



Promoted by



National Bank Chambers
Duns Berwickshire

THE APPLEYARDS TROPHY NATIONAL RACE MEETING 18th-19th Aug. 1973

Official Programme 30p.

Organised by



SCOTTISH MOTOR RACING CLUB LTD

The Scottish Saloon Car Championship

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

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PLEASE REMEMBER THAT

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

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

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

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

16th September Closed Meeting 14th October 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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EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING.

INGLSTON LAP CONVERSION TABLE

secs.	m.p.h.	secs.	m.p.h.	secs.	m.p.h.	secs.	m.p.h.	secs.	m.p.h.
45.0	82.40	49.0	75.67	53.0	69.96	57.0	65.05	61.0	60.79
45.1	82.22	49.1	75.52	53.1	69.83	57.1	64.94	61.1	60.69
45.2	82.04	49.2	75.37	53.2	69.70	57.2	64.83	61.2	60.58
45.3	81.85	49.3	75.21	53.3	69.57	57.3	64.71	61.3	60.49
45.4	81.67	49.4	75.06	53.4	69.44	57.4	64.60	61.4	60.39
45.5	81.49	49.5	74.91	53.5	69.31	57.5	64.49	61.5	60.29
45.6	81.32	49.6	74.76	53.6	69.18	57.6	64.38	61.6	60.19
45.7	81.14	49.7	74.61	53.7	69.05	57.7	64.26	61.7	60.10
45.8	80.96	49.8	74.46	53.8	68.92	57.8	64.15	61.8	60.00
45.9	80.78	49.9	74.31	53.9	68.79	57.9	64.04	61.9	59.90
46.0	80.61	50.0	74.16	54.0	68.67	58.0	63.93	62.0	59.81
46.1	80.43	50.1	74.01	54.1	68.54	58.1	63.82	62.1	59.71
46.2	80.26	50.2	73.86	54.2	68.41	58.2	63.71	62.2	59.61
46.3	80.09	50.3	73.72	54.3	68.29	58.3	63.60	62.3	59.52
46.4	79.91	50.4	73.57	54.4	68.16	58.4	63.49	62.4	59.42
46.5	79.74	50.5	73.42	54.5	68.04	58.5	63.38	62.5	59.33
46.6	79.57	50.6	73.28	54.6	67.91	58.6	63.28	62.6	59.23
46.7	79.40	50.7	73.14	54.7	67.79	58.7	63.17	62.7	59.14
46.8	79.23	50.8	72.99	54.8	67.66	58.8	63.06	62.8	59.04
46.9	79.06	50.9	72.85	54.9	67.54	58.9	62.95	62.9	58.95
47.0	78.89	51.0	72.71	55.0	67.42	59.0	62.85	63.0	58.86
47.1	78.73	51.1	72.56	55.1	67.30	59.1	62.74	63.1	58.76
47.2	78.56	51.2	72.42	55.2	67.17	59.2	62.64	63.2	58.67
47.3	78.39	51.3	72.28	55.3	67.05	59.3	62.53	63.3	58.58
47.4	78.23	51.4	72.14	55.4	66.93	59.4	62.42	63.4	58.49
47.5	78.06	51.5	72.00	55.5	66.81	59.5	62.32	63.5	58.39
47.6	77.90	51.6	71.86	55.6	66.69	59.6	62.21	63.6	58.30
47.7	77.74	51.7	71.72	55.7	66.57	59.7	62.11	63.7	58.21
47.8	77.57	51.8	71.58	55.8	66.45	59.8	62.01	63.8	58.12
47.9	77.41	51.9	71.45	55.9	66.33	59.9	61.90	63.9	68.03
48.0	77.25	52.0	71.31	56.0	66.21	60.0	61.80	64.0	57.94
48.1	77.09	52.1	71.17	56.1	66.10	60.1	61.69	64.1	57.85
48.2	76.93	52.2	71.03	56.2	65.98	60.2	61.59	64.2	57.76
48.3	76.77	52.3	70.90	56.3	65.86	60.3	61.49	64.3	57.67
48.4	76.61	52.4	70.76	56.4	65.74	60.4	61.39	64.4	57.58
48.5	76.45	52.5	70.63	56.5	65.63	60.5	61.29	64.5	57.49
48.6	76.30	52.6	70.49	56.6	65.51	60.6	61.19	64.6	57.40
48.7	76.14	52.7	70.36	56.7	65.40	60.7	61.09	64.7	57.31
48.8	75.98	52.8	70.23	56.8	65.28	60.8	60.99	64.8	57.22
48.9	75.83	52.9	70.09	56.9	65.17	60.9	60.89	64.9	57.13

INGLSTON LAP RECORDS

		secs	mph
LIBRE CARS			
Over 1000 cc	T D REID	Brabham BT38/40	46.1 80.43
Under 1000 cc	R SCOTT	Chevron B15	50.7 73.14
FORMULA FORD CARS			
	G CUTHBERT	Lotus 69F	53.2 69.70
SPECIAL GT and SPORTS CARS			
Over 1600 cc	J MILES	Chevron B19	48.7 76.14
Under 1600 cc	R SMITH	Lola T212/FVA	51.2 72.42
Under 1150 cc	E LABINJOH	Fisher Spyder	52.2 71.03
CLUBMANS CARS			
	R MALLOCK	Mallock U2	52.2 71.03
HISTORIC RACING CARS			
	J W S ROBERTS	Cooper Bristol	61.0 60.79
	R PILKINGTON		
MODIFIED SPORTS CARS			
Over 1150 cc	M NUGENT and J ABSALOM	Lotus Elan/ Ginetta G4	54.0 68.67
Under 1150 cc	J BLADES	Clan Crusader	55.8 66.45
SPECIAL SALOON CARS			
Over 1300 cc	W N A DRYDEN	Firenza	53.4 69.44
1001 - 1300 cc	E M SMITH	Mini 1275 GT	54.0 68.67
Under 1000 cc	S A BELL	Mini Ford	54.6 67.91
PRODUCTION SALOON CARS			
(All Classes)	B UNETT	Hillman Hunter GLS	63.2 58.67
GROUP 2 CARS			
	B MUIR	Ford Capri RS	53.6 69.19
OUTRIGHT LAP RECORD			
	T D REID	Brabham BT38/40	46.1 80.43

A.K.

It is with the deepest regret that we announce the recent death of Mr A K Stevenson, OBE, on the day following his 86th birthday. Indeed, many of his friends were able to share in his birthday celebrations at the July meeting at Ingliston, A K being on hand (as he has been at very nearly every Ingliston meeting run since the circuit's inception in 1965) to enjoy the sport to which he gave such a great part of his life. Following the race meeting in July many were privileged to join his family in saluting A K as he cut his birthday cake in a small party held in the MacRobert Pavilion at Ingliston. To those friends it was a particularly cruel blow to learn of his death only two days later.

For half a century A K was one of the most influential forces behind the scenes in Motor Sport in Scotland. However, his influence was not only confined to the official side of the sport but also extended towards helping hundreds of young drivers throughout a career which began modestly when he left his native Kilwinning to become a Clerk with an Accountancy Company run by R J Smith, then acting as Secretary to the founding Scottish Automobile Club. As that Club grew, so did Smith's responsibilities, and he eventually took over as full time Secretary and called in the young A K as his assistant. R J Smith built up the Club but, on the Motor Sporting side, A K threw himself energetically into the task of organising the various events. Indeed, so forceful was A K's personality, and so successful was he, that his superior was soon embarrassed to find that the young assistant was attracting more publicity than the Secretary himself, particularly over the organisation of the first Scottish Rally. Similarly, A K's links with the Monte Carlo Rally go right back to its origins in Scotland and he was instrumental in giving this country a share of the glory of the Montes through the years. It was A K who dropped the flag on the first Monte Carlo to start from Glasgow and, until the Glasgow start was moved South some years ago, A K was always on hand to see the cars off. Indeed, the Monte was always very close to A K's heart, and, when the start was moved from Glasgow to London, he remarked, in one of his rare moments of despondency, "..... next year they will probably be starting from French soil". A far cry from the rigours which faced the early Britons competing

in this Rally who started from John O'Groats and faced enormous difficulties in getting to the Channel ports without even thinking about the problems which lay in front of them on the Continent itself.

As Secretary of the Royal Scottish Automobile Club for many years until his retirement in 1962, A K was a moving force behind the scenes in local sport. Throughout his life he was an advocate for the need for a proper Motor Racing circuit in Scotland and, whenever any new project was ventured, A K was always on hand to offer encouragement and to help the project along to the best of his ability. When the Ingliston circuit arrived on the scene, A K was the first person to show his appreciation and, indeed, he was the circuit's regular R A C Steward from the very first meeting until his last official appearance at Ingliston on 11th October 1970. Throughout that term of office, A K despatched his duties as R A C Steward with a competence which few can match, let alone excel, for his vast knowledge of the sport, and the enormous respect in which he was held by the Competitors and Officials, placed him in a unique position of authority. With A K there was no need for Steward's enquiries or R A C Tribunals — one glance from him at the offending Competitor was more than sufficient to ensure that there was no repetition of the infringement! On the other side of the fence, to the Officials and Marshals at Ingliston, A K was a colleague whose friendship was highly valued and whose prestige and respect were unsurpassed.

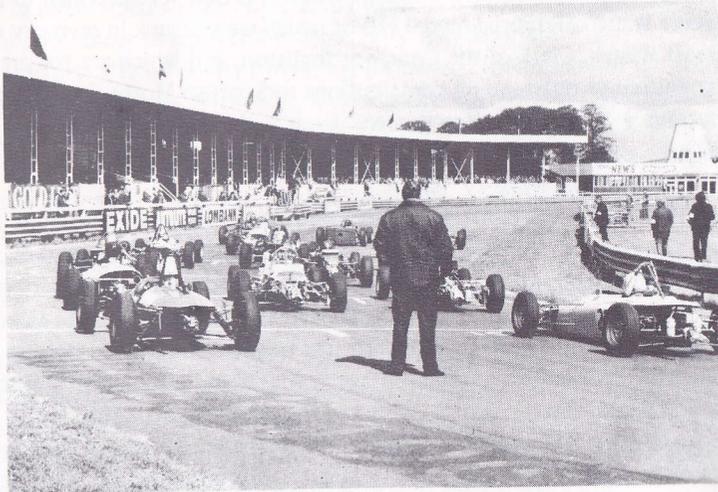
As is so often the case, official recognition was slow in coming to A K but, shortly after his retirement from the R S A C, he was awarded the OBE for his lifelong contributions. What is not so well known, however, is that A K declined to accept the first Geoff Waugh Memorial Medal (10 of which were struck in memory of the late Geoff Waugh, Clerk of the Course at Ingliston, and which are for presentation in recognition of outstanding contributions to Scottish Motor Sport) feeling that the honour should go to younger men. Even at the age of 80, however, A K was as sprightly as many men half his age. His was an active life — he would not have wished it any other way.

Since the winter of 1970 A K has suffered severely from ill health and there have been several occasions during the past two years when only his enormous endurance has pulled him through critical attacks. For all that, A K has attended very nearly every Race meeting at Ingliston since, having been awarded a life season ticket to the circuit after his retirement as R A C Steward (the only person ever to hold such an award), watching the racing from the vantage point behind Race Control reserved permanently for him. To those of us who had the privilege of sharing A K's friendship, and who respected him so highly, this meeting will be particularly sad in that we will be denied the sight of his cheerful figure watching the sport he loved from his traditional place on the circuit. We can only remember, with gratitude, his untiring efforts for Motor Sport in Scotland and emphasise that, without him, it is doubtful whether the state of Motor Sport north of the Border would be as healthy as it is. Perhaps the most fitting epitaph to A K is the fact that Scotland, in the shape of Jackie Stewart, appears, yet again, to be about to establish herself at the forefront of World Motor Racing. Like Jackie, to A K, second best was never good enough.

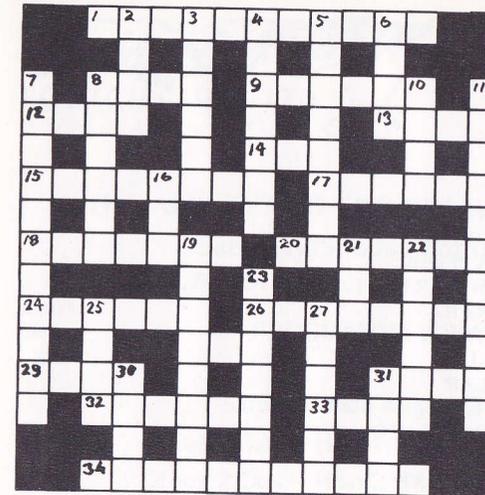
DURING-----



AFTER-----



WIMPEY ASPHALT
BARNTON GROVE · EDINBURGH



**THE INGLISTON
 CROSSWORD**

While lack of space has prevented the publication of any crosswords so far this season, since there is so much on today we feel we cannot let you go home without throwing something really nasty at you. Enter left Robert Atkinson from Newcastle who thought up this nasty brain teaser (for which many thanks, Robert) just to drive you demented in between races. Right then, out with your pens and on with it!

ACROSS

1. Hire a stately home for a former racing circuit. (11)
8. See 12 across.
9. Dazzles. (6)
12. & 8. across. Are sometimes found in the centre of the highway. (4, 4)
13. The top drivers in the pack? (4)
14. Argument, about who will use the oars? (3)
15. The 1962 Belgian Grand Prix was his first Championship G.P. win. (3, 5)
17. Park for drivers in a hurry? (6)
18. Sure set to mix with to get a racing car. (7)
20. It is necessary to do so during a long distance race. (3, 4)
24. Stupefied with horror. (6)
26. Newspaper found in the post around the circuit! (8)
28. Watering place for fast drivers. (3)
29. Behold the French racing car! (4)
31. A record car stopper? (4)
32. Drivers have to go through it as a matter of course at Monaco. (6)
33. A good one can add excitement to a race. (4)
34. Racing, Rallying, Hill Climbs, Rallycross etc. (5, 6)

DOWN

2. American bonnet. (4)
3. Large power unit. (6)
4. Boards a ship. (7)
5. Frozen water fall and timber often seen in an 18 across! (8)
6. Racing car that sounds as though it should have been at the front of every race. (4)
7. Can only manage, to be ordinary sailors? (3, 4, 4)
8. Part of 3 downs flag. (6)
10. 15 across was a truly great one. (4)
11. Are drivers who only enter this all bachelors? (1, 6, 4)
16. Falsehood. (3)
19. How rust makes a meal of your car? (4, 4)
21. Owning. (3)
22. Car manufacturers sometimes do this to new models (and young models!) at the Motor Show. (6)
23. Not a strong man, having forgotten your road maps! (2, 5)
25. Sword handle. (4)
27. Work-place for painters or broadcasters. (6)
30. Comes before sport to make a weekly magazine. (4)
31. Result of a minor accident? Yes partly! (4)

That's it then! The answers are in this Programme somewhere, only we're not going to tell you exactly where. That way, not only can't you cheat - you'll also have to read the whole blinking thing to find them!

