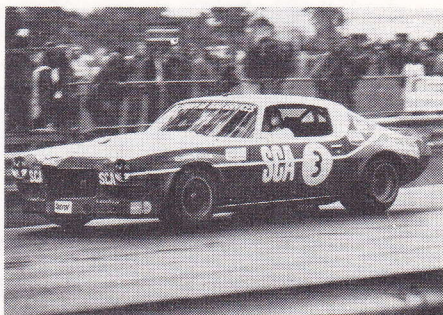


20/21st July 1974



THE
SMT



TROPHY
RACE



MEETING



Official Programme 30p.

The Scottish Saloon Car Championship

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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 1974 season at Ingliston are:—

14th April	Restricted Meeting	18th August	National Meeting
12th May	Restricted Meeting	15th September	Restricted Meeting
21st July	Restricted Meeting	13th October	Restricted 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.

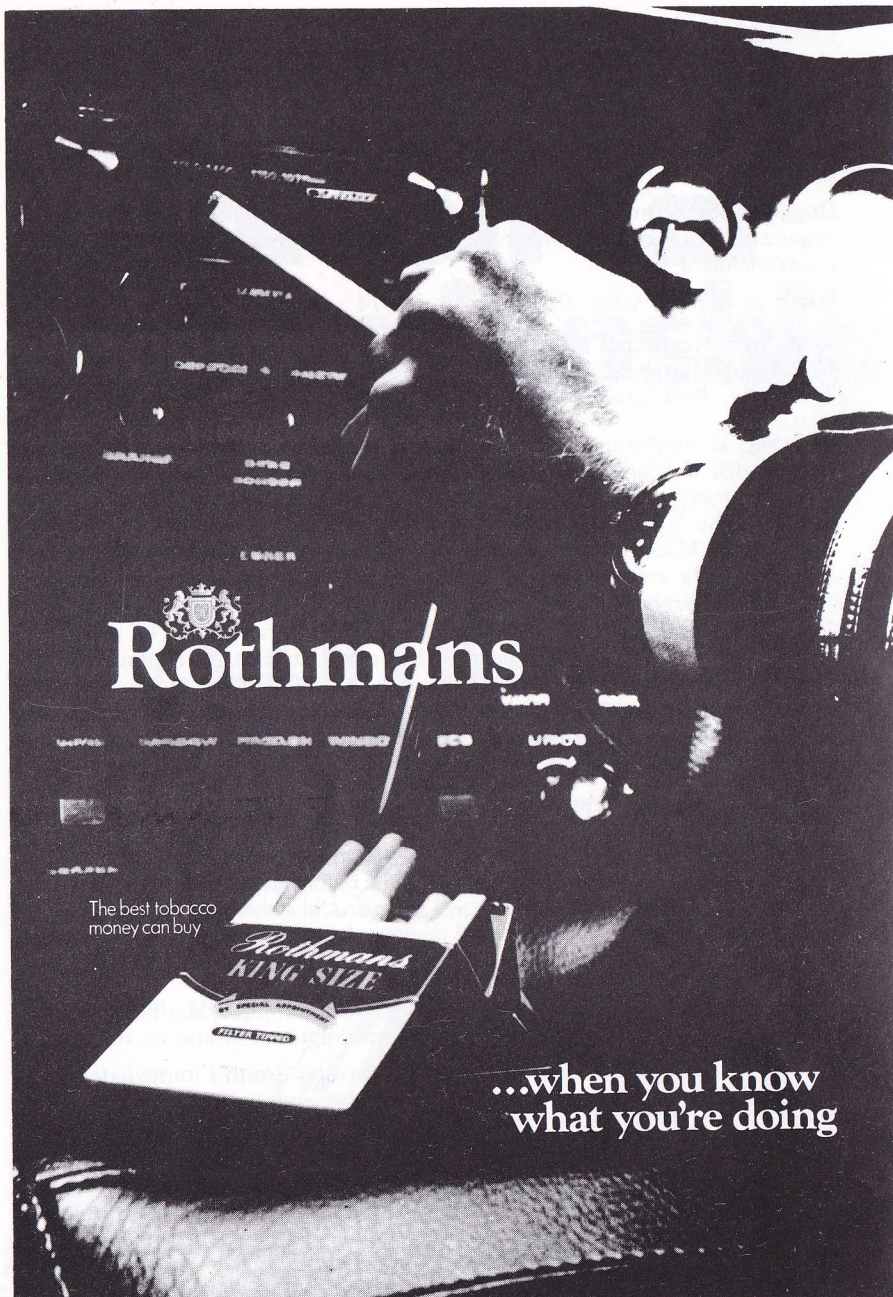
Programme advertising and sales concessions details are available from Scotcircuits Ltd, National Bank Chambers, Duns, Berwickshire.

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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INGLSTON LAP CONVERSION TABLE

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

INGLSTON LAP RECORDS

			secs	mph
LIBRE CARS				
	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	J MILES	Chevron B19	48.7	76.14
Under 1600 cc	A CHARNELL	Lola T212/FVA	49.8	74.46
Under 1150 cc	E LABINJOH	Fisher Spyder	52.2	71.03
CLUBMANS CARS				
	M ROSS	Mallock U2 Mk XIB	51.8	71.58
HISTORIC RACING CARS				
	J W S ROBERTS	Lotus 16	57.6	64.38
MODIFIED SPORTS CARS				
Over 1150 cc	J ABSALOM	Ginetta G4	52.8	70.23
Under 1150 cc	K ALLEN	Clan Crusader	55.6	66.69
SPECIAL SALOON CARS				
Over 1300 cc	A D NIVEN	Ford Boss Escort	52.7	70.36
1001-1300 cc	E M SMITH	Mini 1275 GT	53.8	68.92
Under 1000 cc	S A BELL	Mini Ford	54.6	67.91
PRODUCTION SALOON CARS				
(All Classes)	E LABINJOH	Alfa Romeo 2000 GTV	61.8	60.00
OUTRIGHT LAP RECORD				
	T D REID	Brabham BT38/40	46.1	80.43



