see the inside back cover where there are details about how to obtain Celtic Homes latest catalogue.

Douglas Niven with Celtic Homes directors, Brian Boydell, Bernard Buss and Ian Scott Watson.



Celtic Homes Book Of Scottish Motor Racing 1973

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and produced by
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Introduction

The idea of producing a Scottish motor racing picture book has been fermenting in my mind for many years. Go to any motor race meeting anywhere and you see plenty of photographers snapping away but less than one percent of these photographs will ever appear in print. The reason for this is that the motor sporting media will use perhaps one or maybe two pictures of an event and call it adequately covered and their choice of picture is dictated by the success of the respective competitors.

In this booklet I have set out to publish pictures not only of the various winners of events held at Ingliston during the 1972 season but pictures of the many club drivers who make up the bulk of the entry at these events and who never receive any of the glory. In the results section at the end of the booklet you will find the results right down to last place for every race during the season, for the man who finished last is every bit as important as the winner for he is a participant.

This book would never have been published, however, without the backing of Celtic Homes Ltd who are perhaps unique in the house building industry in not only sponsoring a racing car—Douglas Niven's Ford Escort—but sponsoring a motor racing year book, and if this first issue is successful it is intended to produce the Celtic Homes Book of Scottish Motor Racing annually.

It isn't surprising that Celtic Homes have an involvement in motor racing as one of the originators of the company is Ian Scott Watson best known as the man who set Jim Clark off in his career as a racing driver. He was also one of the instigators of Ingliston and designed the original circuit. His fellow directors, Brian Boydell and Bernard Buss are both keen racing enthusiasts and it is a dull Friday at Duns when *Motoring News* or *Autosport* does not arrive.

As this is the first of what I hope will be a series of Scottish Racing annuals I am aware of certain shortcomings. For instance detailed results of the kart meetings are strangely missing, for which I apologise, and in the 1973 issue the emphasis will be

even more on the unusual off-guard pictures.

At the end of the day there are many people whom I have to thank and in particular the marshals at the various corners at Ingliston who have patiently allowed me to step in their patch and take these pictures. To Eric Bryce who has supplied the pictures for the September meeting which I unfortunately missed, to John Romanes, Chairman of Scotcircuits who promote motor racing at Ingliston and Bill Dryden and his fellow committee members of Scottish Motor Racing Club who run the meetings. And finally the various sponsors of races and cars who, by their signwriting and banners, have sought to have their names published in the various pictures which follow. The sport is grateful for your support and long may it continue at Ingliston.



GRAHAM GAULD

Ingliston '72

Despite a rash of questionable schemes to provide an alternative motor racing circuit in Scotland, Ingliston remains, as it has done since 1965, Scotland's only motor racing circuit. The fact that we even have Ingliston is something of a major achievement for the promotion of motor racing in Scotland has always been something fraught with difficulty.

Motor racing in Scotland is a post-war phenomenon, as it did not exist before 1951, and as was the case in England motor racing began in the post-war period on the disused airstrips which had been set up around the country. Turnberry, Crimond, Edzell, Winfield and Charterhall, they were all pressed into service with Charterhall the most durable. Compared to a meeting today these events were pretty amateurish but, considering the very inaccessibility of places like Winfield and Crimond, the organisation was not at all as bad as we tended to make out at the time.

By the 1964 season Charterhall had claimed three victims in car racing and the R.A.C. were making strong noises about not issuing a licence for 1965 but by that time certain alternatives were considered. A group led by Lord Bruce had investigated a circuit plan at Dalkeith which would have been one of the most picturesque in racing but with today's cars there would have been the possibility of an errant driver landing in a river. They then looked at the National Coal Board's land at Harthill but again were foiled.

Meanwhile others had looked at Ingliston and sketched out a proposal for a circuit and shortly afterwards Scotcircuits Ltd., was formed with such leading lights as John Romanes, Ian Scot Watson and the late Jim Clark contributing to the financing of what is today the Ingliston circuit.

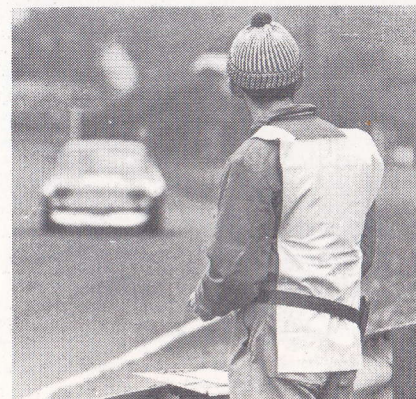
In a remarkably short Winter period the circuit was built by Wimpey and in April 1965 the first race meeting took place; now we have had fifty and yet it still seems like no time at all.

The 1972 Ingliston season was one of apparently falling crowds but this was a pattern set throughout Britain. At the same time the circuit itself has been opened out

with new spectator areas so that it is difficult to estimate the crowd by checking the grandstands. On average something over 8,000 spectators have attended each of the six meetings which is higher than many circuits in Britain particularly when you consider that four of our meetings are club events and the other two Nationals.

Again Scotcircuits came up with a varied collection of sponsors and the September meeting sponsored by Kings and billed as a big saloon car event brought a disappointing entry. It did indicate, however, that the idea is worth pushing further and we are likely to see more saloon emphasis in 1973.

The experiment with karts came to a sad end with the nasty accident during the August meeting when two competitors new to the circuit touched at the Esses and were badly injured. It brought home the inherent dangers of very close racing with open wheeled cars and there were signs later in the season that the point had been made and drivers in the Formula Ford races, for instance, were more prudent when racing close together. Though it is always a great shock to have a bad accident at a circuit the possibility of having one exists all the time and though the harbingers of doom may pontificate on the subject of accidents Ingliston still maintains one of the finest safety records of any circuit in Britain, a record maintained by perhaps the best marshaling and fire service back up.



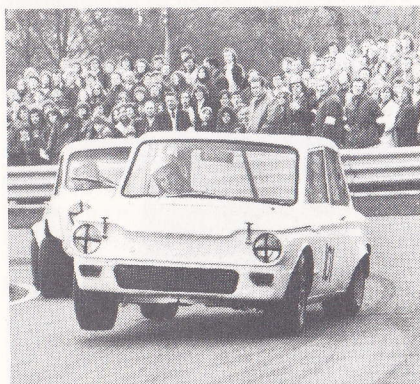
Students Cup

16th April 1972

The first meeting of the season, the Edinburgh Students Charities Cup Meeting, always brings out the enthusiasts as it is the first occasion to see the new machinery in action, and this year was no exception, despite the fact that there was the usual spate of non-starters for one reason or another.

Perhaps the most interesting car to appear was John Crossle's new 22F driven by Brian Nelson with sponsorship from Desmond Mack. This was a beautifully prepared car all season and at this meeting sprouted twin rear wings mounted high above the driver's head. Later in the season it was to revert to a single wing but Brian still won the main event of the meeting for the Charities Cup.

It was also the launch of kart racing amongst the racing cars at an Ingliston meeting and most people were shocked by the speed at which Alan Smith (Zip-Bultaco) and his friends could get round the circuit. Their lap record proved to be as quick as the 1,000cc saloons and in the race Smith ran away and hid from the rest of the field. In the 1,000cc saloon car race the ever improving John Fyda (Hillman Imp) got a good start to lead Andy Barton's Cooper S but in five laps the flying Barton elbowed his way past to win. Bill Borrowman in the Moir & Baxter/Sports Tune car was going well and he passed Jim Howden's Chrysler Coupe into third place.



John Fyda (Imp) raises a front wheel keeping ahead of Andy Barton (Mini).

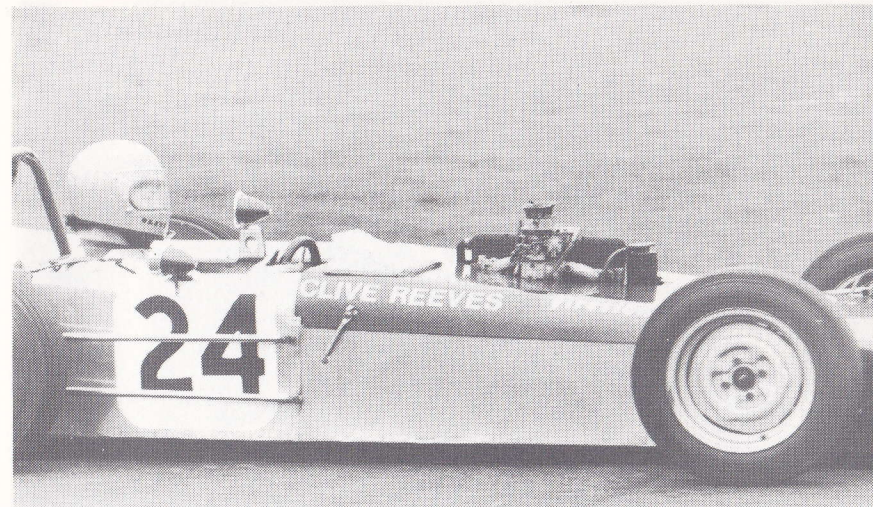
The Formula Ford race saw the writing on the wall for much of the season with Irishman Jay Pollock shooting into the lead in his Crossle 20F from Colin McLean in the Hawke. Crawford Harkness had the steering let loose and ended up in the barriers whilst Geoff Todd in the Pinkie Mains Farm Brabham took a good third from Paul Eastwood's Merlyn and Jim McClements Crossle. Clive Reeves was taking things easy in his new Mallock and John MacGillivray was easing in his new Crossle. Bill Dryden's SMT Vauxhall Firenzaspported a 2.5 litre engine and Douglas Niven came out with Celtic Home's Ford Escort. Alas the Escort just never got started and Douglas faded into the paddock. Meanwhile back at the ranch Dryden quickly overtook Norman Hodgston's Escort whilst Jimmy Veitch had his 1.3 litre Mini Cooper going well in third place. Though Veitch took third Eric Smith in another 1.3 Mini set a new class record.

The big race saw Jock Russell trying to get his Lotus 70 ready for the race after a part broke in practice but he never made it. Dave Berry took his place in the Brabham-Buick and so the race started. Tommy Reid was first away in his Irish Racing Cars Brabham with Brian Nelson second and Johnny Blades third in his Lotus 69 Atlantic. John Pollock's Formula 2 Lotus was well up there but Pollock and Berry collided at the hairpin and that put paid to the Lotus. Douglas Thomson was quickest of the 1 litre cars with his venerable Ecosse Imp.

Near the end the crafty Nelson crept up on Reid then pounced with only a few laps to go so taking maximum points in the Libre Championship.

The Special GT Race underlined the pattern for the season with a two horse race between Tony Charnell (Chevron B8 BMW) and Edward Labinjoh (Fisher 1100). As it was damp Charnell led for most of the race but when the track dried Labinjoh edged through on the last lap to win the race with John Absalom, one of Ingliston's regulars, in third place.

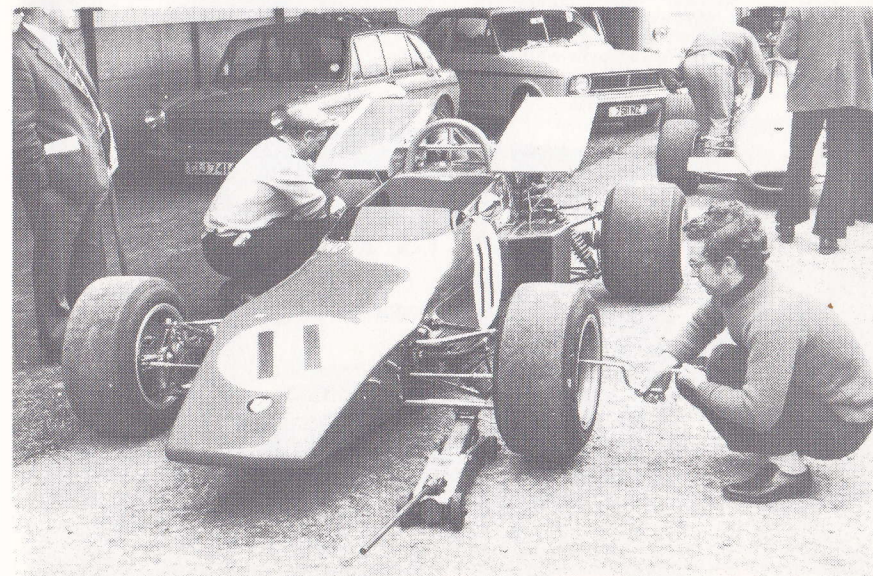
An interesting start to the season with familiar faces and some unfamiliar cars.

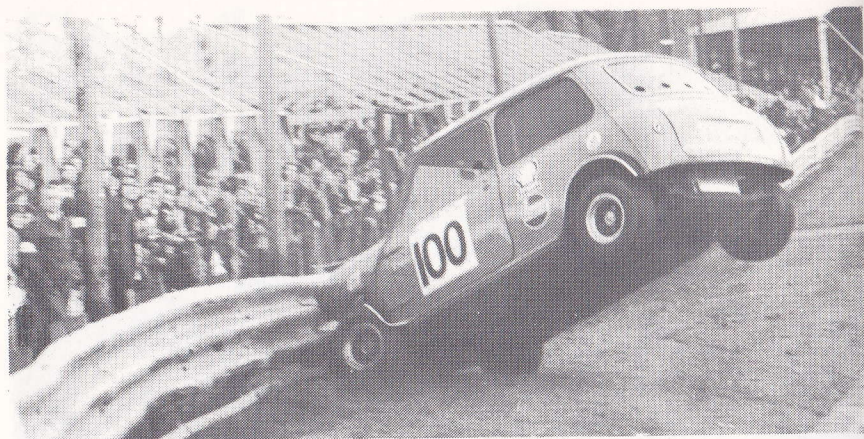


Newcomer to single seaters, Clive Reeves (Mallock).

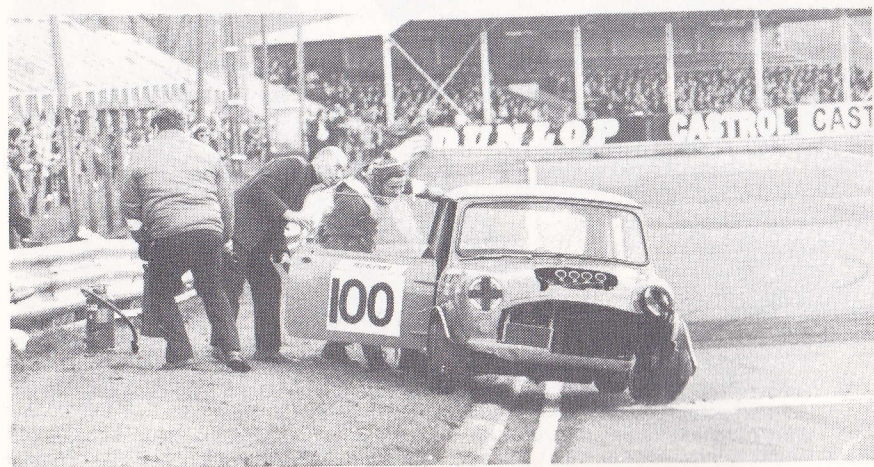
Mini Cooper driver Jim Pinkerton.

Making its first appearance was the twin winged Crossle 22F driven by Brian Nelson for Desmond Mack.





Peter Pitman had this nasty accident at Caravan Bend when he hit the barriers. In the second picture the driver recovers whilst the radiator leaks and in the third the marshals mop up.



Celtic Homes driver Douglas Niven retires his Escort at the first meeting.

Peter Harrington (Cougar 72F).

Donald McLeod (Lotus 69F).





Bill Dryden (SMT Firenza) and Jimmy Veitch (Mini Cooper).

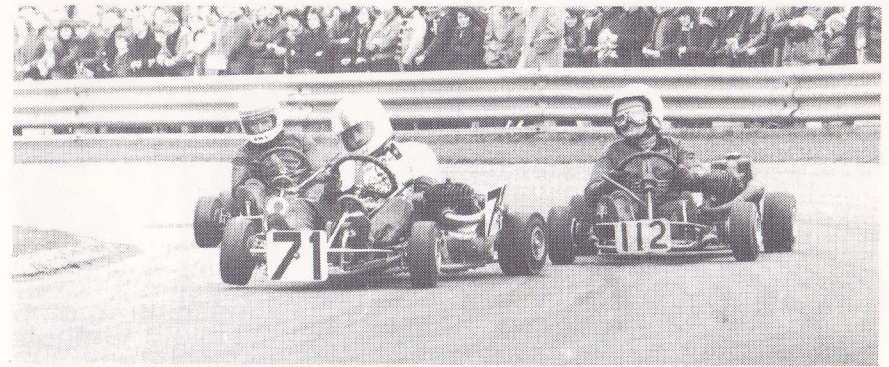
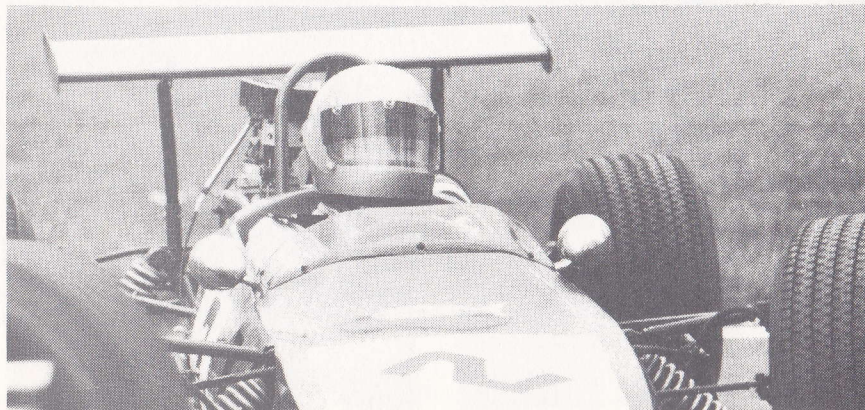
Jim Dryden (Mini Cooper).



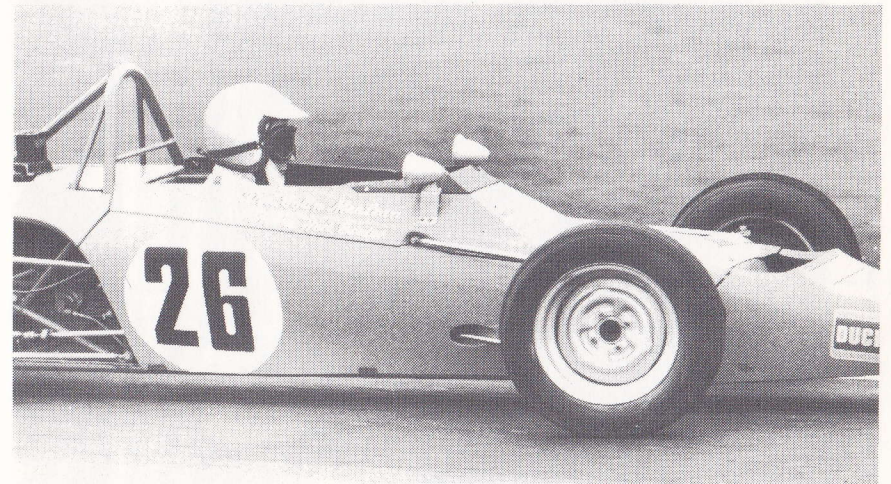
Tony Charnell (Chevron B8).



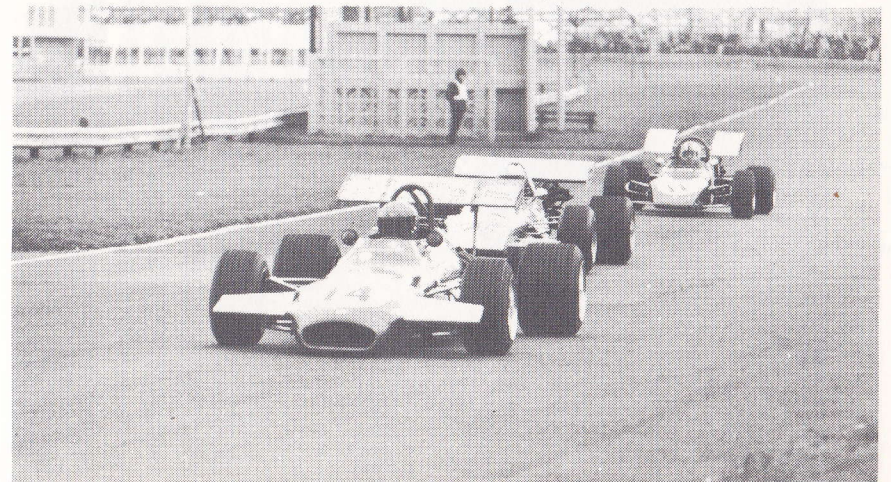
Brian Harrison spins in the Vixen.