OFFICIALS AND CREDITS

Clerk of Course	W J STEIN
Controller	E R HERRALD
Steward for R A C	J A DICK PEDDIE
Stewards for Club	R KAY, W MARTIN, J A DICK PEDDIE, D M FRASER
Chief Marshal	A H B CRAIG
Deputy Chief Marshal	J ROBERTSON
Chief Observer	R TRAILL
Chief Flag Marshal	J A MILLAR
Chief Track Marshal	I A DOUGLAS
Chief Medical Officer	Dr A M HORNE, TD
Chief Paddock Marshal	W POLLOCK
Chief Spectator Marshal	D McLAUCHLAN
Chief Grid Marshal	G MONTGOMERY
Starters	J W MACMILLAN & W STRUTH
Chief Crossing Marshal	A DICK
Chief Pits Area Marshal	P POOLE
Chief Timekeeper	Dr L JAMIESON
Chief Scrutineer	W CLELAND
Chief Lap Board Marshal	G KERR
Commentator	J W McINNES
Secretary of the Meeting	A M LAMB
Competitor Reception	E D HODGES and J GOOD
Results Processors	M MALCOLM and W CRABB
Judges of Fact	L BROWN, A BARCLAY, E LIDDELL, T SLEIGH
Chairman of Race Committee	J L ROMANES
Catering	STADIA CATERING SERVICES
First Aid	THE BRITISH RED CROSS SOCIETY (Scottish Branch)
Fire Precautions	THE SCOTTISH AMBULANCE SERVICE
Breakdown Equipment & Staff	FIRE APPLIANCE SERVICES LTD JAMES ROSS & SONS LTD APPLEYARD (EDINBURGH) LTD MANSEFIELD MOTORS, LANARK ROSSLEIGH LTD WM STEIN & CO LTD
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Car Parking	NATIONAL CAR PARKS LTD
Photographers	E BRYCE, I
Public Address	KENNEDY OF LANARK
Press Liaison	I DICKSON and C HERRALD
Welding Services	LOTHIAN MOTORS (DALKEITH) LTD

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/8729

THE APPLEYARD TROPHY NATIONAL RACE MEETING

Saturday/Sunday 18th/19th August, 1973

Scrutin before pm	PROGRAMME & TIMETABLE	Practice Time pm	Event Time pm
Saturday 18th August (Practice Only)			
1.30	Group 2 Cars – Heat 1 (Practice 1)	2.30	—
2.00	Group 2 Cars – Heat 2 (Practice 1)	3.05	—
		Track Open	
2.45	Special Saloon Cars up to 1000 cc	3.45	—
3.10	Special Saloon Cars over 1000 cc	4.10	—
		Track Open	
—	Group 2 Cars – Heat 1 (Practice 2)	4.40	—
—	Group 2 Cars – Heat 2 (Practice 2)	5.15	—
Sunday 19th August			
am		am	pm
—	Special Saloon Cars – Heat 1 for saloons up to 1000 cc – 10 laps	—	12.00
8.45	Modified Sports Cars – 10 laps	9.45	12.20
10.30	Production Saloon Cars – 10 laps	11.30	12.45
		Track Open	
—	Luncheon Interval	—	1.05
—	Tribute to the late A K Stevenson (1 minutes silence)	—	2.00
9.10*	Special GT, Sports and Clubmans Cars – 10 Laps	10.10*	2.05
—	THE APPLEYARD TROPHY RACE for Group 2 Touring Cars – Heat 1 – 10 laps	—	2.30
—	THE APPLEYARD TROPHY RACE for Group 2 Touring Cars – Heat 2 – 10 laps	—	2.55
9.35	Formula Ford Cars – 10 laps	10.35	3.20
		Track Open	
—	Special Saloon Cars – Heat 2 for saloons over 1000 cc – 10 laps	—	3.45
10.05 /			

Scrutin
before

PROGRAMME & TIMETABLE
(Continued)

Practice
Time
am

Event
Time
pm

10.05	Historic Sports Cars – 15 laps	11.05	4.15
9.10*	The A Kirkpatrick of Scotland Ltd Trophy Race for Libre Cars – 15 laps	10.10*	4.45
–	THE APPELYARD TROPHY RACE for Group 2 Touring Cars – Final – 20 laps	–	5.15
–	Presentation of Trophies (and of Appleyard Marina)	–	5.35
–	Special Saloon Cars – Final – 15 laps	–	5.50
11.50	<i>Drivers' Briefing in Scrutineering Bay</i>		
1.55	<i>Marshals at posts. Clearance Report.</i>		

GROUP 2 LIST OF ENTRIES

No	Driver / Entrant	Make / Model	cc	From
1	W McGOVERN/G Bevan	Sunbeam Imp	998 D	Cray
2	D. LEITCH F GARDNER/SCA European Road Services	MUSTANG Chevrolet Camaro	7000 A	London
6	D HOWES/Howes Motors (Eaton Bray)	A M Javelin	6400 A	Eaton Bray
20	J BUNCOMBE	Ford Escort RS1600	1974 B	Somerset
21	A ROUSE/VMW Motors/Team Esso Uniflo	Ford RS1600	1950 B	Bristol
23	N MAY/Gerry Edmonds	Ford Escort RS1600	1980 B	Albrighton
41	G DAWKINS	Carlow Cooper 'S'	1299 C	Gt Wakering
42	J HANSON/The Barbarians	Ford Escort GT	1300 C	Ilkley
45	V WOODMAN/VMW Motors/Team Esso Uniflo	Ford RS1300	1297 C	Bristol
46	J NIGHTINGALE	Ford Escort GT	1297 C	London
47	M OSBORNE	Morris Cooper 'S'	1275 C	Fawley
48	M HASEMI/Nissan-Datsun	Datsun Sunny Coupe	1298 C	Worthing
49	A POOLE/Nissan-Datsun	Datsun 120A Cherry	1298 C	Worthing
50	F GUNN	Arden Cooper 'S'	1293 C	Milngavie
51	P BURT	BLMC Cooper 'S'	1293 C	Romford
55	J MOWATT	Morris Cooper 'S'	1275 C	Wickford
71	L NASH/Commercial Credit Co	Sunbeam Imp	998 D	London
72	A WEBB/F J Van der Breggen/ Stapleton Motors	Chrysler Imp	998 D	London
73	M ADAMS	Sunbeam Imp	998 D	London
74	I GOODWIN/J Godfrey	Sunbeam Imp Sport	998 D	Grantham
76	J N BEAN	BL Mini 1000	998 D	Broadstairs
77	J BURROWS/Swiftune Engineering Ltd	BLMC Mini	998 D	Wickford

LIST OF ENTRIES

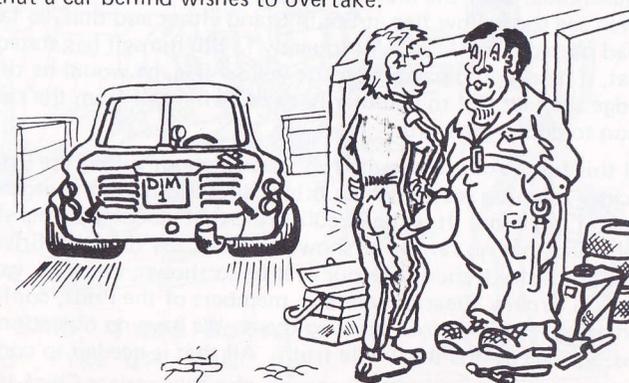
No	Driver / Entrant	Make / Model	cc	From
1	J H APPLGARTH	Brabham BT23C	1600	Houghton-le-Spring
2	D N THOMSON/Thistle Metallics	Ecosse Imp	998	Edinburgh
3	W KINNEAR	Lotus 69FVC	1798	Gifford
4	B LECKIE	Brabham BT36 FVC	1930	Aberdeen
5	T DZIERZEK	Hawke Atlantic	1594	Kirkliston
6	K ALLEN	Chevron B15	997	Crossford
7	J BLADES	Lotus 69 BDF	1850	Whitley Bay
8	J CAMPBELL GRAHAM	Chevron B25	1900	Glasgow
9	I McLAREN/McLaren of Broxburn	Brabham BT36	1790	Broxburn
10	J BARR	Lotus 69 Atlantic	1598	Edinburgh
11	A CHARNELL/Dinitrol Rustproofing	Chevron-Gropa	1800	Balerno
12	M S ROSS	Mallock U2 Mk X1B	1598	Monifieth
14	R MacKAY/Harry Gilbert/John Blades Racing	Brabham BT35	1598	Thurso
15	J POLLOCK	Brabham BT30	1970	Carrickfergus
18	G CUTHBERT	Van Diemen 73F	1600	Newport
19	A WILSON	Elden Mk 2	1600	Dumbarton
20	P MORRISON	Crossle 20F	1600	Inverness
21	C MacLEAN/Highland Racing Team	MRE	1600	Alness
22	D BROTHERSTON	Brabham BT28	1600	Edinburgh
23	D CAMPBELL/Sports & GT Motors Ltd	Hawke DL2B	1600	Troon
24	R H SIMPSON	Crossle 16F	1600	Newton Stewart
25	D STEEDMAN	Hawke DL9	1600	Linlithgow
26	G HAMILTON/McDonald Shand Insurance & Finance	Hawke DL2B	1600	Dumfries
27	G DALZELL/McDonald Shand Insurance & Finance	Hawke DL2B	1600	Dumfries
28	N DICKSON/Dickson Motors (Perth) Ltd	Crossle FF	1600	Perth
29	J MacGILVRAY	Crossle 20F	1600	Oban
30	C REEVES	Mallock U2 Mk 9B	1600	Larkhall
31	A McKECHNIE	Rostron FF	1600	London
32	H ACHESON	Merlyn 20A	1600	Cookstown
33	D A H HALL	Hawke DL10	1600	Edinburgh
34	A D JEFFREY/Lothian Sports Cars	Elden Mk 10A	1600	Edinburgh
35	S LAWSON/Belmont Garage (Edin) Ltd	Hawke DL10	1600	Kirkliston
36	K MILLAR/Break-Away Mens Fashions	March 708/18	1600	Edinburgh
37	D MORTON	Lotus 61X	1600	Dunkeld
38	G MUNDELL/Highland Racing Team/ Struie Motors Ltd	Royale RP3A	1600	Ardross
40	P MacNAUGHTAN	Mallock U2 Mk X1B	1600	Edinburgh
41	J BAIRD	Mallock U2 Mk X1B	1600	Edinburgh
45	R A ROSS	Nathan GT	1000	Dundee
46	E LABINJOH/Fishers Garage (Edin) Ltd	Fisher 1100 Spyder	1112	Edinburgh
50	I HALL	Mini-Jem Mk 2	1790	Bristol
51	M NUGENT	Lotus Elan	1800	Pomeroy
55	K M SHADE	MG Midget	1293	Edinburgh
56	W L WOOD	MG Midget	1293	Edinburgh
57	D MORTON	Lotus Elan	1598	Dunkeld
58	R G HENDRY	MG Midget	1293	Edinburgh

No	Driver / Entrant	Make / Model	cc	From
59	J A HALL	Lotus Europa	1558	Edinburgh
60	A SOUTER	Lotus Elan	1600	Dundee
63	R HALLEY/Halley's of Milngavie	Triumph Spitfire	1147	Milngavie
64	I STIRLING/Team Ziebert Scotland	Ginetta G15	998	St Andrews
65	G R WILSON	MG Midget	1140	Helensburgh
66	R FORESTER-SMITH/Marquis Transporters	Ginetta G4	1098	Gorebridge
67	D McDONALD/Marquis Transporters	Ginetta G4	1098	Gorebridge
68	J BLADES/Clan Motor Co Ltd	Clan Crusader	998	Washington
71	G LYNN	Ford Cortina	3500	Annan
72	D HUNTLEY	Ford Escort	1800	Sunderland
73	J BOURKE	BLMC Cooper 'S'	1425	Carstairs
74	W N A DRYDEN/S M T	Vauxhall Firenza	2200	Edinburgh
75	C BRADLEY/D A Harris Ltd	Ford Escort BDA	2000	Glasgow
76	J VEITCH/Veitch Motors Co/ Sportstune Accessories	Mini Cooper 'S'	1500	Edinburgh
77	A D NIVEN/Celtic Homes	Ford Boss Escort	5700	Whitsome
80	J DRYDEN	Longman Mini	1293	Lundie
81	F GUNN	Arden Cooper 'S'	1293	Milngavie
82	C S MILLER	Mini Cooper 'S'	1293	Tullemore
83	I T ROGERSON	Mini Cooper 'S'	1293	Rothbury
84	H MORGAN	BLMC Cooper 'S'	1293	Birtley
85	E M SMITH	Mini 1275 GT	1297	Carlisle
86	E PATERSON	Colvend Mini	1293	Edinburgh
88	W G DONALD	Hillman Imp	998	Tarland
89	P PITMAN	Austin Cooper 'S'	999	Kirkcudbright
90	S BELL/Cosmo Entertainments Club, Carlisle	BLMC Mini	997	Carlisle
91	J C FYDA	Agra Imp	997	Dundee
92	D FISHER	Hillman Imp	998	Dunoon
93	N DICKSON/Dickson Motors (Perth) Ltd	Sunbeam Imp	998	Perth
94	A BARTON	Morris Cooper SCA	997	Newcastle
95	R BIRLEY	Singer Chamois	998	London
96	A SELLAR	Morris Cooper 'S'	999	Burntisland
97	B LECKIE/Roy Thomson Ltd	Singer Chamois	998	Aberdeen
98	J B YOUNG	Mini Clubman	999	Burntisland
02	E LABINJOH/Fishers Garage (Edin) Ltd	Alfa Romeo 2000 GTV		Edinburgh
04	N STOVIN-BRADFORD/Shellsport	Hillman Hunter GLS		Holywell
05	B UNETT/Chrysler Dealer Team	Hillman Hunter GLS		Coventry
06	A N OTHER/Chrysler Dealer Team	Hillman Hunter GLS		Coventry
09	A CHARNELL	Simca 1000 Rallye		Balerno
010	M SHAKSPEARE	Ford Escort		Edinburgh
011	Mrs J BIRRELL/Halesford Motors (Telford) Ltd	Simca Rallye 1		Telford
012	A N OTHER/Halesford Motors <i>G.B. Birrell</i> (Telford) Ltd	Simca Rallye 2		Telford
015	R BIRLEY	Hillman Imp		Dartford
016	T DELAHUNTY/New City Racing	Moskvitch 412		Preston
020	R T DRUDGE	Healey Silverstone "E" Type	2443 (1951)	Godstone
021	A FLETCHER	Frazer Nash Le Mans	1971 (1950)	Alva
022	J A de S LUCAS	Porsche	1588 (1953)	N Waltham
023	I M DEARIE	Jowett Jupiter	1486 (1953)	Stockport
024	M SMAILES	Jowett Jupiter	1486 (1953)	Nunthorpe
Sports Racing Cars				
027	P WELDON	Lister Chev	5300 (1958)	Salisbury
028	K G ROGERS	Lotus Bristol Mk 10	1971 (1955)	Radlett
029	A O BROWNLEE	Lotus XI	1098 (1956)	Harrow-on-the-Hill
030	A N OTHER/A O Brownlee	Lotus XVII	1098 (1959)	Harrow-on-the-Hill
031	T HARRISON	Lotus XI Le Mans	1098 (1956)	Appleton
032	T ROGERS	Lotus XI Le Mans	1098 (1957)	Manchester
033	H CLIFFORD	Tojeira Climax	1098 (1958)	Lancaster
034	M HOPPERTON	Lotus XI Mk II	1098 (1959)	Glasgow

CIRCUIT VIEWS

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 — 183, England — 153, West of Scotland — 148, and Ireland and Wales — 100. The one thing which has been obvious in this Championship throughout the season is that very little separates the various areas (Ireland/Wales having been bottom after the April Meeting and pulling up to second place after May, and England doing the same between the May and July Meetings). In short, we could see a complete reversal of the position after today and, indeed, it could well be that with such a strong English contingent present, the auld enemy may sneak in front today. If you want to make sure they don't, let your voices be heard and shout your encouragement for your own area of origin.

Newcomers to motor racing at the Ingliston circuit may well be puzzled by some of the activities going on during the afternoon. Between races the Course Car will be driven round by the Clerk of the Course, making an inspection of the condition of the surface and of the safety precautions. You will always know this car by the white flag it carries. Starting procedure has to be absolutely cut and dried, for it is not easy to keep a car running on the "grid" — as the starting line is called — without "creeping" forward or without overheating the engine. 3 Minutes before the start a siren will be sounded and the cars will then move onto the track and complete a warming up lap, forming up on a dummy grid at the entry to the Arena. The siren will again be sounded at 1 min when the cars move forward onto the grid and with 30 secs to go the starter will walk to his rostrum. With 5 secs to go he will slowly raise the saltire and drop it smartly for the "off". All motor sport in Britain is strictly controlled by the Motor Sport Division of the RAC and the controls are aimed at making the sport just as safe as possible. Responsible for making sure that the Meeting runs to schedule and runs according to the regulations is the Clerk of the Course. His "nerve centre" is the Race Control building in the central enclosure (the rather splendid glass box below the clock mast) where he keeps in touch by telephone throughout the day with all the points around the circuit. The track is divided into sectors, each under the control of an observer and each equipped with a telephone. The observer has with him a number of different marshals; some of them are responsible for keeping the track clear for racing and for undertaking rescue operations in the event of an accident, others for signalling to drivers by means of recognised flags to warn them of dangers or let them know that a car behind wishes to overtake.



"I STILL THINK SOMETHING BOTTOMS COMING ROUND LEFTHANDER!"

In *Motoring News* following the last Meeting at Ingliston (if you were able to find the report on that Meeting, that is) it was announced that, in the Special Saloon Car final, Eric Smith held the lead until lap 11 "when he was overtaken by Bill Dryden's Firenza at Southstand whilst a yellow flag was being shown". Similarly, the *Autosport* report on the same Meeting implied that SMRC Club President, (like the cow's tail they're only about a year behind) Bill Dryden was able to get away with passing under a yellow whereas other less prominent mortals would almost certainly have been penalised! Well, they do say that the pen is mightier than the sword — and, like the sword, it is very handy for back-stabbing too! Certainly, it would be interesting to know where the Reporters in question obtained their information from since they most certainly did not approach the Clerk of the Course, the only person in possession of all the full facts of the case. It would accordingly appear, therefore, that the Press are prepared to publish unofficial and unconfirmed reports — reports which not only damage the reputation of the driver involved but which could also affect the sponsorship given to that competitor (and, accordingly, his future participation in motor sport) as also the sponsorship given to the Ingliston circuit. Whether true or not, the publishing of such an unconfirmed report places an awesome responsibility upon the Press and we would respectfully submit that Reporters take somewhat more time and trouble to verify their theories before putting pen to paper.