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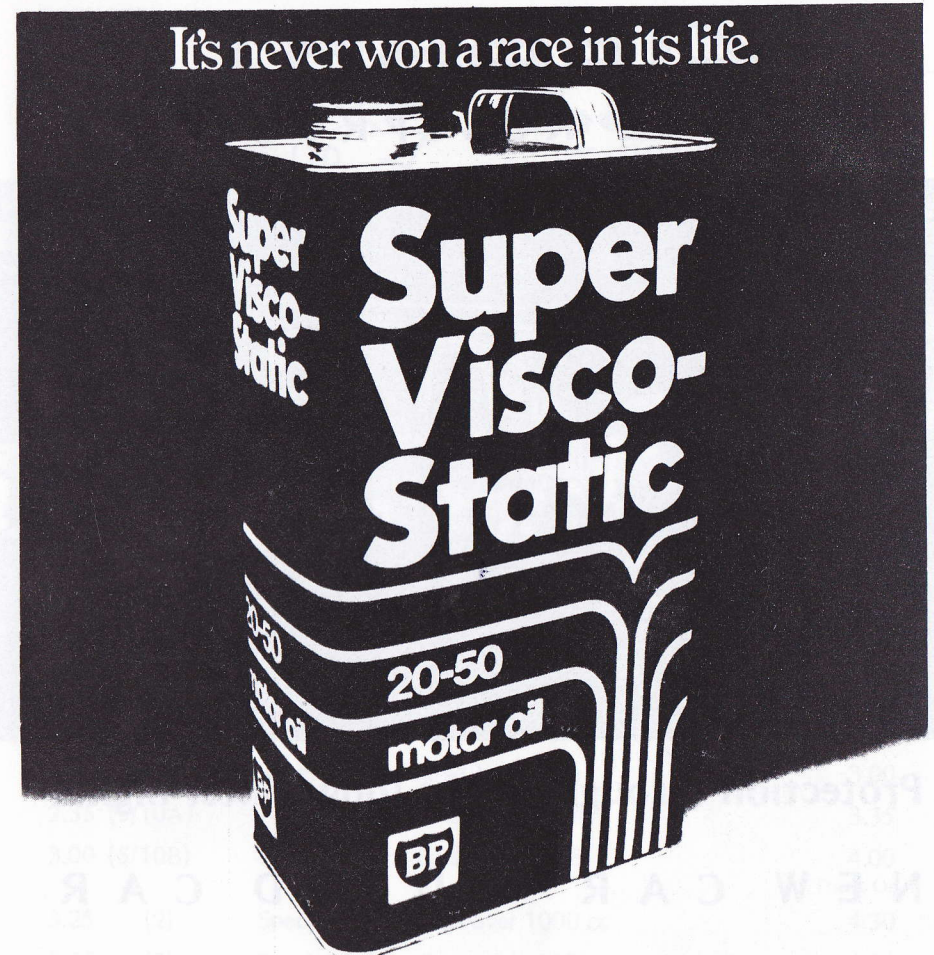
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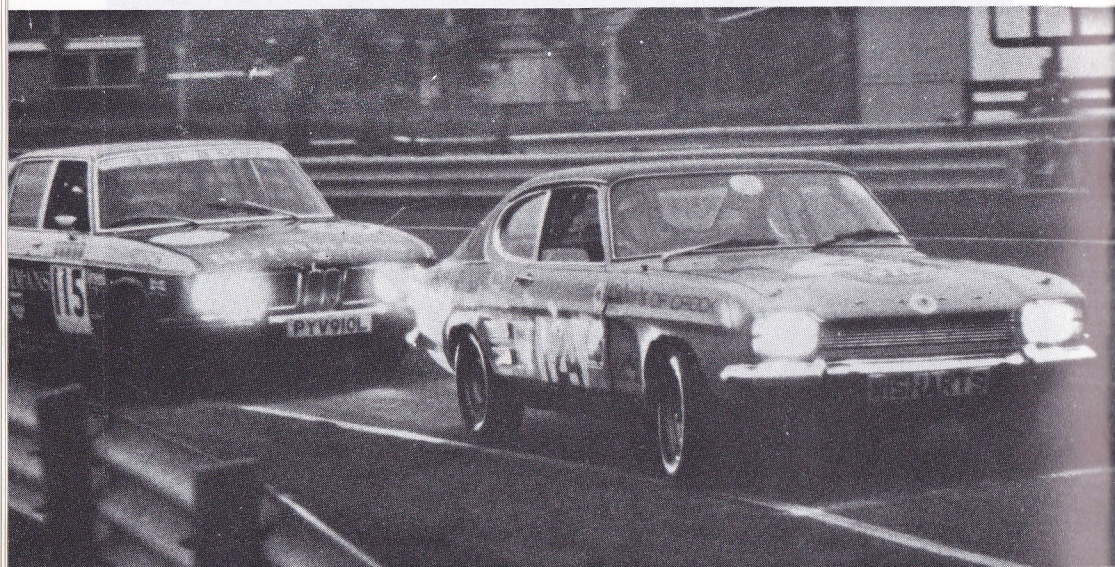
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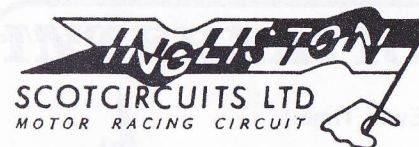
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THE S M T TROPHY RACE MEETING

Saturday/Sunday, 20th/21st July 1974

Organised by
THE SCOTTISH MOTOR RACING CLUB LTD

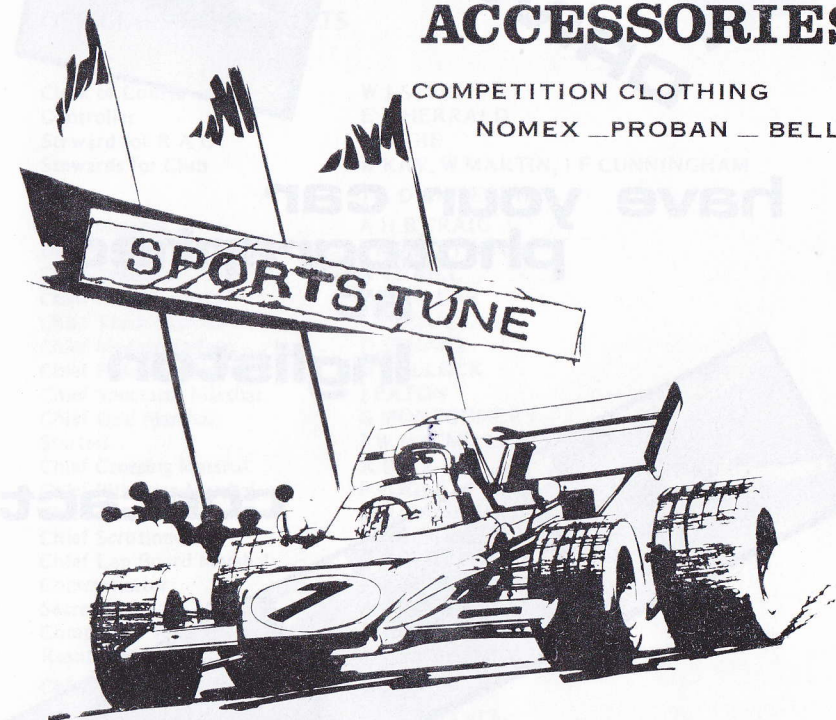
Scrutin before pm	Event No	PROGRAMME & TIMETABLE	Practice Time pm
Saturday 20th July (Practice Only)			
1.15	—	Competitor Reception Open for Signing-On	1.15
2.00	(9)	Super Saloon Cars (Practice 1)	3.00
2.35	(5/10A)	Formula Ford Cars (Practice A)	3.35
3.00	(5/10B)	Formula Ford Cars (Practice B)	4.00
			Track Open
3.25	(2)	Special Saloon Cars over 1000 cc	4.30
3.55	(3)	Special Saloon Cars up to 1000 cc	4.55
(4.20)	(9)	Super Saloon Cars (Practice 2)	5.20
am		Sunday 21st July (Practice Times)	am
8.45	(1)	Modified Sports Cars	9.45
9.10	(6)	Production Saloon Cars	10.10
9.35	(4)	Special GT, Sports & Clubmans Cars	10.35
			Track Open
(9.55)	(9)	Super Saloon Cars (Practice 3)	10.55
10.30	(7)	Clubmans Cars	11.30
10.55	(8)	Libre Cars	11.55
			Track Open
12.20		Drivers' Briefing in Scrutineering Bay	