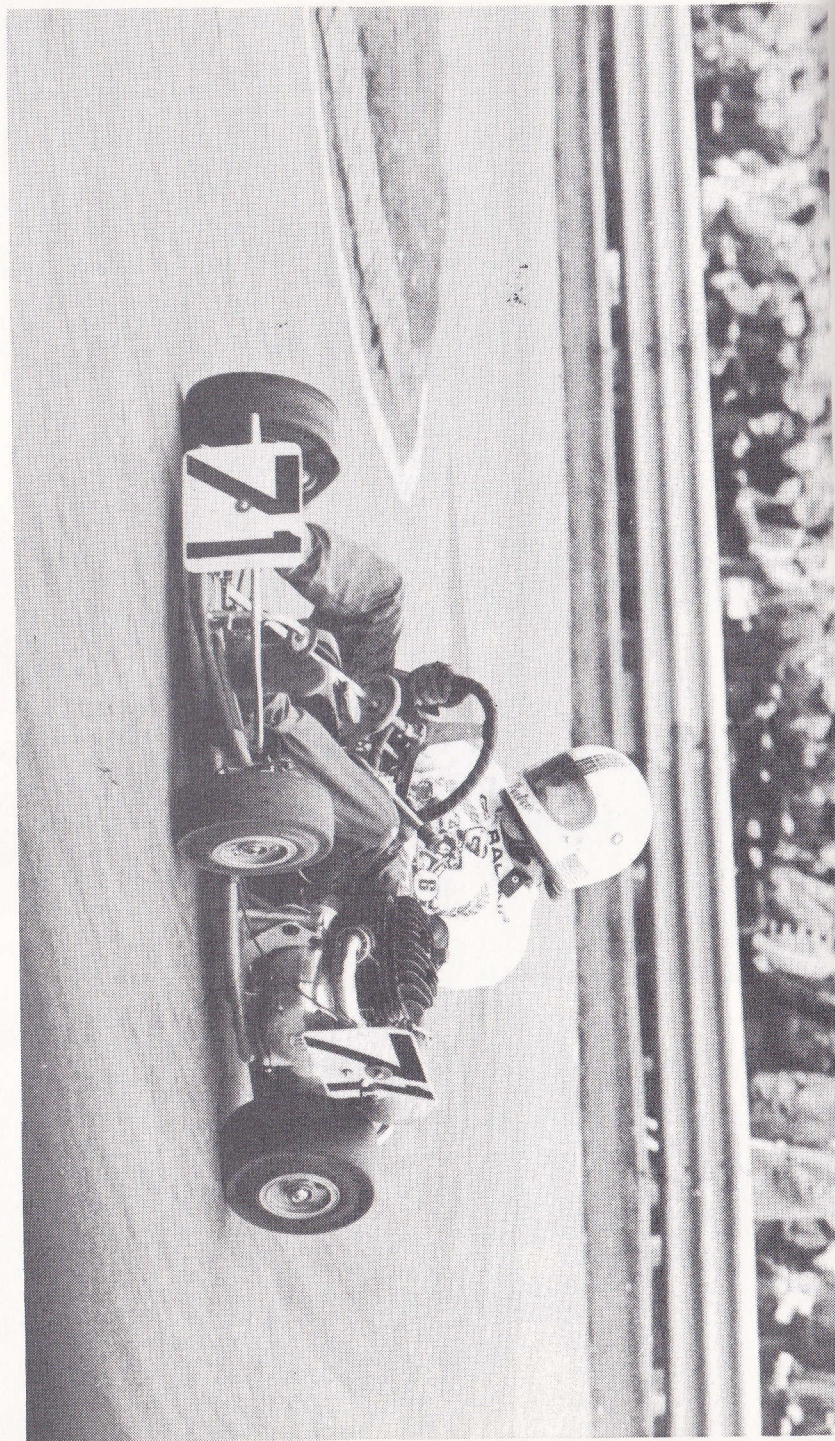


Karts in action at Caravan. Jim Petrie leads L. Cranston and David Leslie.

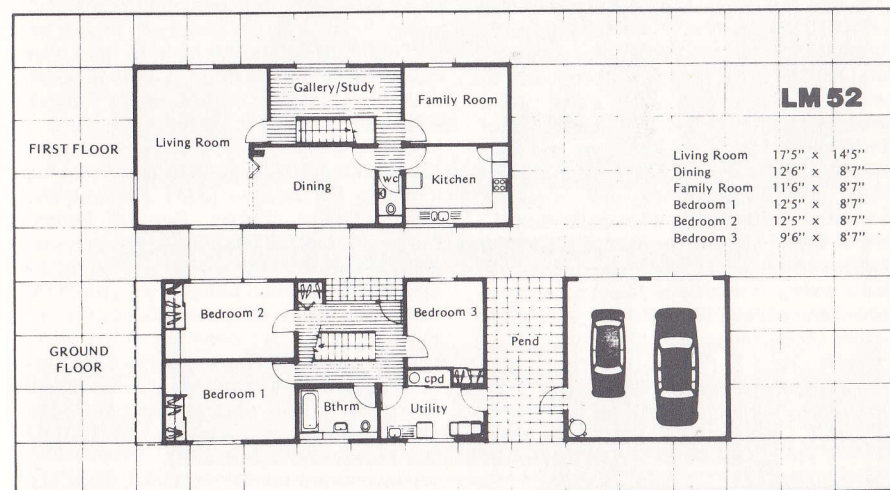
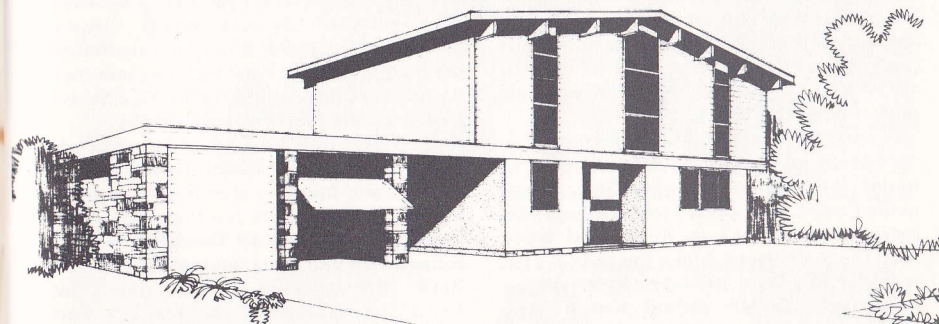


Tommy Reid (Brabham) leads Johnny Blades (Lotus 69) and Brian Nelson.





Lammermuir



Probably Celtic Homes' most successful design, the Lammermuir stands supreme among timber-frame houses and although these more expensive looking houses are generally tailor-made to meet each client's requirements the LM 50 series represents a standard range at a remarkably popular price. The LM 51 shares the same top-floor layout as the LM 52 illustrated, but has an integral garage in lieu of the utility and bedroom 3. Celtic Homes have chosen to use an LM 52 as their office and prospective clients are always welcome to make an appointment to have a look round. The Lammermuir features first floor living and most versions have a through lounge making them suitable for front or rear access. There is a useful family room, large landing which can double up as a study and a folding screen to open the dining room into the living room for those large parties which the busy young executive so often has to stage. Like all Celtic Homes, the designs feature concealed piping and WC cisterns and use the ingenious Barbican hand-rinse basin in the first-floor toilet.



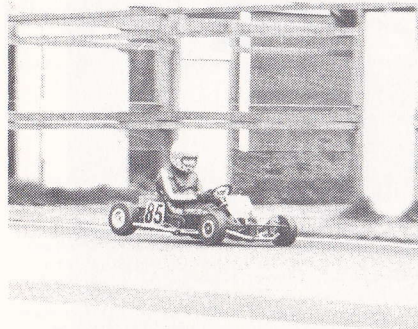
Adam Wyllie

14th May 1972

Few of today's motor racing enthusiasts will remember Adam Wyllie who was one of Scotland's most promising young drivers in the Mid-1960's. He was killed at The Leinster Trophy at Dunboyne and is remembered by this trophy, which went this year to Bill Dryden in his SMT Firenza for the most spectacular non-winning performance of the day.

The main event of the meeting was sponsored by Coca Cola who decided to hedge their bets by bringing Gerry Birrell in the Coca Cola/Sports Motors March 722 along to live things up. Briefly said, Gerry won the main event, broke the outright lap record, had a Coke and returned to London contented. He left behind him a large crowd of spectators who were also contented with his masterly drive.

The meeting also saw Scotland's first Group I Production saloon care race which counted in the Castrol series and was notable for the absentees who promised to come but didn't. As it turned out it was a field day for the Alfas entered by Clarks of Narborough for Stan Clark won the race followed by team mate John Handley with Gerry Marshall leaning his Vauxhall Firenza into third place after John Bloomfield's BMW fell off the island. The race underlined just how unprepared the local Scots were and most local talent rolled up in road cars which did not have the usual Group I preparation which seems to allow



Jumping on the straight: Alan Smith.

quite a bit of work to be done on the car. Things might change in 1973 however. Despite Alan Collier's Daren which enlivened the Special GT race Tony Charnell won in the Chevron when Edward Labinjoh retired after hitting the barriers at the hairpin due to choosing slicks and then finding the track slightly damp. So Charnell took the John Player Special Trophy.

Andy Barton bent his Cooper in practice so had to sit back and watch Sedric Bell go out and win from the eternal second place man John Fyda with his Imp. Bell didn't have it his own way though and both Borrowman and Fyda led him for a time. Peter Harrington's Cougar gave Jay Pollock a surprise in the Formula Ford race whilst the improving Colin McLean (Hawke) took second. Harrington was swallowed up by McLean and Pollock and a lap later Pollock stormed ahead of McLean but Donald McLeod in his Lotus now came into contention, passed McLean then took the lead to win when Pollock spun back to second.

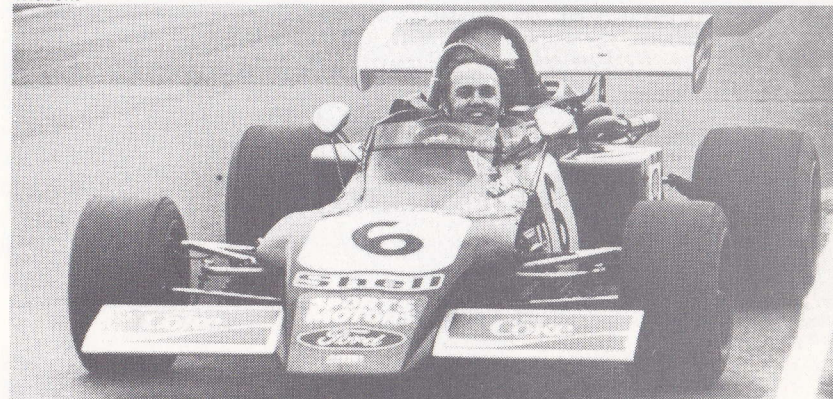
In the big saloon race Gerry Marshall's Thames Television Firenza was the big threat to Bill Dryden (SMT Firenza) and Doug Niven (Celtic Homes Escort) Marshall, Dryden and Jim Dryden—no relation—were all penalised for jumping the start but Bill Dryden pitted at the end of the lap to find his loss of power due to the fact the bath plugs had been left in the injection trumpets. He then went out to set a new lap record and put up a brilliant performance driving through the field. Marshall, however, won the race from Niven and Frank Gunn (Cooper S).

As mentioned earlier the Libre event was dominated by Gerry Birrell who lapped most of the field. Brian Nelson slid off the road at the hairpin due to having slicks and Johnny Blades spun his Atlantic Lotus and dropped back. This gave John Pollock the chance to take second and begin to threaten Nelson in the Libre Championship.

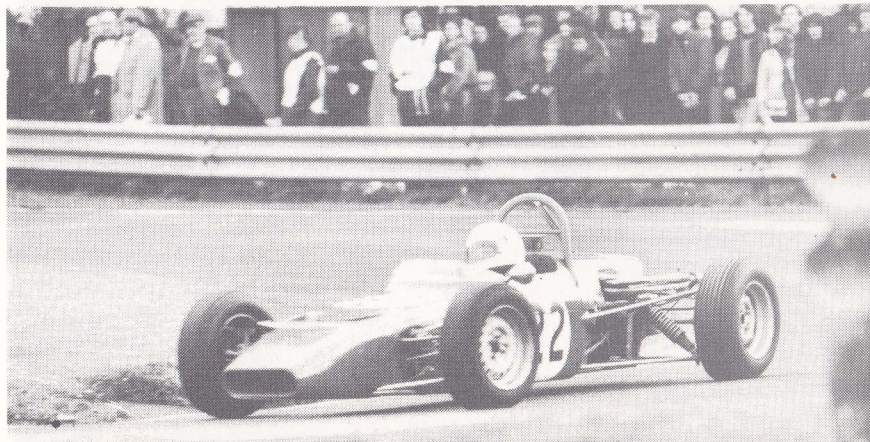


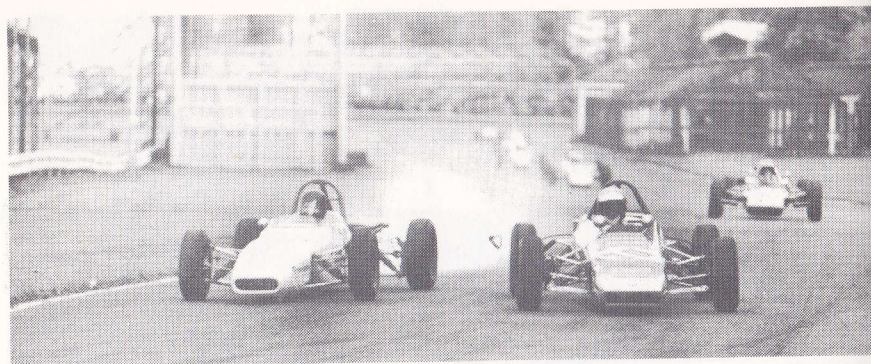
Brian Nelson (left) gives Gerry Birrell some advice.

It worked; Birrell pleased with winning in the March.

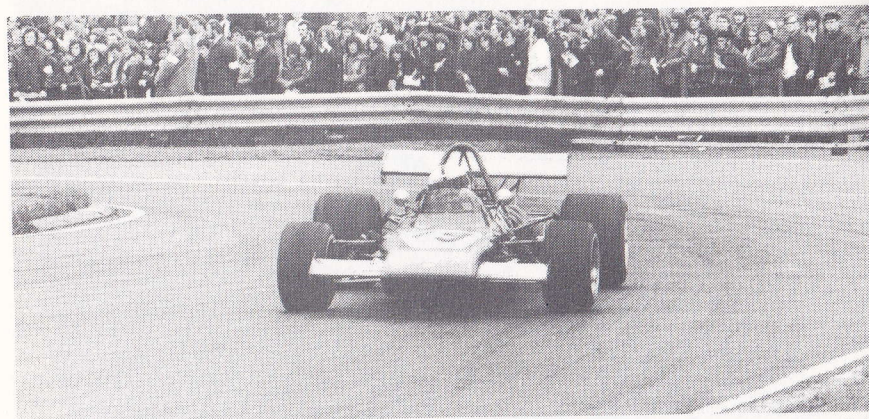


Formula Ford driver Jim McClements in his Crossle.



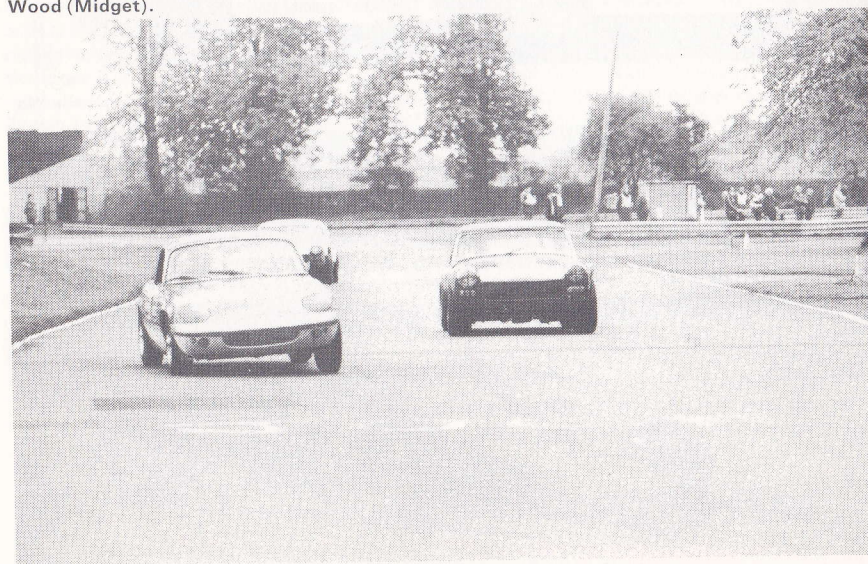


Jay Pollock (left) and Colin McLean (Hawke) touch at the end of the straight and a rear mirror goes flying.



John Blades (Lotus 69 Atlantic).

Modsports in action, Jim Hall (Elan) leads Bill Wood (Midget).



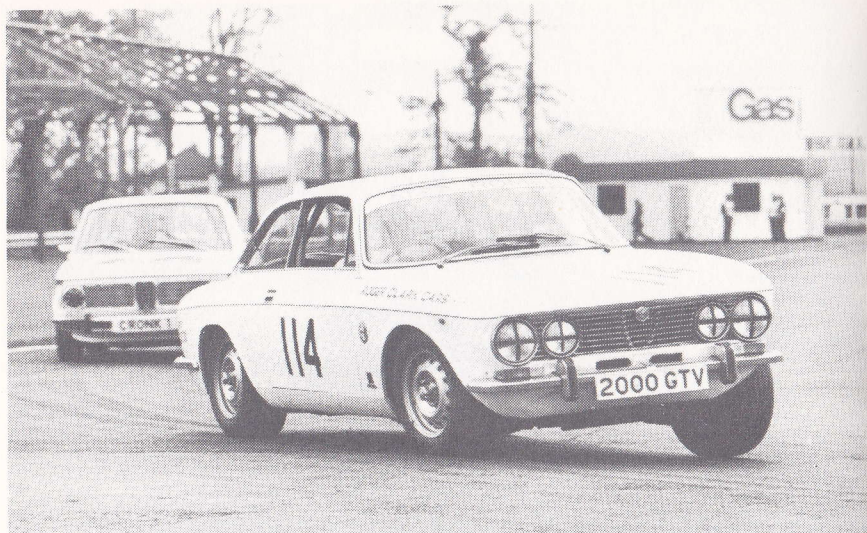
Flat out at the Esses, Gerry Marshall (Thames TV Firenza).

Geoff Todd (left) and Stuart "Zapata" Lawson.



The press in action.