The fact of the matter is, the Clerk of the Course is the only person capable of taking unilateral action in cases of overtaking under the yellow flag and, in the case in question, there could be no question of his taking such action. Had it been proved that Bill had overtaken under the yellow (and one unchallenged Observer's report to that effect would have been enough to establish this) he would immediately have been excluded from the results of the race. Should Eric Smith have protested about such overtaking, the matter would have had to have gone further and Bill could have found himself in serious trouble with the RAC. However, conflicting reports as to the incident in question were received by the Clerk of the Course, one marshal at Caravan stating that he thought that Bill had overtaken under the yellow at **South Stand** while another Chief Marshal, on the spot at South Stand, stated that Bill was already in the act of overtaking when the yellow was put out. The Clerk of the Course had no option, therefore, than to accept the word of the man at the scene of the incident itself and, indeed, further enquiries bore this view of the incident out. One would have expected, however, if Bill had overtaken under the yellow, to have seen a protest being lodged by Eric Smith and, in these circumstances, a formal tribunal would have had to have been convened. It is interesting to note, however, that, when questioned after the Meeting by the Clerk of the Course, Eric stated that he did not even see the yellow flag at South Stand either and that, so far as he was aware, Bill had passed him "fairly and squarely". Bill himself has stated on several occasions that, if he ever did pass under the yellow flag, he would be the first one to acknowledge the fact and to voluntarily exclude himself from the race and we have no reason to doubt his word.

Why then all this fuss! All the circuit is concerned about is that the Press should go off "half-cocked" about a matter which brings discredit upon the organisation of Race Meetings at Ingliston. It is the circuit's rule that all competitors should be treated equally and that no favour be shown towards any driver or drivers either on or off the circuit. Indeed, should favour ever be so shown, the track would be finished as a club circuit. Please, therefore, members of the Press, confirm what might be damaging reports before printing them. We have no objections to the truth being printed, so long as it is the whole truth. All that is needed to confirm the position is a 'phone call to, or quick chat with, the appropriate Chief Marshal/official.

Many of you here today will doubtless have entered the Scotcircuits "Festival of Motor Racing" quiz with its £50 first prize. Certainly, most of you should have heard about it, since handbills advertising the Meeting and incorporating the entry form for the quiz have been liberally distributed around Central Scotland and the North of England. Be that as it may, some of you may not be aware about the quiz and, while it is now too late to enter, you may be interested to try your hand at answering the questions asked in that quiz. Gird up your loins, therefore, and dust off those mental cobwebs before trying to answer the following:—

Questions

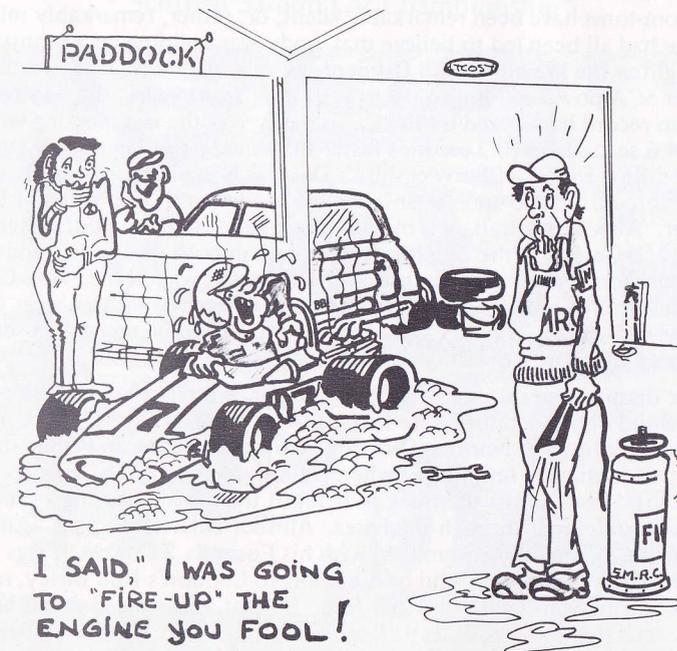
Answers

- | | |
|---|---|
| <ol style="list-style-type: none"> 1. Is Ingliston 2. Who was World Champion motor racing driver in 1964? 3. Who was the first Briton to win the World Championship for motor racing drivers? 4. What will be the race time of the winning car in the final of the Group 2 Touring Car Race at Ingliston this afternoon (in minutes, seconds and tenths of a second)? | <p>(a) nearer Edinburgh, (b) nearer Glasgow?</p> <p>Jim Clark/Graham Hill/John Surtees/Jack Brabham</p> <p>Dick Seaman/Stirling Moss/Mike Hawthorn.</p> |
|---|---|

2		
Mins	Secs	1/10th Sec

Before answering question 4 please remember that the final of the Group 2 Touring Car race will be a 20 lap race and that the existing Group 2 lap record at Ingliston is 53.6 secs. (Brian Muir — Capri RS2600). At the last Meeting, Bill Dryden won the 15 lap Special Saloon car final in a time of 13 mins, 43.3 secs in his Firenza, his fastest lap being 53.4 secs, a new Special Saloon Car record.

The first three questions may look easy but give some thought to them before answering. Just bear in mind that the chap who compiled the quiz found, when he checked the answers, that he had got the answer to one of the questions wrong!





While the star-turns for this meeting are, of course, the Group 2 Saloons, we still have a pretty exciting day's Special Saloon Car racing tee-ed up for you. The first of these events, for Special Saloon Cars up to 1,000 cc, is almost certain to see a monumental resumption of last season's battles between the incredibly potent Mini/Ford of **Sedric Bell** and the newly screwed-together Morris Cooper SCA of Newcastle's **Andy Barton**. Regular enthusiasts will be aware that Andy completely wrote off his last Mini earlier this season at Croft and, since then, the usual Newcastle tom-toms have been remarkably silent; or, rather, remarkably misleading — we had all been led to believe that Andy was building up a monster Rover to frighten the life out of **Bill Dryden**! Be that as it may, Andy returns with another SCA-powered Mini to try to take back from Sedric the "up to 1,000 cc" Class Lap record hammered by the Carlisle driver at the last meeting with a scorching 54.6 second lap (0.2 seconds faster than the fastest lap put up by the 5.7 litre Ford Boss Escort of Berwickshire's **Douglas Niven**). One possible surprise entry could come from the unbelievable Imp of the terror of the North of England, **Alex Clacher**. Alex seems to have a mental block about Ingliston but, when he does turn out at Croft and the English circuits, he can both give Sedric and Andy a run for their money and, on occasions, show them the way home. At a Croft meeting a couple of weeks ago, however, someone whispered in Alex's ear that Ingliston was not, in fact, 5 hours away from Croft (!) and he could accordingly get the message that the Scottish circuit might be worth visiting.

While Sedric disappeared into the wide blue yonder at the last race meeting at Ingliston, behind him spectators were treated to a first class battle for second place between the Imps of **Norman Dickson**, **Bob Leckie**, **Duncan Fisher** and **John Fyda**, a battle which only terminated when Duncan blew not only his engine up but most of his oil out across the track in front of the others, causing a fair amount of entertainment through the Esses. All four culprits are back again for this meeting but, being fully committed with his Formula 2 Crossle, it was rumoured that Bob Leckie had sold his Chamois to London's **Rod Birley**, now a well kent face at Ingliston with his Gp 1 Imp. Be that as it may, Bob has entered a Chamois — but then, so has Rod! It'll be interesting to see who drives what (or how both drive it at once!)

EVENT 1

12.00 am

SPECIAL SALOON CARS

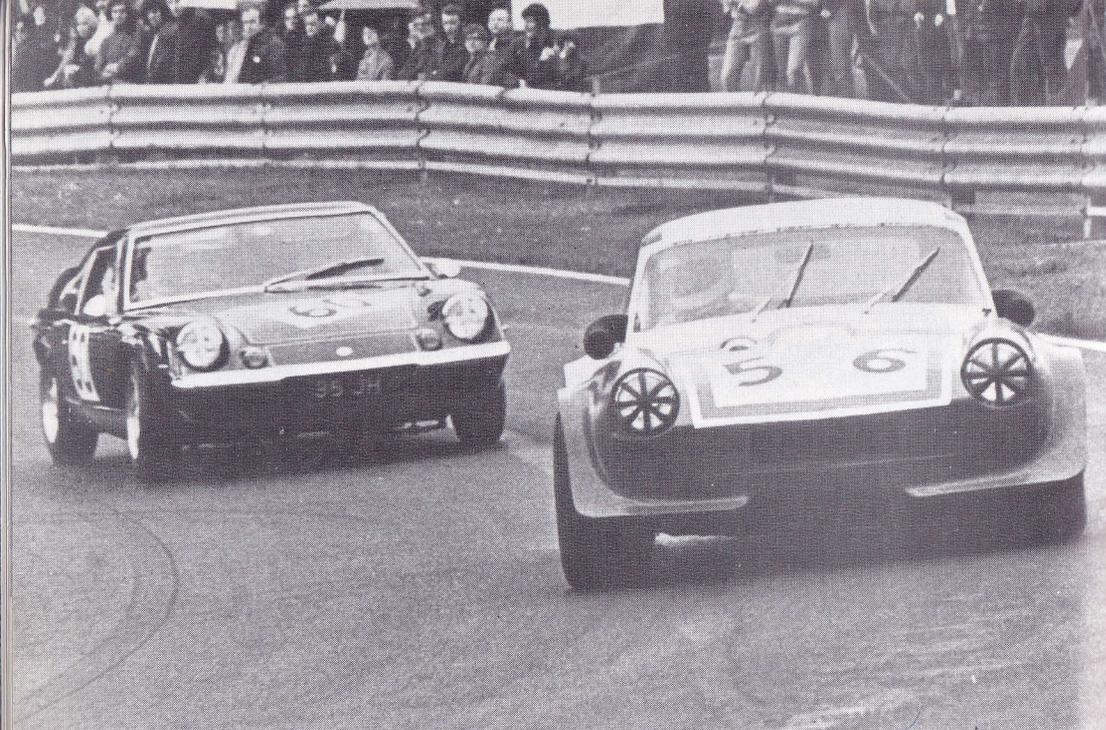
Heat 1 for Special Saloon Cars up to 1000 cc
10 Laps

5	88	W G DONALD	Hillman Imp	998
6	89	P PITMAN	Austin Cooper 'S'	999
1	90	S BELL/Cosmo Entertainments Club, Carlisle	BLMC Mini	997
3	91	J C FYDA	Agra Imp	997
9	92	N.S. D FISHER	Hillman Imp	998
2	93	N DICKSON/Dickson Motors (Perth) Ltd	Sunbeam Imp	998
	94	A BARTON	Morris Cooper SCA	997
	95	R BIRLEY	Singer Chamois	998
7	96	N.S. A SELLAR	Morris Cooper 'S'	999
4	97	N.S. B LECKIE/Roy Thomson Ltd	Singer Chamois	998
0	98	J B YOUNG	Mini Clubman	999
8	99	A. FLEMING		

58.44 1st (£20) 90 2nd (£15) 91 3rd (£10) 93 4th (£5) 88
Bonus of £10 for the fastest lap to 90..... 61.6 secs 60.19 mph.

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





EVENT 2

12.20 pm

MODIFIED SPORTS CARS

10 Laps

over 1150 cc

7	50	<i>N.S.</i> J HALL	Mini-Jem Mk 2	1790
2	51	M NUGENT	Lotus Elan	1800
5	55	K M SHADE	MG Midget	1293
3	56	W L WOOD	MG Midget	1293
4	57	D MORTON	Lotus Elan	1598
9	58	R G HENDRY	MG Midget	1293
6	59	J A HALL	Lotus Europa	1558
11	60	A SOUTER	Lotus Elan	1600

1st (£20) *51* 2nd (£10) *56* 3rd (£5) *57*

up to 1150 cc

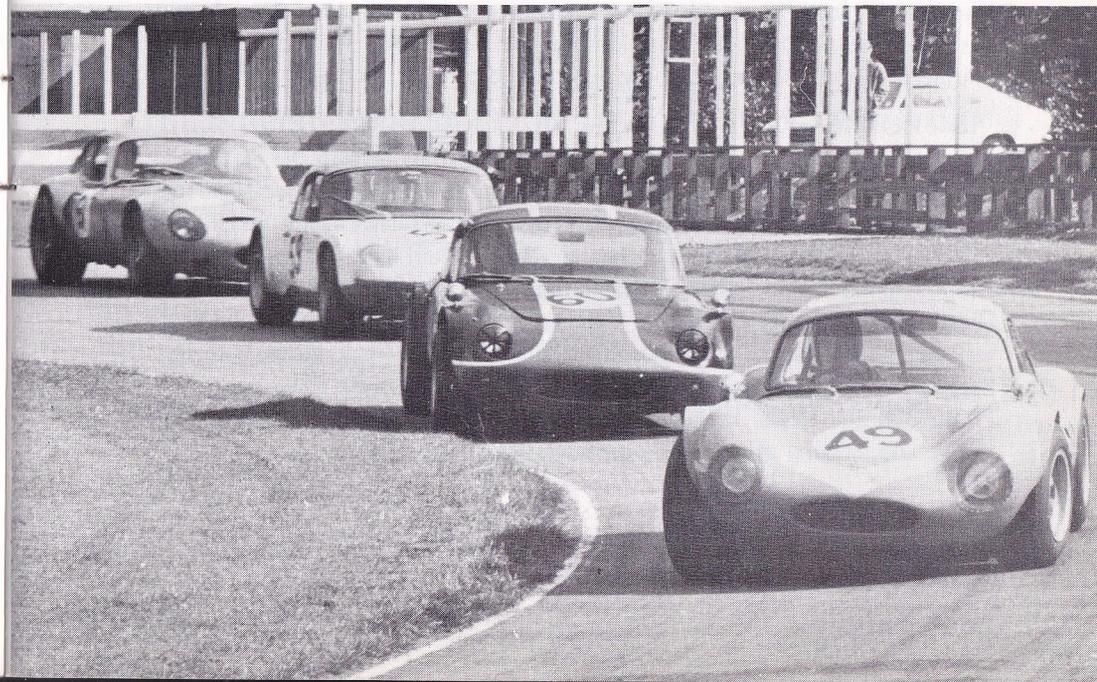
8	63	R HALLEY/Halley's of Milngavie	Triumph Spitfire	1147
	64	I STIRLING/Team Ziebert Scotland	Ginetta G15	998
<i>10</i>	65	G R WILSON	MG Midget	1140
	66	R FORESTER-SMITH/Marquis Transporters	Ginetta G4	1098
	67	D McDONALD/Marquis Transporters	Ginetta G4	1098
1	68	J BLADES/Clan Motor Co Ltd	Clan Crusader	998

60.03 mph 1st (£20) *68* 2nd (£10) *63* 3rd (£5) *65*

Bonus of £10 for the fastest lap to *69*..... *60.6* secs *61.19* mph.

The sensation of the last Modified Sports Car race at Ingliston returns this afternoon in the form of **Johnny Blades'** Clan Crusader. With merely a diminutive 998 cc engine Johnny completely demolished the existing "up to 1150 cc" class lap record, reducing this from 56 secs to 55.8. While unofficial, he later improved on this time in the GT event by turning in an astonishing lap of 54.4 secs (very close to the outright modified sports car record presently jointly held by **Mike Nugent** and **John Absalom**). One of those joint lap record holders, Mike Nugent returns to the circuit today with his incredibly potent Lotus Elan, no doubt looking for extra points for Ireland in the Partisan's Pot Championship, and one of the main features of today's race will almost certainly be the dice between Mike and Johnny. Whether the Imp-powered Clan can manage to deal with the much larger Elan remains to be seen.

Behind these two front runners we can expect to see some exciting racing between **Bill Wood's** MG Midget and the immaculate Lotus Europa of **Jim Hall**. **Don Morton** too will be in there worrying away with his Lotus Elan while **Bob Halley** will be giving his Spitfire a warm-up before the Special GT Event later in the afternoon (Bob being well placed in that Championship with 15 points). All in all then, another racing appetiser before the lunch break and something just to get your appetites whetted for the serious business this afternoon!





All this season the Production Saloon Cars have shown a remarkable facility for astonishing us with their entries. In April the event was of course a round of the Castrol British Production Saloon Car Championship and a first class entry was accordingly assured. For May, however, only four entries were received although, by the time of the Race Meeting, eight cars were on hand! In July it was the other way round – eight cars entered but only four managed to race! Today (thank goodness) Ingliston does not clash with the Castrol or Britax Group 1 Championships and accordingly some of the Southerners are returning to enjoy Scottish hospitality once again (or, more likely, to enjoy the Group 2 race!).

What then to look for? Local favourite, **Eddie Labinjoh**, with the ex-Roger Clark Alfa Romeo 2000 GTV, will almost certainly be up there amongst the leaders but he will have to fight off a determined challenge from the Hillman Hunter GLS of **Bernard Unett**. Chrysler Dealer Team have also entered another similar car as has **Nigel Stovin-Bradford**. Down in the small price classes, **Tony Charnell** takes on the similar Simca of **Jenny Birrell** while we welcome another local newcomer in the shape of **Mike Shakespeare** with his Escort. With a better entry today we may well begin to see just what Production Saloon Car racing is really all about – all arms and elbows, blue smoke and hanging the tail out on the corners!