PROGRAMME & TIMETABLE (Continued)

Event No		Race Time pm
Sunday 21st July (Event Times)		
1	Modified Sports Cars (10 laps)	12.30
	<i>Luncheon Interval</i>	12.50
2	Special Saloon Cars over 1000 cc (10 laps)	2.00
3	Special Saloon Cars up to 1000 cc (10 laps)	2.25
4	Special GT, Sports & Clubmans Cars (10 laps)	2.50
5	The Firestone Trophy Race for Formula Ford Cars (10 laps)	3.15
6	Production Saloon Cars (10 laps)	3.40
7	Inter-Nation Team Challenge Race for Clubmans Cars (15 laps)	4.05
8	The Calder Millerfield Trophy Race for Libre Cars (15 laps)	4.35
9	The SMT Trophy Race for "Super Saloon Cars" (25 laps)	5.05
	Presentation of Trophies	5.30
10	Formula Ford Cars (Consolation Race) (10 laps)	5.45
	Presentation of BP Man of the Meeting Award	6.00

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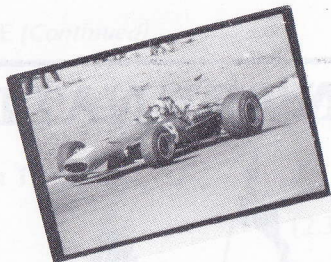
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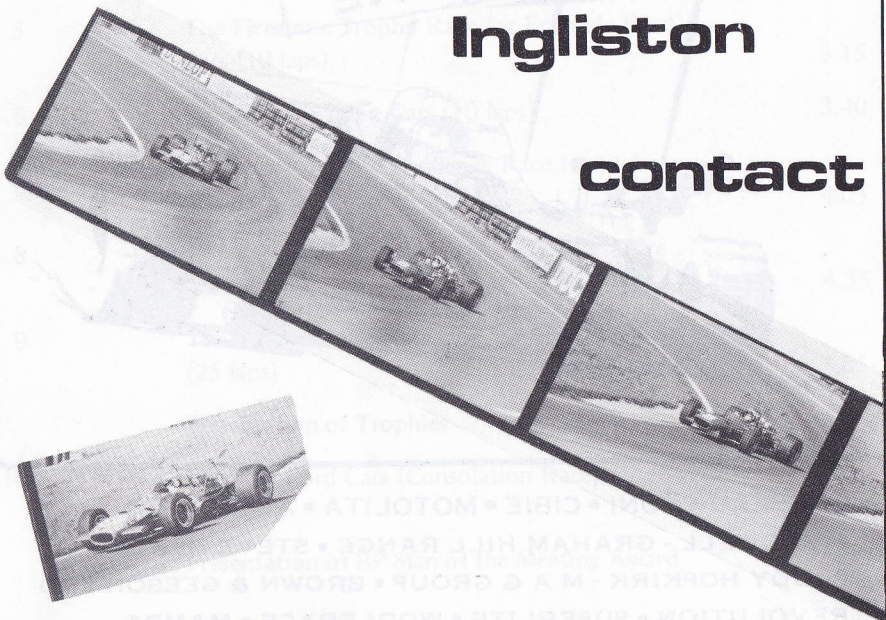


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This meeting is held under the International Sporting Code of the F I A and the General Competition Rules of the RAC, the Standing Supplementary Regulations of the RAC and the additional regulations and instructions issued by the Club. Permit No. RS/9493



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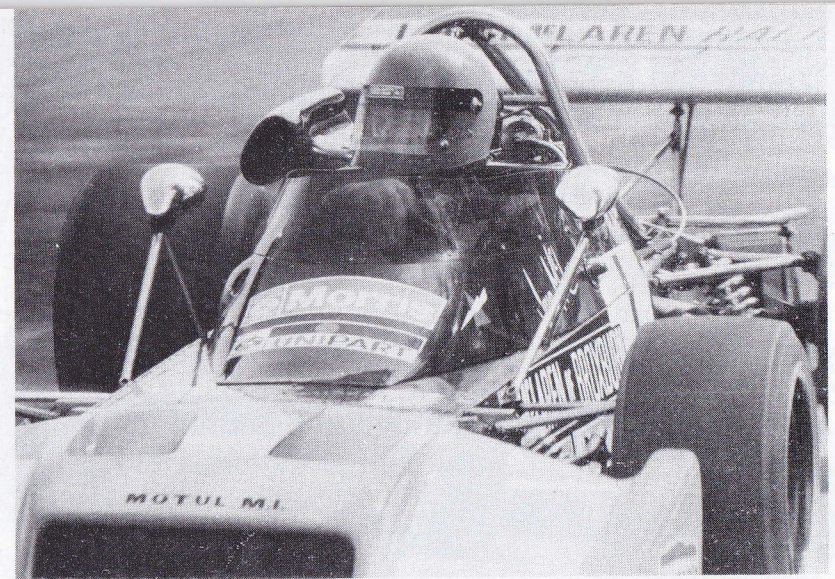


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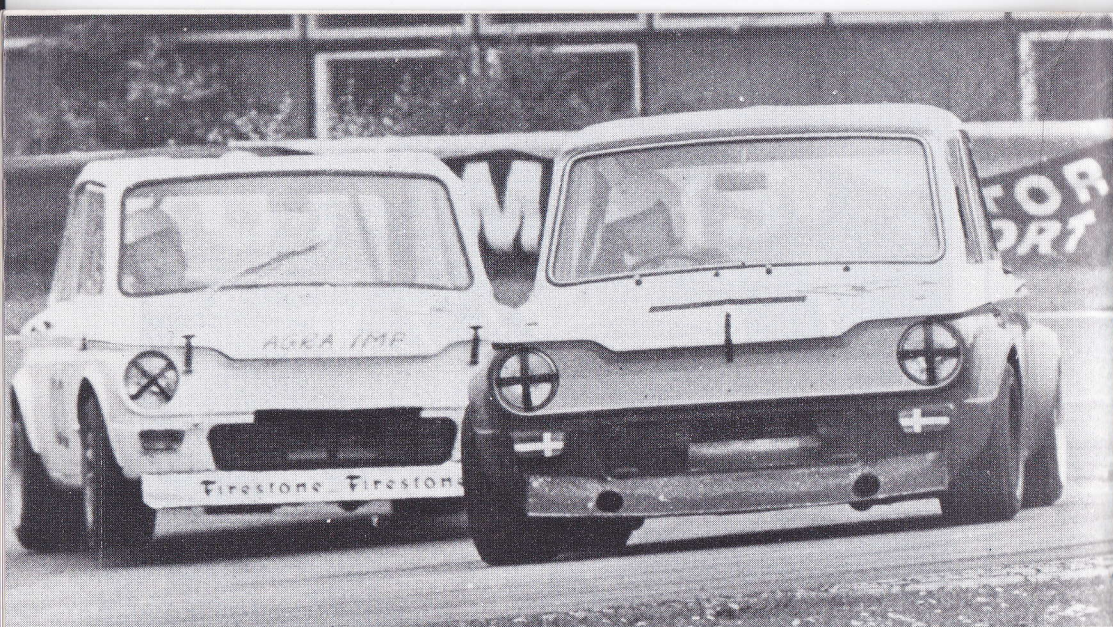


"Iain McLaren seeing us into a new race meeting at Ingliston....."