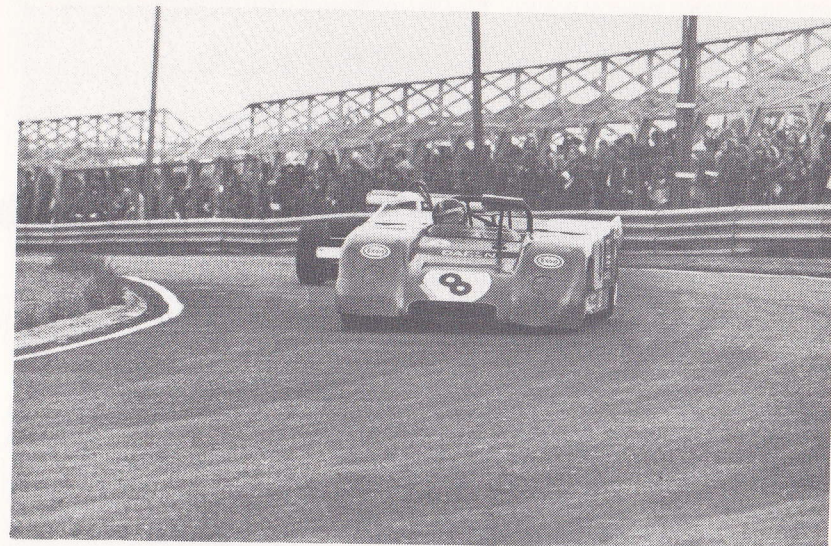
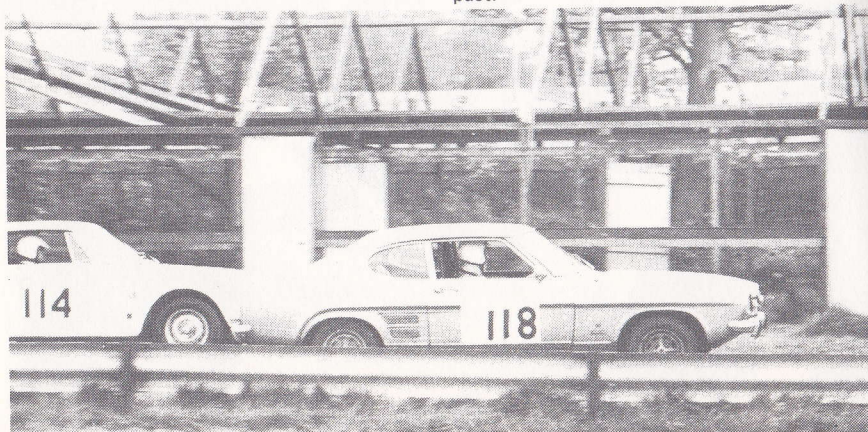
Stan Clark (Alfa) and John Bloomfield (BMW).

Gerry Marshall again, this time in the DTV Gp I Firenze.

Jock Russell (Lotus 70).

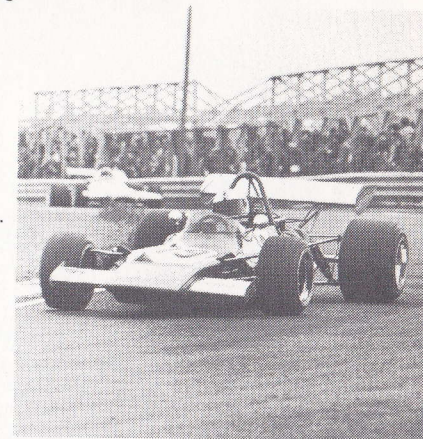


Doug Niven (Celtic-Capri) lets Handley go past.

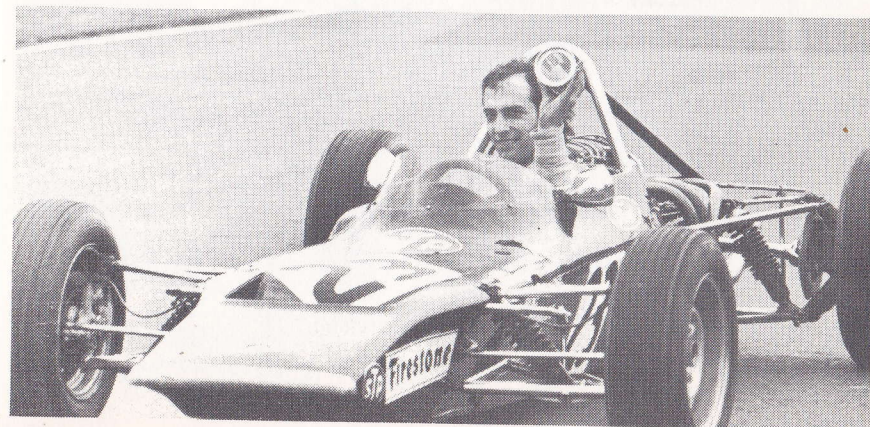


Arthur Collier's Daren sports car and Calvert's March.

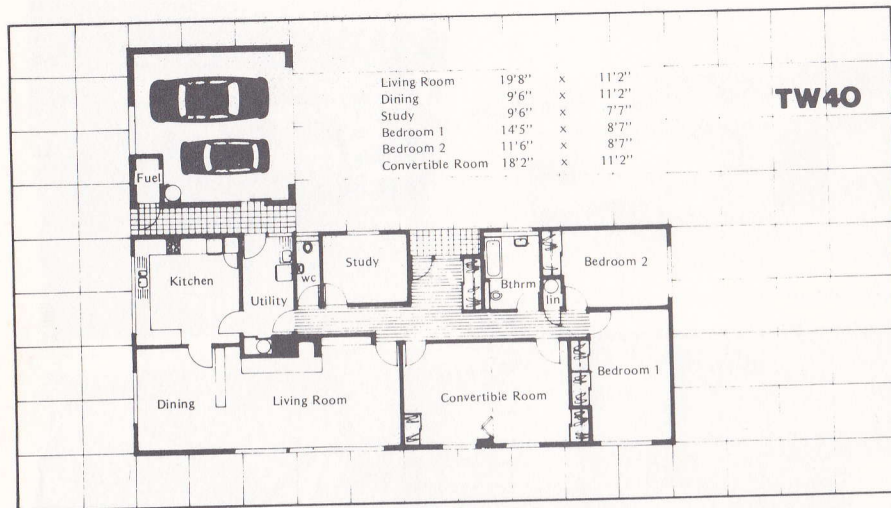
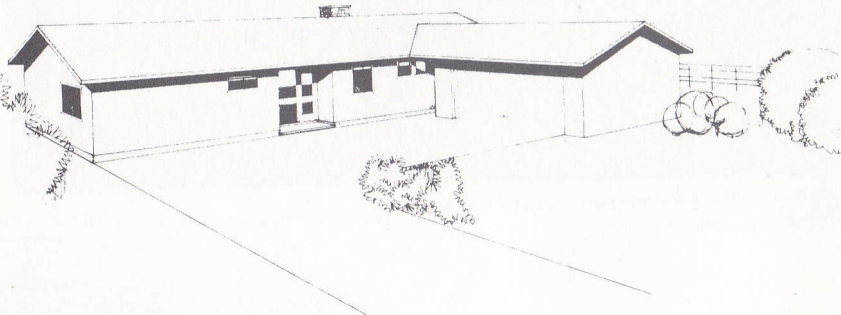
John Blades again.



FF winner Donald McLeod (Lotus 69F).



Tweeddale



The Tweeddale, although widely variable in layout, is generally designed as a very crisp ranch-style house with its long low look, Columbia pine ceiling (common to practically all house types), stone chimney and shelf divider unit separating the dining area from the sitting room. In the TW40 there is a large kitchen and in fact this design is particularly suited to use as a farm house with its separate utility entrance opening off a covered way between house and garage. A passage provides access to the kitchen, toilet and office/study from the utility, and makes it possible for a farmer to come in for his midday meal without having to walk through the carpeted living area of the house; something any farmer's wife will be pleased to note!



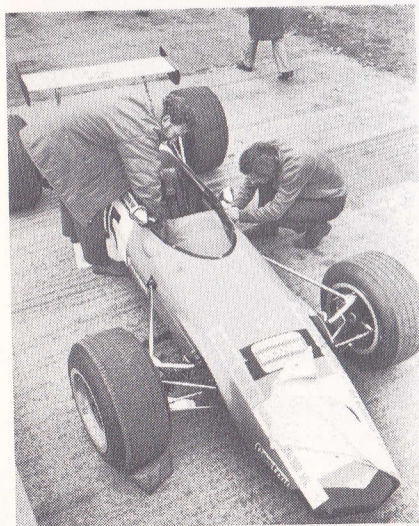
Historic racer Hamish Moffat (ERA).

SMT Trophy

23rd July 1972

The SMT Trophy Meeting marked something of a milestone at Inghliston as it was the fiftieth event held there since the circuit opened in 1965. A National event, it carried an interesting entry list but many of the names were familiar to regular race goers. It was a meeting in which Brian Nelson starred with the Crossle 22F in the Libre event and in the two part saloon car race Douglas Niven in Celtic Homes' Escort BDA won both of the special saloon car races in fine style. The meeting saw the introduction of Andy Barton's Mini with a Ford SCA 1000cc engine. This proved to be a potent bomb and Sedric Bell was soon seen with something similar. Of the two Bell ran out the most successful at the end of the season.

At the July meeting, then, we had the Formula Ford event won by Jay Pollock (Crossle) who wanted to make sure that the Formula Ford title would be his. Donald McLeod in his Lotus took second place despite being the early leader of the race and Colin McLean and Stuart Lawson in their Hawkes again demonstrated that both have promise for the future. Pollock came up through the field and passed McLeod



Ken Allen prepares his Chevron.

in a neat piece of overtaking in the ruck and won by about 2 seconds.

In the Auchentoshan Trophy for Libre cars—sponsored by a Scotch Whisky firm—Guy Edwards, in the beautifully prepared Barclays Bank Lola T290, provided some interest particularly as he shared fastest practice time with Pollock's Lotus 69. In the race, Brian Nelson in the Crossle was first away, thundering through the spray. Nelson held on to his lead from Pollock with Guy Edwards taking a good third in the Lola.

The Special Saloon car event which followed gave Doug Niven a welcome win, the car having been set up much better than before. With the wet conditions in practice Jimmy Veitch (Mini Cooper 1.3) had been very quick and he proved that in the race he could still keep Mini Coopers up front by taking second place with Eric Smith third in another Mini and Andy Barton fourth in the Ford engined Mini.

In the second part of the Libre event Pollock had his revenge by reversing the tables on Nelson but on the aggregate times it was Nelson who took the maximum points in the Libre Championship so consolidating his lead.

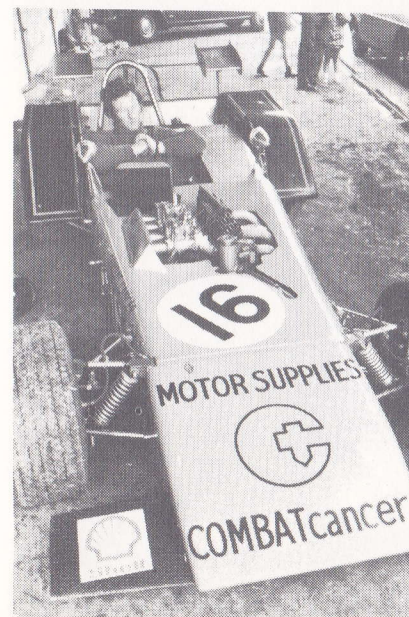
In the second of the special saloon races Douglas Niven again took the lead but this time Bill Dryden, anxious to do well at the meeting his fathers company was sponsoring, had the kind of grizzly luck that befalls a person on such occasions. Despite almost pushing Niven round with his SMT Firenza he had two spins caused by outside sources and finally withdrew from the race letting Andy Barton take second place as well as second on aggregate.

The modsports race was a hotch-potch of sports cars and saloons and it effectively saw the elimination of four cars by the Esses. Firstly Rod Wylie's Spitfire broke its diff in the middle of the pack and in the melee Hutchison's Sprite edged into the path of Absalom who in turn blocked Neil Smith's Mini Clubman the latter pair crashing into the barriers—see pictures. Hutchison retired on the next lap. In the final race there was a mixture of everything which John Barr won in his Brabham from Eddie Labinjoh and Brian Harrison (Vixen).

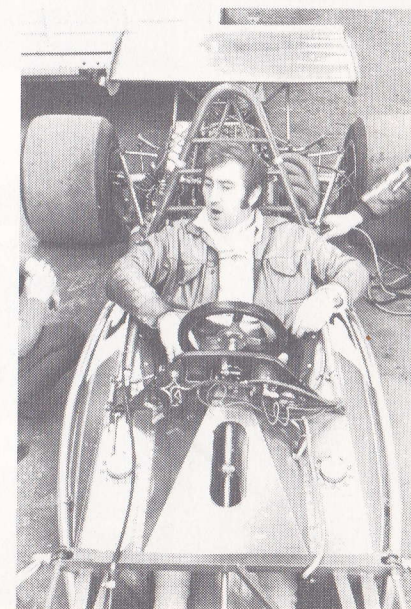


John Blades (Lotus 69) in the wet.

M. Martin combats Cancer.

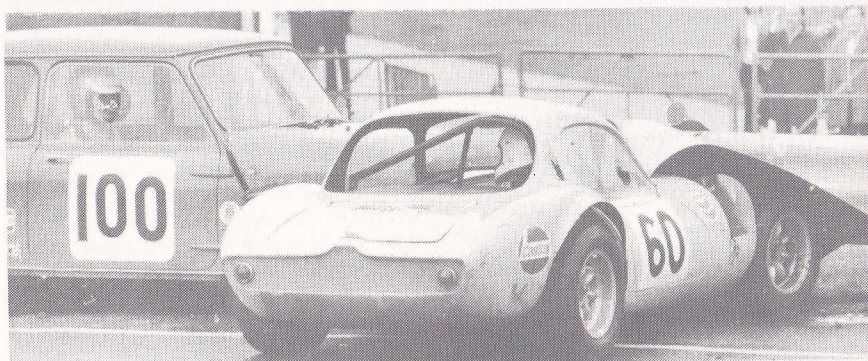


John Pollock combats the mechanics.



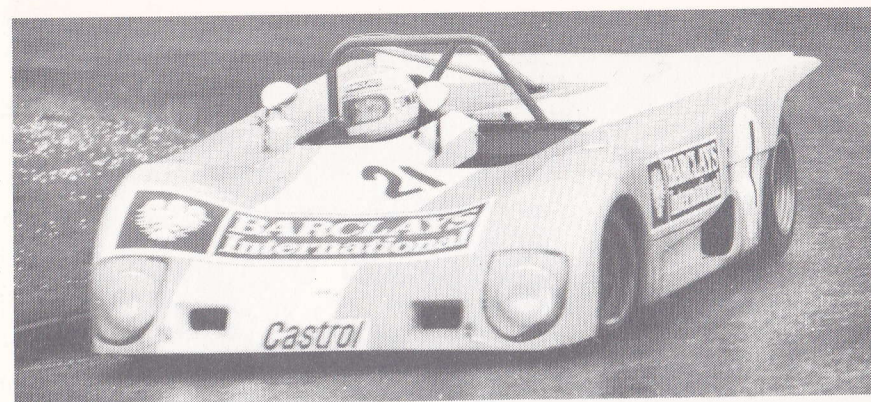
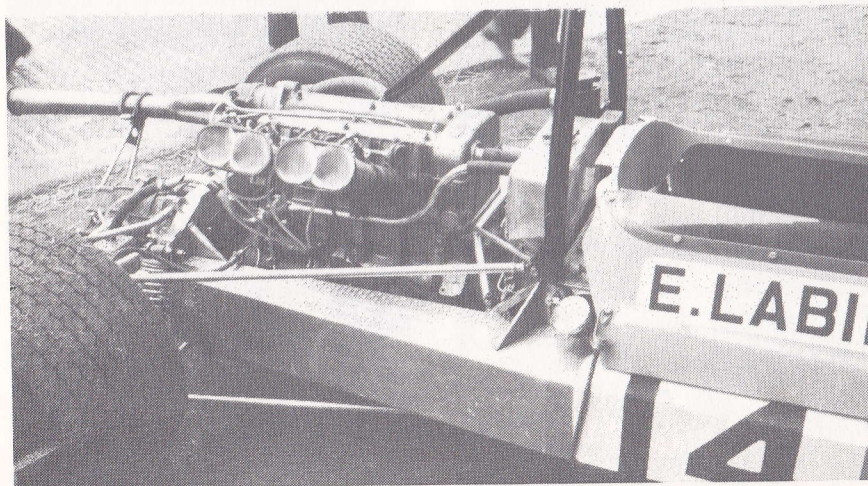


Mix up at the Esses, John Absolom's Ginetta gets the worst of it from Bob Hutchison (72) and Norman Smith (Mini Clubman) whilst Jon Fletcher and Duncan Fisher set off into the distance.



Absolom and Smith ended up this way.

Labinjoh's monocoque Fisher-Alfa.



Guy Edwards banks on Lola and Barclays.

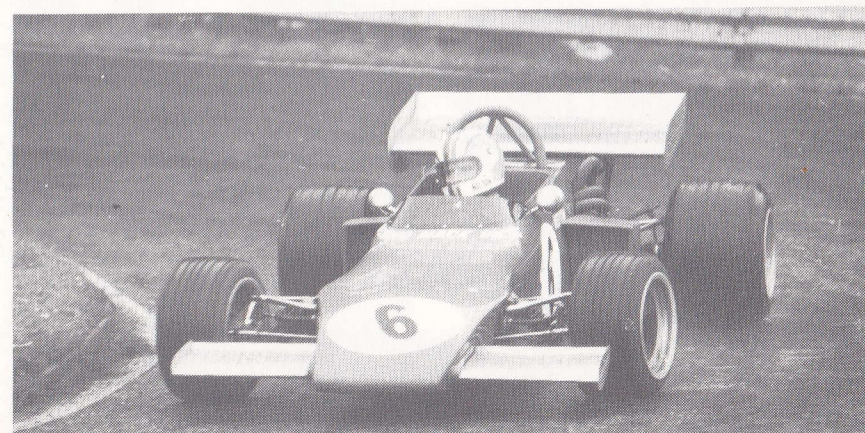


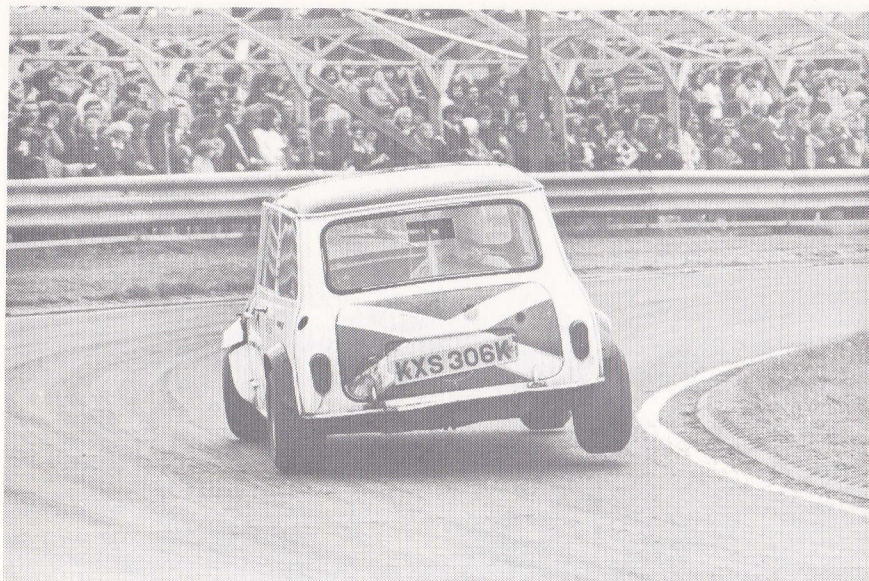
Frank Gunn smiles



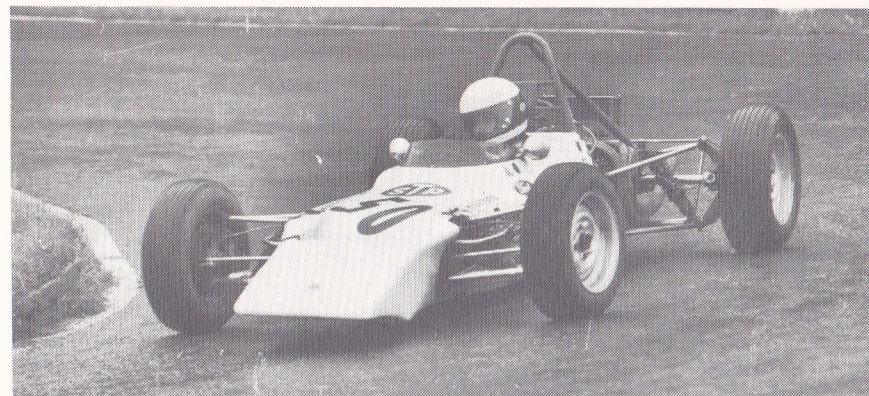
Sandy Watson is pensive.

Brian Nelson changes the rear wing and still wins.





Pinkerton's Mini raises both inside wheels at Caravan.



Graham Cuthbert's Lotus in the FF race.