PRODUCTION SALOON CARS
10 Laps

Over £1500			
2	02	E LABINJOH/Fishers Garage (Edin) Ltd	Alfa Romeo 2000 GTV
£1050–£1500			
	04	NS N STOVIN-BRADFORD/Shellsport	Hillman Hunter GLS
1	05	B UNETT/Chrysler Dealer Team	Hillman Hunter GLS
	06	ANOTHER /Chrysler Dealer Team	Hillman Hunter GLS
4		J. HARRIS 1st (£20) <i>0.5</i> 2nd (£10) <i>0.2</i> 3rd (£5) <i>0.6</i>	
£800–£1050			
3	09	A CHARNELL	Simca 1000 Rallye
	010	NS M SHAKSPEARE	Ford Escort
6	011	Mrs J BIRRELL/Halesford Motors G.B. BIRRELL (Telford) Ltd	Simca Rallye 1
5	012	ANOTHER /Halesford Motors (Telford) Ltd	Simca Rallye 2
up to £800			
7	015	R BIRLEY	Hillman Imp
	016	NS T DELAHUNTY/New City Racing	Moskvitch 412
		1st (£20) <i>1.1</i> 2nd (£15) <i>1.2</i> 3rd (£10) <i>0.5</i> 4th (£5) <i>0.9</i>	
		Bonus of £10 for the fastest lap to <i>0.5</i> <i>65.8</i> secs <i>56.35</i>	

THE INGLISTON PRODUCTION SALOON CAR CHAMPIONSHIP

Driver	Car	Apr	May	July	Aug	Sept	Oct	Total
R Birley	Hillman Imp	1	7	7				15
E Labinjoh	Alfa Romeo GTV	-	7	7				14
A Charnell	Simca Rallye/Avenger GT	-	7	7				14
R Dalgetty	Ford Mexico	1	5	7				13
J Birrell	Simca Rallye	2	7	-				9
R Lloyd	Chev. Camaro	7	-	-				7
B Unnett	Hillman Hunter	7	-	-				7
I Dutton	Ford Escort Sport	7	-	-				7
T Lanfranchi	Moskvich 412	7	-	-				7

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

Prize Fund – £100 – £50 – £25 – £15



At long last **Tony Charnell** seems to have got his Chevron-Gropa FVC well and truly sorted out and he emphasised this by dominating the Special GT race at the SMT Trophy Race Meeting in July. **Robin Smith**, with his Lola T212/FVA, was not all that far adrift, however, his fastest lap being merely one-tenth of a second slower than Tony at 51.2 secs. Tony must, however, start today as the out and out favourite now that the Chevron is on top form but one must always remember the shocks which have been delivered to Tony's system in the past by the incredibly potent and diminutive Fisher 1100 Spyder driven by **Eddie Labinjoh**. Ed didn't have a particularly happy day in July but, nevertheless, he was still circulating in practice at 52.2 secs — equal to his own class lap record. This is not all that far out from Tony's fastest lap and Ed could well be in there with the leaders today.

So too could **Mel Ross** who also dropped out of the running after practice at the last Meeting. With his Holbay-powered Mallock U2 Mark XI B, Mel has been going disgustingly quickly this season and, indeed, he is in a strong position in the Hartley Whyte Championship for Special GT cars (with 2 wins to his credit). Another class win today would consolidate that position and would make him the Number 2 seed for the Championship honours (the favourite being, of course, Tony Charnell now that he has 3 class wins to his credit). One other car to watch is, of course, **Johnny Blades'** Clan Crusader. We hinted that Johnny could well be in the first six at the last Meeting — Johnny, however, confounded everyone by slotting the Clan into third place after a startling drive. Whatever else they may say about this car, it can certainly go!

EVENT 4

2.05 pm

SPECIAL GT, SPORTS & CLUBMAN'S CARS

10 Laps

over 1150 cc

1	11	A CHARNELL/Dinitrol Rustproofing	Chevron Gropa	1800
4	12	M S ROSS	Mallock U2 Mk XIB	1598
	40	P MacNAUGHTAN	Mallock U2 Mk XIB	1600
6	41	J BAIRD	Mallock U2 Mk XIB	1600
8	56	W L WOOD	MG Midget	1293
	58	R G HENDRY	MG Midget	1293
2	42	R. SMITH MORTON	LOLA	12
7			ELON	

1st (£20) ...1.1... 2nd (£10) ...5.7... 3rd (£5)

up to 1150 cc

	45	R A ROSS	Nathan GT	1000
3	46	E LABINJOH/Fishers Garage (Edin) Ltd	Fisher 1100 Spyder	1112
	63	R HALLEY/Halleys of Milngavie	Triumph Spitfire	1147
	66	R FORESTER-SMITH/Marquis Transporters	Ginetta G4	1098
	67	D McDONALD/Marquis Transporters	Ginetta G4	1098
5	68	J BLADES/Clan Motor Co Ltd	Clan Crusader	998

1st (£20) ..6.8.. 2nd (£10) ..4.6.. 3rd (£5) 63

Bonus of £10 for the fastest lap to secs

THE HARTLEY WHYTE TROPHY CHAMPIONSHIP
for Sports & Special GT Cars

Driver	Car	Apr	May	July	Aug	Sept	Oct	Tota
A Charnell	Chevron Gropa FVC	7	7	7				21
R Halley	Triumph Spitfire	3	7	5				15
M J Ross	Mallock U2 Mk XIB	7	7	-				14
E Labinjoh	Fisher Spyder 1100	7	5	-				12
J Blades	Clan Crusader	5	-	7				12
D Morton	Lotus Elan	5	5	-				10
R Smith	Lola T212 FVA	-	2	7				9
P Baker	Triumph GT6	-	3	5				8
W L Wood	MG Midget	2	2	3				7
R G Hendry	MG Midget	3	3	-				6
J Cleland	Chevron B8	5	-	-				5
J Absalom	Ginetta G4	-	5	-				5
J Hugh	Gryphon C73	-	-	5				5
RA Ross	Nathan GT	2	3	-				5

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

Prize Fund — £125 — £75 — £35 — £15

THE DRIVERS — Heat 1

Frank Gardner : No stranger to motor sport, this one. The current leader in the RAC British Touring Car Championship and odds-on favourite in today's race, Frank's successes in motoring events are too numerous to mention. Best known for his saloon car and F5000 drives although he has proved himself one of the most versatile of racing drivers.

Andy Rouse : 1972 Mexico Champion. With 4 firsts (Silverstone, Nivelles, Thruxton and Nivelles) 2 seconds and 2 lap records to his credit this Team Broadspeed driver could well be a front runner on the twisty Ingliston circuit, especially with the ex-Dave Matthews RS1600 which won its class in last year's Group 2 Championship.

Nick May : Warwickshire garage proprietor fielding new RS1600 built by Specfab of Pershore. Could go well on the twisty Ingliston circuit.

Dougal Niven : A border farmer from Berwickshire and 1970 Scottish Saloon Car Champion. While not listed in the entry list at the time of going to Press was trying to hire a 6 litre Camaro to take on Frank Gardner!

Vince Woodman : A Ford Main Dealer from Bristol and leading Class C contender with the Broadspeed RS1300 BDA which has netted 7 firsts this season. Like Andy Rouse, will be pleased with the nature of the circuit which should suit him well.

Alex Poole : Remember the genial Irishman who led Brian Muir's Camaro home at Ingliston a couple of years ago in the amazing turbocharged Complian Mini. Winner of the 1969 British Saloon Car Championship, Alec has taken to rallying of late, winning his class in both the Circuit of Ireland and Circuit of Donegal this year in a Datsun Sunny. This afternoon's Cherry is the first to Group 2 specification and was built by the Datsun Competition Department in Japan.

Les Nash : An American Car Supplier from Tottenham, Les was the outright winner of the 1971 Hepolite Glacia Saloon Car Championship. His Imp is Bill McGovern's last year's British Saloon Car Championship winning car.

Mick Osborne : A Southampton mechanic, 1968 Mini 7 Champion and 1970 and 1972 Mini Miglia Champion.

Adrian Webb : Managing Director of Royalty Ballroom in Southgate and regular saloon car competitor for many years, 3rd in class at British GP Silverstone this year.

Note: The fastest 2 from each class go forward to the Group 2 Final in Event 11.

EVENT 5

2.30 pm

THE APPELYARD TROPHY RACE for Group 2 Touring Cars — Heat 1 10 Laps

No	Driver / Entrant	Car	cc	Class
1	3 F GARDNER/SCA European Road Services	<i>59.9 sec LAP</i> Chevrolet Camaro	7000	2 A ✓
2	21 A ROUSE/VMW Motors/Team Esso Uniflo	<i>60.19 mph</i> Ford RS1600	1950	1 B ✓
4	23 N MAY/Gerry Edmonds	Ford Escort RS1600	1980	B ✓
3	41 G DAWKINS	Carlow Cooper 'S'	1299	C ✓
3	45 V WOODMAN/VMW Motors/Team Esso Uniflo	Ford RS1300	1297	3 C ✓
7	47 M OSBORNE	Morris Cooper 'S'	1275	5 C ✓
5	49 A POOLE/Nissan-Datsun	Datsun 120A Cherry	1298	4 C ✓
12	51 P BURT	BLMC Cooper 'S'	1293	C ✓
6	71 L NASH/Commercial Credit Co	Sunbeam Imp	998	6 D ✓
10	72 A WEBB/F J Van der Breggen/Stapleton Motors	Chrysler Imp	998	D ✓
9	77 J BURROWS/Swiftune Engineering Ltd	BLMC Mini	998	D ✓
11	<i>D. LEECH</i>	<i>MUSTANG</i>		A ✓

All Finishers to receive prize money of £25 each. Fastest 2 finishers in each class qualify for the Appleyard Trophy Race (Event 11) Final.

Heat 1 of a round in the RAC British Touring Car Championship



THE DRIVERS — Heat 2

David Howes : Garage Proprietor and 1970 Triplex Saloon Champion in Ford Falcon Sprint. Chris Bristow award winner same year. The V8 American Motors Javelin was built 1971 and rebuilt last winter — 2nd in first race since rebuild (British GP Silverstone).

Bill McGovern : A House Furnisher from London and definitely the man to beat in George Bevan's Sunbeam Imp. 1970, 1971 and 1972 British Saloon Car Champion!

Tom Walkinshaw : Hails originally from Prestonpans, Scotland, and Kings Cup Formula Ford Champion at Ingliston, 1969. Versatile career spans saloons, FF, F3 and F2 etc. While not listed in the entry list at the time of going to Press was endeavouring to lay his hands on the Ed Reeves RS1600 (or anything else for that matter!).

Jonathan Buncombe : Presently third in class of TC Championship and last year's 1300 cc class winner of Wiggins Teape Saloon Car Championship with Dick Longman entered Mini. Joint overall winner of Osram GEC Championship, 1971. Aged 25 and single!

Masahiro Hasemi : Aged 27 and married; works Nissan-Datsun contracted driver. First in 1970 Fuji 800 km saloon race, 1970 and 1971 Nippon 6 hour race, 1971 Fuji 300 km Touring Car Race and 1972 Fuji Grand Champion Touring Car Race. 1971 Japanese Saloon Car Champion. Drives include Lola and Porsche 910 in Can-Am series.

Frank Gunn : Publican from Milngavie, Glasgow and 1300 cc class winner Ingliston April and May 1973. Held 1300 cc Ingliston class lap record until 22 July. Arden Cooper is ex-Gordon Spice Group 2 car.

Jeremy Nightingale : describes himself as "professional traffic" (i.e. provides something for the fast cars to go round). Aged 37 with 2 children, Jeremy is a "half-Scot" (the Glasgow half).

Jon Mowatt : Lying 3rd in class in Championship with 1275 Cooper 'S' (alloy 8 port head); aged 38 is married with two daughters (aged 2 and 7). Has been competing in Group 2 for 4 years.

Note: The fastest 2 from each class go forward to the Group 2 Final in Event 11.

EVENT 6

2.55 pm

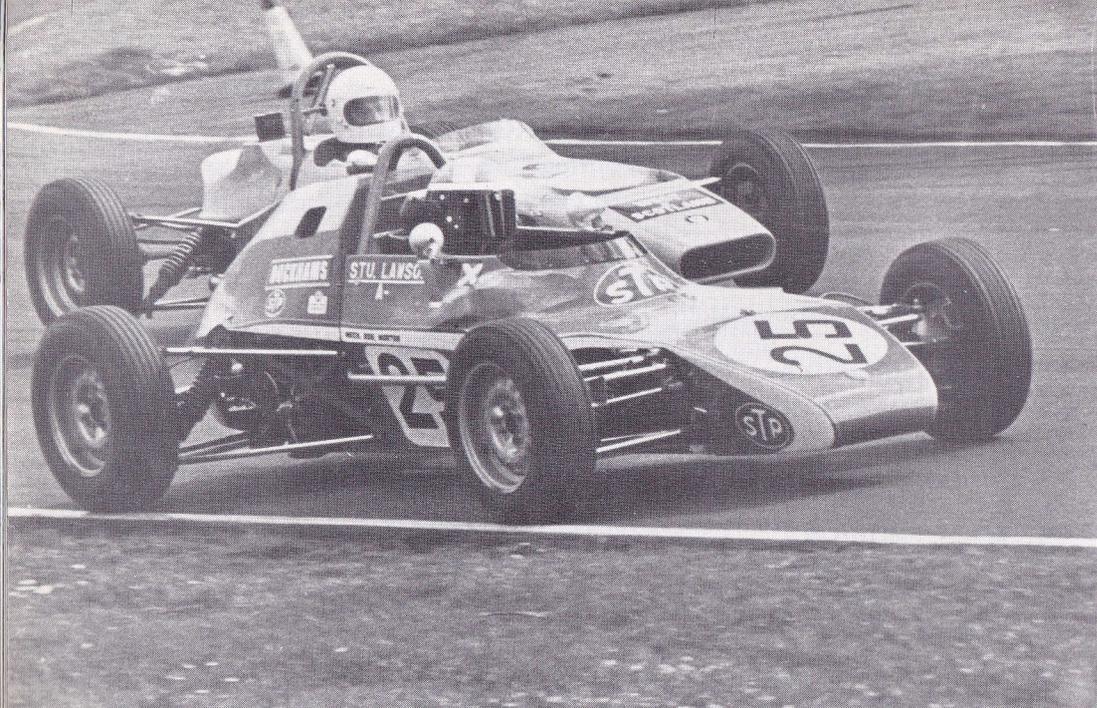
THE APPELYARD TROPHY RACE for Group 2 Touring Cars — Heat 2 10 Laps

No	Driver/Entrant	Car	cc	Class
9 4	1 W McGOVERN/G Bevan	Sunbeam Imp	998	D 8
	6 D HOWES/Howes Motors (Eaton Bray)	A M Javelin	6400	A 4
1 3	20 J BUNCOMBE	Ford Escort RS1600	1974	B 1
	42 J HANSON/The Barbarians	Ford Escort GT	1300	C 2
	46 J NIGHTINGALE	Ford Escort GT	1297	C
2	48 M HASEMI/Nissan-Datsun	Datsun Sunny Coupe	1298	C 3
6	50 F GUNN	Arden Cooper 'S'	1293	C 5
5	55 J MOWATT	Morris Cooper 'S'	1275	C 6
7	73 M ADAMS	Sunbeam Imp	998	D 9
8	74 I GOODWIN/J Godfrey	Sunbeam Imp Sport	998	D 7
11 10	76 MS. J N BEAN	BL Mini 1000	998	D A
	7 NS. M. BIRRANE	FORD MUSTANG		

All Finishers to receive prize money of £25 each. Fastest 2 finishers in each class qualify for the Appleyard Trophy Race (Event 11) Final.

Heat 2 of a round in the RAC British Touring Car Championship





The Formula Ford races at Ingliston (or anywhere else for that matter) can fall into two categories — exciting or just plain boring! For the first two race meetings of the year, the Class saw complete domination by Dundee baker, **Graham Cuthbert** with his Lotus 69F, Graham running away and hiding in both the April and May FF events. For July, however, the position altered dramatically. **Stu** (“Zapata” — although how he got that name is anybody’s guess) **Lawson** fielded a split new Hawke DL10 and, for the first time, it was not Graham Cuthbert who headed the grid off the line. For the first couple of laps Stu was hounded by Graham’s Lotus but the pace was too much for the older car and it eventually had to retire. Stu went on to win the event quite comfortably and, in so doing, put a considerable amount of excitement into what was, by then beginning to look like rather a cut and dried Rothmans Championship. Now, the leaders are merely points apart, and everything will depend upon this and the next two race meetings.

