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DICKSONS OF PERTH TROPHY

RACE MEETING

17th AUGUST 1975

Featuring The Southern Organs British
Touring Car Championship

Official Programme 30p



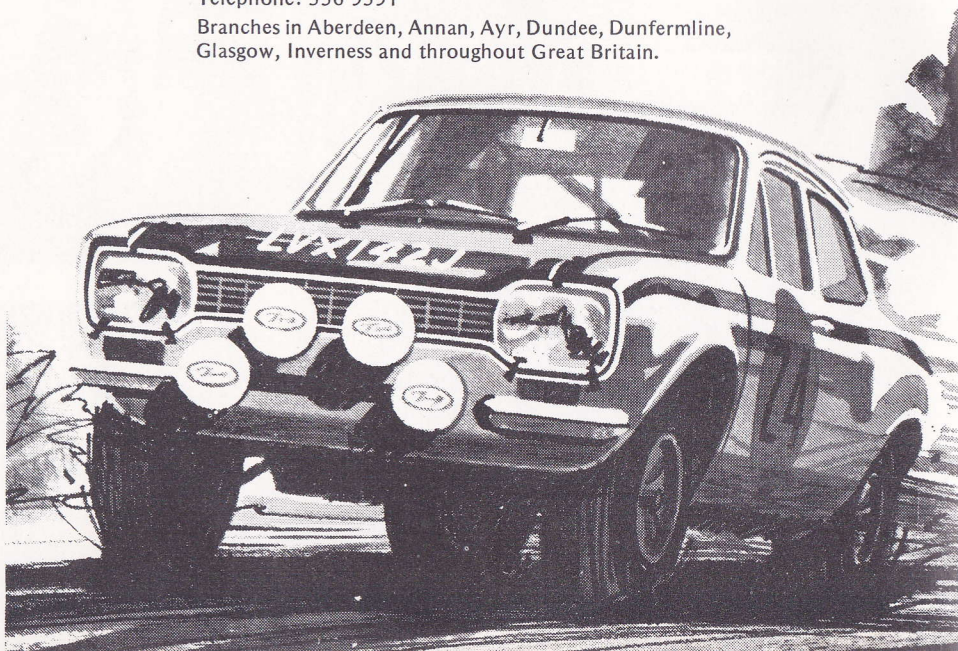
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Dogs are not permitted in the Showground during race meetings. Please respect this rule and remember that any infringement could cost lives — yours included.

Dates to note in your diaries for the 1975 season at Ingliston are:—

17th August	National Meeting
14th September	Restricted Meeting
12th October	Restricted Meeting

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

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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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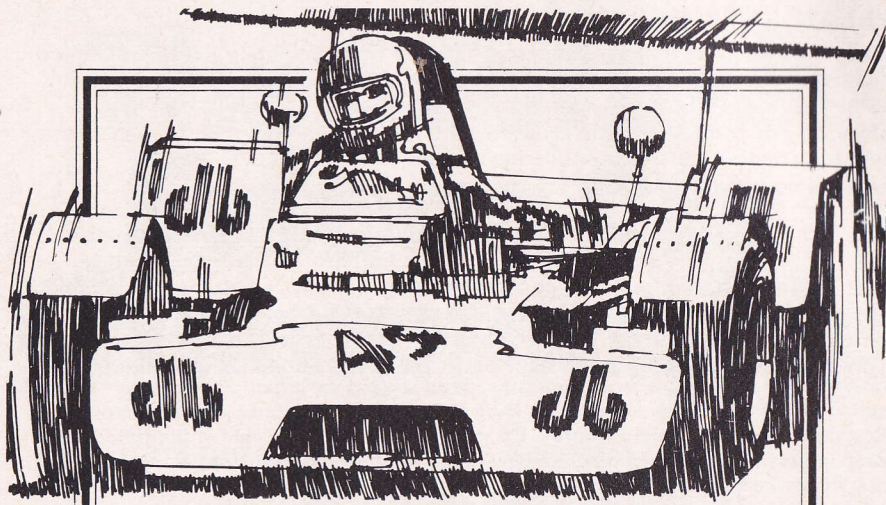
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INGLISTON LAP CONVERSION TABLE

secs.	m.p.h.	secs.	m.p.h.	secs.	m.p.h.	secs.	m.p.h.	secs.	m.p.h.
45.0	82.40	49.0	75.67	53.0	69.96	57.0	65.05	61.0	60.79
45.1	82.22	49.1	75.52	53.1	69.83	57.1	64.94	61.1	60.69
45.2	82.04	49.2	75.37	53.2	69.70	57.2	64.83	61.2	60.58
45.3	81.85	49.3	75.21	53.3	69.57	57.3	64.71	61.3	60.49
45.4	81.67	49.4	75.06	53.4	69.44	57.4	64.60	61.4	60.39
45.5	81.49	49.5	74.91	53.5	69.31	57.5	64.49	61.5	60.29
45.6	81.32	49.6	74.76	53.6	69.18	57.6	64.38	61.6	60.19
45.7	81.14	49.7	74.61	53.7	69.05	57.7	64.26	61.7	60.10
45.8	80.96	49.8	74.46	53.8	68.92	57.8	64.15	61.8	60.00
45.9	80.78	49.9	74.31	53.9	68.79	57.9	64.04	61.9	59.90
46.0	80.61	50.0	74.16	54.0	68.67	58.0	63.93	62.0	59.81
46.1	80.43	50.1	74.01	54.1	68.54	58.1	63.82	62.1	59.71
46.2	80.26	50.2	73.86	54.2	68.41	58.2	63.71	62.2	59.61
46.3	80.09	50.3	73.72	54.3	68.29	58.3	63.60	62.3	59.52
46.4	79.91	50.4	73.57	54.4	68.16	58.4	63.49	62.4	59.42
46.5	79.74	50.5	73.42	54.5	68.04	58.5	63.38	62.5	59.33
46.6	79.57	50.6	73.28	54.6	67.91	58.6	63.28	62.6	59.23
46.7	79.40	50.7	73.14	54.7	67.79	58.7	63.17	62.7	59.14
46.8	79.23	50.8	72.99	54.8	67.66	58.8	63.06	62.8	59.04
46.9	79.06	50.9	72.85	54.9	67.54	58.9	62.95	62.9	58.95
47.0	78.89	51.0	72.71	55.0	67.42	59.0	62.85	63.0	58.86
47.1	78.73	51.1	72.56	55.1	67.30	59.1	62.74	63.1	58.76
47.2	78.56	51.2	72.42	55.2	67.17	59.2	62.64	63.2	58.67
47.3	78.39	51.3	72.28	55.3	67.05	59.3	62.53	63.3	58.58
47.4	78.23	51.4	72.14	55.4	66.93	59.4	62.42	63.4	58.49
47.5	78.06	51.5	72.00	55.5	66.81	59.5	62.32	63.5	58.39
47.6	77.90	51.6	71.86	55.6	66.69	59.6	62.21	63.6	58.30
47.7	77.74	51.7	71.72	55.7	66.57	59.7	62.11	63.7	58.21
47.8	77.57	51.8	71.58	55.8	66.45	59.8	62.01	63.8	58.12
47.9	77.41	51.9	71.45	55.9	66.33	59.9	61.90	63.9	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

INGLISTON LAP RECORDS

			secs	mph
LIBRE CARS	T D REID	Brabham BT38/40	46.1	80.43
FORMULA FORD CARS	G CUTHBERT	Lotus 69F	53.2	69.70
SPECIAL GT and SPORTS CARS				
Over 1600 cc	I McLAREN	Chevron B26/31	48.6	76.30
Under 1600 cc	A CHARNELL	Lola T212/FVA	49.8	74.46
Under 1300 cc	E LABINJOH	Fisher Spyder	52.2	71.03
CLUBMANS CARS				
Class A	G FRISWELL	Mallock-Hart U2	48.6	76.30
Class B	R MALLOCK	Mallock U2	52.6	70.49
	CGREVILLE SMITH	Phantom P75		
HISTORIC RACING CARS	J W S ROBERTS	Lotus 16	57.6	64.38
MODIFIED SPORTS CARS				
Over 1300 cc	J ABSALOM	Ginetta G4	52.8	70.23
Under 1300 cc	K ALLEN	Clan Crusader	52.8	70.23
SPECIAL SALOON CARS				
Over 1300 cc	W N A DRYDEN	Vauxhall Firenza	52.2	71.03
1001—1300 cc	E M SMITH	Mini 1275 GT	53.6	69.18
Under 1000 cc	S A BELL	Mini Ford	54.1	68.54
PRODUCTION SALOON CARS				
Up to £1699	I STIRLING	Hillman Avenger GT	64.4	57.58
Over £1699	A COWAN	Vauxhall Magnum	63.6	58.30
OUTRIGHT LAP RECORD	T D REID	Brabham BT38/40	46.1	80.43

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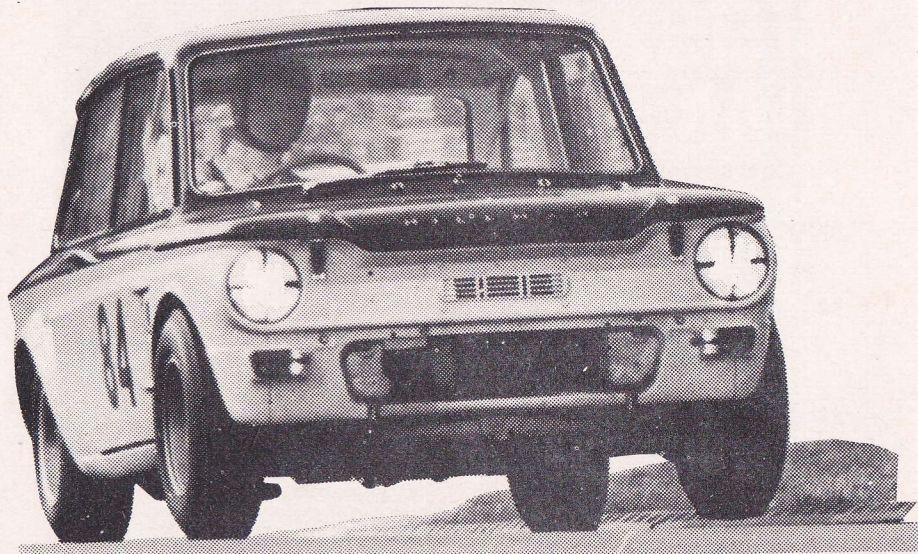