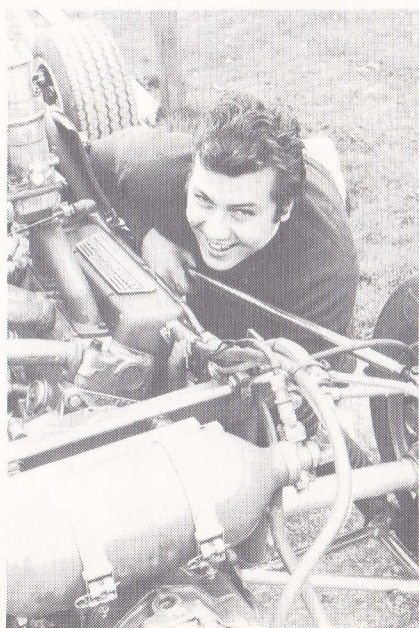


Niven braking for the hairpin.

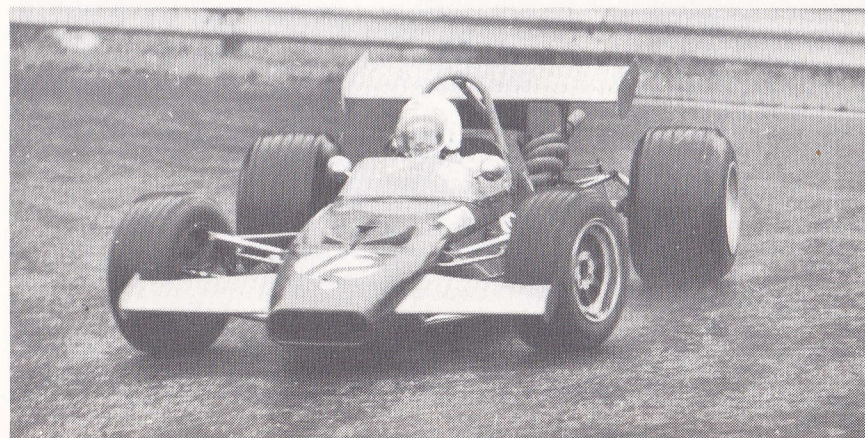
Visiting firemen from Oulton Park.



John Barr (Brabham BT 28).



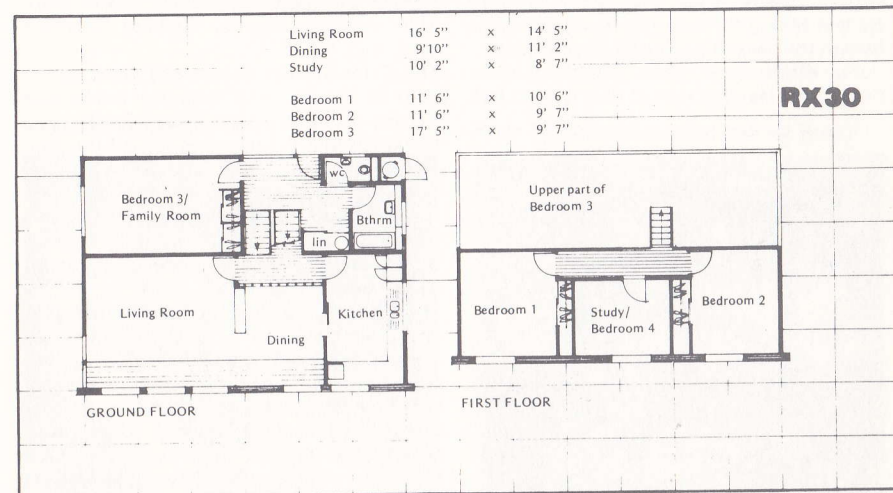
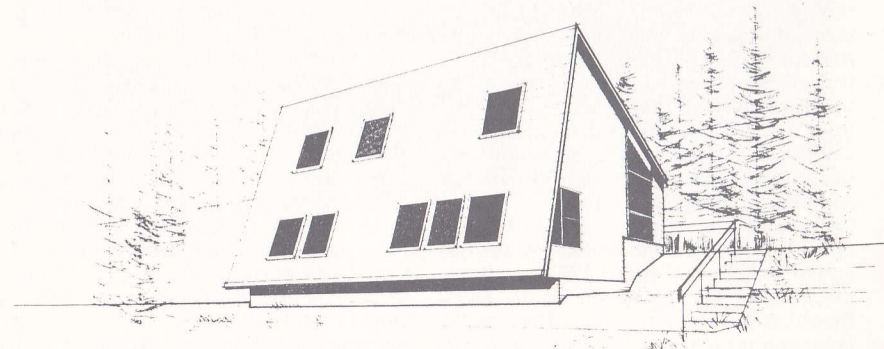
Campbell Graham (Crossle-Atlantic) in the wet.





Happiness is Bill Dryden shaped.

Roxburgh



Few companies marketing system-built houses offer such a wide choice of houses specifically designed for steeply-sloping sites: gone is the need to build a bungalow atop a disproportionately large base. The novel mansard roof/front wall of this split-level house makes the rooms extremely interesting in shape and double-glazed Velux roof windows are standard. A continuous window-seat or bench runs the length of the living room and there are versions on 3, 4, or 5 different levels with garage entry from below, side or rear. The roof and mansard can be finished in either Cedar Shingles or blue-grey Thrutone asbestos slates, and Colorlok no-maintenance weatherboarding to the end walls is a standard feature. These houses are distinctive, yet seen on a hillside site it becomes difficult to understand why people have not accepted this as the standard house-form for sloping sites.



Celtic Homes Ltd Trinity Walls Duns Berwicksire

The Aces

20th August 1972

The August fixture saw the Aces Meeting with the usual wide mixture of races but sadly a serious accident in the Kart race saw two competitors hospitalised and from then on everyone appeared to have second thoughts about karting at the circuit. The incident happened at the Esses where two drivers touched wheels, both being thrown from their machines. It was a pity this happened as the karts had provided good racing, particularly in the mid-field, and obviously had crowd appeal. It remains to be seen, however if we will ever see them racing at Ingliston again.

There were certainly fireworks in the rest of the meeting as John Pollock (Lotus 69) and Brian Nelson (Crossle 22F) both broke the outright lap record set up by Gerry Birrell at the May meeting. They had a tremendous battle in the Appleyard Motor Group Trophy Race over 25 laps with Nelson taking the flag and maintaining his lead in the season's Libre Championship.

John Absalom in Chris Shutt's Ginetta broke his class lap record and Sedric Bell

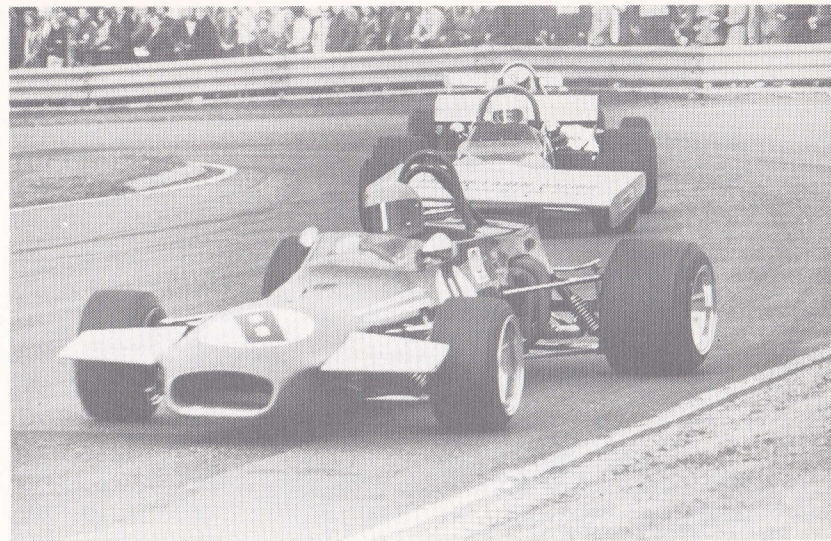
appeared with his F3 1,000cc Holbay Ford-engined Mini to pulverise Andy Barton's 1,000cc saloon record. Even Eddie Labinjoh in the GT event trimmed his own lap record in the Fisher Special and it must rate as the most successful Scottish built one-off GT car ever built.

The 10 lap Modsport race saw Donald Morgan's Elan lead from Absalom but on the second lap Alex Soutar touched the tail of Absalom's car spinning him round. Thereafter John got the bit between his teeth, broke the lap record and finished second to Miles Hopperton's Midget.

In the 1,000cc saloon event Sedric Bell ran away and hid from everyone else John Fyda (Agra Imp) and Bill Donald (Hillman Imp) taking good second and third places. Donald McLeod (Lotus 69) won the Formula Ford event having been led by Jay Pollock but the Crossle driver had to retire with steering trouble. Graham Cuthbert took second.

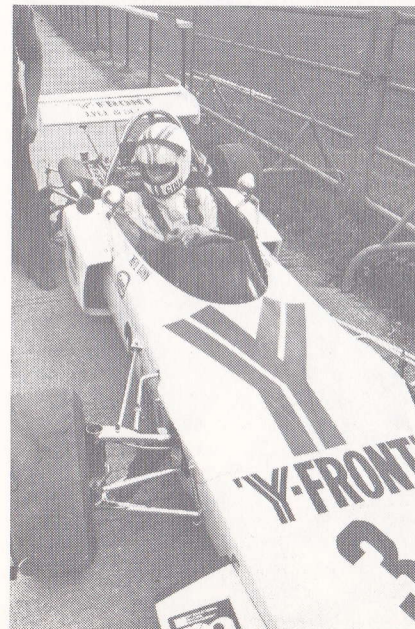
The Celtic Homes Escort was stuck at the back of the grid after Douglas Niven had trouble in practice and it was Bill Dryden in his 2.5 litre Firenza who led off the line. Niven, however, drove like the wind and threaded his way right through the field to take second place with Eric Paterson's Colvend Mini in third. In winning Dryden was forced into setting a new class record by the flying Niven.

The big race saw the usual Irish contingent and there was no catching them. Only Johnny Blades (Lotus 69) could put up opposition to Nelson, who won on the last lap, Pollock, who was second, and John L'Aime (Crossle) who was fourth. Neil Ginn in the Y-Front GRD did well to take 5th ahead of George Silverwood's Chevron B19. After a long delay, caused by the karting accident, George Silverwood dashed off with the trophy in the Special GT and Sports car race from Labinjoh's Fisher and Sandy Watson's Mallock. Tony Charnell spun on the last lap and fell out of the race. As is the case with most Ingliston meetings as well as meetings at some of the other British regional circuits many of the faces are familiar yet throughout the season the races end up with tight finishes and often surprise results.

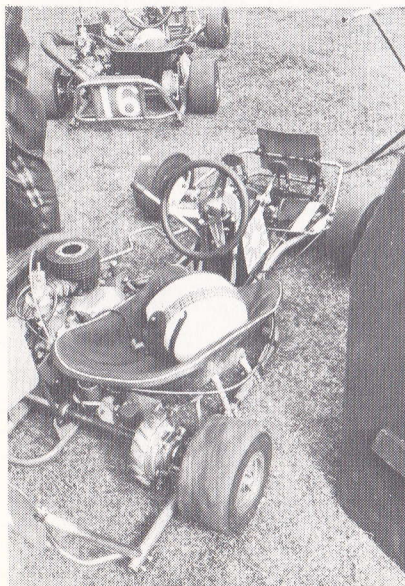
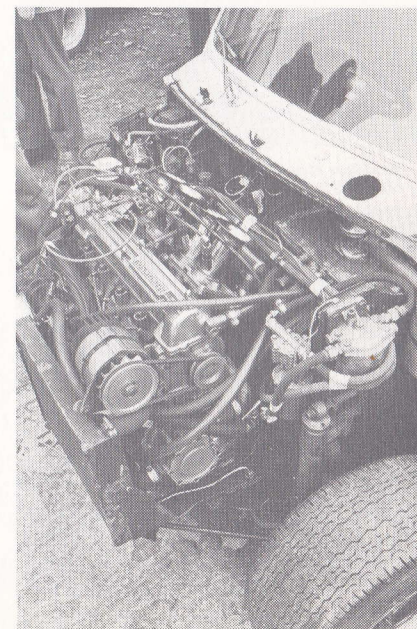


Iain McLaren (Brabham BT 35X).

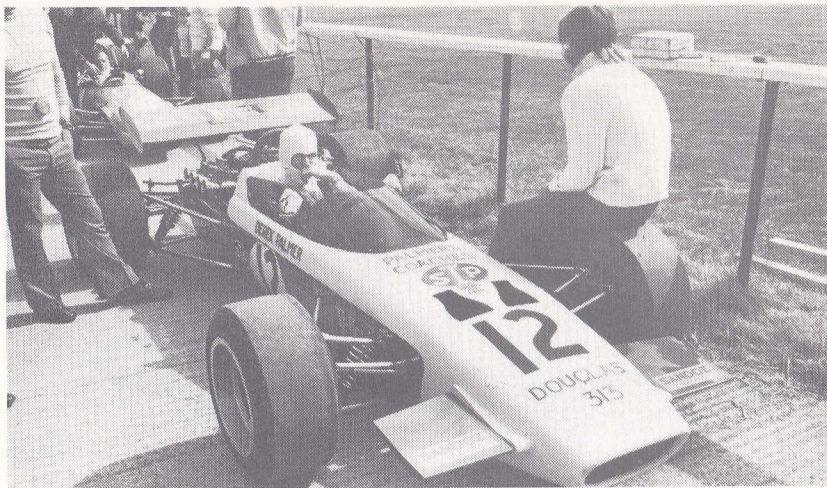
Neil Ginn supported by Y-Front.



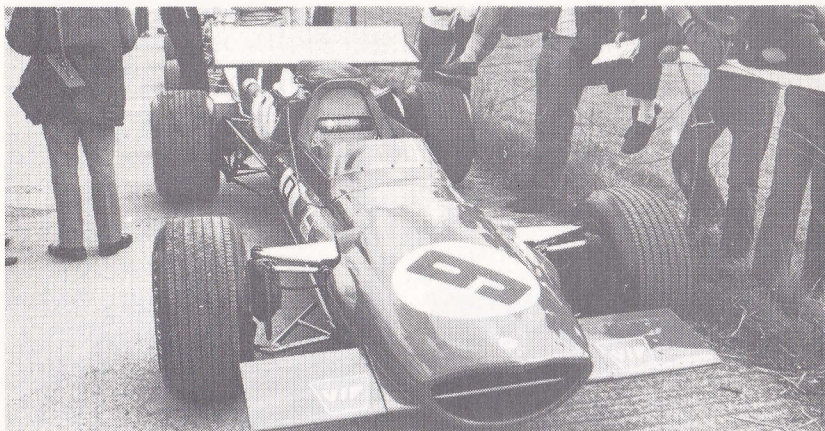
Andy Barton's Mini supported by Ford.



Royal Bank go karting.

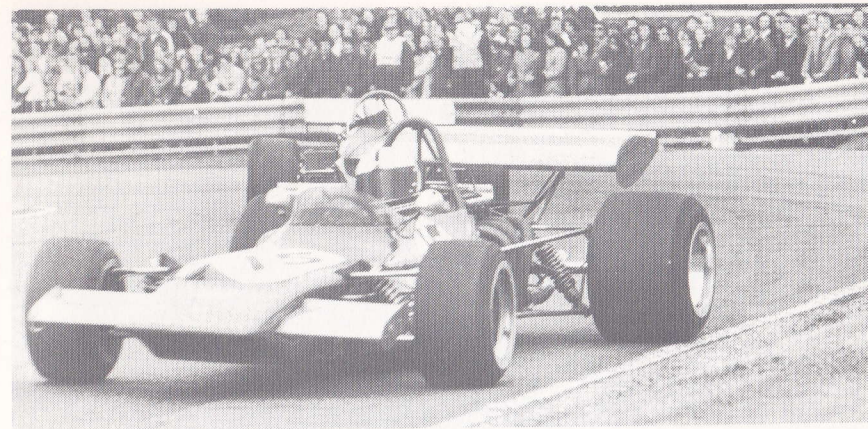
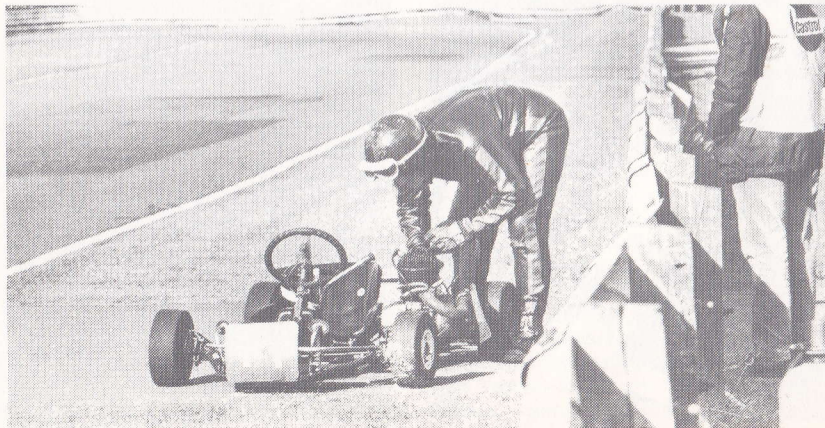


Derek Palmer's McLaren Atlantic.

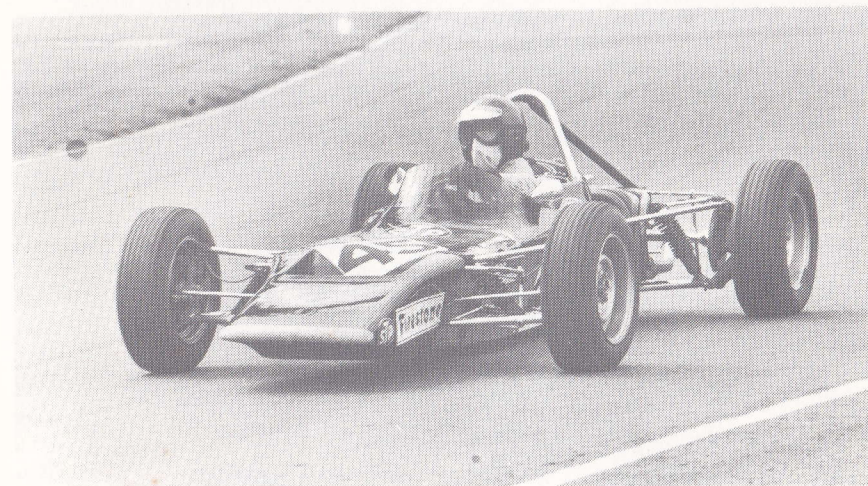


Andrew Goodfellow's rare Cooper T90.

Tom Winton gets down to repairs.

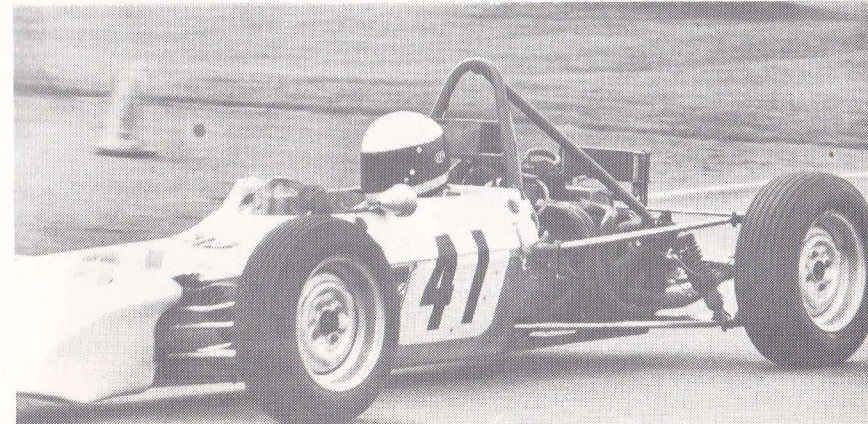


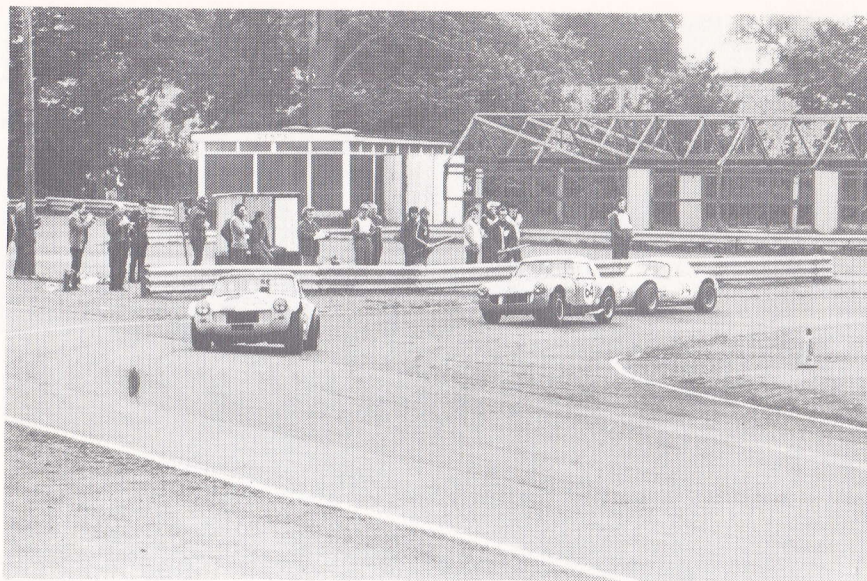
John Pollock (Lotus) holds off Nelson.