To make certain that age is no impediment, Graham Cuthbert returns to the circuit today with a split new Van Dieman 73F Scholar and all eyes will be on the new car (a make hitherto unseen at the Scottish circuit) to see whether it can go any faster than the sturdy Lotus. Indeed, if it does, Stu will have all his work cut out since Stuart’s fastest lap at Ingliston is a mere 54 secs (mere! — that was the lap record until May of this year) as compared with a sizzling 53.2 secs to Graham Cuthbert, the current lap record holder. Out to keep an eye on both of the favourites, however, will be Perth’s **Norman Dickson** with a split new Crossle 25F — Norman spun away his chances in the first lap at the last meeting but will be determined not to make the same mistake twice. Also out to improve his position again is **John MacGilvray** with the Crossle 20F while, from the big smoke, comes **Alan McKechnie** with his Rostron FF (no doubt impatient to help the Group 2 boys put England well ahead in the Partisan’s Pot Championship by the end of this Meeting).

FORMULA FORD CARS

10 Laps

3	18	G CUTHBERT	Van Diemen 73F	1600
	19	A WILSON	Elden Mk 2	1600
7	20	P MORRISON	Crossle 20F	1600
	21	C MacLEAN/Highland Racing Team	MRE	1600
	22	D BROTHERSTON	Brabham BT28	1600
	23	D CAMPBELL/Sports & GT Motors Ltd	Hawke DL2B	1600
4	24	R H SIMPSON	Crossle 16F	1600
	25	D STEEDMAN	Hawke DL9	1600
8	26	G HAMILTON/McDonald Shand Insurance & Finance	Hawke DL2B	1600
2	28	N DICKSON/Dickson Motors (Perth) Ltd	Crossle FF	1600
	29	J MacGILVRAY	Crossle 20F	1600
5	30	C REEVES	Mallock U2 Mk 9B	1600
	31	A McKECHNIE	Rostron FF	1600
	32	H ACHESON	Merlyn 20A	1600
	33	D A H HALL	Hawke DL10	1600
6	34	A D JEFFREY/Lothian Sports Cars	Elden Mk 10A	1600
1	35	S LAWSON/Belmont Garage (Edin) Ltd	Hawke DL10	1600
	36	K MILLAR/Break-Away Mens Fashions	March 708/18	1600
	37	D MORTON	Lotus 61X	1600
	38	G MUNDELL/Highland Racing Team/ Struie Motors Ltd	Royale RP3A	1600

1st (£20) 18... 2nd (£15) 35... 3rd (£10) 28... 4th (£5) 25
 Bonus of £10 for the fastest lap to 61.7 mph... 58.7... secs 63.17

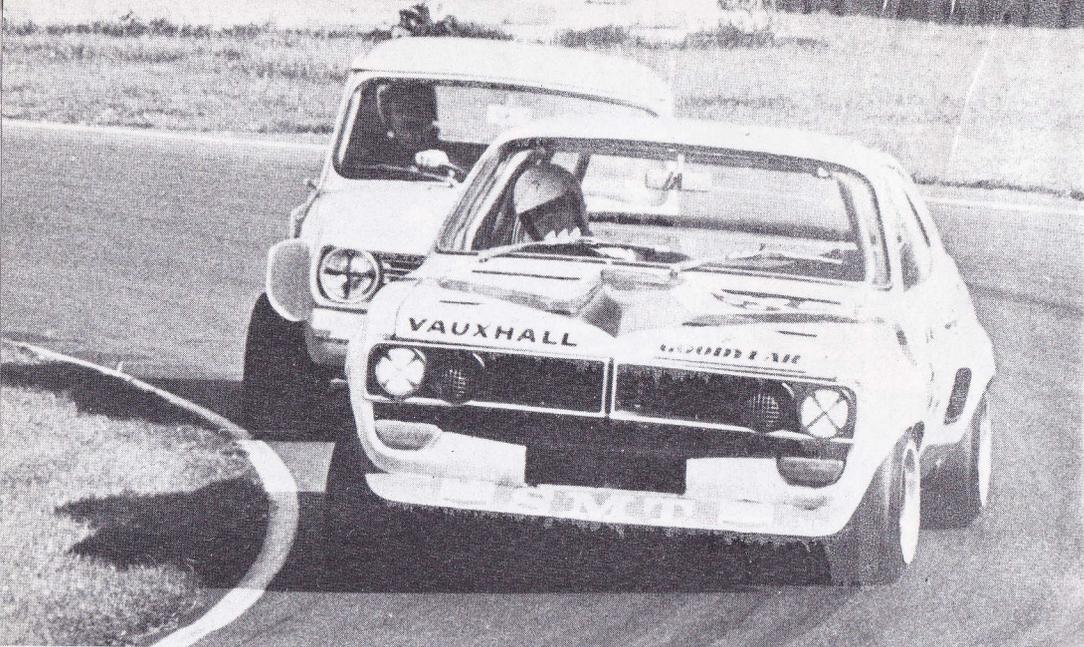
A round in the Rothmans Championship for
Formula Ford Cars

THE ROTHMANS CHAMPIONSHIP
for Formula Ford Cars

Driver	Car	Apr	May	July	Aug	Sept	Oct	Total
G J Cuthbert	Lotus 69F	9	9	-	-	-	-	18
S Lawson	Hawke DL10	3	4	9	-	-	-	16
J MacGilvray	Crossle 20F	6	3	3	-	-	-	12
H Acheson	Merlyn 20A	2	6	-	-	-	-	8
D Steedman	Hawke DL9	-	-	6	-	-	-	6
A D Jeffrey	Elden Mk 10	4	2	-	-	-	-	6
P White	Palliser WDF2	-	-	4	-	-	-	4
D A Hall	Hawke DL10	-	-	2	-	-	-	2

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

Prize Fund — £125 — £75 — £35 — £15



The July Race Meeting at Ingliston saw a complete reversal in the Special Saloon Car field. Until now, all the focus for the overall lead has been centred on the monster saloons but, in July, Eric Smith completely amazed the public by not only shattering the existing class lap record for 1300 cc saloons (reducing this from 56 secs to 54 secs dead) but he also had the audacity to win the special saloon car heat for Saloons over 1000 cc, taking the flag in front of the outright saloon car lap record holding Vauxhall Firenza of Bill Dryden. In the saloon car final, however, Bill had his revenge, winning the race by a slender margin and for the first time, winning the trophy put up by his own sponsors, SMT. However, Bill did not have it all his own way, since Eric led him for the majority of the race. Indeed, at one point Eric Smith was a good three seconds ahead of Bill but, beginning to experience brake fade, he swung it rather wide coming out of Caravan and left wide open spaces on the inside of the track for Bill to take him at South Stand.

All attention will, therefore, be on the incredible Mini of Eric Smith with its remarkable Allen-prototype 16 valve aluminium engine. All eyes will also be following the fortunes of Borderer Dougie Niven with the 5.7 litre Celtic Homes Ford Boss Escort. Never too happy at Ingliston this season, Dougal now reckons he has everything sorted out, having fitted 14" wheels to the car and replaced the gearbox with a Jaguar box. For the first time, Dougal hopes not only to get the power on the road but also to be able to use the engine much more efficiently – until now, it has been a case of one foot on the accelerator and one on the brake (and to hang with using the engine to slow down, the gears being all wrong for the local circuit). Out to challenge the leaders, as usual, are Derek Huntley with his FVC Ford Escort and Charlie Bradley with the greatly improved BDA-powered D A Harris Ltd Ford Escort while Jimmy Veitch aims at last to get his "1600 cc" Mini motoring!

SPECIAL SALOON CARS
Heat 2 for Special Saloon Cars over 1000 cc
10 Laps

over 1300 cc			
3	71	G LYNN	Ford Cortina 3500
2	72	D HUNTLEY	Ford Escort 1800
	73	J BOURKE	BLMC Cooper 'S' 1425
1	74	W N A DRYDEN/S M T	Vauxhall Firenza 2200
6	75	C BRADLEY/D A Harris Ltd	Ford Escort BDA 2000
	76 NS	J VEITCH/Veitch Motors Co/ Sportstune Accessories	Mini Cooper 'S' 1500
7	77	A D NIVEN/Celtic Homes	Ford Boss Escort 5700
1st (£20) ...7.7... 2nd (£10) ...7.2... 3rd (£5) 7.4			
1000-1300 cc			
4	80	J DRYDEN	Longman Mini 1293
8	81	F GUNN	Arden Cooper 'S' 1293
	82	C S MILLER	Mini Cooper 'S' 1293
7	83	I T ROGERSON	Mini Cooper 'S' 1293
	84	H MORGAN	BLMC Cooper 'S' 1293
	85 NS	E M SMITH	Mini 1275 GT 1297
5	86	E PATERSON	Colvend Mini 1293

1st (£20) ...8.0... 2nd (£10) ...8.1... 3rd (£5) 8.6
61.18 MPH
 Bonus of £10 for the fastest lap to ...8.0... ..6.2... secs 60.58

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





Those of you who know something about Historic Sports cars will immediately spot that the preview of this race is nothing more or less than a load of old rubbish! (Who's willing to get that Motoring News prints the last sentence with a caustic comment next week!). The editor makes no apology, however, since he had not in fact intended saying anything at all about this race, it having been arranged with the Historic Sports Car Club to have an appropriate preview written by one of their experts. So far as the editor is aware, this was duly done but, whether due to the marvel of modern GPO communication or to any other reason, the copy for insertion in the Programme had still not arrived two days after the final copy date and, with no more time to spare, your truly has had to again make the worst of a good job.

What then is there in this event. To begin with, it has been divided into two classes, road sports cars and sports racing cars. In the latter category we see a profusion of Lotus XIs, a car which has weathered remarkably well (perhaps because of its all-aluminium and therefore rust-proof bodywork). Amongst the Lotus's, however, is one of the very rare Lotus XVII's as also the late Jimmy Mackay's Lotus XI, a car which holds many sentimental memories for many Scottish enthusiasts. Jimmy used to drive that Lotus on the road all the way from Scrabster to Goodwood, all of 1,000 miles, race all day with it and drive back to Scrabster, another 1,000 miles, probably not even seeing a bed all weekend and, even with all that strain being placed on the car, he was still able to win countless races all over the UK and also over in Denmark where he made a habit of winning at the Ruskilde Ring. Another car with fond Scottish memories is the ex-Ecurie Ecosse Tojeiro Climax which was built by Stan Sproat for the 1958 Le Mans 24 hour race. Regrettably, however, the car ran into troubles during the course of the night and its retiral sadly saw the end of Ecurie Ecosse's serious challenge for international recognition at Le Mans. While considerably more powerful, Paul Weldon's Lister Chevrolet will prove more than a handful on the Ingliston circuit, this being the spare car supplied to Carol Shelby in America but never raced until this year.

In the road sports car section we find two Jowett Jupiters, a Porsche 356, an 'E' Type Healey Silverstone and Andrew Fletcher's 1950 Frazer Nash Le Mans. Andrew will be well known to Ingliston regulars (he used to drive John Romanes' Lotus 35 Climax at one time and has, since then, piloted sports car machinery around at a pretty respectable speed) but those with even longer memories may recall the car itself which was placed in 1952 at Charterhall by T. Kenneth.

HISTORIC SPORTS CARS

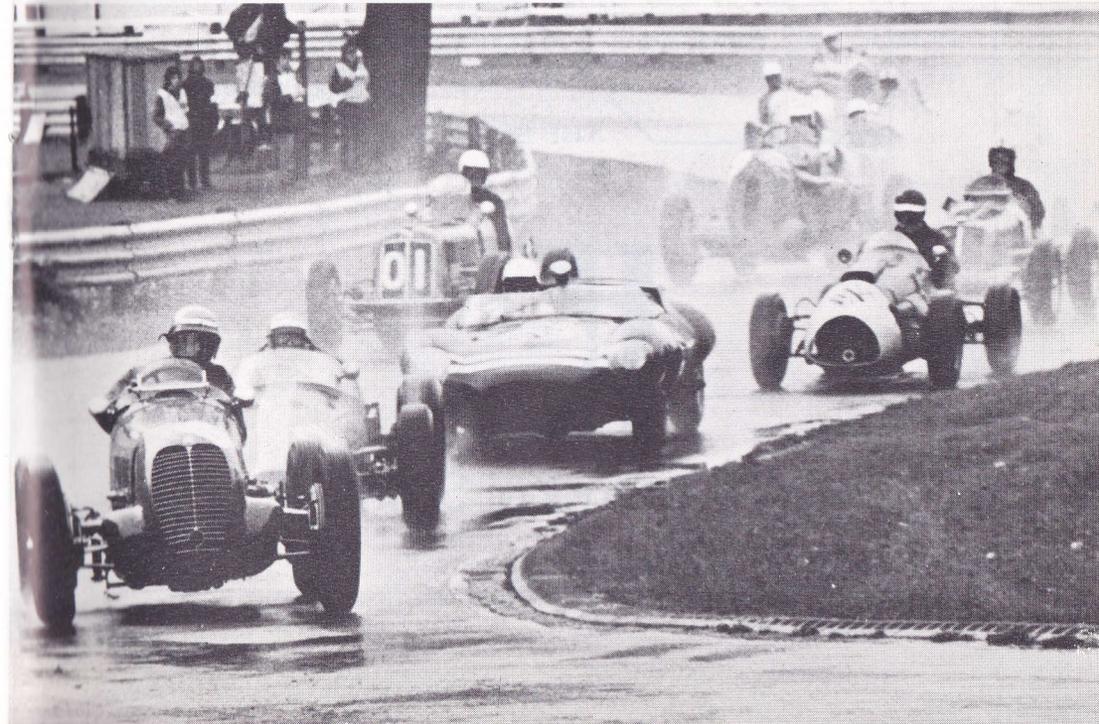
15 Laps

Road Sports Cars			
020	R T DRUDGE	Healey Silverstone 'E' Type	2443 (1951)
021	A FLETCHER	Frazer Nash Le Mans	1971 (1950)
7 022	J A de S LUCAS	Porsche	1588 (1953)
023 NS	I M DEARIE	Jowett Jupiter	1486 (1953)
6 024	M SMAILES	Jowett Jupiter	1486 (1953)
Sports Racing Cars			
027	P WELDON	Lister Chev	5300 (1958)
4 028	K G ROGERS	Lotus Bristol Mk 10	1971 (1955)
1 029	A O BROWNLEE	Lotus XI	1098 (1956)
030 NS	A N OTHER/A O Brownlee	Lotus XVII	1098 (1959)
2 031	T HARRISON	Lotus XI Le Mans	1098 (1956)
032 NS	T ROGERS	Lotus XI Le Mans	1098 (1957)
5 033	H CLIFFORD	Tojeira Climax	1098 (1958)
6 034	M HOPPERTON	Lotus XI Mk II	1098 (1959)
3 035	D STEVENSON	Lotus XI	

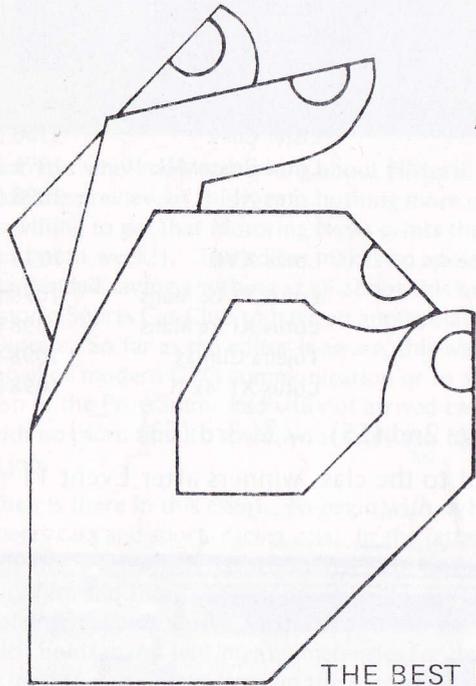
1st (£10) ... 34. 2nd (£5) ... 28. 3rd (£3) 31

Trophies will be awarded to the class winners after Event 11

34 69-8 acc 53-16 mph

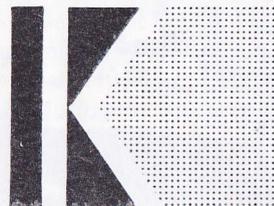


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Producers of a fine range of traditional Scottish fresh foods. Ask your local shopkeeper for Kirkpatrick's 'Quality of the Highest Order' and you will agree that you are on a winner.