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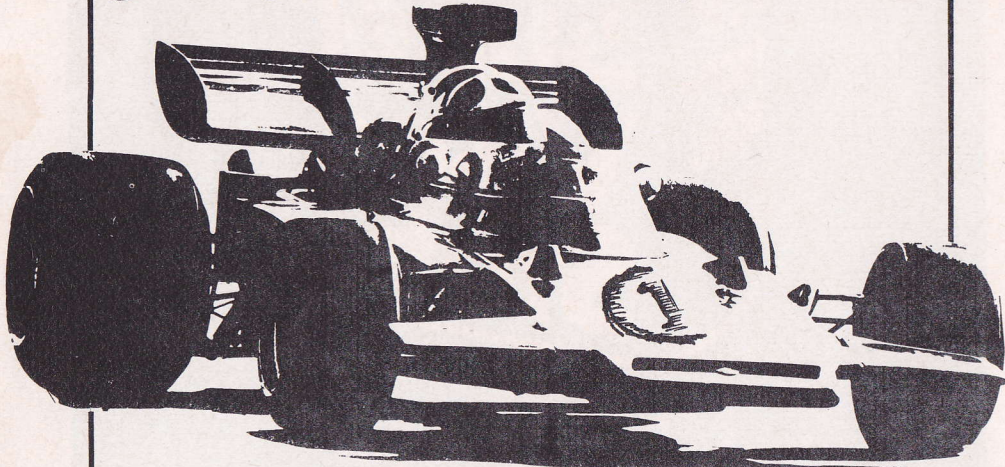
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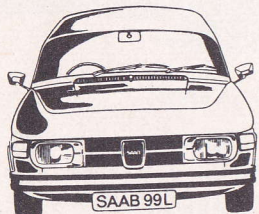
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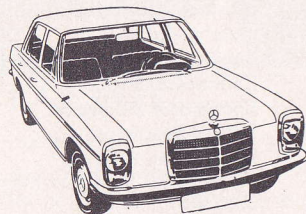
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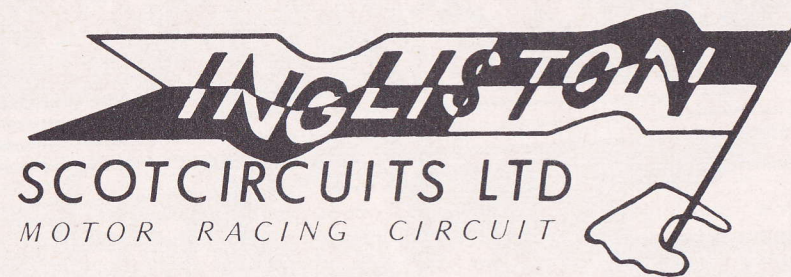
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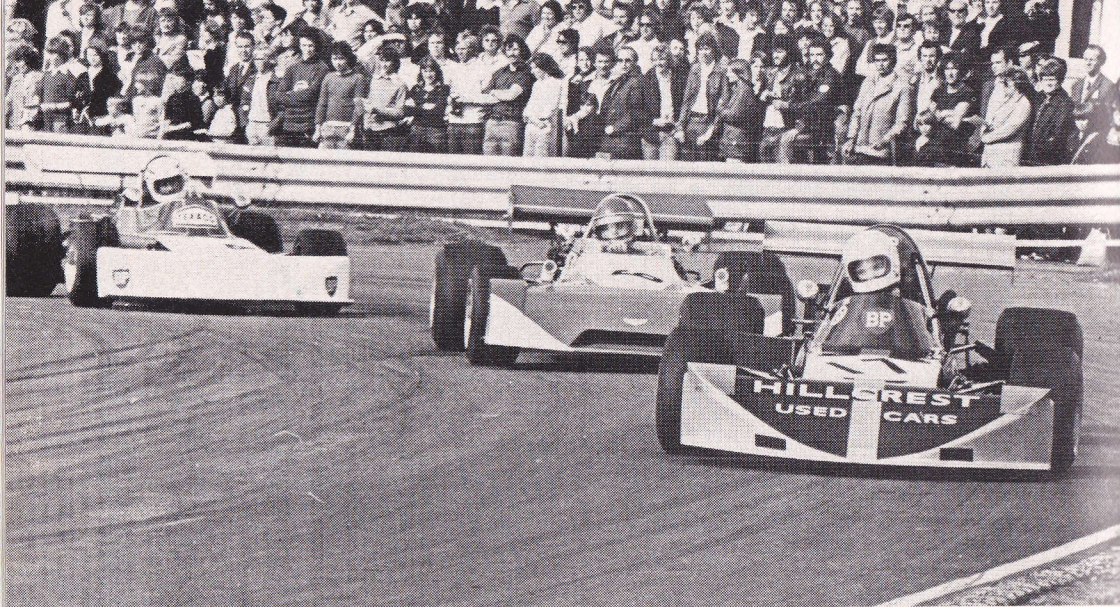
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THE DICKSONS OF PERTH TROPHY RACE MEETING Sunday - 17th August 1975

Organised by
THE SCOTTISH MOTOR RACING CLUB

Event No	Scrutin before am	PROGRAMME & TIMETABLE	No of laps	Practice Time am	Event Time pm
1	8.30	The Radio Forth Race for Production Saloon Cars	10	9.30	2.20
2	8.55	The Encyclopaedia Britannica Trophy Race for Formula Ford Cars	10	9.55	2.45
3	9.45	The Dicksons of Perth Trophy Race for Class B & D Touring Cars (a round of the Southern Organs British Touring Car Championship)	25	10.45	3.10
4	9.20	The Aurora World Championship Motor Racing Trophy Race for Sports & Special GT Cars	10	10.20	3.45
5	11.20	Special Saloon Cars (Part 1)	10	12.20	4.10
6	11.45	The BP Super Visco Race for Libre Cars	15	12.45	4.35
7	10.35	The Dicksons of Perth Trophy Race for Class A & C Touring Cars (a round of the Southern Organs British Touring Car Championship)	25	11.35	5.00
-	-	Presentation of Trophies	-	-	5.25
8	-	Special Saloon Cars (Part 2)	10	-	5.40
2.00	-	Drivers' Briefing in Scrutineering Bay	-	-	-
2.10	-	All Marshals at posts, please.	-	-	-



FOR YOUR DAY'S ENJOYMENT

Sorry—while it's hardly 'on' to kick off today's proceedings with an apology that, the Ed is afraid, is the case! It's all to do with the length of this article, see, and the fact that the Ed is without his Secretary this week to type the bloomin' thing out for him. So if you think he's going to write out more than he has to, longhand, you've another blinking thought coming to you (and it's a good job there ain't no telepaths in the crowd today!) Sorry also for misleading anyone who may have been under the impression that this weekend was meant to be a two-day affair. While that was the general idea, it has proved possible to compress everything into a one-day schedule and Ingliston has always taken the line that, if you can get it into 1 day, do so! Frankly, we can see no merit in (1) hauling the competitors up here 24 hours earlier; (2) pulling the marshals out for an extra day; (3) giving the Secretary about 100 extra headaches and (4) soaking the public for an extra admission to the Showground, unless it's absolutely necessary. While some may doubt it, those are not the reasons for running 2-day events at Ingliston—the sole reason is that a 2-day event is run when it is physically impossible to cram everything into the time schedule for 1 day. Nor have we ever diluted our Sunday's racing by putting some of it on the Saturday afternoon, giving an excuse to con the long suffering public into paying the full whack twice—what we charge you for is a full programme of racing. If it's a 2-day meeting, the Saturday charge is purely nominal (to cover the costs of setting up our operation for the public) and it's only on the Sunday itself, the day upon which all the races are held, that we soak you the full whack. And, at 60p, we reckon that's the cheapest you'll pay not only in Britain, but also in Scotland(!), for a full race programme (the minimum race programme so far at Ingliston this year has been 8 races, and the maximum 10!)

And speaking of full race programmes, what do we have for yous yuns today. Hopefully our new radio mike will be in operation to enable your actual James McInnes, Esquire, a bit more freedom (of action, not speech!) while one of our regular supporters, B. Calderwood, has come up with a first class suggestion for improving your digestion over the lunchbreak which will be investigated today (the suggestion, that is—not your digestion, thank you very much) and, about which, more next meeting! While on the subject of digestion, the Secretary has asked members of the public not to ruin his by bringing dogs into the Showground, a habit which brings on his ulcers something

terrible. Seriously, at the last Meeting everyone had a fit seeing an Afghan Hound (if that's how you spell it) plodding out and, while it may sound amusing at first, it isn't quite so funny if you're in the cockpit of a racing car tanking round into the Esses at about 80 mph only to find a ruddy great hairy donkey like creature right in front of you! Please leave the dogs outside, then—nor would we wish you to leave them in your car in the carpark (especially if it's hot). Racing circuits and superheated saloons are no places for animals of any description—they're best left at home!

The very mention of animals immediately conjures to mind 'Team Zippo', which leads us naturally into the first race of the day for production saloon cars. This is meant to be a Scottish v. Irish challenge race although, from the printed entry list, there bain't be that many Irishmen about. Worry not, though, we are assured that the mail boat from across the water is winging a few more entries our way and you will easily recognise them when you see them on the track (they'll be the ones with fuses sticking out the back!) So far our own Scottish team is well in the lead of this series of 4 races (2 at Kirkistown and 2 at Ingliston), to the winning team of which is to be presented The Order of the Bent Conrod! (The trophy was conceived to conform with most of the engines competing in the series.) As for today's race, though, watch out for fireworks between Ed (if you can't get over the line forwards do it backwards) Labinjoh (181) and Jenny (I would never dream of doing it backwards) Birrell (180), as also for the redoubtable Irishman George (come at me sideways again, Edward, and I'll chop you off) Windrum (174). Then it's time for the Encyclopaedia Britannica Trophy Race for Formula Fords with a ding dong battle expected between current FF Championship leader Stu Lawson (25) and last meeting's race winner John (about time I won something) MacGilvray (27). George Franchitti (28) is back to worry the leaders as is Colin McLean's updated and very fast MRE (32).