Donald McLeod (Lotus 69F).

Graham Cuthbert (Lotus 69).





Miles Hopperton (Midget) leads K. M. Shade and John Absolom.



Dryden's Firenza in action again.



Frank Gunn and Jim Dickson were pretty close.

Alan Smith checks out his piston.



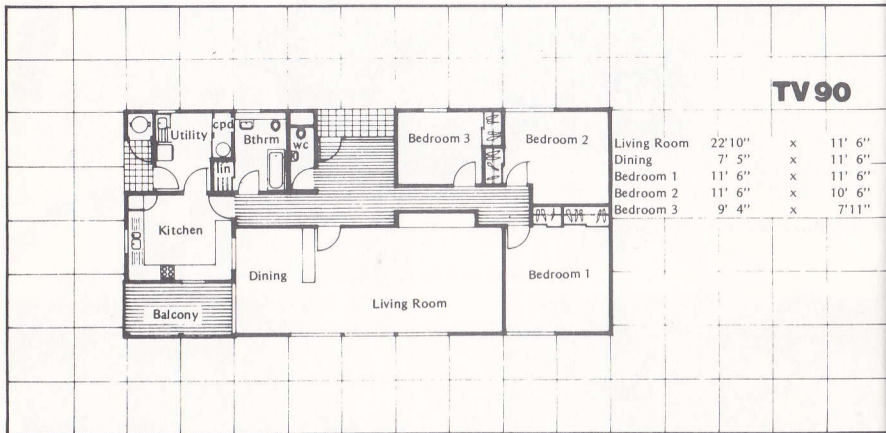
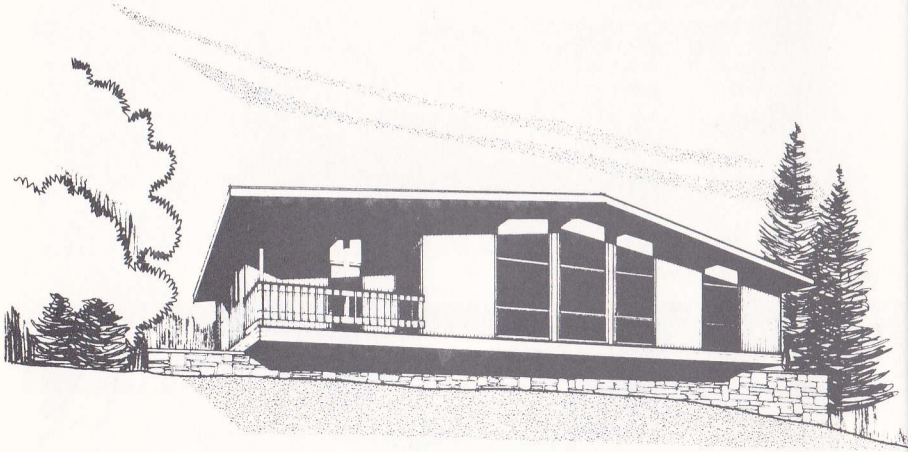
Ken Allen smiles.



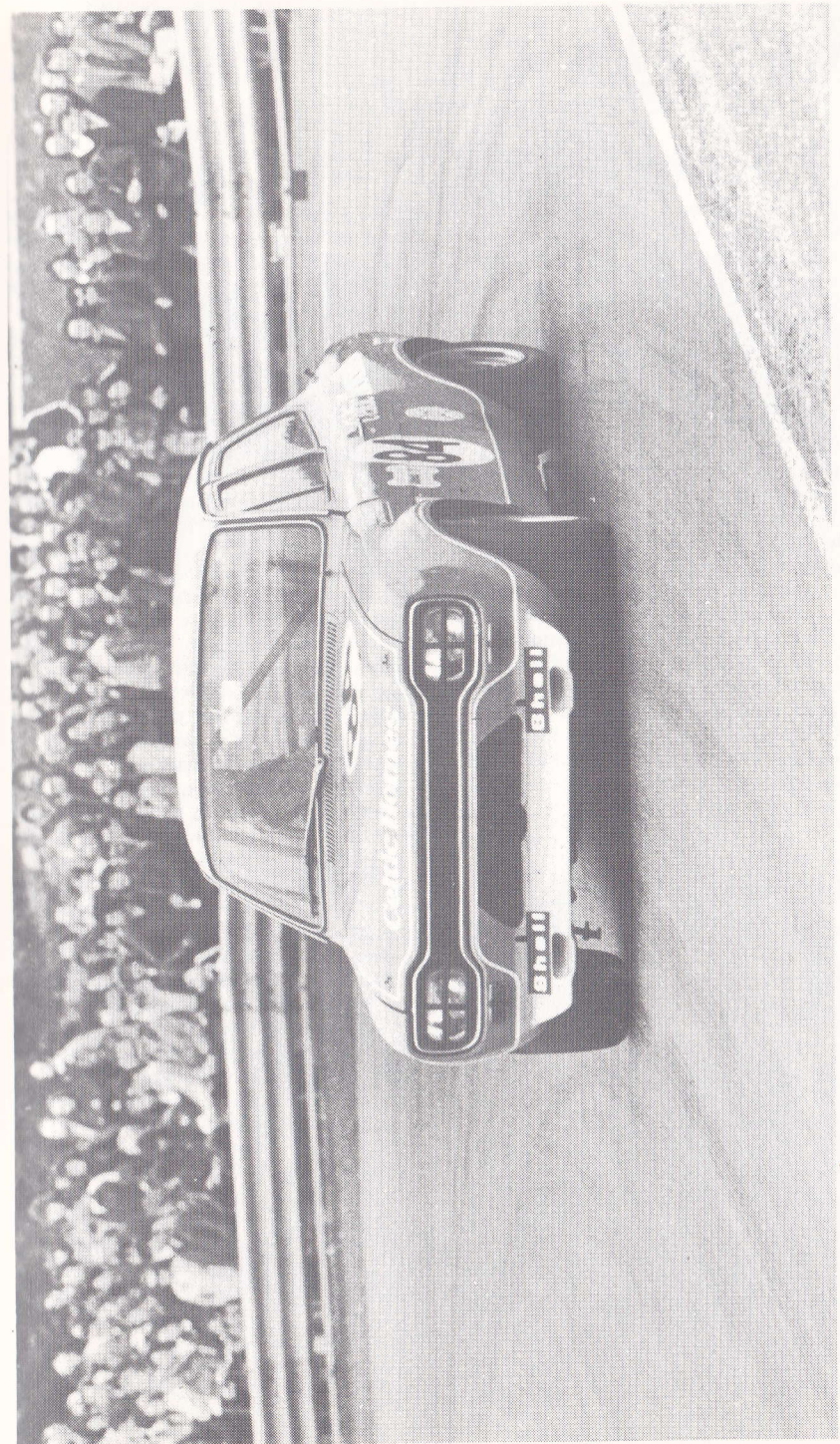
Davy Muter, Eric Paterson and Eric Smith do it all together



Teviotdale



The Teviotdale Range is similar to the top floor of the Lammermuir, with the same striking features of exposed beams and sloping ceilings. There are various sizes ranging from 900 sq.ft. upwards and including patio designs, "port cochere" carports and standard frontages ranging from 13.5M (41') to 18.0M (59'). The Teviotdale has proved a very popular single-level alternative to the Roxburgh for steeply sloping sites, when they are built anchored to a narrow full length base at the rear and cantilevered over a long flank wall at the front. Where there is approach from the lower side it is sometimes possible to incorporate a garage and entrance hall below the house. Cladding is usually vertical cedar boarding, on top of a cast stone base.



Oversteering as usual Douglas Niven (Escort).



Kings cup

17th September 1972

For the September meeting at Ingliston Scotcircuits Ltd., who promote events on the circuit, decided to go all out for a big saloon car entry with the backing of Kings of Glasgow the Quarrymasters and road surfacing contractors who are members of the Tarmac Group. Due to the perfidious nature of racing drivers there was much too-ing and fro-ing with regard to the entry and as we have come to expect a number of the top British saloon car drivers dithered about coming right up to the last moment. With £300 for the first prize one would have thought it would have been more of an attraction but perhaps some of the drivers felt their reputation might suffer at the hands of the locals. It was a brave effort which I hope will continue into 1973. As it transpired Gerry Birrell entered the Kent-Frami Capri and simply dominated the big race setting a Group 2 Class record in the process and dragging Bill Dryden's SMT Firenza along behind him into second place. Again Eric Smith drove well to take third and Irishman Des Donnelly in Drydens 1971 Viva GT took fourth.



Commentator Jim McInnes going through the motions of working with Gerry Birrell.

In the Formula Libre event Gerry Birrell again excelled in the Coca-Cola Sports Motors March 722 and had the satisfaction of lowering the outright lap record for the circuit yet again.

In the 1,000cc saloon car race Sedic Bell and Andy Barton had a real set too each out to prove that his Ford engined Mini is faster than his partners. As it transpired Bell's was the quicker and he won the race again breaking his class record. Peter Pitman did well to take fourth behind John Fyda.

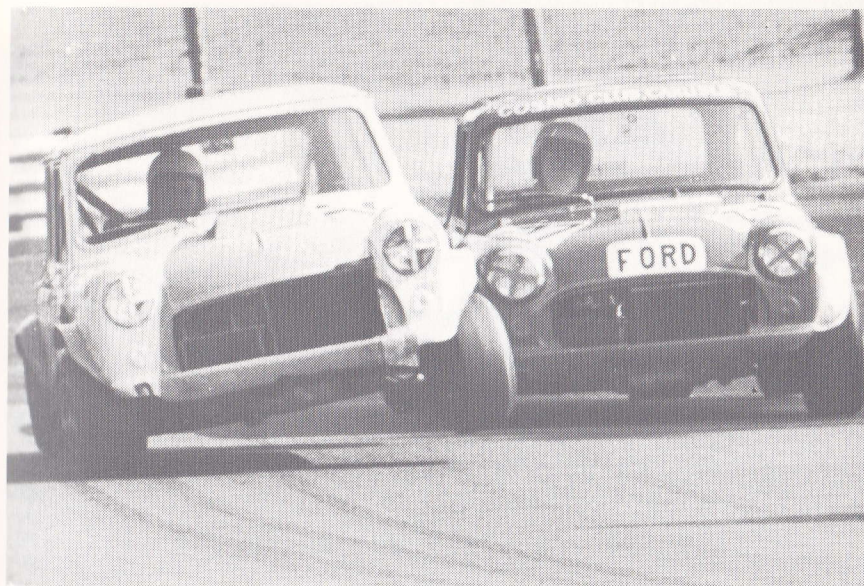
The familiar names came out of the hat for the Formula Ford event and again Jay Pollock had trouble this time blowing the engine in his Crossle. This left Donald McLeod out in front with the Lotus to win —only to lose the car at the Esses on the slowing down lap and stuff it into the barriers. Graham Cuthbert took second in the Lotus and Colin McLean third in his Hawke. This result put the Formula Ford Championship into a tizzy with the final meeting to decide its destiny.

The over 1,000cc saloon event saw Bill Dryden's Firenza out in front to win from Des Donnelly in the Viva with Eric Smith third and Frank Gunn fourth in Minis.

The Modsports boys again had a battle with John Absalom in the Ginetta winning from Miles Hopperton and Ian Hall with Sprite and Midget respectively.

Tommy Reid was a non-starter in the libre race as his Brabham had been stolen and only recovered the day before the meeting so there was no time to prepare it. There were other non-starters also so Gerry Birrell went out to win from Brian Nelson and John Pollock, the latter pair being familiar front runners at the Libre events this season. Birrell followed this up with his 2.9 Capri RS win for Kent-Frami so leaving the Special GT and Clubmans race once again to Tony Charnell and Edward Labinjoh to sort out between them. This time Charnell's Chevron B8 won out over the Fisher with Mel Ross taking a good third in his Mallock.

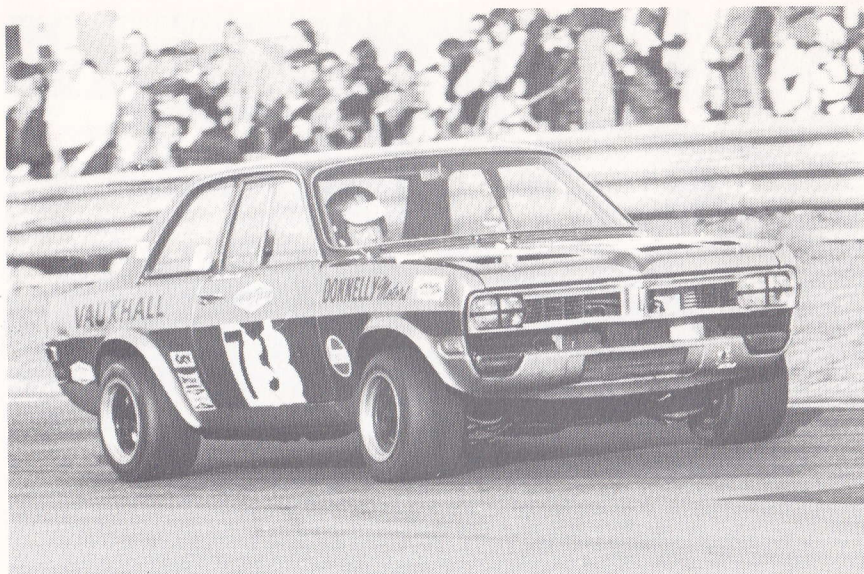
Perhaps, for next year, the southern saloon car kings will consider coming north if only for some competition; though £300 first prize money also has its attractions.



Andy Barton keeps flying ahead of Sedic Bell

Shortly afterwards the marshals collect Barton's petrol tank! The car retired



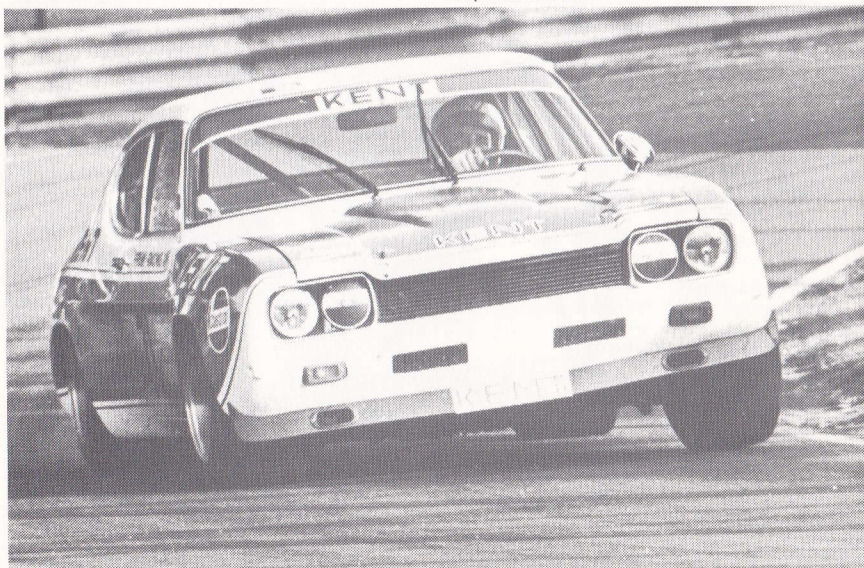


Visiting Irishman Des Donnelly in his beautiful Viva GT.

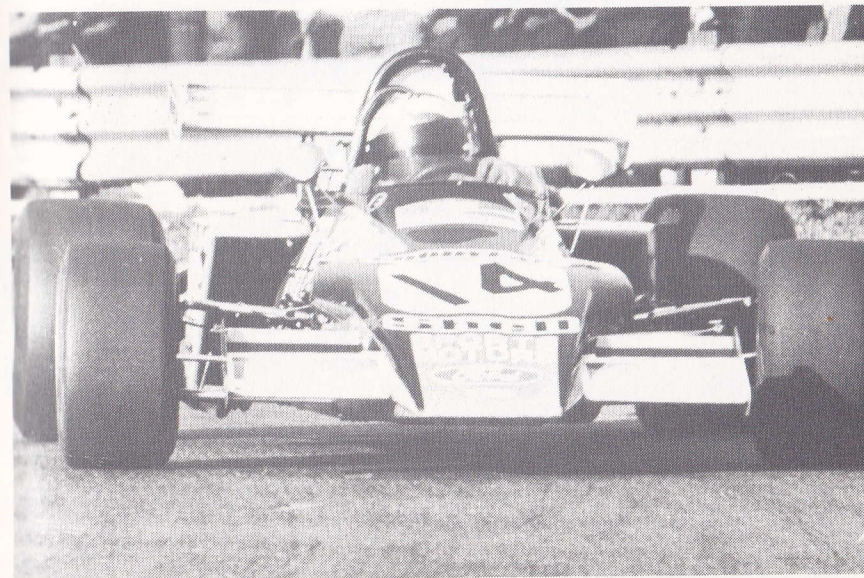


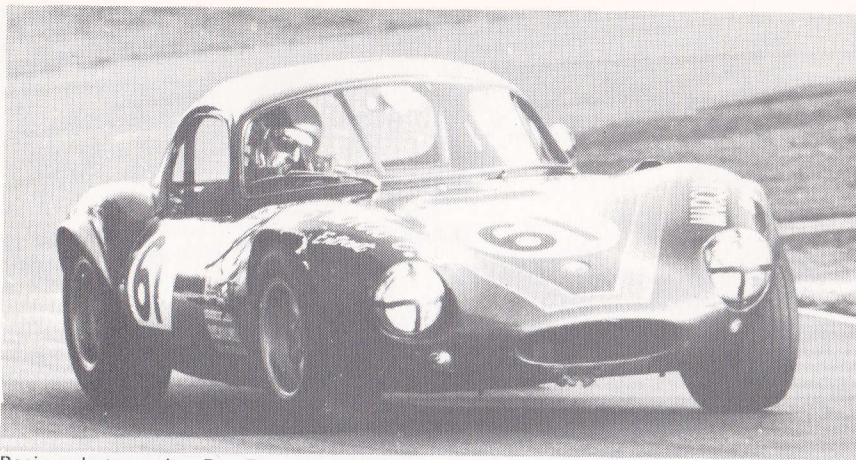
The field in the big race sets off with Birrell out in front.

Gerry Birrell's record breaking Kent-Frami Capri at Clock.



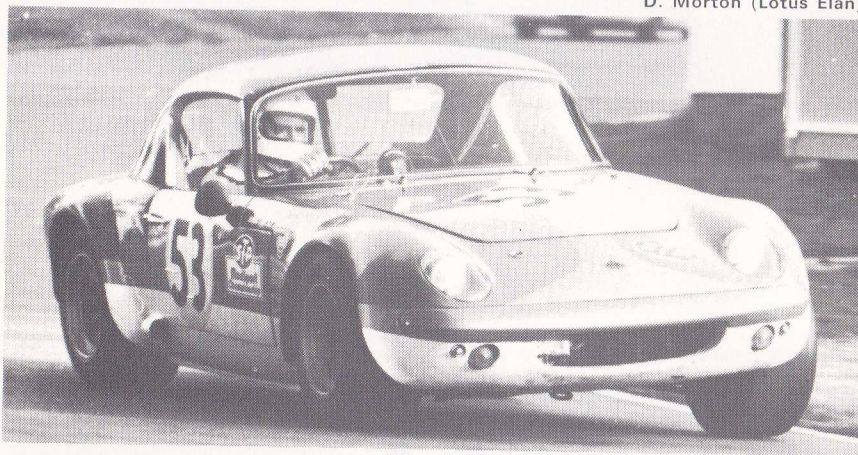
Birrell again, this time in the Coca Cola Sports Motors March.