KIRKPATRICK —
THE BEST EVENT AT ANY MEAL



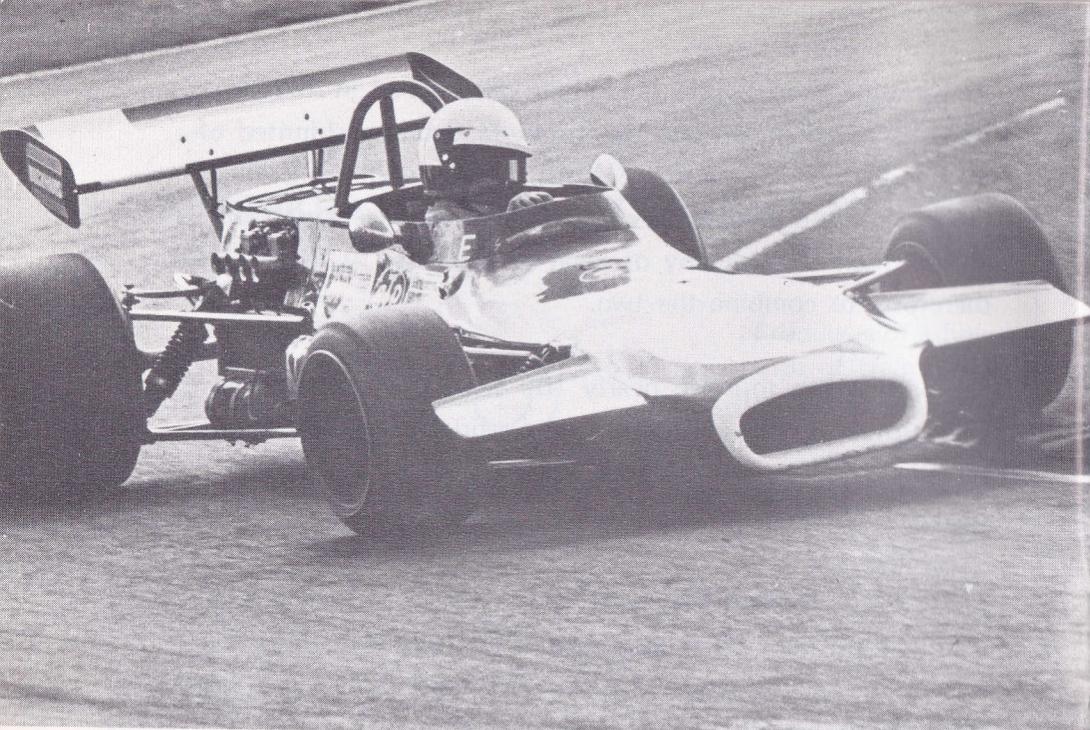
Kirkpatrick of Scotland

A. Kirkpatrick of Scotland Limited was formed in 1972 from two well-known Scottish firms, McGrouther Limited of Stirling and A. Kirkpatrick & Sons, of Thornhill. Each of them made the same type of foods and both were part of an international company of meat wholesalers; it made sense, therefore, to combine the two.

Kirkpatrick was founded nearly 100 years ago in the small village of Thornhill in Dumfriesshire, and McGrouther began as a bacon curer over 50 years ago in sight of the ancient castle of Stirling.

The modern Kirkpatrick makes a wide range of meat products, mainly from pigs. It is also responsible for the famous Ayrshire cure and the tender, mellow Sweetcure which was adapted from North America.

Kirkpatrick has complete Scottish national distribution and is backed by a full merchandising service, so that you can buy the famous Haggis, Black Puddings, Pork Pies, Scotch Pies, Sausages and Bacon anywhere in Scotland.



Sheer persistence and determination has given local ace, **Iain McLaren** a commanding lead in the Wimpey's Championship for Libre cars. At all three race meetings so far this year Iain has been a good second and the points scored have put him well out in front of the rest of the Libre field. Starting a determined effort to overhaul Iain, however, was **Ronnie MacKay** who, with his Brabham BT36 Atlantic, turned in a scorching performance to win the Libre race in July with a fastest lap of 48.1 secs. The big question now is as to what engine Ronnie is likely to fit — after the SMT Trophy Race Meeting he was in two minds whether to retain the “slower” Formula Atlantic or whether to fit something just a bit faster in the 2 litre range! Certainly, with a competitive engine, Ronnie could well start throwing up lap times around the **Tommy Reid** lap record level!

Third in the last Libre race was **J Campbell Graham** from Glasgow with his split new Chevron B25 while Aberdeen's **Bob Leckie** (with a stretched FVC Brabham BT36) only managed one lap of his first onslaught on the local championship. Bob will, however, be one of the men to watch this afternoon since he has been motoring remarkably quickly in this car at Croft. And, just to add a bit of spice to the afternoon's proceedings, **Walter Kinnear** comes over from Ireland with his Formula 2 Lotus 69 FVC while **Joe Applegarth** (remember him back in 1967/68/69 with the old AC Bristol) makes a welcome return with the ex-Ecurie Ecosse Brabham BT23C. This is, in fact, the car which **Graham Birrell** aviated over the barriers at the Esses in 1970 and it has been painstakingly rebuilt by Joe since that time. Throw in **Doug Thomson** with the ex-Ecurie Ecosse Imp and some of the sports car brigade and you have the makings of another splendid Libre thrash.

EVENT 10

4.45 pm

THE A KIRKPATRICK OF SCOTLAND LTD
TROPHY RACE
for Libre Cars
15 Laps

15	1	J H APPEGARTH	Brabham BT23C	1600
5	2	D N THOMSON/Thistle Metalics	Ecosse Imp	998
	3	NS W KINNEAR	Lotus 69FVC	1798
3	4	B LECKIE	Brabham BT36 FVC	1930
16	5	T DZIERZEK	Hawke Atlantic	1594
6	6	K ALLEN	Chevron B15	997
2	7	J BLADES	Lotus 69 BDF	1850
	8	NS J CAMPBELL GRAHAM	Chevron B25	1900
4	9	I McLAREN/McLaren of Broxburn	Brabham BT36	1790
14	10	J BARR	Lotus 69 Atlantic	1598
1	11	A CHARNELL/Dinitrol Rustproofing	Chevron-Gropa	1800
	12	NS M S ROSS	Mallock U2 Mk XIB	1598
	14	NS R MacKAY/Harry Gilbert/John Blades Racing	Brabham BT35	1598
	15	NS J POLLOCK	Brabham BT30	1970
	27	NS G DALZELL/McDonald Shand Insurance & Finance	Hawke DL2B	1600
11	29	J MacGILVRAY	Crossle 20F	1600
13	31	A McKECHNIE	Rostron FF	1600
12	32	H ACHESON	Merlyn 20A	1600
9	34	A D JEFFREY/Lothian Sports Cars	Elden Mk 10A	1600
7	35	S LAWSON/Belmont Garage (Edin) Ltd	Hawke DL10	1600
8	25	^{D STEEDMAN} 1st (£20) ... 4... 2nd (£15) ... 9..... 3rd (£10) 7. 4th (£5) 34		
10	20	^{HAWKE} 63.31 lap Bonus of £10 for the fastest lap to 7..... 56.0 secs 66.21		

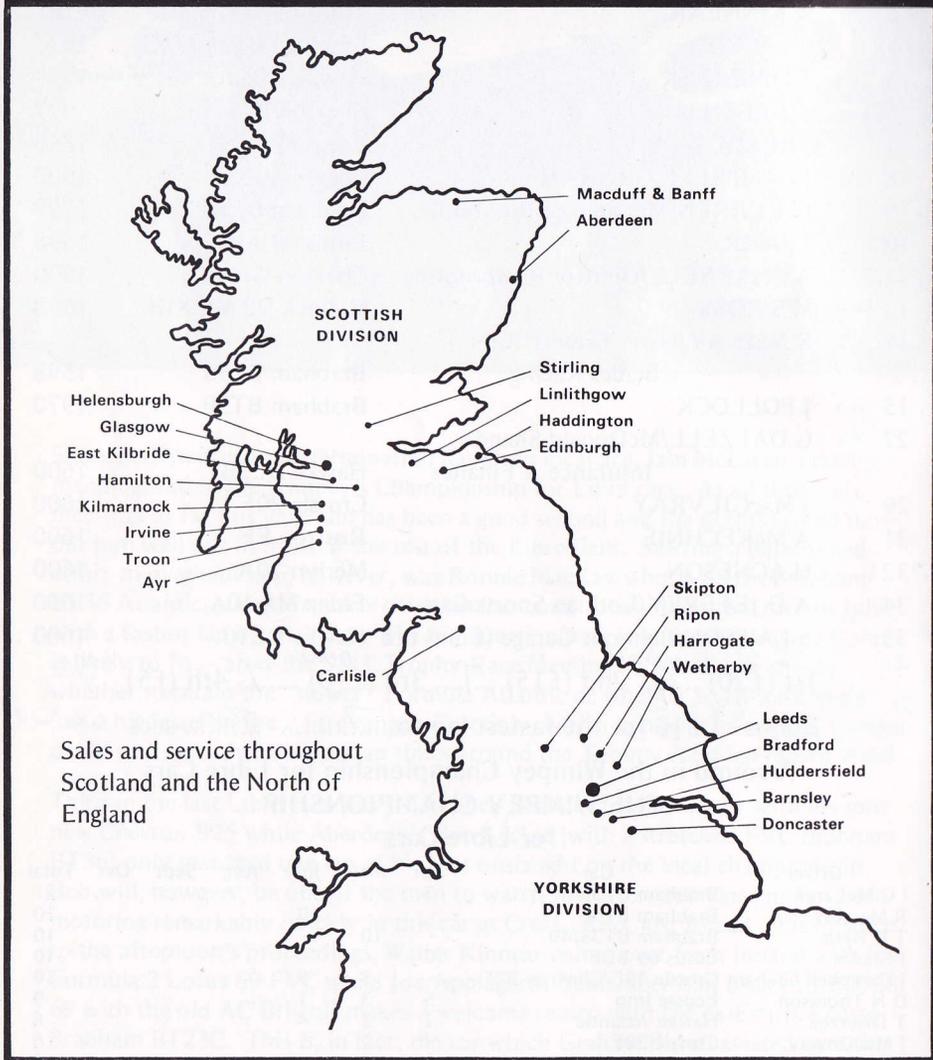
A round in the Wimpey Championship for Libre Cars
THE WIMPEY CHAMPIONSHIP
for Libre Cars

Driver	Car	Apr	May	July	Aug	Sept	Oct	Total
I C McLaren	Brabham BT36	7	7	7	7			21
R MacKay	Brabham BT36	-	-	10				10
T D Reid	Brabham BT38/40	-	10	-				10
J Blades	Lotus 69 BDF	10	-	-				10
J Campbell Graham	Crossle 19F/Chevron B25	-	5	5				10
D N Thomson	Ecosse Imp	5	3	1				9
T Dzierzek	Hawke Atlantic	1	1	4				6
J MacGilvray	Crossle 20F	3	2	1				6
A Charnell	Chevron Gropa FVC	1	4	-				5
S Lawson	Hawke DL10	2	1	2				5
A D Jeffrey	Eldon Mk 10	4	-	-				4

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

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

Appleyard



THE APPELYARD TROPHY RACE

Someone's in luck today — the winner of a spanking new Appleyard Special Marina bristling with extras.

The lucky person — and at the time of writing there is no clue as to who it will be — will be the winner of a special newspaper competition in which readers had to list the six most important features in the Appleyard Morris Marina.

It makes today a tremendously exciting Ingliston occasion for the winner for this is when the car will be handed over.

To ensure that this Appleyard Trophy Meeting is just as exciting for all the other spectators and competitors, Scotland's foremost British Leyland motor group have gone to tremendous lengths to inject as much interest as possible into the meeting.

The main event counts as a round in the RAC British Touring Car (Group 2) Championships. Over 30 of the fastest saloons in the UK are racing for the largest purse ever offered in Scotland. Other nerve tingling events are for Special Saloons, Libre Cars, Formula Fords, Modified Sports and GT Cars and Production Cars.

Racing apart, the Appleyard team have produced numerous other attractions for the big meeting. Over 20 of the latest British Leyland models, ranging from a Rolls to a Mini, will be on show. Add to that a comprehensive display of Unipart spares and accessories.

For the sports car enthusiast perhaps the special British Leyland bus which has been brought specially from England to display a complete range of tuning equipment will be of greatest interest.

This exhibition on wheels is manned by a team of expert engineers who look forward to being bombarded with questions from sports car drivers.

A new MBG GT V8 will also be on display.

The Appleyard sponsors have branches throughout Scotland and their keen interest in motor sport is well known. The group's chairman Ian Appleyard and deputy chairman, Ken Fraser have both been successful rally drivers as were two other Appleyard Scottish division directors, Iain Fraser and Jim Gibbon.



THE APPELYARD TROPHY RACE

GROUP 2 – WHAT'S IT ALL ABOUT

Group 2 racing, run to the International Regulations laid down by the FIA, is basically about very fast saloon cars. Nothing more and nothing less. The Group 2 saloons are, in many respects, running at a disadvantage to their Special Saloon car brethren since the FIA Regulations place certain restrictions upon modifications (such as bodywork modifications). Thus, a Group 2 1300 cc Mini is almost certain to be considerably heavier than its Special Saloon car counterpart – if you want a practical check on this it might be interesting to keep a close eye on Frank Gunn's Group 2 Arden Cooper 'S' which is running in both the Special Saloon Car race and the Group 2 event today. In Frank's eyes, the Cooper will almost certainly be running at a disadvantage in the Special Saloon Car race but should be competitive in the Group 2 events.

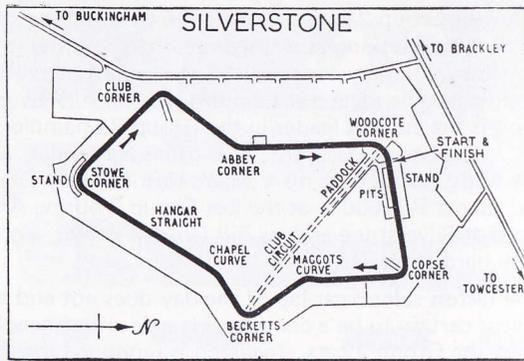
Well then, we hear you saying, why bother spending all that prize money if, as sounds to be the case, the Group 2's are slower than Special Saloons! The real answer lies up in the mighty Capris and Camaros. Whatever may be the reason, the heavy machinery in Group 2 racing has proved itself over the years to be the fastest there is in saloon cars. For example, when 'Yogi' Muir came up to Ingliston a couple of years ago with his Group 2 Camaro it took the local Escorts about one full year to catch up with his lap record time. Similarly, the Group 2 Capris of Gerry Birrell and Brian Muir were the two fastest saloons round Ingliston last year and it has taken Bill Dryden until July of this year to overhaul Brian's outright saloon car record. The outright saloon record at Ingliston now stands at 53.4 secs (an average speed around the twisty circuit of 69.44 mph) and this is presently held by Bill Dryden with the 2.2 litre Vauxhall Firenza special saloon. Should the track be dry this afternoon it is almost certain that we shall see that record being blown apart at the seams and one of the big questions of the day will be by how much and by whom! The target is the magical sub-50 sec lap at Ingliston (a scorching 74.31 mph average lap), a figure which many believe to be frankly impossible bearing in mind the present state of tune and the preparation of saloon cars. However, on the other hand, Group 2 saloons (and, as has been amply demonstrated this year, special saloons) have come on a long way since Brian Muir showed everyone the way round at Ingliston last October and we must also remember that the circuit has been resurfaced since then – two factors which

could cause the fastest Group 2 cars to lop a good couple of seconds off the current Group 2 record. Looking at it that way, they're going to be almighty close to the 50 sec barrier in any event and all that might be required to see that goal being achieved could be ideal track conditions. As for "by whom", the obvious suggestion is the current leader in the Group 2 Championship, Frank Gardner with his 7 litre Chevy Camaro. One other contender, with a much smaller engine, is Andy Rouse with his V.M.W. Motors/Team Esso Uniflo Broadspeed Ford Escort RS1600 – at the last Group 2 outing Andy demolished the class lap record at Silverstone and, as Bill Dryden knows, a good 2 litre car at Ingliston is very hard to beat!

The battle for the fastest saloon car lap of the day does not end there, however, since there is almost certain to be a considerable amount of needle between the special saloons and the Group 2 cars. Ingliston is renowned for its Special Saloon car racing and that class has held dominance at the circuit since 1965. One can imagine that they are not going to take too kindly to a hoard of Group 2 cars carving up their very own piece of private territory and both Bill Dryden and Doug Niven will be pulling out all the stops in an effort to try to turn in the fastest saloon car time of the day. So far this season Bill has reduced the Special Saloon car lap record at every race meeting and, if he follows this trend up, he could well be turning in some sub-53 sec laps this weekend. Dougal, on the other hand, has not had a particularly happy season at Ingliston with his Ford Boss Escort but, for all that, and bearing in mind his handling problems, he has still been turning in some 55 sec laps – these being below the Special Saloon car record in force at the beginning of the season he can't have been going all that slow! With new 14" wheels and a new gearbox, however, Dougal is confident that he may well at last have solved the Ingliston problem and, indeed, at Croft three weeks ago he was seen to be using much more of the power hidden under the bonnet (and that on 2 gears only!). While to date this season Dougal has not accordingly shone at Ingliston his is the car which could just turn round and surprise everyone by getting pretty close to that 50 sec barrier. Absolute poppy cock you might say – perhaps so, but we'll certainly have our eyes glued on our stop watches throughout the afternoon.