The feature races of the day, the two Dicksons of Perth Trophy Races for Touring Cars, see an incredible total of 68,000 ccs on the track and event 3 sees the first of these two races (about which, more on pages 20, 21, 30 and 31). Then it's on to the Aurora World Championship Motor Racing Trophy Race for Sports and Special GT cars—while you can't have a drive in that race (unless you've entered that is) what you most certainly can do (if you have the entre to the MacRobert Pavilion) is to pop over to the MacRobert and try out the model racing circuit laid out there by Aurora. Who knows, if it's wet, the blooming models might even be going faster than the real thing (and probably coming off less!). With today being a National status race meeting, and



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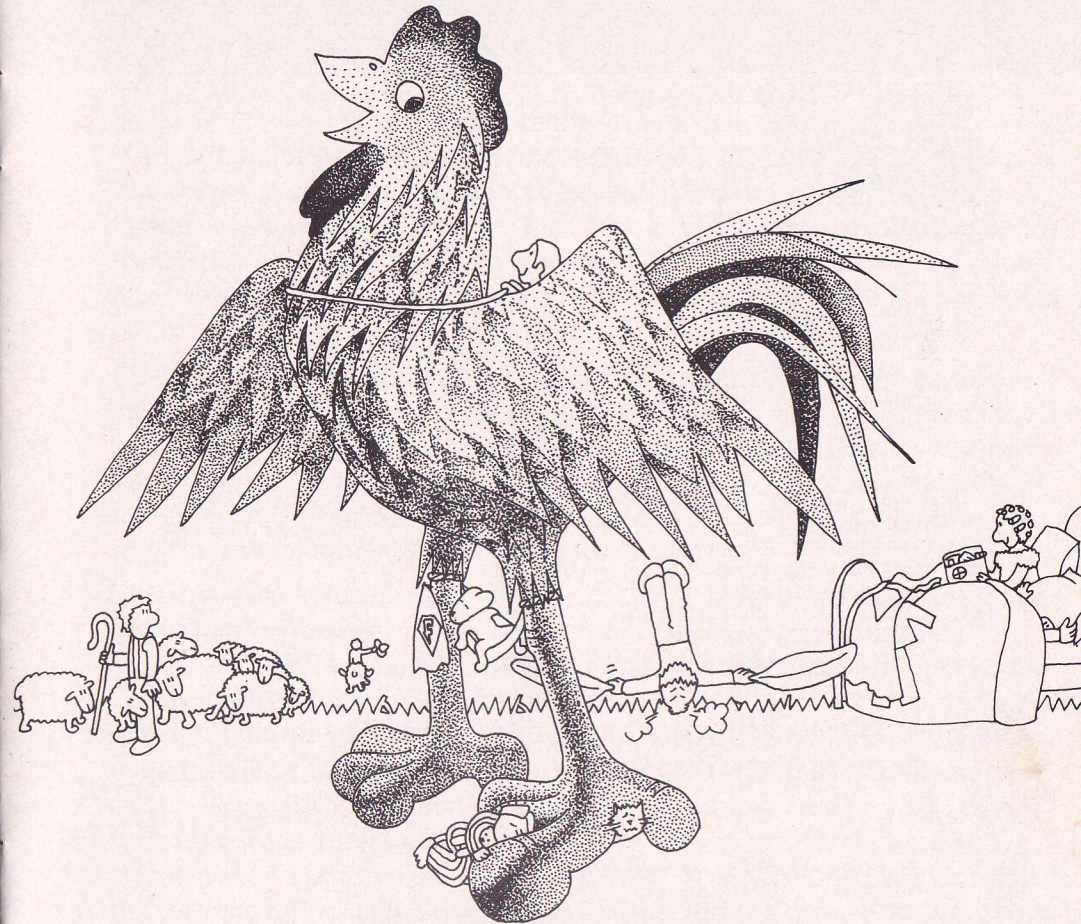
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quite a few of the lads off on holiday, we are down somewhat on special saloon car entries so it seemed like a good idea to roll all the classes together into one race. That has duly been done and spectators should note that those cars to qualify for events 5 and 8 today will be the fastest five in each capacity class (up to 1000 cc, 1001–1300 cc and over 1300 cc) from practice together with the next fastest car irrespective of class. The grid for event 5 will be made up from the cars' practice times in the usual way, although event 8's grid will be based on the results of event 5. So far as the Lombard North Central Scottish Saloon Car Championship is concerned, points will be scored on the aggregate results of both events! What of the drivers, then? Presently leading the Scottish Championship, and deservedly so, is Eric Smith with his incredible Mini 1275GT (113) but for the whole season Eric has had to really work for his points, having been pressed hard all the way by Jim McClements (118). Last meeting's race winner, and again driving the DTV Firenza loaned by Gerry Marshall and the boys at DTV, is back in the form of Bill 'Twiggy' Dryden (100) while really hoping to get the Brute kindled up at last is Borderer Doug Niven with the immaculate looking (at least that's a step in the right direction) Border Reivers 5.7 litre Ford Boss Capri. Surprise runner is Bernard Unett in a rather mysterious Avenger entered by James Ross (103) while, out to surprise everything over 1000 cc, is Dundee's John Fyda in the Agra Imp (143). Event 6, which will hopefully be started by BP's Man on the Spot, is for libre cars and, having in mind the terrific battle between John Calvert (17), Andy Barton (4), Norman Dickson (7), Andrew Jeffrey (16) and Doug Thomson (6) at the last Ingliston race meeting, this one promises to be a corker! Without doubt the most determined man on the track will be Norman Dickson, anxious to clock up a win in the Dickson's of Perth entered March 74B Atlantic in the Dickson's of Perth Trophy Race Meeting to make it a hat trick (Norman having won the FF races at both of the last 2 Dicksons of Perth sponsored meetings!). With such high-powered competition about, determination may not be quite enough and we can only await the outcome of yet another top-class single seater battle to see who is going to emerge as today's No. 1 libre driver. Then it's on to the second of today's feature races, sponsored by Dickson's of Perth, and a chance to see how the 7-litre Chevy Camaros take to Ingliston before rounding another memorable Meeting off with the 2nd part of the Special Saloon Car Race.

Note to Competitors: The Editor (nor indeed anyone else) takes no responsibility whatsoever for the scurrilous remarks made about competitors or others in this programme, most of which are almost certainly printers' additions (!) and which are not intended to offend, wound, damage, embarrass vex, distress, torment, repulse, irritate, provoke, sting, pique, harass, gall or stink in the nostrils (well, that's what Roget's Thesaurus says) any person, whether real or fictitious. In short, it's all good clean fun so just enjoy yourselves. And that goes for the spectators too!

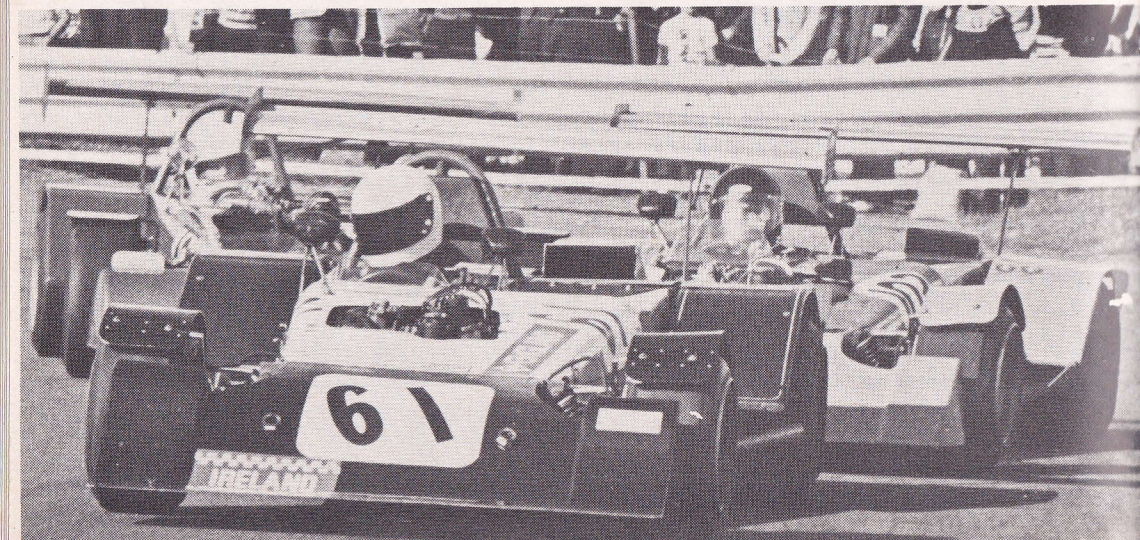
Wake up to the right music, the important news.

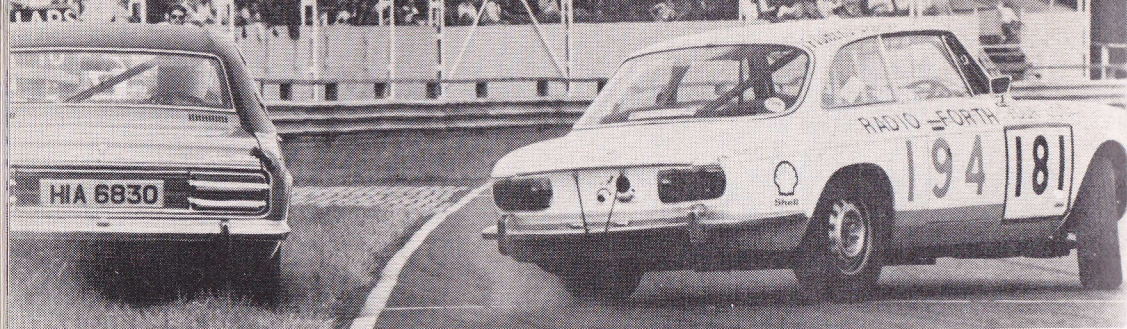


194 Radio Forth.

Tune into 194 metres every morning, for news on the hour and the half-hour as it happens, from where it happens.

194 metres medium wave / 96.8MHz VHF / FM Stereo. 06.00–midnight weekdays / 07.00–midnight week-ends.