FOR YOUR DAYS ENJOYMENT

Perhaps the most dramatic piece of news which has been received since the last Ingliston Race Meeting in May is the announcement of the construction of a new motor racing circuit in Fife, Scotland. It is recognised by everyone (including the organisers and promoters) that Ingliston has its limitations — in particular, there is little scope for enlarging the circuit from its present size. Although the initial plans for the new Scottish circuit would seem to suggest a circuit very similar to Ingliston, but without the facilities which Ingliston has to offer the spectator, there would appear to be long term plans (perhaps dependent upon the availability of finance) for enlarging the Fife circuit to the total 2¼ miles with an ultimate goal of running a Scottish Grand Prix. Naturally, due to its lay-out and the limitations on expansion, Ingliston will never be able to achieve this ultimate pinnacle of the motoring sport and the promoters and organisers of motor racing at Ingliston naturally wish the new Fife circuit every success in achieving their stated goal. Like almost every other existing circuit in the UK, their main initial problem is almost certain to be that of financial viability, especially bearing in mind the considerable expenditure involved in building a new race circuit at current day costs, and we can only hope that the new venture will succeed in overcoming this initial hurdle on the long road to establishing Scotland's own Grand Prix circuit.

Members of the public will of course be aware that this weekend is a very special weekend in the 1974 Ingliston season. To begin with, today is a "2-day Meeting". The Meeting commences on Saturday afternoon with various practice sessions for Sunday's racing and members of the public are, of course, able to attend the circuit on Saturday afternoon (their entry charge covering not only parking and admission to the Showground but also a place in the main Grandstand — spectators are, in fact, restricted to the main Grandstand on Saturday for ease of marshalling). With the very much higher costs involved in a 2-day meeting (and, in particular, bearing in mind the number of races and the expense of the Super Saloon car event) the entry charges to the circuit and the Grandstand charges have had to be increased for this Meeting. Similarly, since the Programme is considerably bigger for this Meeting, the Programme charge is increased. While the same will probably apply



"Alec Clacher and John Fyda dispute the hairpin – Ingliston, May, 1974".

to the August Meeting (when Ingliston hosts a round of the Castrol Touring Car Championship – another 2-day Meeting) the normal charges for the circuit will return for the September Race Meeting when all will be back to normal. However, we sincerely believe that you will feel you have had value for money following the Race Meeting this Sunday and look forward to welcoming you back to the August Race Meeting with its Touring Car race(s). Competitors at the August Race Meeting last year will, of course, recall the fantastic Group 2 race then for the RAC British Touring Car Championship, a race involving an almost unbelievable dice between the 8-litre Camaro of Frank Gardner and the diminutive 1-3 litre Datsun of Japanese driver, Mashiro Hasemi, and we can look forward to similar excitements (we hope) in the coming Touring Car round this August!

But enough of what's happening next time, let's see what is on the cards for your enjoyment today! First race of the day, at 12.30, is for Modified Sports Cars and the out and out favourite must be Northumberland driver, John Absalom, with his remarkable Ginetta G4 (55). In May, John won the Modified Sports Car race by an incredible margin although a non-finisher in that event was Ireland's Mike Nugent (59) who, with his Lotus Elan, was credited with an identical lap time to that of John's (53 secs). The race for the lead would therefore seem to be between those two drivers but, mixing it amongst "the big boys" will be Ken Allen with the Clan Crusader (79) which seems to go from Meeting to Meeting breaking and rebreaking its own lap record. In May, it again reduced the class lap record held by itself to a time of 55.6 secs (an average speed of 66.69 miles per hour). Another man to keep a weather eye open for is erstwhile 1150 cc and now 1600 cc man, Don Rutherford with his Ginetta (75).

The Modified Sports Car event is the only race to be held before lunch this Sunday, and, to keep you amused during the lunch break, the sponsors of today's Race Meeting, SMT, will be running a 'Bus Service around the track all lunchtime. Any member of the public may queue for this 'Bus at the track crossing point in the centre of the main Grandstand and the trip around the track is entirely free of

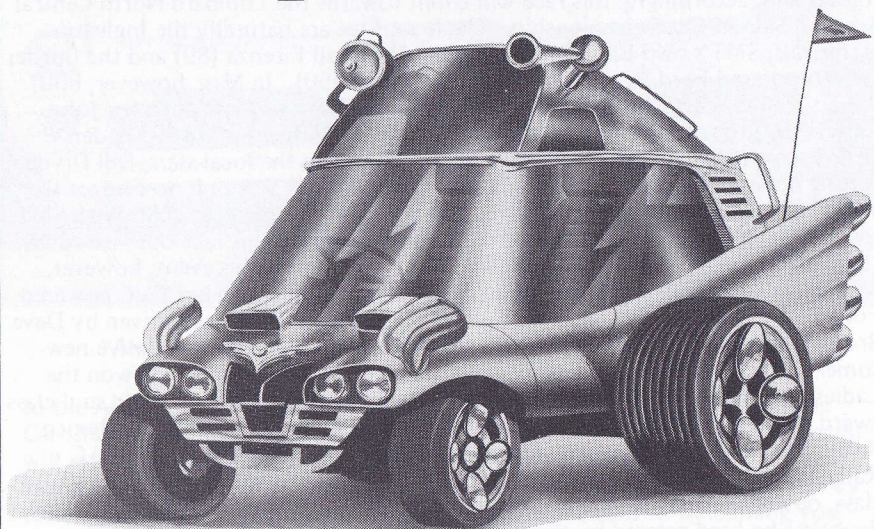
charge. For any spectator who has wondered just what the circuit looks like from the competitors' point of view, this is your chance – who knows, the last time SMT did this the 'Bus driver was none other than your actual Bill Dryden, the 1973 Scottish Saloon Car Champion, and you may even find yourself being wheeled round in the new class lap record time for Omnibuses!

Proceedings commence after lunch with the race for Special Saloon cars over 1000 cc. Because of the Super Saloon car event later this afternoon, the normal Special Saloon Car races are not being held in the usual "two heats and a final" format and, accordingly, this race will count towards the Lombard North Central Scottish Saloon Car Championship. The favourites are naturally the Ingliston arch-rivals, SMT's own Bill Dryden with the Vauxhall Firenza (89) and the Border Reivers entered Ford Boss Escort of Dougal Niven (90). In May, however, both drivers retired with mechanical difficulties and the way was left open for John Calvert (94) to romp home in his Ford Escort BDA in front of Tony Sugden's BDE Escort (96). For all that, the fastest laps went to the local stars, Bill Dryden getting down to equal the then existing lap record of 53 secs only to find, at the end of the race, that Doug Niven had reduced his own record to 52.8! With SMT sponsoring the Meeting, Bill will be keen not only to win this race but also to lay claim to the Special Saloon Car record. The dark horse in this event, however, will be the well known rally driver, Rosemary Smith (88) with her FVC powered Ford Escort – this is, in fact, the original "Run, baby run" Escort driven by Dave Brodie in the 1971 British Saloon Car Championship. Although a relative newcomer to the race track, Rosemary is no novice to motor sport having won the Ladies Cup in the Scottish Rally eight times and been the Ladies winner, and class award winner, in the World Cup Rally, London/Sydney Rally, London/Mexico Rally, Monte Carlo Rally, East African Safari, Circuit of Ireland Rally, RAC Rally, etc.etc.(the list is too numerous to complete). In the "up to 1300 cc" class, obvious favourite is current lap record holder Eric Smith (104) who will doubtless be hard pressed by the runner-up in last year's Scottish Saloon Car Championship, Jim Dryden (101) – Jim is, of course, currently leading the 1974 Lombard North Central Championship.