That's one of the attractions about Group 2 at Ingliston then – just how fast will they go and who is going to go that fast! Will they manage to break the 50 sec barrier and, if so, who will do it? Which will be shown to be the faster – the Group 2 interlopers or the Special Saloon car regulars? We know what we think and we think we know what the Group 2 boys think! And if you want your ears burned, you only have to ask the Special Saloon car drivers what they think! Apart from padding the Programme out nicely, however, all that is beside the point – the main issue is, what do you think! Turn the whole matter over in your mind, have a good look at the lap record table on page 3, and then make up your mind as to what you think is going to happen this afternoon. Then sit back and see whether it does! If nothing else, it will make the day's racing even more interesting for you.

While we may seem to have strayed a bit from what Group 2 racing is all about the digression was perhaps justified in that the first priority is to let you know just what the real issues are this afternoon (sounds just like a party political broadcast doesn't it!). However, to return to Group 2, the major British Championship for saloon cars (apart from the Lombard North Central Scottish Saloon Car Championship, that is) is the RAC British Touring Car Championship for Group 2 cars. Run this year in 10 rounds at different circuits around Britain the British Championship is, for the first time ever, truly *British* in 1973 since there is all of one round outside England – at Ingliston this weekend! (After all, if you



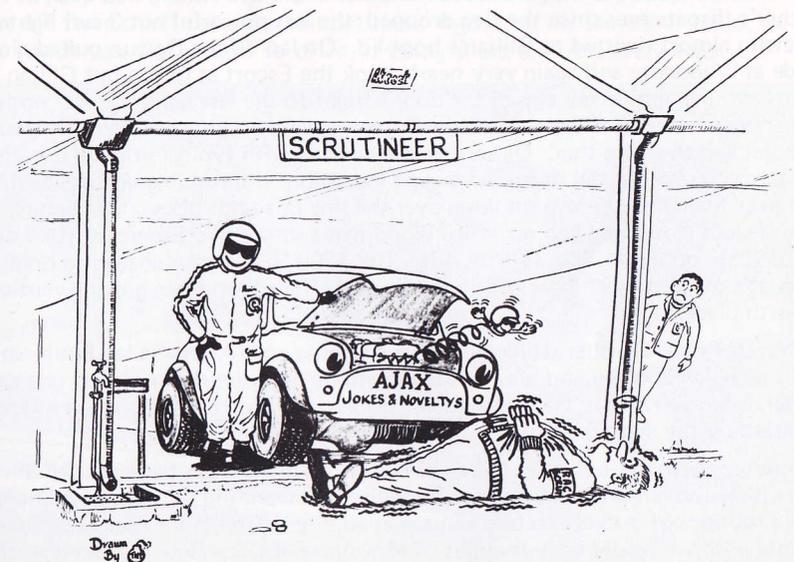
run all the rounds of a Championship South of the Border you might as well call it an English Championship). Ironically, now that we have at long last managed to get the Group 2 entourage north of the border, the whole class is scheduled to disappear into the record books since, next year, the major saloon car championship will be for FIA approved Group 1 cars. Feast your eyes this weekend, therefore — this could well be the first, and last, time you will ever see anything quite like it in Scotland.

Being a National Championship round, however, it is certain that a good field will be present at the circuit to chase championship points this weekend and it would seem like a good idea therefore to look back at the last round in the Championship, held as a supporting race to the British Grand Prix at Silverstone on 14th July, to see just what we can or cannot expect this time out in the Appleyard's Trophy Race. On pole position at Silverstone was today's obvious favourite, Frank Gardner, with the mighty 7 litre SCA Freight Camaro while alongside him on the front row of the grid was the current Ingliston Group 2 lap record holder, Brian "Yogi" Muir in the Malcolm Gartlan Racing, Dealer Team BMW Alpina 3.0 CSL. The intended rolling start having been changed to a standing start on the day it was "Yogi" who hurtled away first from the front row of the 33 car grid while Frank fought to control the enormous power of the Camaro as the tail thrashed from side to side for pretty well the whole length of the pits. Getting the power onto the road in a big way, however, was the 7 litre Mustang of Dennis Leech which blasted through from the third row of the grid to slot into second place to chase Brian Muir into Copse corner. All three leading drivers, Muir, Leech and Gardner, were side by side as they went through Copse but it was the Australian Muir who came out of it first and headed off up track towards Club corner. At Club the order was still Muir/Leech/Gardner but Frank gunned (no pun intended to the Milngavie contingent) his Camaro past the Mustang before Abbey Curve and set out to overhaul "Yogi" before the end of the first lap. "Yogi" it was, however, who stormed out of Woodcote and over the line at the end of lap one but his lead was shortlived, Frank hauling him in and gobbling him up on the second lap as oil surge problems forced the Australian to keep 1½ eyes on his oil-pressure gauge and only ½ on what was happening elsewhere!

Behind the leading trio Dave Brodie (remember him mopping up the Modsports at Ingliston a couple of years back with the 'Run Baby Run' Elan) was in great form, his Norman Reeves Escort holding off the Broadspeed challenge in the shape of Andy Rouse's Escort and Dave Matthew's Capri RS2600, while, behind them, Jonathan Buncombe (RS1600) and Dave Howes (Javelin) were having to use all their power to hold back the incredible 1300 BDA of Vince Woodman.

"Up to 1000 cc" leader, Bill McGovern, was meanwhile mixing it with Mowatt's Cooper 'S' back in 15th and 16th places while, back up at the front, Dave Matthews began making full use of his 343 bhp to blast past the leading Escorts and overhaul an ailing and misfiring Leech (Mustang). On lap 3 Matthews got through, followed closely by the Escorts of Andy Rouse and Dave Brodie, these two having a terrific dogfight (the 1860 Broadspeed iron engine in Rouse's car — the 2 litre alloy engine blew head gaskets all over the place in practice — apparently losing nothing to Brodie's 2-litre works alloy unit) while behind them, Dave Howes' 6.4 litres was still having its hands full with the 2-litre RS1600 of Buncombe. Following up, and fairly enjoying a right old battle royal, were the Escort of Gillian Fortescue-Thomas and the stunningly rapid Datsun Sunny driven by Moto Kitano.

Up front Frank Gardner had pulled away somewhat from Brian Muir but the latter seemed to get hold of himself and began to whittle down the lead. Enough is enough, however, and that was what the BMW Alpina's oil starved bearings cried to let Dave Matthews through into second place on lap 8 to make the leading positions Gardner/Matthews/Rouse/Brodie/Leech/Howes/Buncombe. With Andy Rouse and Dave Brodie slowly catching him Dave Matthews piled on the right foot pressure and stormed into Abbey at over 150 mph only to find Gavin Booth's Mini already there (only about 80 mph slower!) Matthews, being committed, held to his line to pass on the inside but, just why is not yet clear, the Mini and Capri came together, the Mini's near front wheel clipping the Capri's offside rear wing and wheel, turning off the rim and tyre like a lathe. With only 3 effective wheels, Matthews went into a horrendous treble spin, rolling twice on the tarmac before cartwheeling across a ploughed field and colliding with farm buildings. Rouse was next on the scene, charging round Abbey to find wreckage all over the shop and Booth's Mini doing a stock car act straight towards him; he took to the ploughed field, collecting a puncture en route, but Dave Brodie, who was slipstreaming Rouse and was accordingly partly blind, veered the opposite way to collect the Mini head on at phenomenal speed. Cartwheeling 20 feet into the air over the top of the Mini the Escort burst into flames and continued to turn end over end down the circuit before coming to rest with Brodie trapped in the





blazing wreckage. Undoubtedly, prompt action by the fire marshals saved Brodie's life but, for all that, it was still a full 15 minutes before the rescue team were able to extricate Dave from the wreckage. Meanwhile debris from the incident covered the tarmac, Brodie was trapped in the wreckage, and Vince Woodman and Peter Hanson were forced to stop to allow the ambulance to cross the circuit – be that as it may the race continued, although there are many who questioned that decision, but the interest had gone out of it, all enthusiasm having been thoroughly dampened by the dismaying accident. Andy Rouse lost a lap having a wheel changed and Leech commandeered second place in his mis-firing Mustang, Howes and Buncombe nose to tail behind. What the Javelin pulled out on the straights the Escort gobbled back on the corners while the stuttering Mustang of Dennis Leech kept both of them at bay until lap 13 when its engine temporarily gave up the ghost. Andy Rouse, meanwhile, was storming back through the field and, by lap 16, he had overhauled Peter Hanson's Escort to slot into fifth place behind Vince Woodman (although some way behind).

Behind the leaders Gillian Fortescue-Thomas and Moto Kitano had been at each other's throats ever since the flag dropped, the less-powerful but 3 cwt lighter Datsun almost rivetted to Gillian's boot-lid. On lap 16 the Datsun pulled alongside at Woodcote and again very nearly took the Escort at Copse but Gillian had the best line and firmly closed the door. Right to the last lap there was nothing to choose between the two until the Datsun engine broke a con rod in a cloud of smoke and that was that. Or very nearly that! – with typical oriental determination the Jap carried on, the shattered engine incredibly still running and depositing oil all over the circuit before smoking over the line in eighth place. Meanwhile, Andy Rouse had closed the gap on Vince Woodman and the two Escorts hurtled out of Woodcote on the last lap side by side. The 1300 BDA just managed to hold Andy Rouse's more powerful car off, however, and Vince Woodman got the verdict for fourth place.

What of Frank Gardner while all this was a-going on? After the lap 8 pile up he was left high and dry and way out front and he never let that position change. The final order overall was Gardner/Howes/Buncombe/Woodman/Rouse in a race marred by the accident which claimed 2 of the early front runners.

Since (or, perhaps, because) there are enormous differences between the Silverstone and Inghlston circuits what can we hope to learn from the last Group 2 Championship round that is likely to be any help at all in previewing this weekend's race! Quite a lot we would have thought. To take the obvious first, although neither

Dave Matthews nor Dave Brodie were seriously hurt they both received minor injuries and both cars were completely written off. And with Group 2 going Group 1 next year it is surprising that neither entrants are prepared to build new cars at this stage of the season. Hence, deduction No. 1 – no Broadspeed Capri and no Brodie Escort this weekend. All of which is a bit of a shame because both would have had a first class chance of taking the chequered flag today!

The second factor to look at is the different methods of running this event. At Silverstone, the Group 2 race was a single event. At Inghlston, it is being run in the nature of two heats and a final, the fastest two cars from each class in each heat going forward to the final (making four cars from each class in the final itself). It thus follows (or does it?) that the final will consist of the 16 fastest cars at the circuit this weekend and accordingly there will be a lot less danger of the type of incident which happened at Silverstone re-occurring at Inghlston. One of the main worries in top class racing is the problem of lapping slow competitors and, indeed, the Mini driven by Gavin Booth which was involved in the shunt at Silverstone was, at the time of that accident, being lapped for the third time in eight laps! In the final at Inghlston, however, all competitors will be of a high competitive standard and there is accordingly a greatly reduced risk of the speed differential becoming a critical problem. As for the heats, most of the fastest cars will not really have to bother themselves too much to qualify and, in the lower capacity classes (where qualification may be an issue) it is worth remembering that there are only 10 laps of a much smaller circuit in which to "get in everyone's way". Hopefully, none of the drivers here this weekend will exhibit such a tendency towards nominating themselves as the "mobile chicane" of the day!

The third factor which must be considered arises out of the difference between Silverstone and Inghlston. Silverstone is a long (almost three mile) circuit and has plenty of wide open spaces to enable the faster, and higher capacity, cars to really blow off their small capacity competitors. Inghlston, on the other hand, is a circuit which you really have to drive, it being short and relatively twisty.





Alec Poole

Javelin, the Escorts of Andy Rouse, Jonathan Buncombe and (if he's here) Scotland's own Tom Walkinshaw and the incredible 1300 cc BDA Escort of Vince Woodman. Let's not forget also the Datsuns of Hasemi and former British Saloon Car Champion Alec Poole or the Imp of the reigning British Saloon Car Champion (and Champion for the past three years), Bill McGovern. Boiled down to the essentials, therefore, what all that means is that it's going to be a pretty hectic struggle for the overall lead in the Group 2 races on Sunday afternoon and we can expect to see some of the closest racing which we have ever seen at the circuit.

While the dice for the lead is always the most exciting one in any race, don't forget to keep an eye open for other battles going on down through the field. The Group 2 Championship is divided into 4 capacity classes, being Group 2 cars "up to 1000 cc", "1000 cc to 1300 cc", "1300 cc to 2000 cc" and "over 2000 cc". To really enjoy this "Festival of Motor Racing" you should bear these classes in mind and, when filling in the entry list for the Group 2 final, you should make certain to note the qualifiers under their respective classes. Very often the Man of any Meeting is not the chap who crosses the line first but the fellow who, although he has no chance at all on paper, near as toucher manages it! Those of you who were at the last Ingliston meeting and who recall the fantastic battles between Bill Dryden's 2.2 litre Firenza and Eric Smith's 1275 cc Mini will know exactly what we mean.

One final thought before passing on to the races themselves — what has become of the one Group 2 driver who really knows his Ingliston and who, with his BMW Alpina, would almost certainly have started as favourite, "Yogi" Muir? Unfortunately, this Meeting clashes with a BMW day at Brands Hatch and, sponsors being what they are, Yogi is committed to appearing there instead of returning up north as he had originally wished. A pity! It would certainly be nice to see him again, especially with all that competition about to make him work for his living.

As a result, the very nature of the Scottish circuit is likely to equalise to a very great extent the power differential between the fastest cars in each class. While Frank Gardner accordingly starts as hot favourite for today's race, there is really nowhere at Ingliston where he can put his foot down and leave the others standing and we should therefore expect to see some pretty exciting racing between the mighty Camaro, Dave Howe's

EVENT 11

5.15 pm

THE APPELYARD TROPHY RACE
for Group 2 Touring Cars — Final
20 Laps

Class A — Over 2000 cc

.....	F. GARDNER	.....	.....
.....	D. LEGG	.....	.....
.....	D. HOWES	.....	.....
.....	

1st (£300) ... 3 .. 2nd (£200) ... 2 .. 3rd (£100)

Class B — 1300–2000 cc

.....	A. ROUSE	.....	.....
.....	N. MAY	.....	.....
.....	J. BUNCOMBE	.....	.....
.....	

1st (£200) 2nd (£150) 3rd (£80)

Class C — 1000–1300 cc

.....	V. WOODMAN	.....	.....
.....	J. HANSON	.....	.....
.....	M. HASEMI	.....	.....
.....	A. POOLE	.....	.....
.....	

1st (£150) 2nd (£95) 3rd (£50)

Class D — up to 1000 cc

.....	J. GOODWIN	.....	.....
.....	W. MCGOVERN	.....	.....
.....	L. NASH	.....	.....
.....	S. BURROWS	.....	.....
.....	

1st (£100) 2nd (£50) 3rd (£25)

A round in the RAC British Touring Car Championship



FIRST AND LAST MAN

I wonder how many of you spectating today have had the urge to try racing for yourselves? "Surely," you say, as Joe Bloggs drones past the flag in his Camberwell County Jointless Eureka, "I could do that"?

Well, perhaps you could. But before you do, read the experience of one who tried, for as you will learn, it is easier to win than it is to be last. Little do you realise that the man at the back is possessed of a consummate skill and artistry not normally given to mere winners. As the only man ever to be lapped thirteen times in a ten lap race (well, it seemed like it), I feel eminently qualified to champion his cause.

Two seasons of Ingliston spectating had given me both a bad attack of Spectators Buttock, and the certain knowledge that I would have to try Motor Racing, so I wasn't surprised to find myself at 9.00 am one Sunday morning in front of the Scrutineers for the first meeting of 1967 with my highly polished Elan. He was a kindly fellow, that Scrutineer. He removed the hubcaps, advised me to blow the tyres up a bit, and perhaps I should empty the ash tray in case the ash blew up and blinded me?

The morning practice session was simply marvellous. The tight, twisty track (short circuit in those days), was ideal for the Elan, and when times were published I was gratified to see the car on the front row of the grid.

The actual race, however, was a bit different. Chaps who had been going slowly in practice suddenly went very quickly, and what with this, and the novel experience of starting in a race for the first time, I was very nearly last on the first lap!

However, by trying really hard, and with a bit of good luck (3 people retired), I finished third. Not at all bad for a first attempt. So, flushed with success, and the proud possessor of a new pair of driving shoes (as worn by all G.P. drivers, the man in the shop told me), I enlisted the help of a friend and entered for a meeting at Croft the following weekend.

Now this first Ingliston race was for a now non-existent class called Marque Cars, which were basically slightly modified ordinary sports cars, and unbeknown to me the Elan was only eligible for this class in Scotland. Imagine our surprise, therefore, when on arrival at Croft we found a collection of lightweight "E" Types, Cobras, Mustangs, and full race Elans in our race. We had been excluded from the Marque cars, and put into the Modified Sports Car race. Horror!