ENCYCLOPAEDIA BRITANNICA AND MOTOR RACING— A STRANGE COMBINATION ?

Encyclopaedia Britannica, publishers of the world's largest and best known encyclopaedia a multi-volume book of learning first seen in the 1770's when the fastest form of travel was on horseback, are now closely involved with the fast, modern world of motor racing.

At first sight their sponsorship is a long way removed from the academic image of the world's longest established, most used Encyclopaedia. So why HAS Britannica gone Motor Racing for the first time in its 200 years history? The answer lies in the two essential facts that motor racing has become a family entertainment and that it is a sport in which Britain leads the world. Most Britannica buyers are families and Britannica would like to be recognised as a necessary aid to every family's career and educational opportunities not as an elaborate toy for intellectuals.

EB—a useful abbreviation of the famous Encyclopaedia Britannica title—are very happy with their growing relationship with the sport, a field in which they feel capable of making a major contribution. EB's involvement started only this year when they were approached by Guy Edwards, the London based single-seater and sports car driver who was seeking sponsorship for a Formula 5000 effort this season.

Edwards, who has something of a reputation (a good one, of course) in the motor racing world for introducing major companies to motor-sport sponsorship, drives a Lola T332 in the highly competitive Shell-Sport 5000 European Championship in which he is currently lying fifth. The distinctive white, black and gold livery of his car is echoed the other side of the Irish Sea where EB are involved with Ken Fildes, who is an extremely busy competitor in the Irish Formula Atlantic Championship, occasionally flitting across the water to Scottish Formula Libre Championship rounds and managing to fit in some hill-climbing as well. A natural progression from this backing of individual drivers was EB's decision to move into sponsoring a major race—Britain's only round of the European 2-litre Sports Car Championship, the first European championship race in Britain for a couple of years.

Following this highly successful meeting, in which Britannica's Guy Edwards was 2nd and Scotland's Ian McLaren a creditable 5th, EB have now come back across the border to their natural home, to sponsor a round of the Formula Ford Championship.

EB was founded not many miles from this circuit in Anchor Close in Edinburgh, way back in those non-mechanised days of the 1770's.

EVENT 1 "De only man to finish 3rd backwards at Ingliston!" 2.20 pm

194 Radio Forth

THE RADIO FORTH RACE for Production Saloon Cars 10 Laps

Up to £1699

158	T IRVINE/Chatham	Honda Civic	—£1299	Edinburgh
164	I SMITH/Team Zippo	Mazda RX4 Coupe	—£1699	Balerno
166	I STIRLING/Team Ziebart/ Alval Engineering	Hillman Avenger GT	—£1699	St Andrews
172	W MONTGOMERY/Dicksons of Perth/Fife & Kinross Motor Auctions	Datsun 1601	—£1699	Perth

1st (£20) 2nd (£10) 3rd (£5)

Over £1699

171	T MELDRUM/Team Zippo	Escort Mexico	—£2300	Guardbridge
173	R KNOWLES	Ford Mexico	—£2300	Aberdeen
174	G WINDRUM/Team Zippo	Ford Capri 2000	—£2300	Belfast
180	Mrs J BIRRELL/Marshalls Chunky Chickens /Team SMT	Vauxhall Magnum	—£2300	Edinburgh
181	E LABINJOH/Radio Forth/Fisher Garage (Edinburgh) Ltd	Alfa Romeo 2000 GTV	+£2300	Edinburgh

1st (£20) ~~181~~... 2nd (£10) ~~180~~... 3rd (£5) ~~173~~..

Bonus of £10 for the fastest lap to secs

Round 4 of the Radio Forth Championship for Production Saloon Cars

THE RADIO FORTH CHAMPIONSHIP for Production Saloon Cars

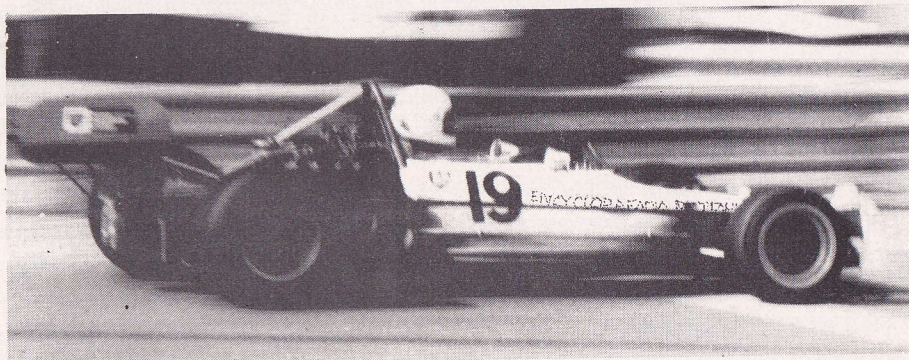
Car No	Driver	Car	Apr	May	July	Aug	Sept	Oct	Total
158	T IRVINE	Honda Civic	7	5	5				17
166	I STIRLING	Hillman Avenger GT	5	5	7				17
181	E LABINJOH	Alfa Romeo	5	5	5				15
164	A I SMITH	Mazda RX3 Coupe	3	7	5				15
173	R KNOWLES	Ford Mexico	—	7	5				12
183	J COOK	Alfa Romeo	3	3	3				9
167	R LECKIE	Hillman Avenger GT	7	—	—				7
175	G MARSHALL	Vauxhall Magnum	7	—	—				7
180	Mrs J BIRRELL	Vauxhall Magnum	—	—	7				7
171	T MELDRUM	Escort Mexico	1	5	—				6
174	G WINDRUM	Ford Capri	3	—	3				6
160	N A FRASER	Honda Civic	5	—	—				5
177	J POLLOCK	Ford Capri	5	—	—				5
165	C JONES	Mazda RX3 Coupe	1	3	—				4
172	W R MONTGOMERY	Firenza/Datsun	—	1	3				4

Scoring: In each class of 3 or more starters 1st 7, 2nd 5, 3rd 3, 4th 2, 5th 1. Best 4 to count.

Prize Fund — £125 — £75 — £50 — £25 plus £25 to highest placed competitor in each class

FREE

1976 SEASON TICKET FOR INGLISTON MOTOR RACING PROGRAMME!



Encyclopaedia Britannica is sponsoring the Guy Edwards Lola partnership throughout this seasons Formula 5000 programme.

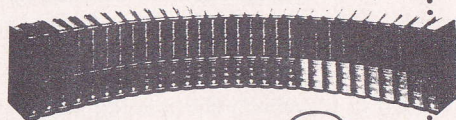
To receive a free season ticket for 1976 visit the Encyclopaedia Britannica Caravan at this meeting today and arrange for a representative to tell you all about the Britannica 3. In the event of your purchasing the thirty magnificent volumes of Britannica 3 you will receive your Ingliston season ticket for 1976 absolutely free of charge.

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Send for our 24 page full-colour booklet about Britannica 3 - The most revolutionary encyclopaedia ever published.

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BRITANNICA **3**

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Please send me my information on the Britannica 3 Lola, and 24-page full-colour booklet about Britannica 3*

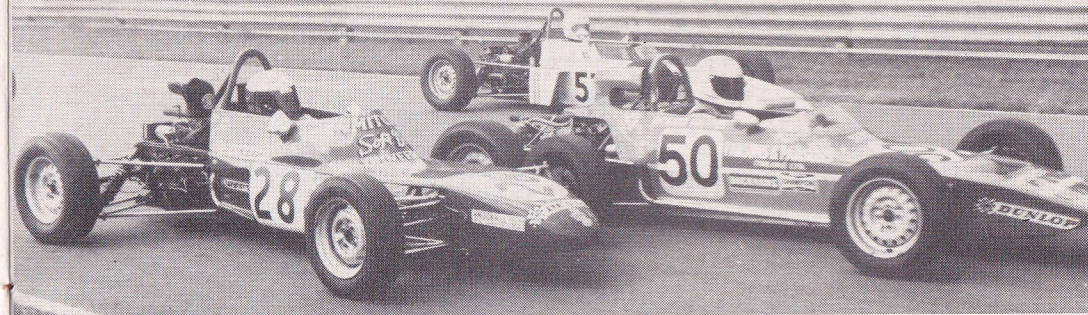
NAME

I am over 18

ADDRESS

Or telephone 01-580 1521 our 24-hour Ansafone service

*Sending for this booklet places you under no obligation to buy Britannica 3.



EVENT 2

2.45 pm

THE ENCYCLOPAEDIA BRITANNICA TROPHY RACE for Formula Ford Cars 10 Laps

25	S LAWSON/McDonald Shand Ecurie Ecosse	Hawke DL12	1600	Kirkliston
27	J MacGILVRAY/Team Ziebart	Crossle 25F	1600	Oban
28	G FRANCHITTI/W N Mitchell & Sons Soft Drinks	Hawke DL12	1600	Bathgate
29	A LAWRIE	Elden Mk 10C	1600	Edinburgh
30	D BROTHERSTON	Hawke DL11	1600	Edinburgh
31	I STIRLING	Elden Mk 8	1600	Glasgow
32	C MACLEAN	MRE 73/75F	1600	Alness
33	P MORRISON/Team Ziebart (GB)	Crossle 25F	1600	Inverness
34	A McKECHNIE	Rostron Minster	1600	Lochgilhead
36	R H SIMPSON	Crossle 25F	1600	Newton Stewart
37	D LAIRD	Hawke DL9	1600	Cupar
38	W N WILLIAMSON/A F Shiels (Housing) Ltd	Van Diemen	1600	Jedburgh
43	C REEVES	Mallock U2Mk9B	1600	Stonehouse
44	D A H HALL	Hawke DL 11/12	1600	Edinburgh
46	G MUNDELL	Royale	1600	Muir of Ord
54	K MILLAR	Hawke DL11-Lloyd	1600	Currie
55	D MOFFAT	Alexis FF	1600	Bishopriggs
59	P J SHAND	Elden 10A	1600	Glasgow

1st (£20) ~~25~~..... 2nd (£15) ~~27~~..... 3rd (£10) ~~44~~... 4th (£5)

Bonus of £10 for the fastest lap to secs

Round 4 of the Bernard Hunter Crane Hire Formula Ford
Championship 1975

THE BERNARD HUNTER CRANE HIRE FF CHAMPIONSHIP

Car No	Driver		Apr	May	July	Aug	Sept	Oct	Total
18	S LAWSON	Hawke DL12	9	9	—				18
32	C MacLEAN	MRE 75F	3	4	6				13
27	J MacGILVRAY	Crossle 25F	—	3	9				12
28	G FRANCHITTI	Hawke DL12	6	6	—				12
46	G MUNDELL	Royale RP16A	2	1	3				6
38	W N WILLIAMSON	Van Diemen	4	—	1				5
44	D A H HALL	Hawke DL11/12	—	—	4				4
33	P MORRISON	Crossle 25F	1	—	2				3

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

Prize Fund — £150 — £100 — £50 — £35 — £25 — £15

EDITORIAL

Southern Organs International are a modern group of companies that sell, import and distribute the electronic organ.