"Since we're always being served up with Niven and Dryden let's see someone else for a change) Walter Robertson (Capri) and Eric Smith (Mini) enjoying Ingliston, May, 1974".



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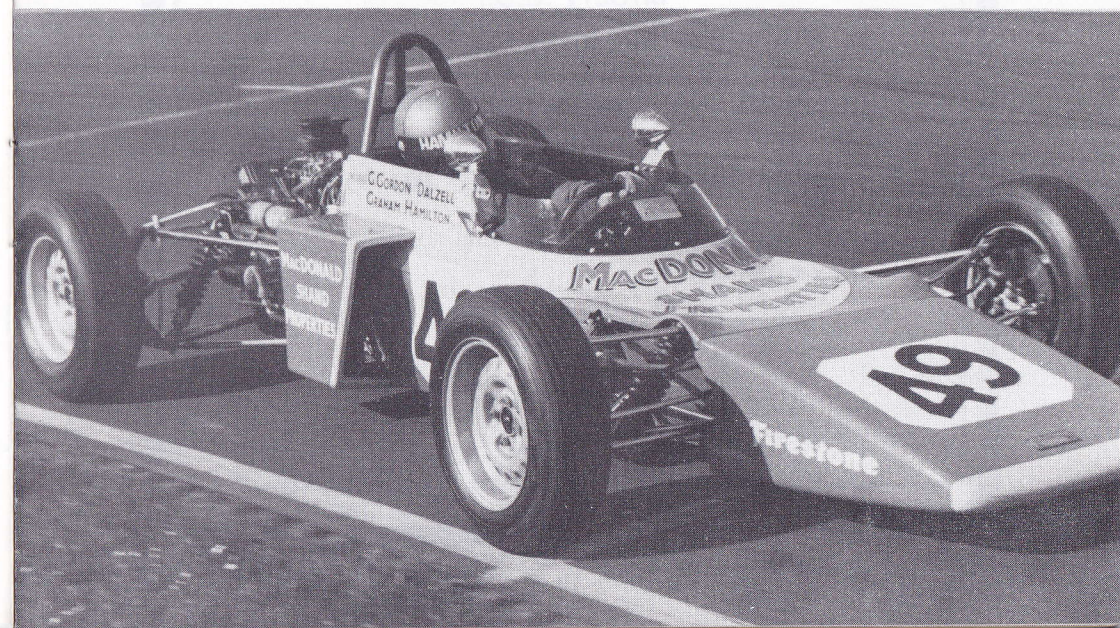
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Following the big saloons come the small saloons (up to 1000 cc) and again this race will count towards the Lombard North Central Championship. The favourite, without any doubt, is Sedric Bell in the record holding Allen Mini (111) although several Scottish competitors have been pushing Sedric harder than usual this season. Not the least amongst these is John Fyda (122) whose Agra Imp, with its BRM engine, has shown distinct promise if not complete reliability. Other cars to watch for in this race include Kirkliston driver Jim Forrest (112), Dunoon's Duncan Fisher (119) and the Chrysler Imp of Peter Pitman (114). Then on to event 4 for Special GT, Sports and Clubmans cars where Tony Charnell (like John Absalom in the Modsports races) seems to be almost invincible this year, having again reduced his own class lap record at the last Race Meeting to an average speed of 74.46 mph. Up against Tony (62), however, is the FVA powered Martin BM10 of John Corfield (64) as also a 1500 cc powered Fisher Spider from Jack Fisher (driven by Ed Labinjoh (66)). Club Chairman, Alastair Mackintosh (80) fields his ex-FF Mallock U2 (now converted to Clubmans formula), having found in May that the GT race suited him much better than the FF event.

And, speaking of FFs, so many Formula Ford cars have been entered for this weekend's Race Meeting that it has been necessary to run two separate races for Formula Fords. The Firestone Trophy Race at 3.15 will be the race counting towards the Rothmans Formula Ford Championship and this race will comprise the fastest sixteen Championship-registered competitors. (Spectators will recall that registration is an essential prerequisite to scoring points in any Ingliston Championship this year). The remaining drivers who do not qualify for this event will be racing in the Consolation Race (event 10) later on in the afternoon. Of those entered, however, the favourites must be Kirkliston's Stuart Lawson (25) and the 1973 South African Formula Ford Champion, Kenny Gray (23). Although Kenny won this event in May, it will be remembered that Stuart Lawson had tremendous difficulties in kindling up his Formula Ford at the start and, when he eventually did set off in pursuit of the field, he was approximately 15/20 secs. behind the rest of the pack. Notwithstanding that, Stuart drove a fantastic race

"Graham Hamilton, Ingliston, April 1974".



to come in in sixth place, taking the fastest lap in the process. All things being equal, we should see a tremendous battle between Stuart and Kenny this afternoon although other drivers who could well give them a close run for their money include Perth's Norman Dickson (22) and Oban's John MacGilvray (24). Also well placed in the Rothmans Championship, although he was not present in May, is Graham Hamilton (49) who could well upset the leaders this Sunday. With very little in it at the top of the Rothmans Championship Table, the battle for supremacy will be heating up this afternoon and we should see fierce competition from the vast number of entries in an attempt to further the respective competitors' championship chances. Having said that, please don't expect to see ALL the competitors listed on page 28 driving in the one race at once — the RAC Steward would have a fit!

Following the Formula Fords come the Production Saloons and the promoters are delighted to see a most encouraging entry for this event, headed by Ed Labinjoh's Alfa Romeo 2000 GTV (148), the current Production Saloon Car record holder. Fierce competition is, however, expected from the Birrell duet, featuring Mrs Jenny with the SMT Vauxhall Magnum (143) and Mr Graham with the Halesfield Motors' Hunter GLS (144). Making a welcome return to Ingliston is Irishman John Hanley (149) with his Opel Ascona and it will be interesting to see how this car performs against the other marques present this afternoon. It had, indeed, originally been intended that this afternoon should see the first Scottish round of a proposed Scottish/Irish Production Saloon car challenge series. Although the first round was scheduled for Kirkiston in Ireland in June (a team of Scottish cars was assembled to go over to that round), the Irish "strike" necessitated the postponement of that Meeting until August and, accordingly, the first round of the series was meant to be Ingliston on 21st July (that's today for those of you who are a bit slow). At the date of closing of entries, however, only one Irish entry had been received (from John Hanley) and the promoters are almost certain that John's entry has nothing to do with the proposed Championship series! After burning out the telephone lines between Scotland and Ireland, however, the position has been resolved and it now appears as if only 2 of the original 4 rounds of this Challenge series will now be run — Kirkiston on 10th August and Ingliston on 13th October. Who would try to organise motor sport!