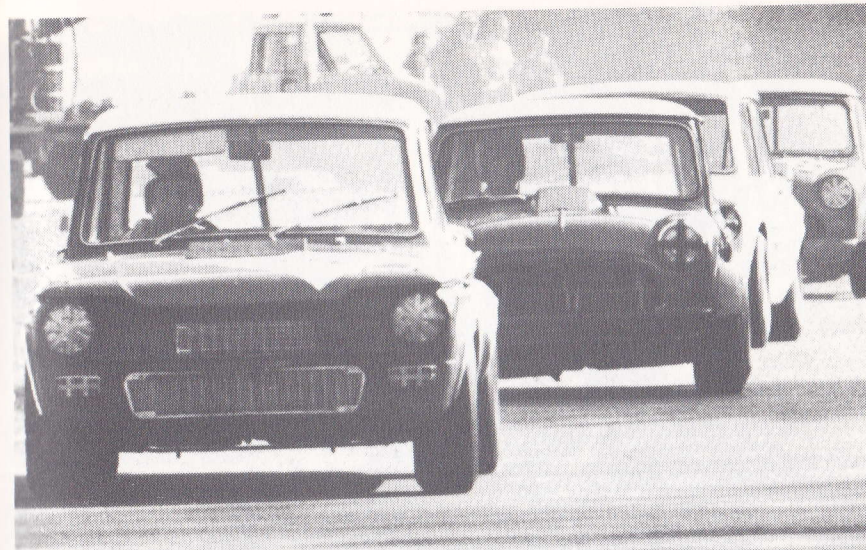


Racing photographer Reg Forrester Smith in his Ginetta.

D. Morton (Lotus Elan).

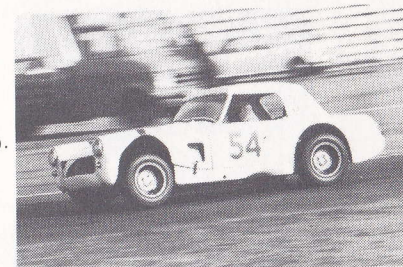


Locked in battle Sedric Bell (Mini-Ford) and Bob Leckie (Imp).

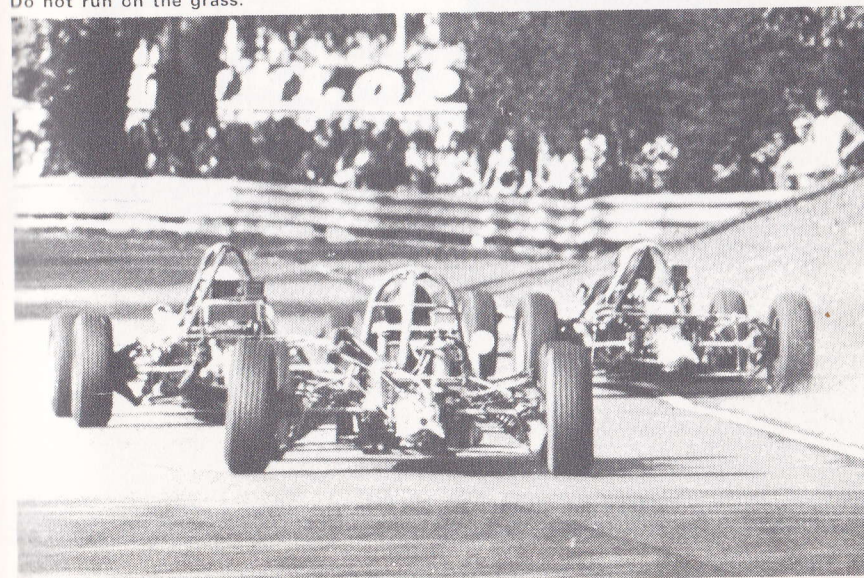


W. G. Donald (Hillman Imp) leads an Imp-Mini sandwich.

Bob Hendry (M.G. Midget).



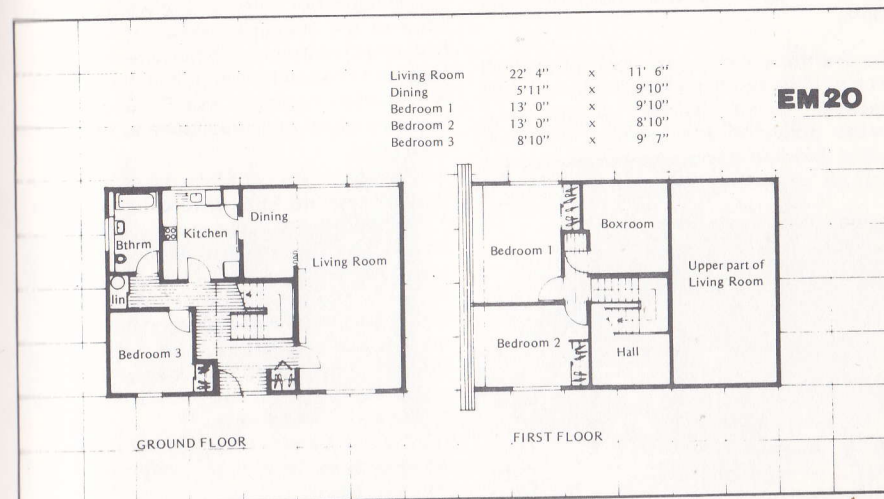
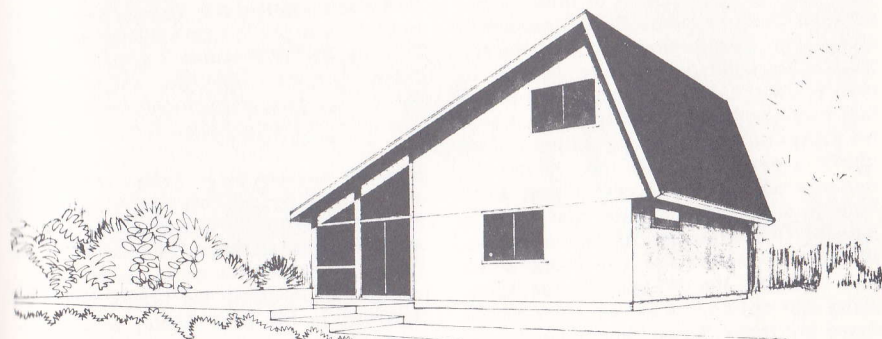
Do not run on the grass.





Another Scotsman who also races: Jackie Stewart in the Tyrrell at Brand's Hatch.

Ellemford



The Ellemford is one of the most attractive three-bedroom timber-frame houses marketed by any firm and at a price which is staggeringly competitive. It features sloping ceilings, a generously-dimensioned through lounge with dining alcove (on the EM 20 this can be divided off by a curtain when one wishes to hide the table), a dramatic hall and two bedrooms on the first floor which have an unusual sloping wall and ceiling and a full length bedhead shelf or dressing table. There is also a very useful boxroom which can be used as a children's playroom. Although available with a large stone fireplace and chimney the EM 20 is usually supplied with Austinsuite Quartet Living Units, providing a very useful focal point and display area for the family TV set, books, the best china, and incorporating a writing bureau or cocktail cabinet. Although the standard layout has the WC suite in the bathroom this can be altered to provide a separate compartment when required.



Nairn Trophy

15th October 1972

The October meeting, a National event, was the final race meeting of the season and was sponsored by Nairn Travel. It was a full programme with Historic Racing Cars and the culmination of most of the seasons Championships. Brian Nelson was faced with maintaining his hold on the Libre Championship despite having to borrow John L'Aime's Crossle due to the fact that Desmond Mack had withdrawn his support for racing. As it turned out he put on a good display in the 1.6 litre car but was not quick enough to beat John Pollock who won the race and Richard Scott in the Brabham BT 38 who was second. In the saloon car event Brian Muir brought the Wiggins Teape Capri along and not only won two races hands down but broke Gerry Birrell's lap record set up in September with the Kent Frami Capri.

The first race saw a real dust up as Bob Leckie (Imp) and Andy Barton (Mini-Ford) touched, Leckie holding second and Barton going on and winning the race. Sedric Bell had a bad start but worked his way up to pass Leckie and take second



A. Sellar (Cooper Mini) at the left hander leading G. Windrum (Imp).

place but Andy Barton was well ahead and won. The signs were that Barton had decided to modify his Ford engine further than before with the threat from Sedric Bell and he ended the season with a win but Bell won the season's saloon trophy. Donald McLeod didn't compete in the Formula Ford event so allowing Jay Pollock to recapture his early season form and win the race so tying with McLeod in the Championship. Geoff Todd in his Brabham tried to show everyone the way but was penalised 10 seconds for jumping the start and Irishman Dave Langley took a well merited third place in his Crossle 20F. The over 1,000cc saloon car event almost brought a turnup for the books as Laurie Hickman in his BDA Escort entered by Gerry Edmonds took the lead and held it to the Hairpin but, shortly afterwards, Brian Muir in the Wiggins Teape car took the lead and then dominated the race. Hickman held on to second place from a determined Bill Dryden however, but Dryden finally lost two gears and was lucky to hold his third place.

Eric Smith in his 1.3 Mini, the quickest of the big engined Mini drivers, lowered the 1.3 litre lap record in this race.

The Historic Cars saw the "moderns" in the shape of John Roberts Cooper Bristol and Richard Pilkington's similar car leading Ray Potters Connaught. Behind them came the E.R.A.'s etc., led as usual, by Hamish Moffatt. John Vennables Llewelyn was his usual ebullient self but retired and ended up on the end of a tow rope.

The Cooper Bristols both set new post-war lap records whilst Moffatt improved on the pre-war record.

The John Players Special Trophy for GT cars brought out the terrible twins Labinjoh and Charnell once again and it was the Fisher special driven by Edward Labinjoh which was the winner on this occasion, John Absalom taking third in his Ginetta.

The final race of the season was another saloon car bash which saw Brian Muir win again but this time Bill Dryden took second in the Firenza with Laurie Hickman third and the remarkable Sedric Bell in his Ford engined Mini.

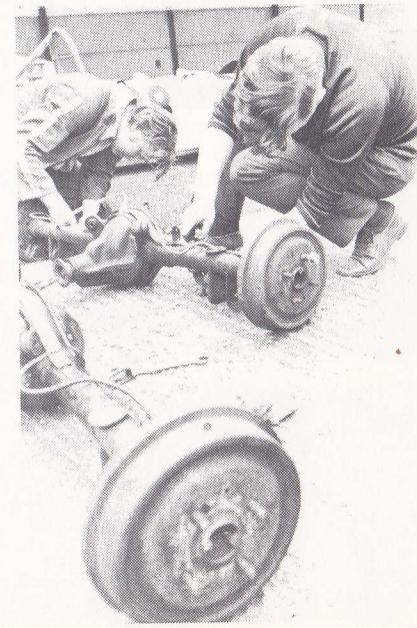


Tailenders view of the start.

John Pollock checks his wing angle.

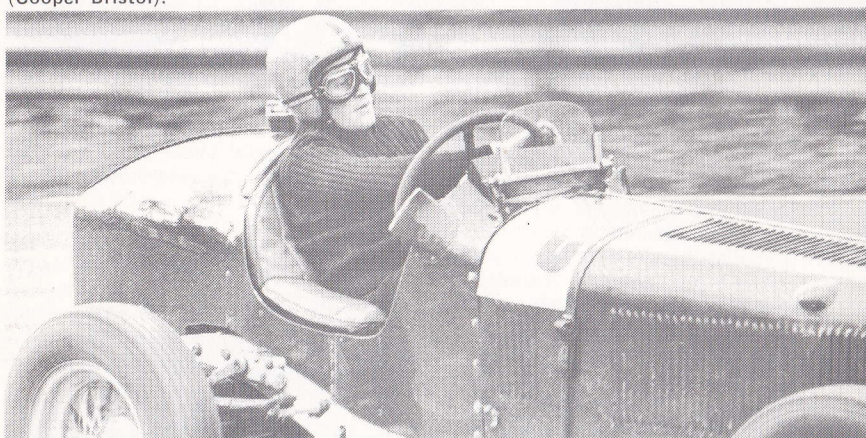


Des Donnelly replaces his back axle.

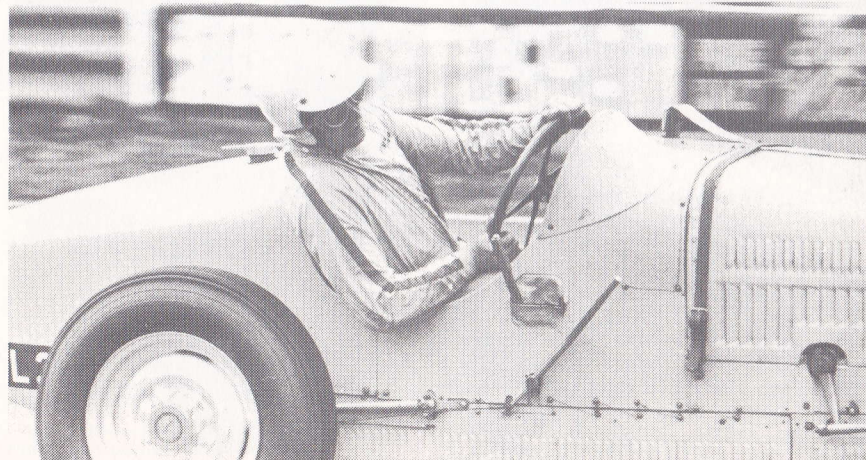




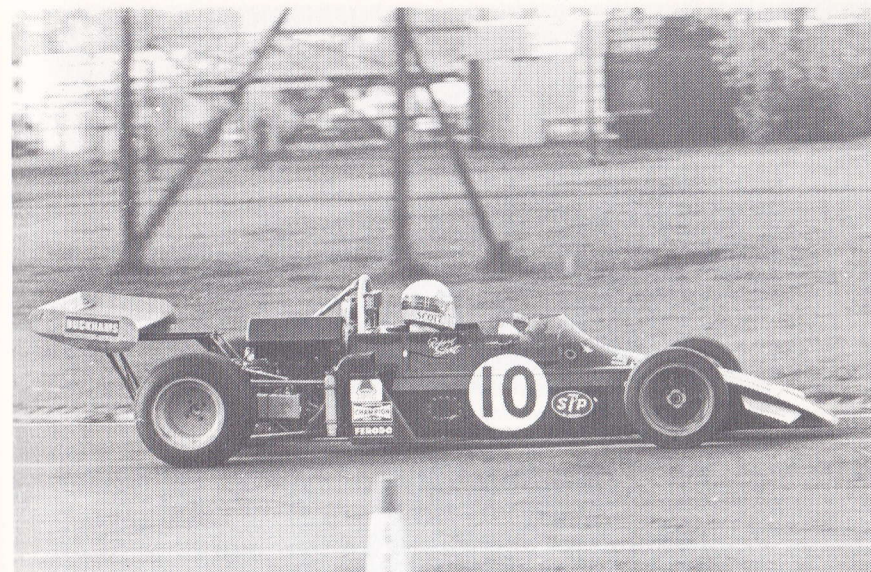
The historic cars in action. John Roberts (Cooper Bristol).



John Vennables Llewelyn (ERA) on opposite lock.



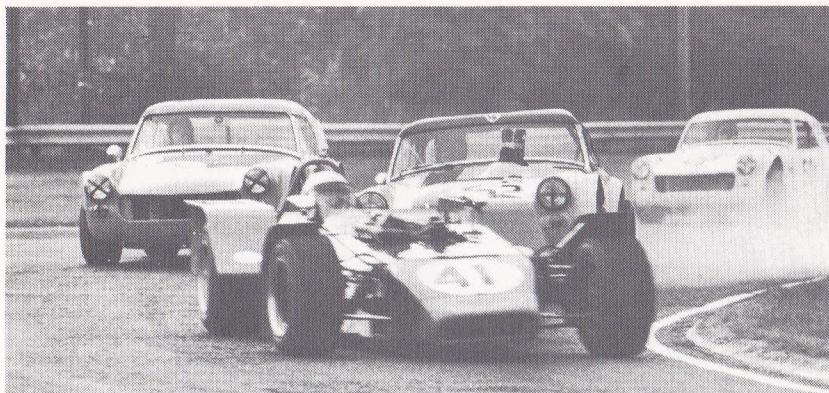
Frank Wall in classic Bugatti style.



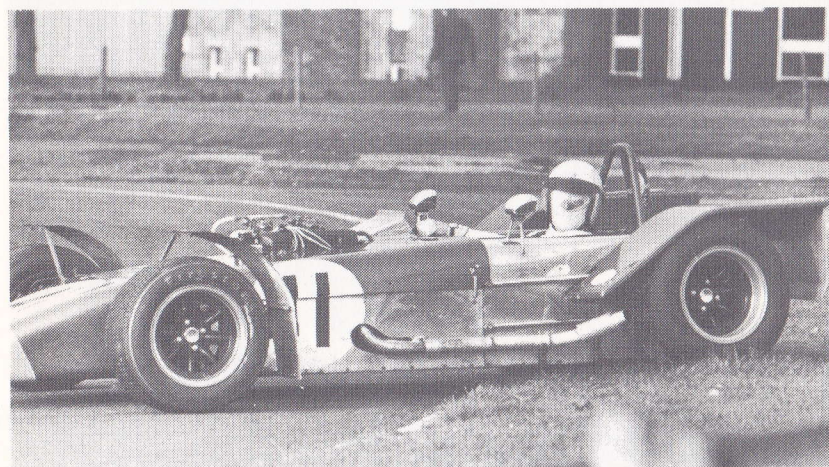
Richard Scott made his one and only appearance this year in the latest F2 Brabham. The car was one of the best prepared all season and Richard deserves more success.

Intruder, Laurie Hickman (Ford Escort) has the effrontery to lead eventual winner Brian Muir in the Wiggins Teape Capri RS.



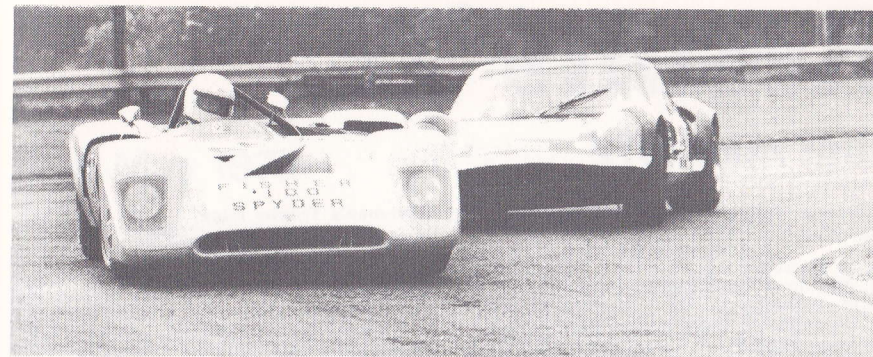
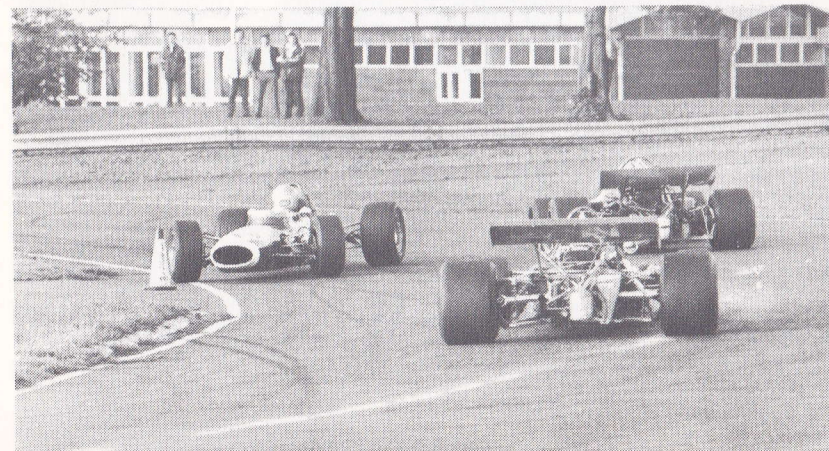


Mel Ross going strong ahead of Miles Hopperton, Bob Hutchison and Bob Hendry...