They are the sole distributors in Britain of the National Organ, a product of National Panasonic, with over sixty dealer outlets throughout the country.

This space age electronic instrument is becoming the most popular instrument ever, mainly because of the ease with which one can learn to play and the instant results made possible with the modern tuition courses and the up to date teaching schools at most retailers.

Southern Organs are also manufacturers of the famous Miller Church Organ and importers of Legnica Polish pianos.

RACING

Southern Organs first entered motor racing in May 1974 and gradually increased their sponsorship to involvement with ten drivers and five championships for the 1975 season.

The Southern Organs British Touring Car Championship is one of these championships and is having its only outing at Inghlston circuit following the very exciting round at Silverstone's British Grand Prix meeting.

A twelve page newspaper was distributed at the Grand Prix based on the Touring Car Championship with contributory advertising by manufacturers, entrants and sponsors included in the championship.

This newspaper is available from:

Southern Organs Racing Division
Honeywood House
Rowhook
Nr Horsham
Sussex RH12 3QD

Please enclose 10p stamp for postage.

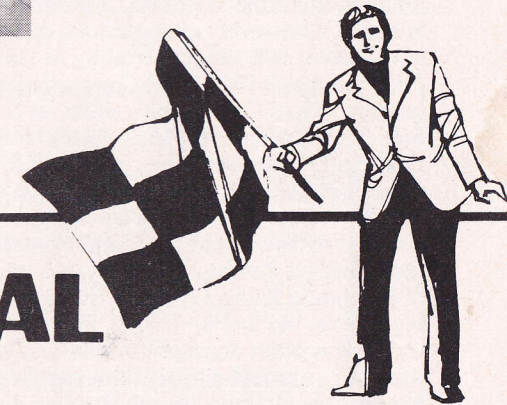
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**In just 10 laps
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We don't promise you will be playing like a maestro, but most people can learn to play a simple tune on a home organ in that time. Even if they've never played a note in their life before! The organ is undoubtedly the easiest musical instrument to play - and no other offers so much fun to the beginner.



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EVENT 3

3.10 pm

THE DICKSONS OF PERTH TROPHY RACE FOR CLASS B AND D TOURING CARS A round of the Southern Organs National Touring Car Championship – 25 Laps

When (as usual) the editor knows very little about a particular event he usually worms his way out of saying too much about it by filling in with a whole pile of photos. Today is no exception and what better preview of this race can we give than by showing a selection of shots from the Ingliston round of the National Touring Car Championship in 1974! Included in these is a shot of the winner of both of last year's races, Tom Walkinshaw, who returns to his native Scotland today in the London Sports Car Centre RS 2000 (48)—Tom will not be competing in event 3, however, so, to confine ourselves to that....! The men to watch out for in this event will almost certainly be, in Class B (the cars with the blue roof stripes) John Handley's DTO Opel Commodore, Gordon Spice's Capri 3-litre and Shaun Jackson's Opel Commodore while, in Class D it's anybody's guess! Husband and wife duet, Graham and Jenny Birrell from Cumbernauld team up with the Halesfield Motors Avengers, managed by Mike Leeke (who's old enough to remember him at Ingliston, then) in an effort to match their knowledge of the Ingliston circuit against the all-conquering Toyota Celica of Win Percy and the ever fast Alfas of Stan Clark and Tony Dron. With the latter two drivers being sponsored by Penthouse Racing, and remembering the appearance of a couple of Penthouse Pets on the grid last year, who's to say what might or might not pop out on the line up today. Throw into that lot the experience of Bernard Unett in another Avenger GT and you have all the makings of yet another first class "all arms and elbows" touring car race. All of which counts, of course, towards the National British Touring Car Championship, the last round of which was at the British GP Meeting at Brands! Class winners then were, in Class B—John Handley, and in Class D—Win Percy.

Class B Cars (Blue stripe on roof)			
21 S ROLT	Ford Capri 3000	2994	Oxford
25 G SPICE/Wisharts Garage	Ford Capri II 3000	2996	Catterick
26 B GUBELMANN/Wisharts Garage	Ford Capri II 3000	2996	Catterick
30 S JACKSON/Hammonds Sauce Grp/ Ottershaw Motor Co	Opel Commodore	2984	Weybridge
32 J HANDLEY/Dealer Team Opel	Opel Commodore	2984	Shipley
1st (£140) 21 2nd (£100) 3rd (£50) 4th (£25)			
3rd 00 Fastest Lap	secs		

Class D Cars (White Stripe on roof)			
60 B UNETT/Halesfield Motors (Telford)	Hillman Avenger GT 1598		Telford
61 Mrs J BIRRELL/Halesfield Motors (Telford) Ltd	Hillman Avenger GT 1598		Telford
63 W PERCY/Samuri Racing with Toyota	Toyota Celica GT	1588	Bedford
64 S CLARK/Penthouse Racing	Alfa Romeo GT Jnr	1570	Narborough
68 T DRON/Penthouse Racing	Alfa Romeo	1570	Narborough
69 B CUTTING/Samuri Racing with Toyota	Toyota Celica GT	1588	Bedford
71 G BIRRELL/Halesfield Motors (Telford) Ltd	Hillman Avenger GT 1598		Telford
1st (£120) 63 2nd (£80) 69 3rd (£50) 4th (£25)			
Fastest Lap	secs		

Counting towards the Southern Organs National Touring Car Championship 1975



AURORA WORLD CHAMPIONSHIP TROPHY

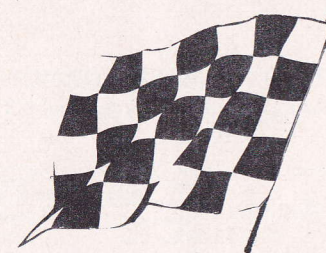
The Trophy which will be presented to the winner of today's event has been kindly donated by Chester Street Trading Company, agents for Aurora Products in Scotland and Northern Ireland. Today's racing is also sponsored by Chester Street Trading Company in celebration of the new Aurora World Championship Racing Set launched earlier this year. There is a full size layout in the MacRobert Pavilion which you can see and try your skill at. Aurora Motor Racing is the nearest to the real thing that most people can get.

Super detailed cars in miniature that travel at fantastic scale speeds, hug the track, over and under racing and easy positive inter-locking track. Each of the three sets include guard rails and advertising banners to make it look like the real thing. Each set also builds alternative routes so you decide which shape and route you want to play at. Aurora World Championship Motor Racing—it's the game the real racing drivers play, drivers like James Hunt, the Hesketh team driver and winner of the Dutch Grand Prix, who said at the recent car show, "It's good to see that the cars do not fly off the corners everytime unless you make a mistake—and the models are superb." James carried the Aurora colours to his superb win at the Dutch Grand Prix and also when he came second in the French Grand Prix.

Aurora sought the advice of the most successful of the Grand Prix Team of 1974—the Marlboro World Championship Team—before finalising designs for both cars and circuits. No enthusiast will need reminding that the Marlboro stars include Emerson Fittipaldi, the reigning world champion, Clay Regazzoni the Ferrari star, who finished runner-up, and Niki Lauda who was fourth in the toughest title chase in Grand Prix history, in 1974.

Photographs of the famous American World Championship Team are on every box top together with their national flags. Three sizes GX2000, GX4000 and GX6000 are available and even the first size the GX2000 comes with over 10½ feet of table-top racing track and makes two circuits of 42" x 27" or 51" x 18".

The GX4000 also offers two basic routes with over 17 feet of racing track. Finally, at the top of the range the GX6000 has such features like a super world championship style flying start. It gives both cars extra acceleration when the flags drop and almost literally catapults them into action. Also in the GX6000 set the Revomatix Grandstand. This is keyed to the two cars, and as you wait on the grid and roar round the circuit you can hear the realistic sound of racing cars.



AURORA WORLD CHAMPIONSHIP MOTOR RACING SETS

Today's sports GT race is being sponsored by Chester Street Trading Co Ltd — suppliers of Aurora Products in Scotland.

The Aurora Electric Motor Racing Sets give children from 6 to 60 all the thrills and excitement of Grand Prix Racing.

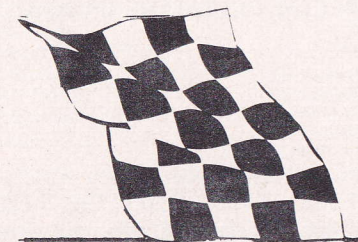
The sets: GX2000, GX4000 and GX6000 provide realistic track layouts and the super fast cars are replicas of the cars driven by the world's leading Formula One drivers.

With a GX4000 or GX6000 you can, with the addition of a single track pack create replicas of ten different Grand Prix circuits.

Available from:

John Menzies—107 Princes Street, Edinburgh
—20 Buchanan Street, Glasgow
—Murraygate, Dundee

and from most leading Department Stores and Toy Shops.