THE ROTHMANS CHAMPIONSHIP for Formula Ford Cars 1974

Driver	Car	No	Apr	May	July	Aug	Sept	Oct	Total
S Lawson	Hawke DL11 Scholar	25	9	2					11
K Gray	Van Diemen RF74	23	—	9					9
J MacGilvray	Crossle 25F	24	2	6					8
G Hamilton	Van Diemen RF74	49	6	—					6
A Wilson	Elden Mk 8	37	3	3					6
D A Hall	Hawke DL10	32	4	—					4
C MacLean	MRE 73F	26	—	4					4
P C Morrison	Crossle 20F	29	1	1					2

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.

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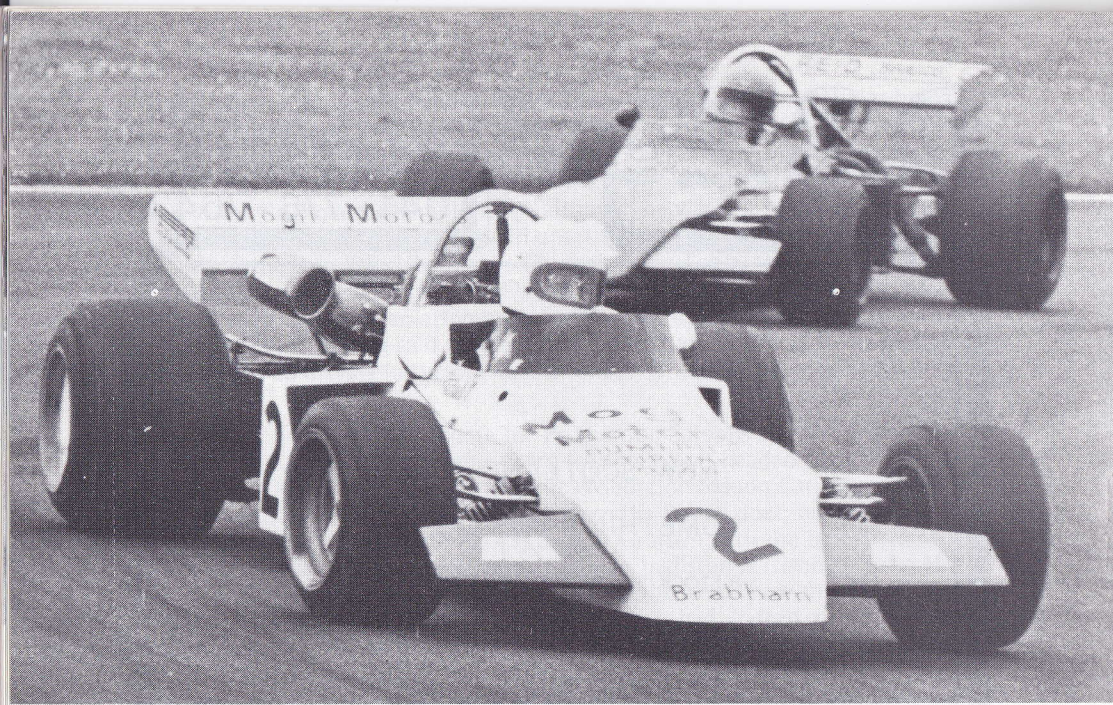
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"Tony Charnell and Tommy Reid slog it out — Ingliston, May, 1974".

"What on earth is an "inter-nation team challenge race for Clubmans Cars"" we can hear you exclaim as you get this far in your Programme. The idea is relatively simple — teams of 4 cars are entering from each of Scotland, England, Wales and Ireland and, although prize money is payable on the overall results, the general object of the exercise is for one of these "national" teams to beat all the others. On the overall result points will be awarded to the first six finishers on the basis 9-6-4-3-2-1. The team gaining the highest score will accordingly be the winning team and, having in mind the entry for this event, please do not wreck the stands if Scotland does not win! The odds are, to say the least, against them! One other peculiarity relates to this event — normally, grid positions are determined with reference to practice times (the competitor achieving the fastest lap in practice has the best grid position and so on). In this event, however, the first four places on the grid will be occupied by the fastest competitor from each team in practice and the next four places by the second fastest competitor from each team etc. This will, of course, mix the teams up at the start and make for considerably more exciting racing!

Event 8 is the Calder Millerfield Trophy race for Libre cars which sees another first class entry in the battle for points in the BP Super Visco Scottish Libre Championship. The current leader, Irishman Tommy Reid, returns with his remarkably potent Brabham (7) although Tommy was ousted from 1st place in May by Dumfries driver, Tony Charnell, with the Mogil Motors Brabham Ford (2). The heat is likely to be on between these two drivers this afternoon, ably chased by Ian McLaren's Rondel Motul M1 (1) and Doug Thomson's GRD Atlantic (9). Forget not, either, the wiley northerner, Ronnie MacKay (8) who fields A Palmer's March 722 for a rare, but almost certainly brilliant, Ingliston appearance. All in all, all the ingredients for yet another memorable Libre thrash.

The main race of the day, the SMT Trophy Race for Super Saloon cars, is, of course previewed elsewhere in the Programme and we would merely refer you to that (pp 34-37). Suffice it to say that, with close on 100 litres of heavy machinery thundering round the circuit for 25 gruelling laps, this race has every indication of being the most memorable event ever at the Ingliston circuit.

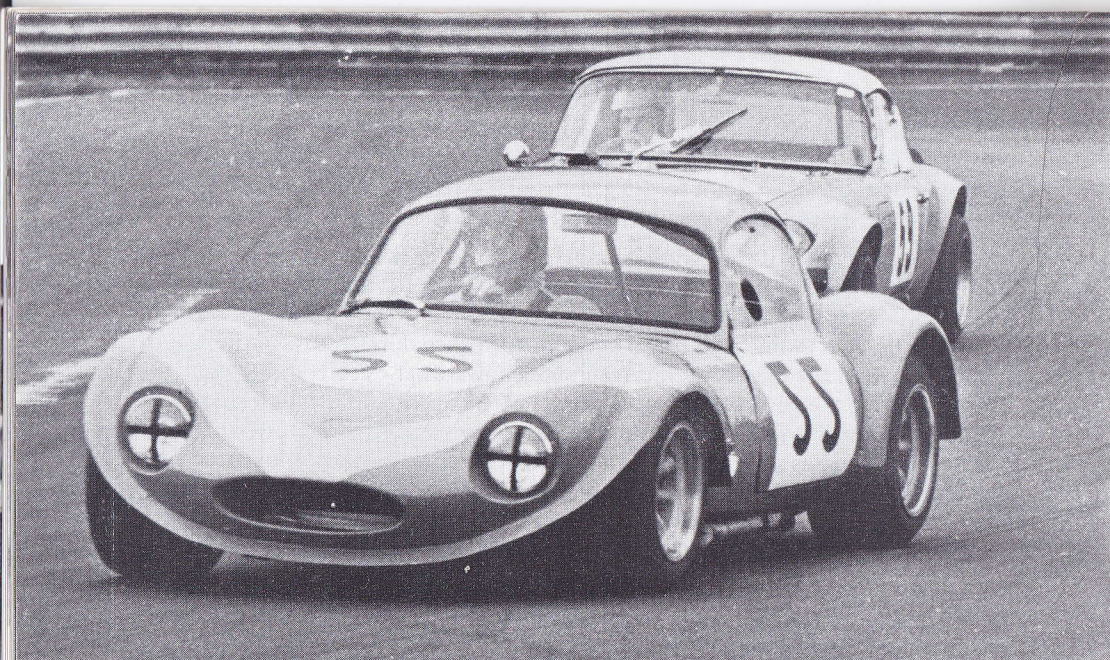
Following the close of the proceedings today, however, will be the presentation of the "BP Man of the Meeting" Award, an Award which forms part of a national series in Great Britain. The Award will go to the driver (not necessarily a winning driver) who puts in the most meritorious performance during the afternoon and, of all the "men of the meetings" receiving similar awards at circuits throughout Great Britain during the year, one driver is chosen by BP at the end of the season as the "Super Man of the Year". Whoever receives today's Award, therefore, will be in line for selection as such "Super Man". This Award, although very often not achieving the limelight at motor racing meetings, is one of the Awards most coveted by the drivers and interested spectators will no doubt wait after the end of the final Formula Ford race until the Award is announced at 6 o'clock.