The practice session was terrifying, and I soon discovered that this high speed circuit showed up all sorts of deficiencies in my car's normally impeccable handling. Not only that, everybody kept passing me, and I couldn't understand why they did this continuously, until it suddenly dawned that the entire field had gone past *twice* in six laps!

My friend and I had a consultation after the practice session, when it was discovered that the Elan was twenty seconds a lap slower than the next slowest car. Personally, I didn't think this at all bad considering it was the only standard road car in the race. We decided that I should go out to finish, and try to keep out of everybody's way. The alternative to this was to simply pack up and leave, but I felt this would be rather bad form, and might even be construed as cowardice!

So there I was on the starting grid at 3.00 pm that afternoon, in a state of magnificently restrained panic. Well, I wasn't actually *on* the grid, but sort of tacked on at the end like a full stop at the end of a sentence. All the other drivers were standing about chatting to each other waiting for the "start engines" signal, and a rather nice chap in an Elite came over and said that I could pass him before Tower Bend if I wanted, as he wasn't going too well.

Everybody got into their cars and started their engines, and I began to wish that we had gone home instead. Was there anything in the regulations, I wondered, about getting out of the car and running away?

From my rather remote position, I didn't actually see the flag fall, but everybody suddenly shot off, so the race had obviously started. Remembering the words of the Elite driver, I set off after him, and got past before Tower Bend. However, to my amazement he then overtook me again in the middle of the corner. The Grand Prix driver's racing shoes weren't doing me much good!

This went on at each corner, until the leaders suddenly appeared in my mirror while the Elite and I were attaining Great Speeds down the Railway straight.

Now this, dear reader, is where the aforementioned skill and artistry comes in. Would it be best to brake early and let them past before the next corner, or should I press on and hope to be round the corner before they caught up? At the same time, of course, I had to keep ahead of the chap in the Elite!

I decided to press on and the leading Mustang announced his arrival by belting me sharply up the boot lid in the middle of the lefthander at the end of the straight. I would have moved over, but the second place man had by now got alongside me, so we rushed through the corner with me as the meat in a mobile mechanical sandwich! I remembered the advice contained in the pre-race instructions about not chewing gum and removing dentures before a race. By now, I had thought of other useful advice, mostly of a crudely biological nature!

We emerged from the corner, and with a last encouraging thump up the back, the Mustang shot past, followed by the second place man. But just think, I had nearly cost the Mustang his lead! For the first time I began to realise how difficult it is to be last, and what a responsibility it entails. The last man, in fact, has to think for two drivers!

This went on for the entire race. Indeed on some corners I had to take to the rough to avoid the leaders, having slightly misjudged their Estimated Time of Arrival! When the chequered flag eventually appeared it was like a reprieve.

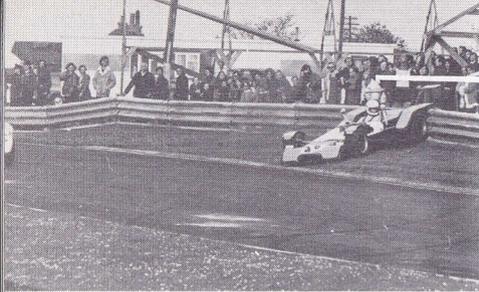
So, dear reader, if you *do* go Motor Racing, make sure you are going to win.

It is *so* much easier!

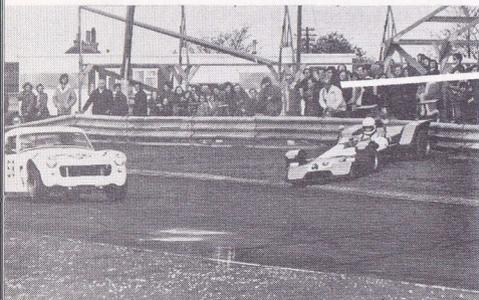
MALCOLM PARKIN

We'll let you decide which is which! Doug Niven and Bill Dryden in festive mood.

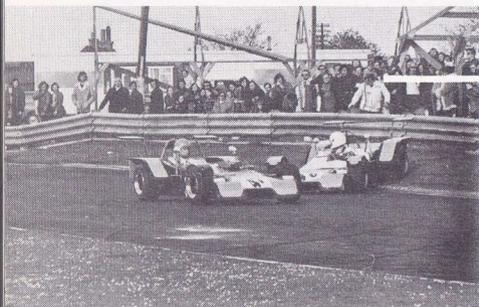




“Right then, me lad, let’s be ’aving you



“..... Mickey Mouse circuit or not, we’s organised ’ere



“.....’Allo, wot’s dis den



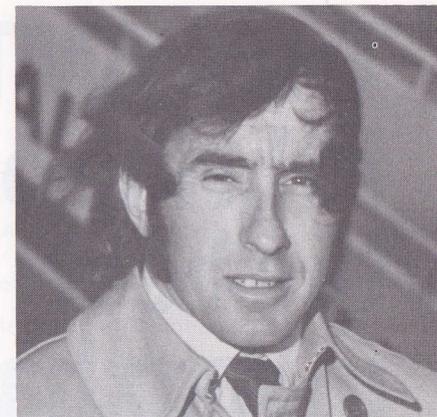
“.....Oh, me gawd



“.....get back you svines

CONGRATULATIONS JACKIE

While it was sad that Club President Jackie Stewart’s record breaking win at Zandvoort three weeks ago was so tragically overshadowed by the unnecessary death of Roger Williamson, we must not let this circumstance detract from Jackie’s unparalleled accomplishment. With his win in the Dutch Grand Prix, Jackie topped fellow Scot, Jim Clark’s long standing World Record to become statistically the most successful Grand Prix driver in post-war years with 26 Grand Prix wins. Jackie’s first Grand Prix win, back in 1965 at Monza, was followed in 1966 with a win in the Monaco G.P.

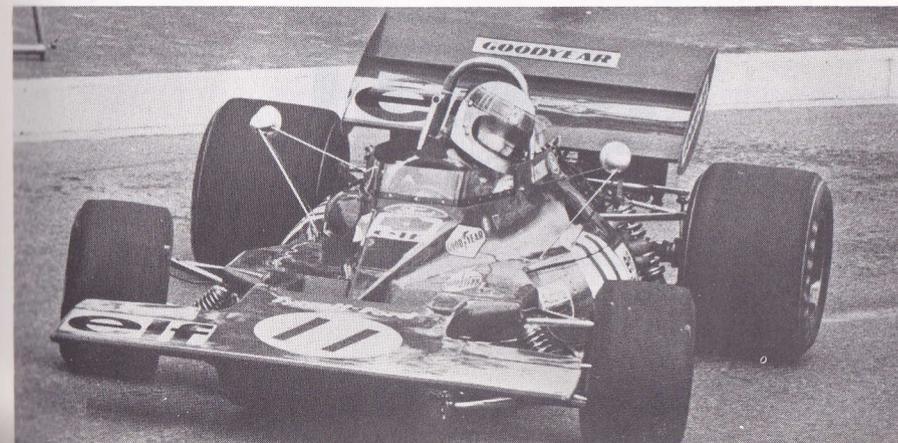


With the switch from BRM to Ken Tyrrell in 1968, the tally began to mount up, culminating in World Championships in 1969 (Matra–Ford) and in 1971 (Tyrrell–Ford). And now, with his 27th G.P. win in the German Grand Prix two weeks ago, Jackie is set for his third World Championship this year.

Inevitably, one compares Jackie with the late Jim Clark, whose record of 25 Grand Prix wins he surpassed at Zandvoort. To outsiders, it is extraordinary that Scotland should have produced two of the most successful Grand Prix drivers of all time, so different in temperament and approach but so similar in their smooth driving styles, car sympathy and above all, their ability to crush the opposition with bursts of speed in the early laps. Beneath his extrovert personality and the sheer dedicated professionalism which he exudes, there are startling similarities in character between Jackie and the late Jim Clark. Both possessed an enormous love for motor racing and exhibited a warm respect towards their fellow competitors. It says much for Jackie that, although he was unable to be personally present at the Memorial Service held for the late Gerry Birrell, he felt deeply enough about Scotland’s tragic loss to fly specially to Glasgow to call on Gerry’s parents and personally express his sympathy.

Jackie is, however, perhaps the greatest *professional* of all time and it is sadly ironic that he, the most strenuous campaigner for greater safety in racing, should have achieved this accolade in a race which claimed the life of yet another fellow competitor. Tragic though that may be, it cannot detract from Jackie’s achievement and we, with all Scots throughout the world, salute yet another world beater.

Jackie sets out to win his second World Championship – Monaco 1971



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From May onwards a monthly Club News and Views publication is being circulated to members.

Extras fitted as Standard	SMRC Member	Non SMRC Member
	Free Admission with a guest, to the Paddock at each Ingliston Race Meeting.	Admission to Paddock 20p, therefore season's cost for two £2.40.
	Free Access with guest to MacRobert Pavilion and to the bar therein.	No access to either the MacRobert Pavilion or the bar.
	Right to purchase season tickets to certain blocks of the Grandstand at reduced rates, inclusive of car parking (1973, Adults £5, Juveniles £4).	No season tickets available. Cost of equivalent tickets — Adults £8.40, Juveniles £7.20.
	The right to purchase and display club insignia	No rights to purchase or display club insignia.
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Complete in BLOCK CAPITALS THROUGHOUT

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

of
.....
..... (Occupation)

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

...../...../ 73
Signature, please

(Please tick appropriate boxes)

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

I would like to pay future subscriptions by Bankers Order

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

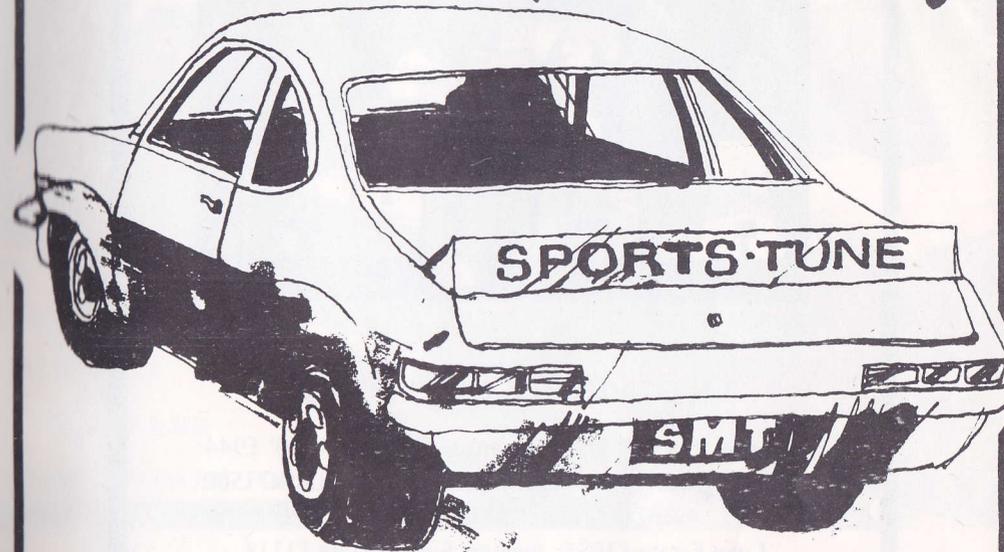
Please send me, if elected, the following Club insignia:

.....Car Badge	@ £1.95	£	.
.....Windscreen Badge	@ £0.15		.
.....Repeat Motif Tie	@ £1.10		.
.....Blazer Badge	@ £2.50		.
.....Overall Badge	@ £0.70		.
.....Single Motif Tie	@ £1.10		.
.....Lapel Badge	@ £0.25		.
.....Cuff Links (Pr.)	@ £1.20		.
MY ENTRANCE FEE	@ £1.10	1.10	
MY ANNUAL SUBSCRIPTION	@ £2.30	2.30	
.....FAMILY MEMBERS SUBS	@ £0.60		.

I enclose my cheque P.O. cash for £

All charges are VAT inclusive
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HASTE YE BACK TO THE SEPTEMBER RACE MEETING

SUNDAY, 16 SEPTEMBER



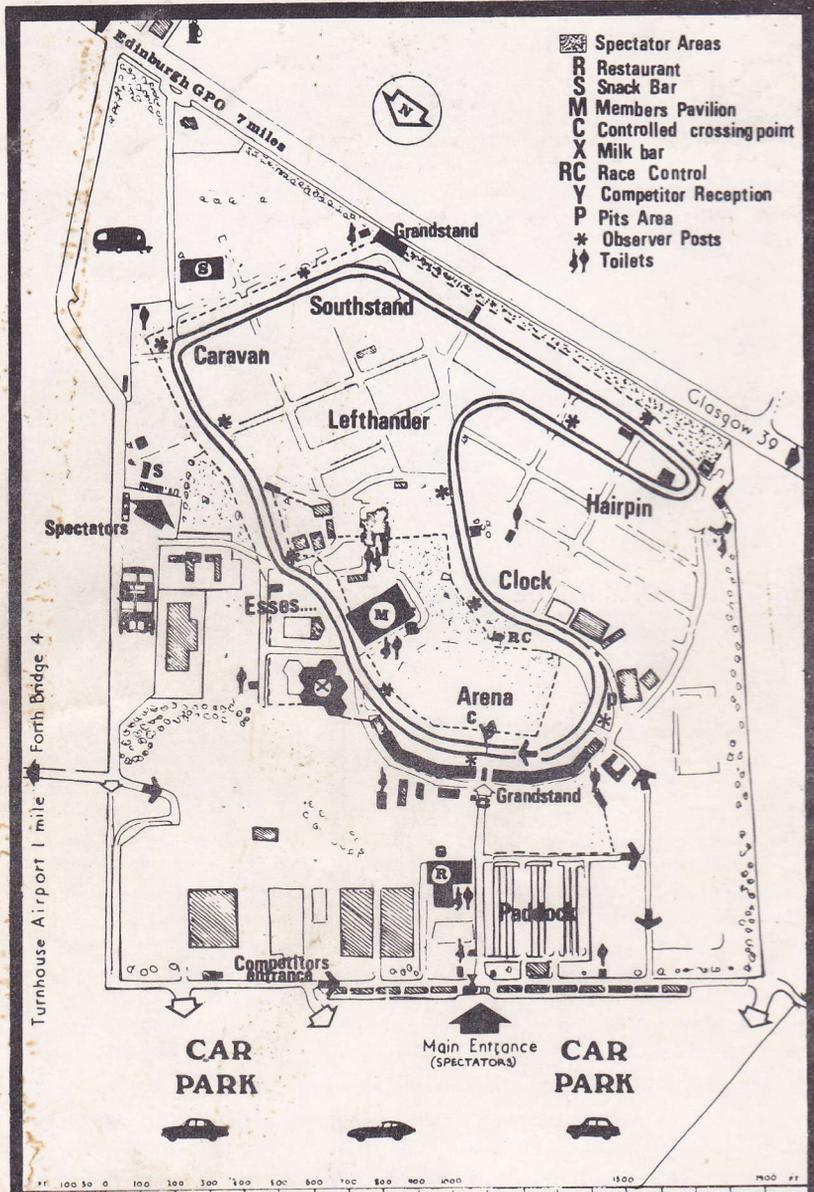
BE
SURE OF
YOUR SEAT
IN THE STAND
ADVANCE BOOKING FORM INSIDE

1973 has certainly been a year for "firsts" at the Ingliston circuit and no meeting more so than today's with the first ever Saturday practice, the first time racing has commenced before lunch, the first full Group 2 race and the first Historic Sports Car race. September 16th, the next race meeting scheduled at Ingliston, sees no exception, this being the first ever restricted status race meeting ever to be held at the circuit. Until now all non-National meetings in Scotland have been closed to all but members of the local club, the Scottish Motor Racing Club. Now entries for non-National meetings may be accepted from not only SMRC members but also members of the British Automobile Racing Club, the British Racing and Sports Car Club, the Nottingham Sports Car Club and the Darlington and District Motor Club. While that may not sound like much it is worth remembering that pretty well every racing driver in Britain is a member of at least one of these Clubs — in short, the September meeting is open to a much wider range of drivers and we could well see a good few new faces popping up at the circuit from now on. All of which can't be a bad thing!

September also sees Dicksons of Perth, the sponsors of Norman Dickson's Imp and Crossle 25F, sponsoring their first ever race meeting and, with saloons so close to their hearts, they will doubtless be delighted to see the Special Saloon battle hotting up as the Lombard North Central Scottish Saloon Car Championship enters its final rounds. Indeed, with this coming meeting being the second last in the current series, all the Scottish Championships will be at fever pitch and exciting racing can be expected from the Formula Fords, Libre Cars, Production Saloons, Modified Sports Cars, Special GT, Sports and Clubman Cars. And just to leapfrog a meeting, those who enjoyed today's Historic Sports Car race will bear in mind that there is a Historic Single Seater racing car race at the October meeting this year.

DON'T FORGET — INGLISTON — Sunday 16th September

18 16.6
18 27.4



INGLISTON race circuit

ROYAL HIGHLAND SHOWGROUND · · · EDINBURGH

Lap distance 1.03 miles 1.651 kms

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