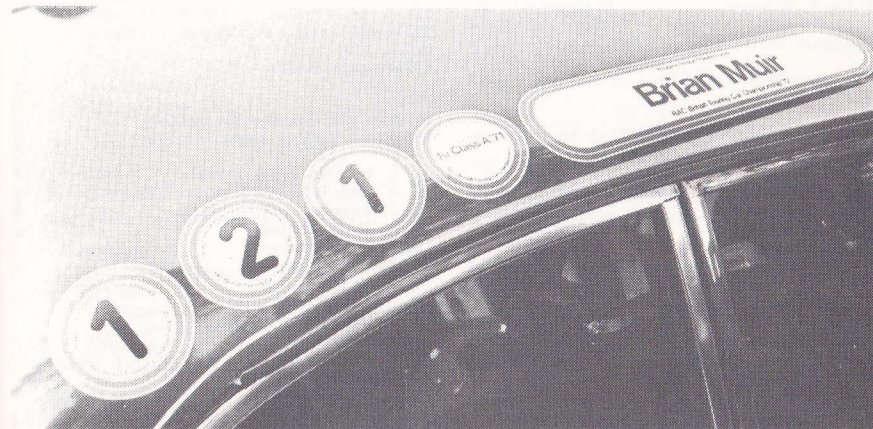


..... as a result of which he spun.

... But then so did Douglas Thomson (Ecosse-Imp) and right in front of the leaders too.

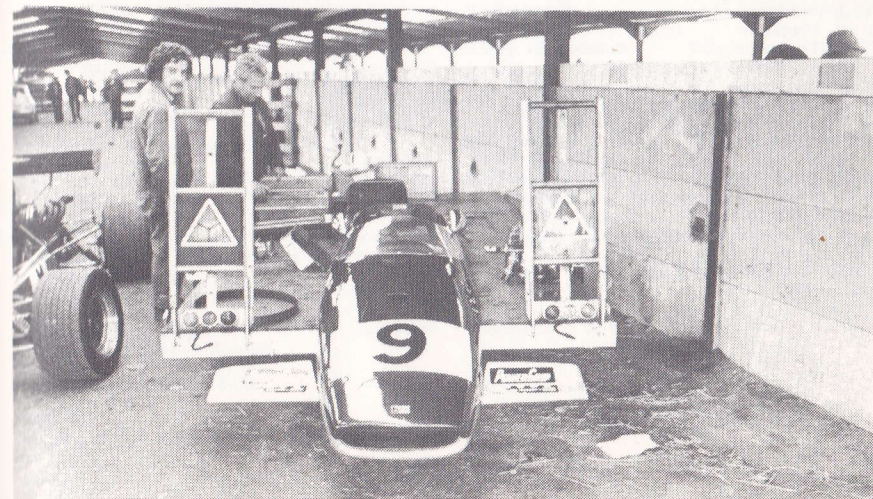


Edward Labinjoh (Fisher Spyder) winner of the GT Championship from his close rival Tony Charnell (Chevron B8).



Brian Muir wears his medals on his car.

Ted Dzierzeck's high-speed trailer.



Results '72

16th April 1972

Edinburgh Students Charities Cup Race *Libre Cars*

1 B. Nelson – Desmond Mack Racing	Crossle 22 F
2 T. D. Reid – Irish Racing Cars	Brabham BT 30
3 J. H. Blades	Lotus 69 Atlantic
4 D. Berry	Brabham BT 16/21B
5 I. C. McLaren	Brabham BT 35X
6 P. McGarrity	Lotus 69 FJA
7 D. N. Thomson	Ecosse Imp
8 J. Barr	Brabham BT 28
9 W. T. Kinnear	Brabham BT 23C
10 G. Todd – Pinkie Mains Farm	Brabham BT 28 FF

Fastest Lap Nelson – 48.9

Laughing Duck Trophy Race *Special Saloon Cars over 1000 cc*

1 W. N. A. Dryden – SMT	Vauxhall Firenza
2 N. Hodgson	Ford Escort
3 J. Veitch	BLMC Cooper S
4 E. N. Smith	Mini Cooper S
5 J. Pinkerton	Mini Cooper S
6 C. Bradley – D. A. Harris Ltd.	Ford Escort
7 J. Tuer	Ford Escort TC
8 G. Clark	Mini Cooper S
9 H. Wilkinson	Anglia

Fastest Lap Dryden – 55.6

Firestone Trophy Race *Formula Ford Cars*

1 J. Pollock	Crossle 20 F
2 C. MacLean	Hawke DL2B
3 G. Todd – Pinkie Mains Farm	Brabham BT 28 FF
4 P. Eastwood	Merlyn 11A
5 J. McClements – Desmond Mack Racing	Crossle 20F
6 H. Acheson	Merlyn 20A
7 C. Reeves	Mallock U2 Mk 9B
8 R. Winchester	Dulon 1600
9 B. Birrell	Hawke DL2B
10 J. MacGilvray	Crossle 20F
11 P. C. Morrison	Crossle 20F

Fastest Lap Pollock – 54.8

Rothman's Trophy Race

Special Saloon Cars up to 1000 cc

1 A. Barton	Mini Cooper S
2 J. C. Fyda	Agra Imp
3 W. Borrowman – Sports Tune Accessories	Mini Cooper S
4 J. A. Howden	Chrysler Coupe
5 W. Donald	Hillman Imp
6 H. MacKinnon	BLMC Cooper S
7 N. D. Smith	BLMC Clubman
8 C. Chisholm	Hillman Imp
9 R. Lawson	Austin Cooper S
10 G. M. Findlay	BLMC Mini
11 J. Berwick – A. Wilson	Austin Cooper

Fastest Lap Barton – 58.2

Special GT Sports, Clubman's Modified Sports Cars

1 E. Labinjoh – J. Fisher	Fisher Spider
2 A. Charnell	Chevron BMW B8
3 J. Absalom – Chris Shutt	Ginetta G4
4 R. D. Hutchison	A H Sprite
5 T. N. Thomson	Jaguar E-type
6 M. S. Ross	Mallock J2 Mk 8B
7 J. A. Hall	Lotus Elan
8 R. Forester-Smith – Marquis Motor Co.	Ginetta G4
9 W. L. Wood	MG Midget
10 D. McDonald – Marquis Motor Co.	DVA 10F
11 G. R. Wilson	MG Midget Mk II

Fastest Lap Charnell – 55.0

14th May 1972

John Player Special Trophy Race

Special GT, Sports, Clubman's & Modsports

1 A. Charnell	Chevron B8
2 A. Collier	Daren Mk 3
3 J. Mackie	Mallock U2 1B
4 J. Absalom – Chris Shutt	Ginetta G4
5 M. Hopperton	MG Midget
6 M. Nugent	Lotus Elan
7 P. MacNaughton	Lotus 7
8 D. Morton	Lotus Elan
9 R. Forester-Smith – Marquis Motor Co.	Ginetta G4
10 N. L. Wood	MG Midget
11 G. R. Wilson	MG Midget
12 J. A. Hall	Lotus Elan
13 D. MacDonald – Marquis Motor Co.	Diva 10 F

Fastest Lap Charnell – 54.4

Auto-Auctions Trophy Race

Special Saloon up to 1000 cc

1 S. A. Bell – Cosmo Entertainments Club Carlisle	Mini
2 J. C. Fyda	Agra Imp
3 W. Borrowman – Sports Tune Muir Batter Ltd.	Austin Cooper S
4 G. C. Gordon	Mini Cooper S
5 W. G. Donald	Hillman Imp
6 P. Pitman	Austin Cooper S
7 H. MacKinnon	BLMC Cooper S
8 G. M. Findlay	Mini

Fastest Lap Bell 57.4

Royal Highland Trophy Race

Formula Ford

1 D. MacLeod	Lotus 69F
2 J. Pollock	Crossle 20F
3 C. MacLean	Hawke DL2B
4 P. Harrington – Archer Sharp Crane Hire/Kass	Cougar 72 FI
5 G. Cuthbert	Lotus 69F
6 J. W. Simpson – CSMA Ltd.	Lotus 61M
7 F. Lawson	Hawke DL2B
8 G. Todd – Pinkie Mains Farm/McGregors Animal Feeds	Brabham BT28FF
9 H. Acheson	Merlyn 20A
10 P. Eastwood	Merlyn 11AFF
11 J. McClements – Desmond Mack Racing	Crossle 20F

Fastest Lap Pollock – 54.8

Burmah Trophy Race

Special Saloons over 1000 cc

1 G. Marshall – Thames TV	Firenza
2 A. D. Niven – Celtic Homes Ltd.	Ford Escort BDA
3 F. Gunn	Arden Cooper S
4 E. M. Smith	Mini Cooper S
5 N. Hodgson	Ford Escort BDA
6 W. N. A. Dryden – SMT	Firenza
7 J. Veitch	Downtown Cooper S
8 H. Tuer	Ford Escort TC
9 J. Dryden	Burt Mini
10 H. Wilkinson	Anglia
11 A. Ormiston	Riley Elf

Fastest Lap W. Dryden – 55.0

Bottlers of Coca-Cola Trophy Race

Libre Cars

1 G. Birrell – Sports Motors Coca-Cola Bottlers Ltd.	March 722 Ford
2 J. Pollock	Lotus 69 F2
3 T. D. Reid – Irish Racing Cars	Brabham BT 30
4 J. Calvert	March 722 FA
5 J. Blades	Lotus 69
6 B. Hunter	Lotus 69
7 I. C. McLaren	Brabham BT35X
8 A. Collier	Daren Mk3
9 J. Barr	Brabham BT28

Fastest Lap Birrell – 47.7

Production Saloon Cars

1 S. Clark – Roger Clark (Cars)	Alfa Romeo 2000 GTV
2 J. Handley	Alfa Romeo 2000 GTV
3 G. Marshall – Dealer Team Vauxhall	Firenza
4 T. Stock	Firenza
5 J. Lyon – Trustee Savings Bank	Ford Escort Sport
6 Miss J. Dell – David Bond Racing	Firenza
7 G. Johnstone – Dealer Team Vauxhall	Firenza
8 A. D. Niven – Celtic Homes Ltd.	Ford Capri 3000
9 R. Leckie	Mini Clubman

Fastest Lap S. Clark – 61.8

23rd July 1972

Formula Ford Cars

1 J. Pollock	Crossle 20F
2 D. MacLeod	Lotus 69F
3 C. MacLean	Hawke DL2B
4 S. Lawson	Hawke DL2B
5 D. Bassett	Nike Mk6
6 J. W. Simpson - Civil Service Motoring Assoc. Ltd.	Lotus 61 M
7 H. Acheson	Merlyn 20A
8 C. Harkness - Malcolm Templeton	Lotus 69F
9 J. MacGilvray	Crossle 20F
10 J. McClements - Desmond Mack Racing	Crossle 20F
11 S. Russell - Star Plant Hire (Banbury)	Mallock U2 FF
12 C. Reeves	Mallock U29B FF
13 A. Wilson	Titan Mk6
14 E. F. Praxel	Lotus 69 F

Fastest Lap Bassett - 59.4

Auchentoshan Formula Libre Trophy Race Part 1

Libre cars over 1500 cc

1 B. Nelson - Desmond Mack Racing	Crossle 22F
2 J. Pollock	Lotus 69 F2
3 G. Edwards - Barclay International Racing with Lola Cars	Lola T2 90
4 J. Blades	Lotus 69
5 J. S. Calvert	March 722
6 G. Silverwood - Central Garage Mirfield Ltd.	Chevron B8
7 J. C. Graham	Crossle 19F
8 M. Webb	Brabham BT30
9 A. Charnell	Chevron B8
10 A. Fowler	Mercury Prototype
11 E. Labinjoh - J. Fisher	Fisher Alfa
12 J. R. Blanckley	Sar GT FVA
13 B. Hunter	Lotus 69 Atlantic
14 T. Dzierzek	Brabham BT 21

Fastest Lap Nelson - 55.0

SMT Trophy Race (Part 1)

Special Saloons

1 A. D. Niven - Celtic Homes Ltd.	Ford Escort RS
2 J. Veitch	Mini Cooper S
3 E. M. Smith	Mini Cooper S
4 A. Barton	Morris Cooper ScA
5 W. N. A. Dryden - SMT	Firenza
6 F. Gunn	Mini Cooper
7 J. C. Fyda	Agra Imp
8 J. Pinkerton	Mini
9 W. Borrowman - Sports Tune Moir Baxter Ltd.	Mini Cooper S
10 D. Muter - W. E. Jackson	Mini Cooper S
11 G. C. Gordon	Mini Cooper
12 D. Donnelly	Vauxhall Viva
13 J. W. G. Donald	Hillman Imp

Fastest Lap Niven - 62.2

Modified Sports Cars and Special Saloon Cars

1 M. Hopperton	MG Midget
2 M. Nugent	Lotus Elan
3 I. Hall	AH Sprite Mk 1
4 A. Souter	Lotus Elan
5 E. Paterson	Colvend Mini
6 D. Fisher	Hillman Imp
7 W. L. Wood	MG Midget
8 R. Forester-Smith - Marquis Motor Co.	Ginetta G 4
9 G. Windrum	Hillman Imp

Fastest Lap Hopperton - 63.5

Auchentoshan Formula Libre Trophy Race (Part 2)

1 J. Pollock	Lotus 69F2
2 B. Nelson - Desmond Mack Racing	Crossle 22F
3 J. Blades	Lotus 69
4 J. S. Calvert	March 722
5 G. Silverwood - Central Garage Mirfield Ltd.	Chevron B19/21
6 J. Pollock	Crossle 20F
7 A. Charnell	Chevron B8
8 E. Labinjoh - J. Fisher	Fisher Alpha
9 J. R. Blanckley	Sar GT FVA

Fastest Lap Calvert - 53.6

SMT Trophy Race for Special Saloons (Part 2)

1 A. D. Niven - Celtic Homes Ltd.	Ford Escort RS
2 A. Barton	Morris Cooper ScA
3 E. M. Smith	Mini Cooper S
4 J. C. Fyda	Agra Imp
5 D. Muter - W. E. Jackson	Mini Cooper S
6 J. Pinkerton	Mini
7 E. Paterson	Colvend Mini
8 D. Donnelly	Vauxhall Viva

Fastest Lap Niven - 56.2

20th August 1972

Modified Sports Cars

1 M. Hopperton	MG Midget
2 J. Absalom - C. Shutt	Ginetta G4
3 A. Souter	Lotus Elan
4 D. Morton	Lotus Elan
5 R. Hutchison	AH Sprite
6 R. G. Hendry	MG Midget
7 R. Forester-Smith - Marquis Motor Co.	Ginetta G4
8 W. L. Wood	MG Midget
9 J. Adamson - S. Shutt	Ginetta G4
10 G. R. Wilson	MG Midget
11 J. A. Hall	Lotus Elan
12 K. M. Shade	MG Midget
13 R. P. Halley	Triumph Spitfire

Fastest Lap Absalom - 56.4

Special Saloon Cars Up to 1000 cc

1 S. Bell - Cosmo Entertainments Club	Mini/Ford
2 J. C. Fyda	Agra Imp
3 W. G. Donald	Hillman Imp
4 J. Cleland	Mini Cooper S
5 H. C. MacKinnon	Mini Cooper S
6 R. M. Pitman	Mini Cooper S
7 G. M. Findlay	Mini
8 A. Wilson	Mini Cooper
9 C. Forrest	Hillman Imp

Fastest Lap Bell - 55.8

Formula Ford Cars

1 D. MacLeod	Lotus 69F
2 G. Cuthbert	Lotus 69F
3 G. Todd - Pinky Mains Farm McGregors Animal Feeds	Brabham BT28
4 S. Lawson	Hawke DL2B
5 C. Reeves	Mallock U2 Mk 9B
6 J. MacGilvray	Crossle 20F
7 A. Wilson	Titan Mk 6
8 P. C. Morrison	Crossle 20F
9 K. Millar	March 708
10 M. Thomas	Mistral LM2
11 A. MacIntosh	Mallock U2 Mk9B

Fastest Lap Pollock - 54.0

Special Saloon Cars over 1000 cc

1 W. N. A. Dryden - SMT	Vauxhall Firenza
2 A. D. Niven - Celtic Homes Ltd.	Ford Escort BDA
3 E. Paterson	Colvend Mini
4 D. Muter - W. Jackson	Mini Cooper S
5 E. M. Smith	Mini Cooper S
6 F. Gunn	Arden Cooper S
7 J. Dryden	Mini Cooper
8 E. W. M. McQueen	Mini Cooper S
9 C. Bradley - D. A. Harris	Ford Escort TC
10 G. Lynn	Ford Cortina

Fastest Lap Dryden - 55.5

Appleyard Motor Group Trophy Race

Libre Cars

1 B. Nelson - Desmond Mack Racing	Crossle 22F
2 J. Pollock	Lotus 69 FVA
3 J. Blades	Lotus 69 Atlantic
4 J. L'Aime	Crossle 22F
5 N. Ginn - Lyle & Scott	GRD 372
6 G. Silverwood - Y-Front Racing Team	Chevron B19/21
7 I. C. McLaren - Central Garage Mirfield Ltd.	Brabham BT 35X
8 T. D. Reid - McLaren of Broxburn Ltd.	Brabham BT38
9 K. Allen	Chevron B15
10 D. N. Thomson	Ecosse Imp
11 R. Snelson	Lotus 22/31

Fastest Lap Pollock - 47.2

210 & 250 Karts

1 P. Dugdale	Blow Hustler 250
2 A. K. Smith	Zip 250
3 A. D. Mancini	Hustler 210
4 D. F. Mann	Zip 250
5 B. MacKinnon	Zip Silverstone 250
6 W. C. Clark	Barlotti Monza 210
7 S. Riley	Blow Hustler 210
8 G. T. Bett	Blow 210
9 P. J. Biagi	Blow Hustler 250
10 R. J. Cameron	Blow 210

Fastest Lap Dugdale and Smith - 65.05

Special GT Sports & Clubmans Cars

1 G. Silverwood - Central Garage Mirfield Ltd.	Chevron B 19/21
2 E. Labinjoh - J. Fisher	Fisher Spyder
3 A. G. Watson	Mallock U2 Mk 11B
4 J. Absalom - C. Shutt	Ginetta G4
5 M. S. Ross	Mallock U2 Mk8B
6 M. Hopperton	MG Midget
7 R. G. Hendry	MG Midget
8 R. MacNab	Mallock U2 Mk 6B
9 W. L. Wood	MG Midget
10 D. McDonald - Marquis Motor Co.	Diva 10F
11 R. Forrester-Smith	Ginetta G4

Fastest Lap Silverwood - 50.6

17th September 1972

Special Saloon Cars Up to 1000 cc

1 S. A. Bell –	Mini Ford
Cosmo Entertainments Club Ltd.	
2 A. Barton	Mini Cooper S
3 J. C. Fyda	Agra Imp
4 P. Pitman	Mini Cooper S
5 D. Fisher	Frazer Imp
6 W. G. Donald	Hillman Imp
7 H. MacKinnon	Mini Cooper S
8 A. Sellar	Mini Cooper S
9 G. M. Findlay	Mini
10 D. Sim	Mini Cooper S
11 J. Berwick – A. Wilson	Mini Cooper

Fastest Lap Bell – 55.4

Firestone Trophy Race

Formula Ford Cars

1 D. MacLeod	Lotus 69 F
2 G. Cuthbert	Lotus 67 F
3 C. MacLean	Hawke DL2B
4 S. Lawson	Hawke DL2B
5 H. Acheson	Merlyn 20A
6 D. S. Langley	Crossle 20F
7 J. McClements –	Crossle 20F
Desmond Mack Racing	
8 J. McGilvray	Crossle 20F
9 A. Sharpe	Lotus 51
10 D. Steedman	Mistry Ford FF1

Fastest Lap MacLeod, Pollock & Cuthbert – 54.0

Texaco Trophy Race

Special Saloon Cars over 1000 cc

1 W. N. A. Dryden –	Vauxhall Firenza
SMT	
2 D. Donnelly –	Vauxhall Viva
Donnelly Motors Ltd	
3 E. M. Smith	Mini Cooper S
4 F. Gunn	Arden Cooper S
5 C. Bradley –	Ford Escort TC
D. A. Harris	
6 J. Veitch	Mini Cooper S