That's it then; all the ingredients for one of the best Race Meetings at Ingliston ever seen. Ten first class sounding races with perhaps the treat of the decade in Scottish motor sport awaiting spectators at five past five.

Nor could we close this preview without first acknowledging the appreciation felt by Scotcircuits Ltd to today's race sponsors, SMT. SMT have been one of the stalwarts of motor racing at Ingliston since the circuit's very inception and they have not only sponsored race meetings at the circuit with unflinching regularity but have also extended their competitive involvement in the sport enormously since motor racing first began by the A8 outside Edinburgh. Long may their involvement with motor sport continue: And, simply, thank you.

"Zippy Zippo driver Mike Shakespeare sports with T Meldrum — Ingliston, May, 1974





Absalom and Nugent in close company — Ingliston, May 1974

EVENT 1

12.30 pm

MODIFIED SPORTS CARS
10 Laps

Over 1150 cc

55	J ABSALOM	Ginetta G4	1800	Felton
56	A SOUTER	Lotus Elan	1600	Dundee
57	P BAKER	Triumph GT6	1988	Stow
58	D BAILLIE	Porsche 911E	2400	Glasgow
59	M NUGENT	Lotus Elan	1800	Pomeroy
60	D MORTON	Lotus Elan	1598	Auchterarder
61	J HALL	Lotus Europa	1558	Edinburgh
69	A SMITH	Lotus Elan	1594	Ayr
71	R ROLLO	MG Midget	1293	Prestonpans
73	W L WOOD	MG Midget	1293	S. Queensferry
75	D RUTHERFORD	Ginetta G4	1600	Glasgow
86	D R TREMAYNE	Triumph GT6	1998	Chirnside

1st (£20) 2nd (£10) 3rd (£5)

Up to 1150 cc

79	K ALLEN/Russell & McIntosh Ltd	Clan Crusader	998	Crossford
82	R FORRESTER-SMITH/Marquis Motor Co	Ginetta	1098	West Calder
83	G R WILSON	MG Midget	1147	Helensburgh
85	R BRACEGIRDLE	Triumph Spitfire	1147	Sandiway

1st (£20) 2nd (£10) 3rd (£5)

Bonus of £10 for fastest lap tosecs

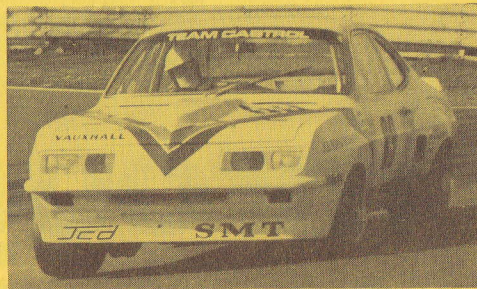
SMT

**we put
Vauxhalls
through a lot
to put you in
a lot better
Vauxhall**

SMT have a winning way with Vauxhalls

...on the track

Watch out for the SMT racing Vauxhalls this afternoon. Bill Dryden is in the Firenza, now up to Super Saloon specification, and looking for a win. The 2.3 litre 16-valve engine develops 253 bhp at 8200 rpm and is capable of 160 mph. Jenny Birrell will also be driving the Group 1 Magnum.



...in the forests

Winning on the circuits is one thing; taking on the Works teams in the forests is quite another. But that's exactly what the 'Scotsman' SMT Rally Team are doing with their Group 2 Magnum. In the driving seat is no less than Andrew Cowan. Like the racing cars, the Magnum has been built and is maintained and developed entirely by SMT's Perth branch.



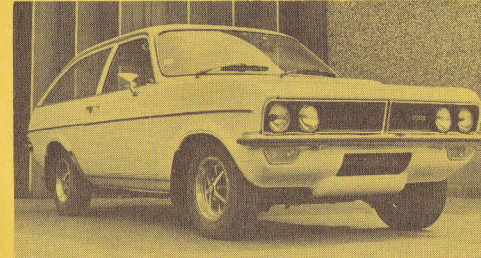
...on the road Viva Sportsman

We've taken the standard Viva saloon and really made it go. We add Rostyle wheels, and radial tyres, front spoiler, tuned exhaust system, sports steering wheel, a Weber carburettor, special paintwork—and it costs just £1450 ex works only from SMT.



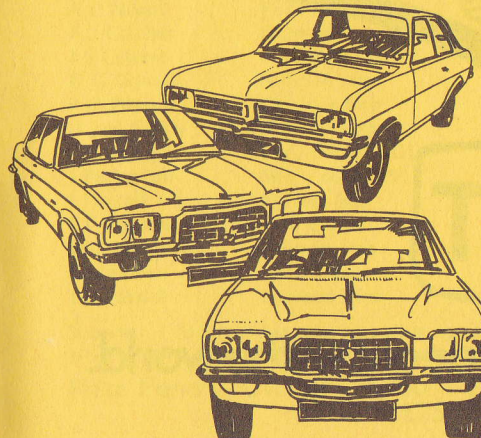
Magnum Ecosse

Conceived and marketed solely by SMT, the Magnum Ecosse, based on the Magnum 2300 Estate, is the ideal answer for the man looking for a sporting saloon with plenty of room for the family or commercial gear. 0-60 mph in under 10 seconds 110 mph plus—£2050 ex works.



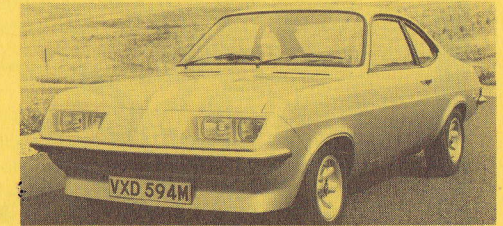
The Vauxhall Range

You'll find the incomparable Vauxhall range waiting for you in our showrooms. Value-for-money Vivas and Magnums, spacious Victors, sporting VX 4/90's and luxury Ventoras. You'll find all the style, comfort, performance you want plus full under-body protection and standard features that you have to pay extra for with other makes.



...including the Firenza

... or the "droop-snoot" as they call it. The latest from Vauxhall. 2.3 litre engine. 131 bhp at 5,500 rpm. ZF 5 speed gearbox. Avon safety wheels with 185/70 HR radials. 0-60 mph in 7.5 seconds and 120 mph (as tested by CAR magazine). Some car! But if that doesn't satisfy you, ask about SMT's incredible Firenza R.