EVENT 4

3.45 pm

THE AURORA WORLD CHAMPIONSHIP MOTOR RACING
TROPHY RACE for Sports & Special GT Cars
10 Laps

Over 1600 cc					
3	A CHARNELL	Lola T212	1800	Dumfries	
65	E LIDDELL/Jenscot Ltd	Jensen Healey	1973	Edinburgh	
66	R HALLEY	Triumph GT6	1998	Milngavie	
67	M NUGENT	Lotus Elan	1800	Pomeroy	
69	P BAKER	Ginetta G4	1800	Stow	
71	J B FLETCHER/Glazepta Products Ltd	Lotus Elan	1800	Littleborough	
72	P MacNAUGHTAN/J Baird	Chevron B23	1850	Edinburgh	

1st (£20) **3**..... 2nd (£10) **72**..... 3rd (£5)

Up to 1600 cc					
73	L AYLOTT/RAF MSA	Ardua Mk 4	1600	Oakham	
74	E LABINJOH/Radio Forth/Fishers Garage (Edinburgh) Ltd	Fisher Spyder	1100	Edinburgh	
79	R MacNAB	Gryphon C74A	1598	Kilmarnock	
80	R INCH/Dagleish Baillie (Insurance)	Mallock U2 XIB	1600	Falkirk	
81	A SOUTER	Lotus Elan	1600	Dundee	
86	I A WILKINSON	AH Sprite	1293	Crowle	
87	A MACKINTOSH	Mallock U2 MkXIB	1000	Penicuik	
89	R FORESTER-SMITH	Ginetta G4 T/C	1295	West Calder	
90	J KIRK/KandF Metals	Davrian	1111	Caldercruix	
91	G R WILSON	MG Midget	1047	Helensburgh	
92	I GARDNER	Davrian Mk 7	998	Milngavie	

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

Bonus of £10 for the fastest lap to secs

Bonuses of £10 each to highest placed up to and over 1300 cc modified sports car competitor

Round 4 of The British Caledonian Airways Championship for Modified Sports Cars, The Hartley Whyte Championship for Sports & Special GT Cars and The Carlsberg Special Super Sports Car Championship

THE HARTLEY WHYTE CHAMPIONSHIP for Sports and Special GT Cars

Car No	Driver	Car	Apr	May	July	Aug	Sept	Oct	Total
2	J C McLAREN	Chevron B26/31	—	7	7				14
85	K ALLEN	Clan Crusader	7	—	7				14
3	A CHARNELL	Lola T212	—	7	5				12
74	E LABINJOH	Fisher Spyder	5	7	—				12
77	A SMITH	Lotus Elan	5	—	7				12
72	P MacNAUGHTAN	Chevron B23	5	5	—				10
87	A MACKINTOSH	Mallock U2 MkXIB	3	5	—				8
69	P BAKER	Triumph GT6	3	2	3				8
67	M NUGENT	Lotus Elan	7	—	—				7
75	N MULLOY	Lotus 47 Europa	—	1	5				6
8	D BAILLIE	Chevron B19/21	—	5	—				5
90	J KIRK	Davrian	—	—	5				5

Scoring: 1 for finishing plus, in each class of 3 or more starters 1st 6, 2nd 4, 3rd 2, 4th 1 (if under 3 starters in class 1st 4, 2nd 2). Best 4 to count.

Prize Fund — £150 — £100 — £50 — £35 — £25 — £15

plus £30 — £20 — £15 — £10 to 4 highest placed Modified Sports Cars

THE CARLSBERG SPECIAL CLUBMANS SPORTS CAR CHAMPIONSHIP

Car No	Driver	Car	Apr	May	July	Aug	Sept	Oct	Total
87	A MacKINTOSH	Mallock U2	9	9	—				18
84	J OLSEN	Mallock U2	6	—	—				6
79	R MacNAB	Gryphon C74A	—	6	—				6
80	R INCH	Mallock U2	—	4	—				4
73	C WATSON	Gryphon C73/74	—	3	—				3

Scoring: To Highest Placed Clubmans Sports Car 1st 9, 2nd 6, 3rd 4, 4th 3, 5th 2, 6th 1

Prize Fund — £100 — £50 — £30 — £20 overall.

£10 to highest placed Clubmans Car per event.

EVENT 5

4.10 pm

Special Saloon Cars
Part 1 — 10 Laps

Over 1300 cc					
100	W N A DRYDEN/DTV/Castrol/SMT	Vauxhall Firenza	2500	Edinburgh	
101	A D NIVEN/Border Reivers Racing with Sports-Tune	Ford Boss Capri	5700	Whitsome	
102	F GUNN	Ford Escort	1970	Glasgow	
103	B UNETT/James Ross	Hillman Avenger	2300	Edinburgh	
104	G WALKER	Vauxhall Firenza	2300	Bathgate	
110	W ROBERTSON	Ford Escort FVD	1970	Edinburgh	

1st (£20) **100**..... 2nd (£10) **103**..... 3rd (£5)

1001—1300 cc					
106	I T ROGERSON	BMC Cooper 'S'	1293	Morpeth	
113	E M SMITH	Mini 1275 GT	1297	Carlisle	
114	J DRYDEN	Longman Mini	1293	Lundue	
115	J PINKERTON	Mini Cooper 'S'	1293	Glasgow	
117	R SNELSON	Fiat 128	1300	Dunfermline	
118	J McCLEMENTS/McMaster of Ballymoney	BLMC Mini	1293	Ballymoney	
138	J STUPPLE	BLMC Mini	1296	Edinburgh	

1st (£20) **113**..... 2nd (£10) 3rd (£5)

Up to 1000 cc					
126	W G DONALD	Hillman Imp	999	Tarland	
129	I FORREST	Forrest Imp	999	Kirkcaldy	
130	M SHAKSPEARE/Team Zippo	Sunbeam Stiletto	998	Edinburgh	
131	M FINDLAY	BLMC Mini	998	Arbroath	
135	B W McLEOD	Alval Mini 'S'	999	Edinburgh	
143	J C FYDA/Agra (Precision Engineering) Ltd	Agra Imp	997	Dundee	
147	N WHITNEY	Mini 850	850	Edinburgh	

1st (£20) 2nd (£10) 3rd (£5)

Bonus of £10 for the fastest lap to secs

Part 1 of Round 4 in the Lombard North Central Scottish Saloon Car Championship

THE BRITISH CALEDONIAN CHAMPIONSHIP for Modified Sports Cars

Car No	Driver	Car	Apr	May	July	Aug	Sept	Oct	Total
85	K ALLEN	Clan Crusader	7	7	7				21
65	E LIDDELL	Jensen Healey	7	7	—				14
77	A SMITH	Lotus Elan	5	—	7				12
90	J KIRK	Davrian	5	—	5				10
91	G R WILSON	MG Midget	3	5	1				9
69	P BAKER	Triumph GT6	2	—	5				7
92	I GARDNER	Davrian	—	3	3				6
81	A SOUTER	Lotus Elan	—	5	—				5
78	D B HALL	Lotus Elan	1	3	—				4
86	I A WILKINSON	AH Sprite	2	—	2				4
67	M NUGENT	Lotus Elan	3	—	—				3
82	R GRAY	Lotus Elan	—	—	3				3

Scoring: 1 for finishing plus, in each class of 3 or more starters, 1st 6, 2nd 4, 3rd 2, 4th 1 (if under 3 starters in class 1st 4, 2nd 2). Best 4 scores to count.

Prize Fund — £100 — £50 — £30 — £20

See the rotary and piston MAZDA range at

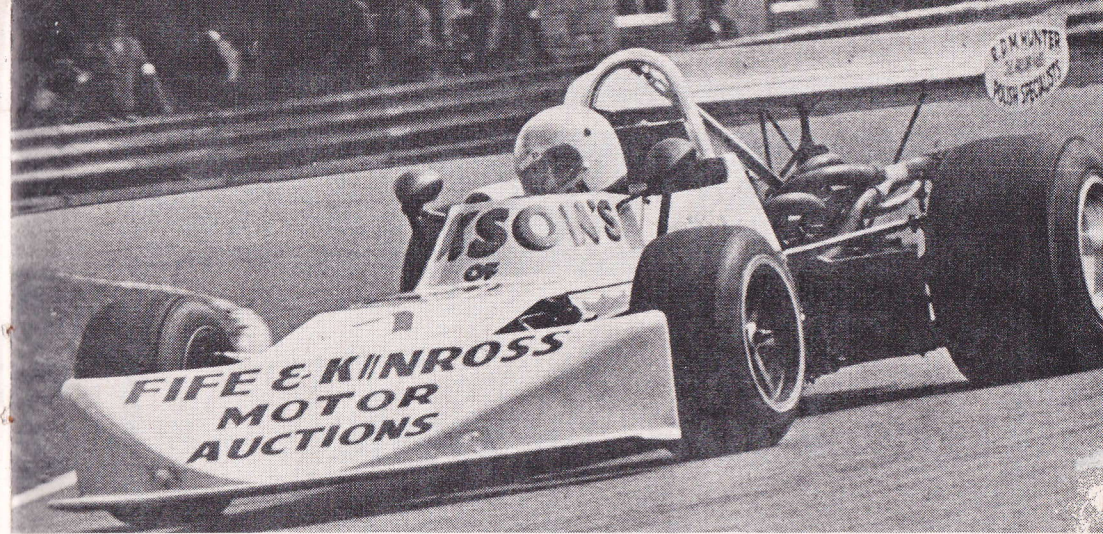


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EVENT 6

4.35 pm

THE BP SUPER VISCO RACE for Libre Cars 15 Laps

4	A BARTON	March 74B	1600	Newburn
6	D N THOMSON/Thistle Metallics	Chevron B27	1600	Edinburgh
7	N F DICKSON/Dicksons of Perth/ Fife & Kinross Motor Auctions	March 74B	1600	Perth
12	J BAIRD	Chevron B23	1850	Edinburgh
15	A R SHARPE/Dalgleish Baillie (Insurance)	Mallock U2 XIB	1600	Falkirk
17	J S CALVERT/Hillcrest Used Cars	March 742	1850	Seaham
18	R ROLLO	Lotus Atlantic	1600	Prestonpans
21	R I BROWN	Lotus 69	1600	Bridge of Don
27	J MacGILVRAY/Team Ziebart	Crossle 25F	1600	Oban
33	P MORRISON/Team Ziebart (GB)	Crossle 25F	1600	Inverness
73	L AYLOTT/RAF MSA	Ardua Mk 4	1600	Oakham

1st (£20) ..7..... 2nd (15)4..... 3rd (£10) ..17.... 4th (£5) ..6.....