Fastest Lap Dryden – 55.6

Modified Sports Cars

1 J. Absalom – C. Shutt	Ginetta G4
2 M. Hopperton	MG Midget
3 I. Hall	AH Sprite
4 D. Morton	Lotus Elan
5 W. Wood	MG Midget
6 R. D. Wylie	Triumph GT6
7 G. R. Wilson	MG Midget
8 K. M. Shade	MG Midget
9 R. P. Halley	Triumph Spitfire

Fastest Lap Absalom & Hopperton 56.2

Stadia Catering Trophy Race

Formula Libre Cars

1 G. Birrell –	March 722 Ford
Sports Motors Coca-Cola Bottlers Ltd.	
2 B. Nelson –	Crossle 22F
Desmond Mack Racing	
3 J. Pollock	Lotus 69 FVA
4 B. Harrison –	Vixen Imp
Thistle Metallica Ltd.	
5 D. S. Langley	Crossle 20F

Fastest Lap Birrell – 46.6

The Kings Cup Race

Special Saloon & Group 2 cars

1 G. Birrell –	Ford Capri RS
Kent Frami Racing	
2 W. N. A. Dryden – SMT	Vauxhall Firenza
3 E. M. Smith	Mini Cooper S
4 D. Donnelly –	Vauxhall Viva
Donnelly Motors Ltd.	
5 S. A. Bell –	Mini Ford
Cosmo Entertainments Club Ltd.	
6 F. Gunn	Arden Cooper S
7 J. Veitch	Mini Cooper S
8 C. Bradley –	Ford Escort TC
D. A. Harris	
9 D. Pitman	Mini Cooper S
10 A. Sellar	Mini Cooper S
11 J. C. Fyda	Agra Imp

Fastest Lap Birrell – 54.2

16th October 1972

Alex Beith Trophy Race

Special Saloon Cars up to 1000 cc

1 A. Barton	Mini Cooper SCA
2 S. Bell –	Mini Ford
Cosmo Entertainments Club Ltd.	
3 R. Leckie	Chamois Coupe
4 P. M. Pitman	Mini Cooper S
5 W. G. Donald	Hillman Imp
6 B. Borrowman –	Mini Cooper S
Sports Tune Muir & Baxter	
7 D. Fisher	Hillman Imp
8 H. MacKinnon	Mini Cooper S
9 G. Windrum	Hillman Imp
10 A. Fleming – A. Wilson	Mini Cooper S
11 N. D. Smith	Mini Clubman
12 A. Sellar	Mini Cooper S
13 L. Dickson	Mini Cooper S

Fastest Lap Barton – 56.0

Formula Ford Cars

1 J. Pollock	Crossle 20 F
2 C. MacLean	Hawke DL2R
3 D. S. Langley	Crossle 20F
4 J. MacGilvray	Crossle 20F
5 G. Todd –	Brabham BT28
Pinkie Mains Farm McGregors Animal	
6 C. Hansen –	Merlyn Mk 20A
AB 3 Racing Developments	
7 K. Millar	March 708
8 D. Steedman	Mistry Ford FF1

Fastest Lap Pollock – 54.4

Army in Scotland Trophy Race

Special Saloon Cars over 1000 cc

1 B. Muir –	Ford Capri RS2600
Wiggins Teape Ltd.	
2 L. Hickman –	Ford Escort BDA
Gerry Esmonds Racing	
3 W. N. A. Dryden – SMT	Vauxhall Firenza
4 D. Donnelly –	Vauxhall Viva HC
Donnelly Motors Ltd.	
5 E. M. Smith	Mini Cooper S
6 E. Patterson	Colvend Mini
7 J. Pinkerton	Mini 1300
8 J. Veitch	Mini Cooper S
9 F. Gunn	Arden Cooper S
10 J. Dryden	Longman Mini

Fastest Lap Muir – 53.6

Doune Cup Race

Pre-war & Post-war Historic Racing Cars

1 J. W. S. Roberts	1952 Cooper Bristol
2 R. Potter –	1955 Connaught B7
A. McKechnie	
3 R. Pilkington	1953 Cooper Bristol
4 H. E. Moffat	1934 ERA R3A
5 R. Fielding	1937 Maserati Type 6C
6 K. Knight	1935 Riley TT REP
7 J. D. Abson	1935 Lagonda Rapier
8 A. G. Murray	1934 ERA A-Type

Fastest Lap Roberts – 61.0

John Player Special Trophy Race

Special GT, Sports & Clubman's Cars

1 E. Labinjoh – J. Fisher	Fisher Spider
2 A. Charnell	Chevron B8 BMW
3 J. Absalom – C. Shutt	Ginetta G4
4 D. Morton	Lotus Elan
5 R. Forrester-Smith	Ginetta G4
Marquis Motor Co.	
6 R. G. Hendry	MG Midget
7 W. L. Wood	MG Midget
8 M. S. Ross	Mallock U2 Mk 8B
9 G. R. Wilson	MG Midget
10 M. Offley –	Lotus XI Le Mans
T. Harrison	
11 A. O. North	MG Midget

Fastest Lap Labinjoh – 53.7

Nairn Travel Trophy Race

Libre Cars

1 J. Pollock	Lotus 69 FVA
2 R. Scott	Brabham BT 38
3 B. Nelson	Crossle 22F FVA
4 J. Blades	Lotus 69 BDA
5 A. Charnell	Chevron B8 BMW
6 E. Labinjoh	Fisher Spider
7 J. Pollock	Crossle 20F
8 B. Harrison –	Vixen Imp
Thistle Metallica	
9 J. MacGilvray	Crossle 20F
10 T. Dzierzak	Brabham BT 21
11 S. Lawson	Hawke DL2B

Fastest Lap Pollock – 47.4

Final Special Saloon Cars

1 B. Muir –	Ford Capri RS2400
Wiggins Teape Ltd.	
2 W. N. A. Dryden – SMT	Vauxhall Firenza
3 L. Hickman –	Ford Escort BDA
Gerry Esmonds Racing	
4 S. Bell –	Mini Ford
Cosmo Entertainments Club Ltd.	
5 A. Barton	Mini Cooper SCA
6 E. M. Smith	Mini Cooper S
7 J. Pinkerton	Mini 1300
8 R. Leckie	Chamois Coupe
9 F. Gunn	Arden Cooper S
10 W. G. Donald	Hillman Imp
11 H. MacKinnon	Mini Cooper S

Fastest Lap Muir & Dryden - 55.4



champions

Scottish Motor Racing Championships

1972 Final Placings

The "Lombard North Central" Championship for Libre Cars

- | | |
|--------------------------------|-------------------|
| 1 B. Nelson | Crossle 22F |
| 2 J. Pollock | Lotus 69 FVA |
| 3 G. Birrell | March 722 Ford |
| 4 J. Blades | Lotus 69 Atlantic |
| 5 T. D. Reid | Brabham BT30 FVA |
| Highest placed "up to 1500 cc" | |
| B. Harrison | Vixen Imp |

The Hartley Whyte Scottish Saloon Car Championship

- | | |
|-------------------|------------------|
| 1 S. A. Bell | Mini/Ford |
| 2 E. M. Smith | Mini Cooper S |
| 3 W. N. A. Dryden | Vauxhall Firenza |
| 4 A. Barton | Mini Cooper SCA |
| 5 F. Gunn | Mini Cooper S |

The Sheila Whyte Tankard Championship for Special GT and Sports Cars

- | | |
|---------------|-----------------|
| 1 E. Labinjoh | Fisher Spider |
| 2 A. Charnell | Chevron B8 BMW |
| 3 J. Absalom | Ginetta G4 |
| 4 M. S. Ross | Mallock U2 Mk8B |

The Ingliston Formula Ford Championship

- | | |
|---------------|-------------|
| 1 J. Pollock | Crossle 20F |
| 1 D. MacLeod | Lotus 69F |
| 3 C. MacLean | Hawke DL2B |
| 4 G. Cuthbert | Lotus 69F |

The "BMRC Trophy" Members Championship

- | | |
|-------------------|------------------|
| 1 W. N. A. Dryden | Vauxhall Firenza |
| 2 B. Nelson | Crossle 22F |
| 3 E. Labinjoh | Fisher Spider |
| 4 J. Pollock | Lotus 69 FVA |
| 5 S. A. Bell | Mini/Ford |

The "A. K. Stevenson Trophy" for the highest number of wins

B. Nelson Crossle 22F

The "Ida Romanes Trophy" for the outright lap record holder at Ingliston

G. Birrell March 722 Ford
46.6 seconds (79.57 m.p.h.)

The Mechanics Trophies for the best prepared and turned out cars at Ingliston during 1972

- Best prepared single seater
Mechanics of S. Lawson's Hawke DL2B
- Best prepared two-seater
Mechanics of A. Charnell's Chevron B8
- Best prepared four-seater
Mechanics of W. N. A. Dryden's Vauxhall Firenza

The Boss

It is one of the vicissitudes of motor racing that one cannot have foresight as to how the season will go. Had this not been so Douglas Niven might well have had a more successful season with the two different Escorts he ran under the Celtic Homes Ltd. banner.

Celtic came into motor racing just before the season opened with backing for the 1971 Scottish Saloon Car Champion Douglas Niven. He sold his car at the end of that season and the car which replaced it was a Ford Escort fitted with a 230 b.h.p. Cosworth BDA engine in 2 litre form. This is the car photographed on the cover of the book. It proved to be disappointing yet it always showed promise and was extremely successful at the August meeting when Niven won both of the main saloon car races.

Shortly after the meeting, however, he heard that Tates of Leeds, the Ford Distributors were selling a very special Escort they had commissioned from Charles

Beattie fitted with a Ford Boss Mustang 5.7 litre engine. This car was raced once by Chris Meek and it was bought by Niven to replace his BDA.

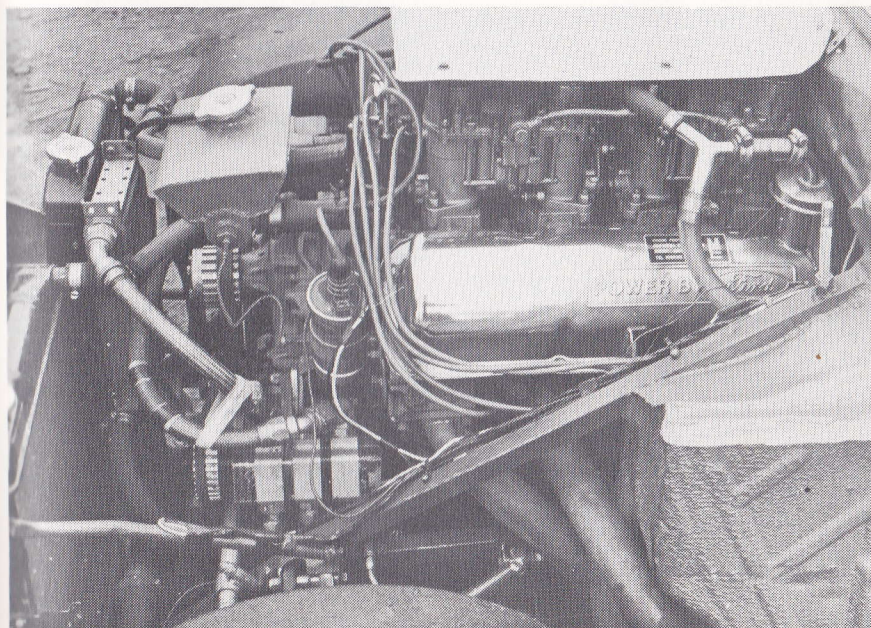
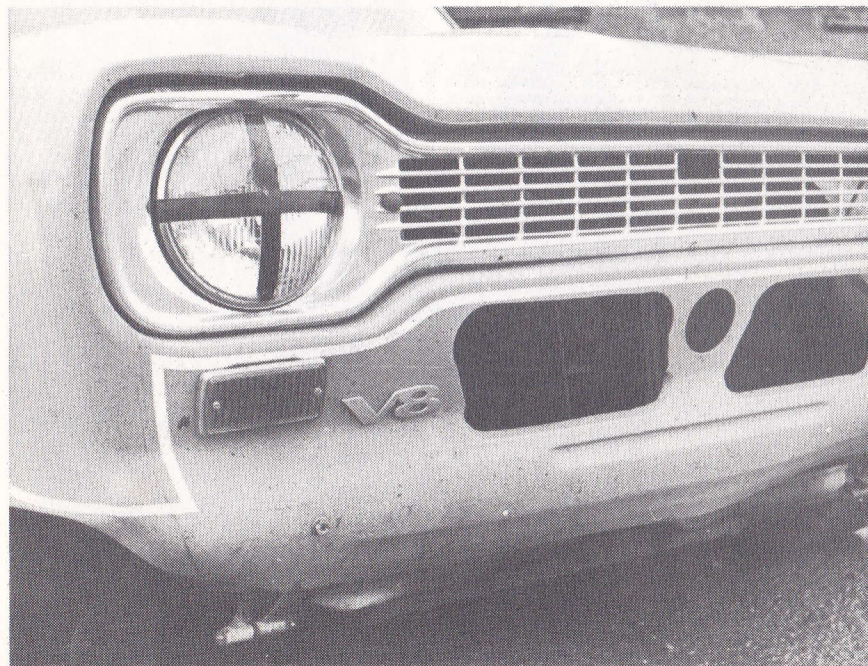
This car, the Boss-Escort, epitomised the ultimate in saloon cars for it used a lot of March Formula 1 parts including parts of the suspension and wheels. The whole monocoque was built up to take a suitably modified Ford Escort body shell and the car was pretty impressive.

On its first appearance at Ingliston in September it distinguished itself by catching fire in the paddock when a small pipe came loose, spraying petrol on the disc brakes. Mechanic Archie Simmonds had to do a complete rewire of the car as it was this that suffered most.

At the October meeting it again appeared but the clutch failed in practice and it did not come to the starting line. Though its reliability still has to be proved the car was particularly well built and one of the most impressive of the big engined saloons.



The Celtic Homes Boss Escort, above, showing the extra wide racing slicks on March F1 wheels. The tiny V8 symbol on the front valance (left) gives the secret away. The motor (Below) is 5.7 litre Ford Boss Mustang with Mathwell heads mounted tight up against the bulkhead and cooled by twin radiators with the oil cooler between.



Ingliston '73

So much for the 1972 season, how about 1973?

Scotcircuits Ltd., who are the promoters of motor racing at Ingliston and who arrange the various Championships are moving their emphasis from Formula Libre events—that is events for racing cars of any capacity—to saloon car racing which has proved to be extremely popular at the circuit.

As a result the major Championship of the year to be sponsored by Lombard North Central will be for special saloons. These are saloons of any state of tune or modification such as the Celtic Homes V8 Escort, for instance. This will be run throughout the season over all the meetings and presumably will take the place of the Hartley Whyte Championship which has traditionally been the saloon car Championship.

There is also going to be emphasis on Group I saloons and John Romanes, Chairman of Scotcircuits, has applied for a round in the Castrol Group I Saloon Championship. This should give impetus to new drivers as Group I at least allows them to run cars which are relatively standard and where a bit of cleaning up in the engine compartment can work wonders. There is likely to be a big demand in copies of the RAC's Rules and Regulations for 1973 covering Group I cars. It has also been confirmed that Ingliston will hold one of the rounds in the British Saloon Car Championship on the August date which is likely to bring all the leading drivers in that Championship to the north. With this particular event counting in the Championship and the other emphasis on saloon car racing in 1973 we could well see a few of the better known English saloon car drivers coming to the earlier meetings if only to get the feel of the track and the correct gearing and suspension set up before the August meeting.

With the Formula Libre event taking a less important role at the meetings we might see fewer Irish competitors like Brian Nelson—who still has to fix sponsorship for 1973—and Tommy Reid coming over but it remains to be seen what happens on that score.

Perhaps the GT and Sports car events will see some fresh cars and competitors in 1973 as this area was showing signs of staleness by the end of the season.

Formula Ford is likely to be as popular as ever as a few more Formula Fords are expected to be seen in 1973.

As for Celtic Homes Racing Douglas Niven has thoughts of a very competitive Ford for saloon car racing next year but only time will tell.

INGLSTON MOTOR RACING FIXTURES 1973

Sunday April 15: Closed Meeting Scottish Motor Racing Club.

Sunday May 13: Closed Meeting Scottish Motor Racing Club.

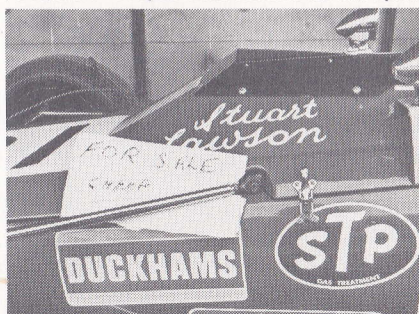
Sunday July 22: National Meeting Scottish Motor Racing Club.

Sunday August 19: Closed Meeting Scottish Motor Racing Club.

Sunday September 16: Closed Meeting Scottish Motor Racing Club.

Sunday October 14: National Meeting Scottish Motor Racing Club.

Footnote:—Maybe next season he can spell!



Finally....

We at Celtic Homes hope you have enjoyed this booklet as much as we have enjoyed preparing it.

Throughout the book we have reprinted some of the pages from our unique loose-leaf catalogue which gives specifications and floor plans for our major house designs. In addition to these there is a section covering all the questions you are likely to ask about building a Celtic Home, and another on the prices and dimensions of the houses, as well as detailed specifications of the timbers and fittings supplied with all of our houses.

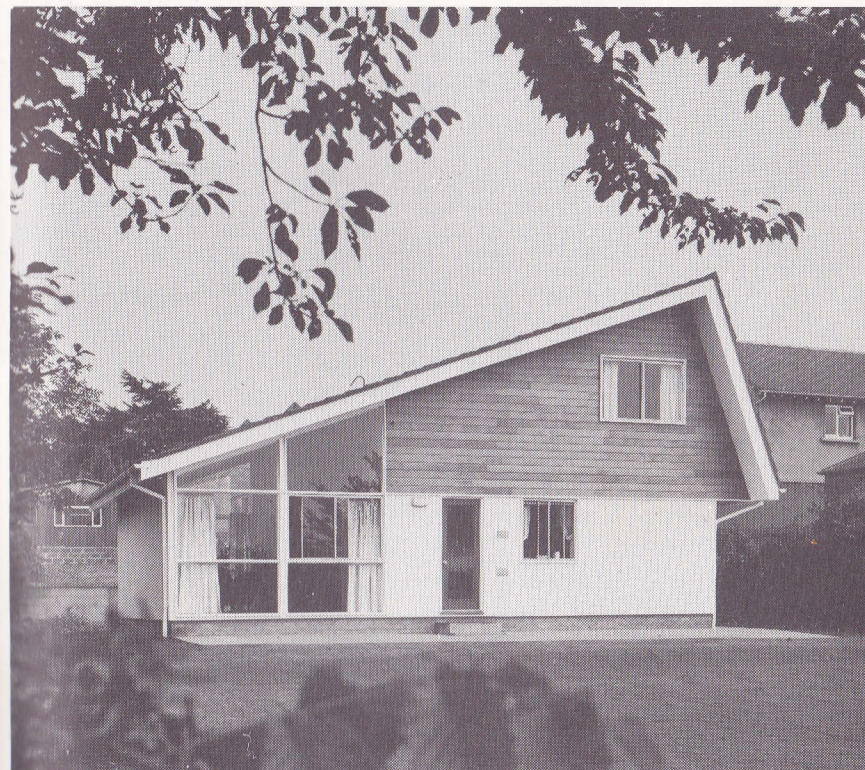
Celtic Homes designs are all of timber-frame construction for a variety of reasons. Firstly there is the inherent warmth of timber and secondly the resultant interior

finish provides smoother, flatter, walls and partitions as there is no "drying out" period for plasterwork.

At the same time our kits are easy to construct and within two days the roof can be in place allowing joiners, electricians etc., to commence the interior work in relative ease and comfort.

Our brochure, which is printed in loose leaf form so that various designs can be laid out side by side for direct comparison, can be obtained price 50p direct from the address below:—

CELTIC HOMES LTD
TRINITY WALLS,
DUNS, BERWICKSHIRE.
Tel. Duns 3785.



Celtic Homes' Ellemford design.