Bonus of £10 for the fastest lap to secs

Round 4 of the BP Super Visco Scottish Libre Championship

THE BP SUPER VISCO SCOTTISH LIBRE CHAMPIONSHIP

Car No	Driver	Car	Apr	May	July	Aug	Sept	Oct	Total
4	A BARTON	March 73B	10	10	10				30
16	A JEFFREY	Chevron B25 FVC	4	7	—				11
19	K FILDES	Britannica Lotus	5	—	4				9
7	N DICKSON	March 74B	—	—	7				7
14	P McGARRITY	Chevron B29 Atlantic	7	—	—				7
27	J MacGILVRAY	Crossle 25F	2	2	3				5
6	D N THOMSON	Chevron B27	—	5	—				7
17	J S CALVERT	March 742 Ford	—	—	5				5
8	D BAILLIE	Chevron B19/21	—	4	—				4
12	J S BAIRD	Chevron B23	1	3	—				4
10	R ROLLO	Lotus 69 BDA	3	—	—				3
33	P MORRISON	Crossle 25F	1	1	—				2

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

Prize Fund — £300 — £200 — £100 — £60 — £40

Bonus of £50 to highest placed "up to 1600 cc" competitor

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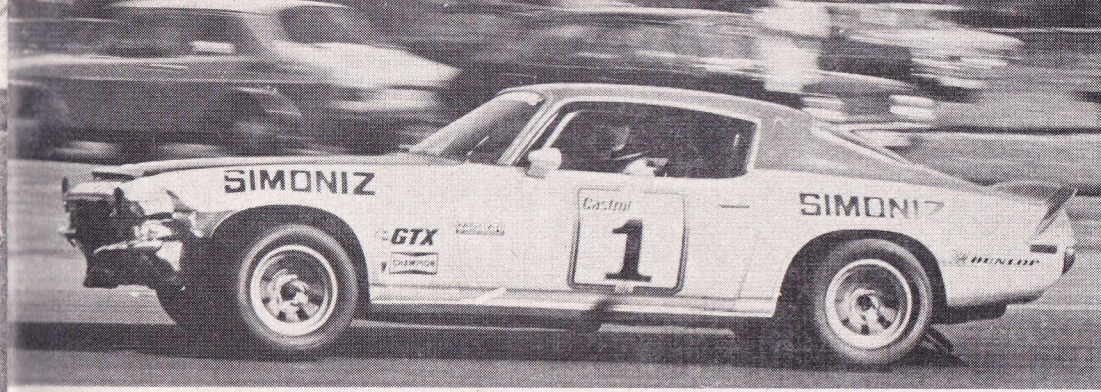
DICKSON MOTORS OF PERTH

Sponsoring today's feature events at Ingliston are Dickson Motors of Perth, the garage organisation which is known to motor racing enthusiasts everywhere.

Tommy Dickson, the Company's managing director, is Scotland's Motor Man. In 1959 he was Scottish Motor Racing Champion and a year later he was British Sports Car Champion. In 1962 he was No. 1 driver in the Ecurie Ecosse team. At this stage Tommy Dickson decided to retire from motor racing to concentrate on his business. Today he is the Saab distributor for Scotland and has the main agency for Mercedes-Benz.

Not surprisingly, however, Tommy Dickson's interest in motor racing has remained constant. His son, Norman, is racing today, and has had terrific success in his first three years of motor racing. Indeed, in both 1973 and 1974, Norman won the Formula Ford races at each of the Dicksons of Perth Trophy Race Meetings and today he is competing in the Libre event in the Dickson's of Perth entered March 74B Atlantic which has had considerable success in those years

Another of Tommy Dickson's interests is his private helicopter which he pilots both for business and pleasure and he is expected to drop in to supervise today's proceedings by air.



EVENT 7

THE DICKSONS OF PERTH TROPHY RACE FOR CLASS A AND C TOURING CARS
A round of the Southern Organs National Touring Car Championship — 25 Laps

5.00 pm

We haven't said too much about Group 1½ Touring Cars yet—these can't really be said to be production saloons although on the other hand, they can't be described as special saloons either. Somewhere in between is probably about as near as you'll ever get to describing a fairly modified F1A Appendix 'J' Group 1 car (or, as we said, Group 1½!) so let's leave it at that! What we can say, however, is that, split into 4 capacity classes (up to 1600 cc, 1601–2500 cc, 2501–4000 cc and over 4 litres), these cars provide first class motor racing entertainment as is evident by the photos on the cover of this programme and on these pages. Event 7 being for Class A (red roof stripe) and Class C (green roof stripe) cars, we have yet another opportunity to see the mighty 7.5 litre Chevy Camaros of Stuart Graham and Dick Lloyd taking to the twisty Ingliston circuit in the company of their "smaller" (!) 6 litre brethren in the hands of Vince Woodman and Jon Fletcher. All have been North of the Border before and are well acquainted with the corners (some more so than others—it would be obliging if you would leave us with some barrier at the hairpin after practice, Jon!). But, for all their brute power, they could well find that the smaller engined although more manoeuvrable class C cars will be a match, and more, for them this afternoon. Watch out for last year's outright winner, Tom Walkinshaw, in the RS2000 and the incredibly fleet Dolomite Sprints (we shan't mention the makers name in case we have to shore up the barriers!) of Broadspeed men Andy Rouse and Roger Bell, not forgetting John Hine's similar car and, to make the Dolomites worry a bit for a change, the new Weslake-engined Mazda RX3 Coupe of Barrie Williams which shocked everyone at Brands in July by clocking fastest Class C practice lap! To keep the records straight, the Class A winner at Brands in July was Stuart Graham and the Class C winner, Andy Rouse. Enough said—sit back and enjoy the racing (competitors and spectators alike!)

Class A Cars (Red stripe on roof)

1	S GRAHAM/Faberge Racing	Chevrolet Camaro	7443	Nantwich
5	V WOODMAN/VMW Motors/Team Esso Uniflo	Chevrolet Camaro	5800	Bristol
7	J B FLETCHER/Glazeptha Products Ltd/Carter Brox(Rochdale) Ltd	Chevrolet Camaro	5735	Littleborough
12	R LLOYD/Simoniz Racing	Chevrolet Camaro	7400	Southall

1st (£150) **5**... 2nd (£100) 3rd (£50) 4th (£25)

Fastest Lap secs

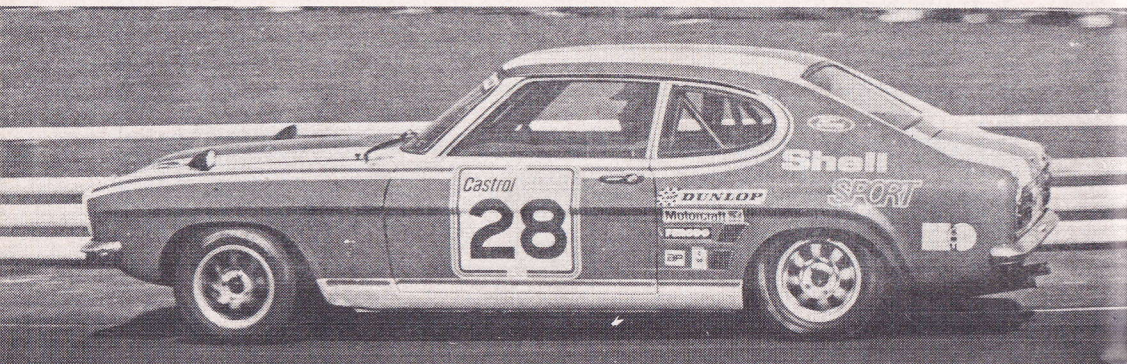
Class C Cars (Green stripe on roof)

40	A ROUSE/Leyland ST	Triumph Dolomite Sprint	1998	Southam
41	R BELL/Leyland ST	Triumph Dolomite Sprint	1998	Southam
43	R SAUNDERS/Tinsley Robor Group	Triumph Dolomite Sprint	1998	W Chiltington
44	J HINE/Shellsport	Triumph Dolomite Sprint	1998	London
45	B WILLIAMS/Team Castrol	Mazda RX3	2300	Cobham
48	T WALKINSHAW/London Sports Car Centre	Ford RS2000	2000	London
56	A N OTHER/Shellsport	Triumph Dolomite Sprint	1998	London

1st (£130) **40**... 2nd (£90) **41**... 3rd (£50) 4th (£25)

Fastest Lap secs

Counting towards the Southern Organs National Touring Car Championship



Special Saloon Cars
Part 2 — 10 Laps

Over 1300 cc

100	W N A DRYDEN/DTV/Castrol/SMT	Vauxhall Firenza	2500	Edinburgh
101	A D NIVEN/Border Reivers Racing with Sports-Tune	Ford Boss Capri	5700	Whitsome
102	F GUNN	Ford Escort	1970	Glasgow
103	B UNETT/James Ross	Hillman Avenger	2300	Edinburgh
104	G WALKER	Vauxhall Firenza	2300	Bathgate
110	W ROBERTSON	Ford Escort FVD	1970	Edinburgh

1st (£20) **103**. 2nd (£10) **104**. 3rd (£5) **102**...

1001-1300 cc

106	I T ROGERSON	BMC Cooper 'S'	1293	Morpeth
113	E M SMITH	Mini 1275 GT	1297	Carlisle
114	J DRYDEN	Longman Mini	1293	Lundie
115	J PINKERTON	Mini Cooper 'S'	1293	Glasgow
117	R SNELSON	Fiat 128	1300	Dunfermline
118	J McCLEMENTS/McMaster of Ballymoney	BLMC Mini	1293	Ballymoney
138	G STUPPLE	BLMC Mini	1296	Edinburgh

1st (£20) 2nd (£10) 3rd (£5)

Up to 1000 cc

126	W G DONALD	Hillman Imp	999	Tarland
129	I FORREST	Forrest Imp	999	Kirkliston
130	M SHAKSPEARE/Team Zippo	Sunbeam Stiletto	998	Edinburgh
131	M FINDLAY	BLMC Mini	998	Arbroath
135	B W McLEOD	Alval Mini 'S'	999	Edinburgh
143	J C FYDA/Agra (Precision Engineering) Ltd	Agra Imp	997	Dundee
147	N WHITNEY	Mini 850	850	Edinburgh

1st (£20) 2nd (£10) 3rd (£5)

Bonus of £10 for the fastest lap to secs

Part 2 of Round 4 in the Lombard North Central Scottish Saloon
Car Championship

THE LOMBARD NORTH CENTRAL SCOTTISH SALOON CAR
CHAMPIONSHIP

Car No	Driver	Car	Apr	May	July	Aug	Sept	Oct	Total
113	E M SMITH	Mini 1275 GT	6	9	8				23
118	J McCLEMENTS	BLMC Mini	8	7	6				21
143	J C FYDA	Hillman Imp	8	—	8				16
129	J FORREST	Forrest Imp	6	9	—				15
126	W G DONALD	Hillman Imp	—	5	6				11
115	J PINKERTON	Mini Cooper 'S'	3	5	3				11
116	J H PATRICK	Colvend Mini	4	4	1				9
105	A COLLIER	Skoda	8	—	—				8
100	W N A DRYDEN	Vauxhall Firenza	—	—	8				8
137	K MILLAR	BLMC Mini	4	4	—				8
134	P M PITMAN	Chrysler Imp	—	7	—				7
117	R SNELSON	Fiat 128	2	3	2				7
103	J EVANS	Jett Turbo RS2000	6	—	—				6
112	H A CHALMERS	Hillman Avenger	—	—	6				6
114	J DRYDEN	Longman Mini	1	1	4				6
102	F GUNN	Ford Escort	4	1	—				5
133	A FLEMING	Alval Mini	2	3	—				5

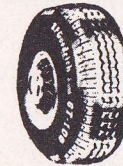
Scoring: 1 for finishing each race plus, in each class 1st 7, 2nd 5, 3rd 3, 4th 2, 5th 1. Bonus of 1 for bettering lap record in final. Best 4 scores to count.

Prize Fund — Overall — £300 — £200 — £100 — £60 — £40
In each Class — £30 — £25 — £20 — £15 — £10

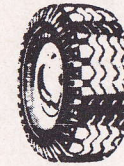
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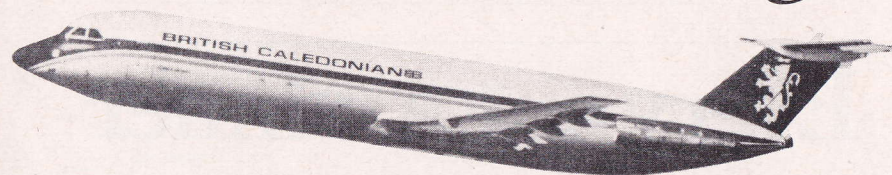
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			£	:

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Technical Data Subscription for 1975 £4.00 unless payment is made by bankers order in which case a 10% reduction is made for the first year.

Entrance Fee payable only on first joining the club £1.10 unless payment of subscription is by bankers order in which case this is waived.

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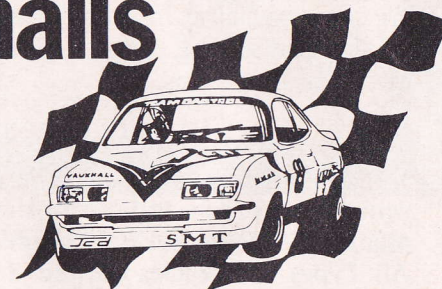
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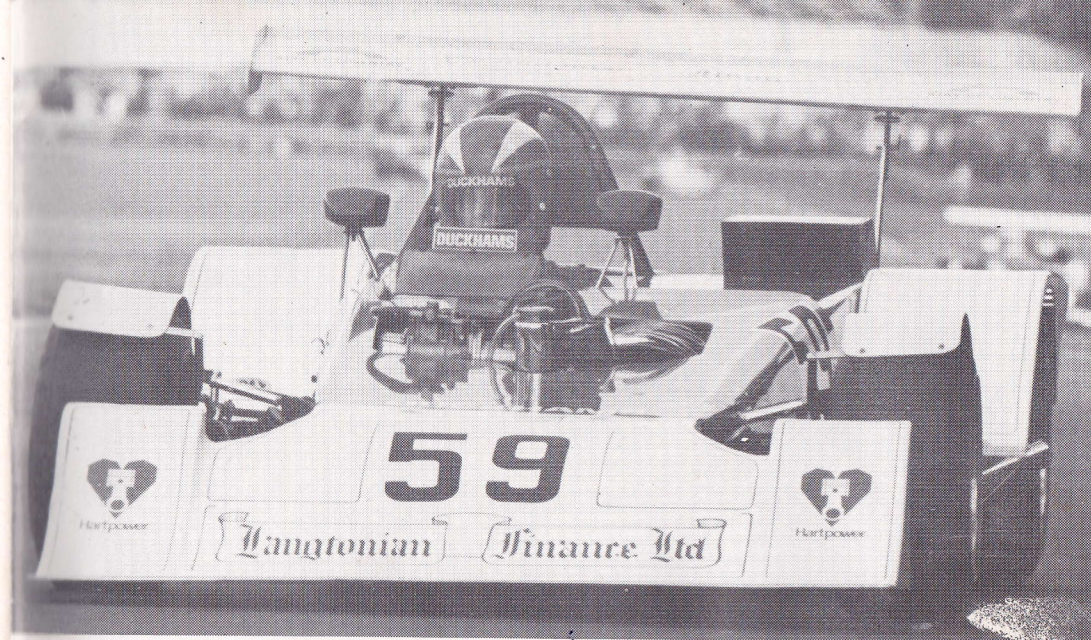
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2-LITRE BONANZA FOR INGLISTON '100' km

While the photo above may be of the incredible Geoff Friswell with his Hart-powered Mallock, Geoff is about the only attraction who probably won't be at Ingliston on 14th September! Race of the forthcoming 2-day race meeting at Scotland's premier circuit is for 2-litre sports cars with invitations already issued to the leading European 2-litre contenders including John Lepp (March 755), Guy Edwards (Lola T380), John Hine, Ian Grob and Martin Raymond (all Chevron B31s), Dick Scott and Iain McLaren (both Chevron B26s). With a single race budget of between £2000 and £3000 for this 100 kilometre event and the cream of Europe's sports car drivers appearing it's easy to see why the European Sports Car Championship round scheduled for the Saltzburgring on 21st September was cancelled. And with a total of 60 gruelling laps of the Ingliston circuit and all the works boys present, the Ingliston '100' promises to be the race of the year in Scotland.

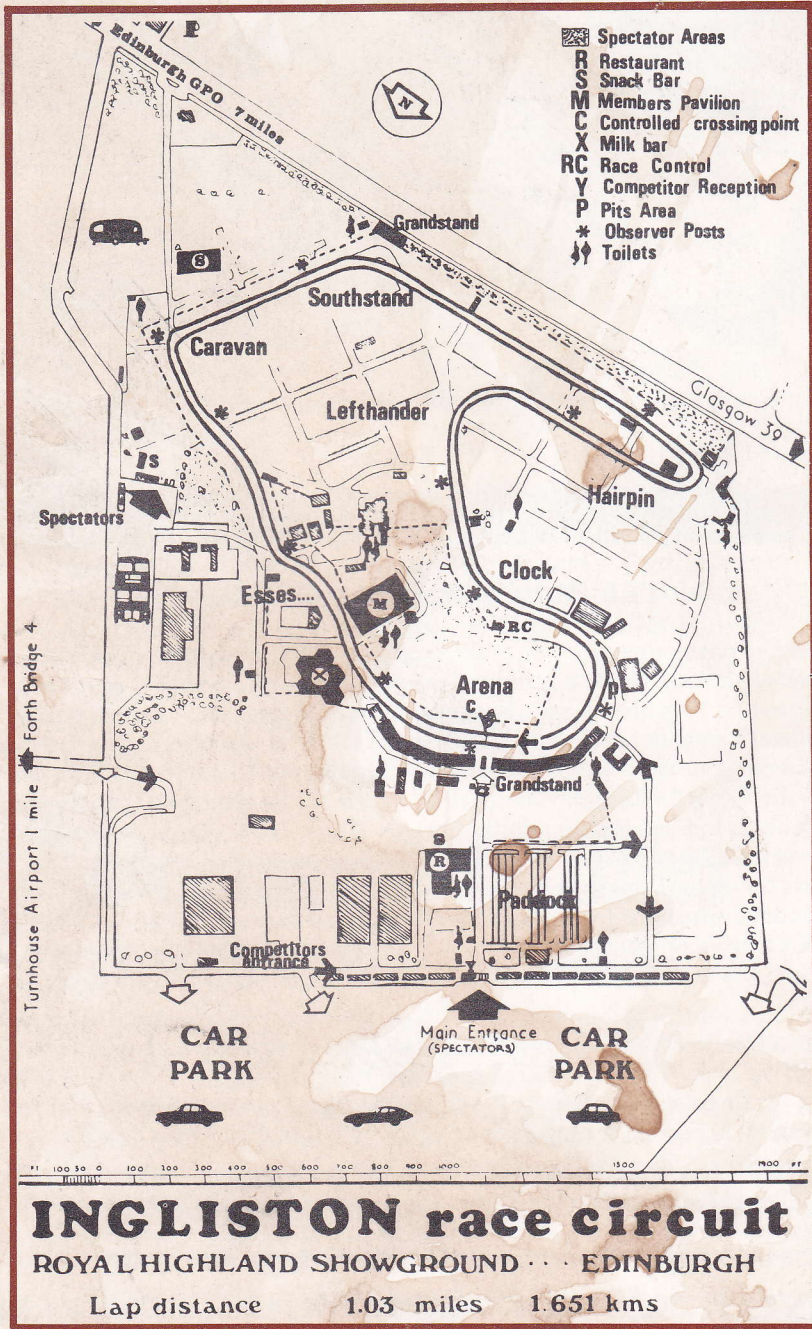
Add to that the final round of the Northern Clubman's Champagne Championship (with all the Scottish and North of England Clubman's sports competitors battling for a final chance of improving their Championship tallies), all the normal Ingliston races for single seaters, formula Fords, special saloons, modified sports cars and GTs and you have all the ingredients for one of the best race meetings yet.

And, as the final treat, Radio One disc jockey Noel Edmunds will be taking to the wheel again to compete in the production saloon car race while finding time in between his on-track appearances to sign the odd autograph or two! In short, don't bother tuning in to Ingliston on 14th September — BE THERE!

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