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EVENT 2

2.00 pm

SPECIAL SALOON CARS
over 1000 cc – 10 Laps

Over 1300 cc

88	R SMITH/Unwin's Seeds Ltd	Ford Escort	1800	Dublin
89	W N A DRYDEN/SMT	Vauxhall Firenza	2300	Edinburgh
90	A D NIVEN/Border Reivers	Ford Boss Escort	5700	Whitsome
91	F GUNN	Ford Escort	1970	Milngavie
92	C SIMPSON	Ford Escort	1596	Monifeith
93	W ROBERTSON	Ford Capri	3000	Edinburgh
94	J CALVERT/Hillcrest Used Cars	Ford Escort	1850	Seaham
95	G H WALKER	Vauxhall Viva	2200	Bathgate
96	A SUGDEN/Brook Hire Liverpool			
	Racing	Ford Escort BDE	1840	Liverpool
98	G A PIRIE	Ford Capri	3500	Aberdeen
1st (£20) 90 2nd (£10) 96 3rd (£5) 94				

1001-1300 cc

99	P A HAZELL	Mini Cooper 'S'	1293	Kildary
100	J PINKERTON	Mini Cooper 'S'	1293	Glasgow
101	J DRYDEN	Longman Mini	1293	Lundie
102	J VEITCH/Sportstune Accessories	Mini Arden 'S'	1293	Edinburgh
103	I T ROGERSON	Mini Cooper 'S'	1293	Rothbury
104	E M SMITH	Mini 1275 GT/Allen	1297	Carlisle
105	I A BERTIE	Downton Mini	1293	Dundee
106	R MILNE	Mini 'S'	1293	Kingswells
107	J H PATRICK	Colvend Mini	1293	Whitecross
1st (£20) 2nd (£10) 3rd (£5)				
Bonus of £10 for fastest lap tosecs				

The Third Round in the Lombard North Central Scottish Saloon Car Championship

Driver	Car	No	Apr	May	July	Aug	Sept	Oct	Total
J Dryden	BLMC Saloon	101	7	9					16
S A Bell	Allen Mini	111	9	2					11
E M Smith	Mini 1275 GT	104	10	1					11
W N A Dryden	Vauxhall Firenza	89	9	1					10
A D Niven	Ford Boss Escort	90	8	2					10
A J Clacher	Hillman Imp	125	—	9					9
J S Calvert	Ford Escort BDA	94	—	9					9
W G Donald	Hillman Imp	113	4	4					8
P M Pitman	Chrysler Imp	114	7	—					7
D J M Fisher	Hillman Imp	119	—	7					7
A Sugden	Ford Escort BDE	96	—	7					7
J Pinkerton	Mini Cooper 'S'	100	—	7					7
I Forrest	Forrest Imp	112	1	5					6
I T Rogerson	Mini Cooper 'S'	103	1	5					6
W G Windrum	Hillman Imp	116	5	1					6
C Simpson	Ford Escort	92	5	—					5
J H Patrick	Colvend Mini	107	—	4					4

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. Best 4 scores count.

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



"Sedric Bell, John Fyda and Alec Clacher sort out the hairpin — Ingliston, May, 1974

EVENT 3

2.25 pm

SPECIAL SALOON CARS
up to 1000cc — 10 Laps

109	G R RODGER	Leyland Mini	998	Milngavie
111	S A BELL	Allen Mini	997	Haltwhistle
112	I FORREST	Forrest Imp	998	Kirkliston
113	W G DONALD	Hillman Imp	998	Tarland
114	P M PITMAN	Chrysler Imp	998	Kirkcudbright
115	A FLEMING	Alval Mini	999	Upper Largo
116	W G WINDRUM	Hillman Imp	998	Belfast
117	M LORIMER	Hillman Imp	998	S. Queensferry
119	D FISHER	Hillman Imp	999	Dunoon
121	A RITCHIE	B L Cooper 'S'	999	Paisley
122	J C FYDA	Agra Imp	997	Dundee
124	D C SMITH	BMC Mini	970	Meigle
126	N WHITMEY	Mini 850	850	Edinburgh
127	B W McLEOD	Alval Mini	999	Edinburgh
128	I McD. GARDNER	Mini	998	Milngavie
129	M S MORTON	Mini	999	Edinburgh
130	G M FINDLAY	BLMC Mini	998	Arbroath

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

Bonus of £10 for fastest lap tosecs

The Third Round in the Lombard North Central Scottish Saloon Car Championship.

EVENT 4

2.50 pm

SPECIAL GT, SPORTS & CLUBMANS CARS
10 Laps

Over 1150cc

55	J ABSALOM	Ginetta G4	1800	Felton
56	A SOUTER	Lotus Elan	1600	Dundee
57	P BAKER	Triumph GT6	1988	Stow
59	M NUGENT	Lotus Elan	1800	Pomeroy
62	A CHARNELL/Mogil Motors Ltd	Lola Ford	1598	Dumfries
64	J CORFIELD/Bradshaw Plant Hire	Martin BM10	1594	Peterborough
65	J BAIRD	Mallock U2 Mk11B	1600	Edinburgh
66	E LABINJOH/Fisher Garage (Edin)	Fisher Spider	1498	Edinburgh
67	R MacNAB	Gryphon C4A	1600	Kilmarnock
68	M ROSS	Mallock U2 Mk14	1600	Monifieth
71	R ROLLO	M G Midget	1293	Prestonpans
74	A WOODE	M G Midget	1293	S. Queensferry
75	D RUTHERFORD	Ginetta G4	1600	Glasgow
76	L AYLOTT	Ardna Mk4	1300	Doncaster

1st (£20) 2nd (£10) 3rd (£5).....

Up to 1150cc

77	K McCORMICK	Mallock U2 Mk8/116	1000	Inverurie
78	R A ROSS	Nathan GT	998	Dundee
79	K ALLEN/Russell & McIntosh Ltd	Clan Crusader	998	Crossford
80	A MACKINTOSH	Mallock U2 Mk11B	1000	Penicuik
82	R FORRESTER-SMITH/Marquis Motor Co	Ginetta	1098	West Calder

1st (£20)..... 2nd (£10) 3rd (£5)

A Round in the Hartley Whyte Championship
for Special G T & Sports Cars

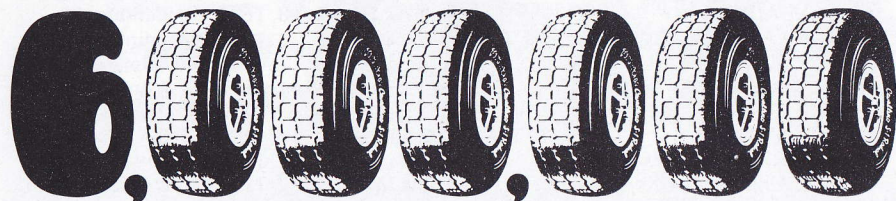
THE HARTLEY WHYTE CHAMPIONSHIP for
for Sports & Special GT Cars

Driver	Car	No	Apr	May	July	Aug	Sept	Oct	Total
A Charnell	Lola T212	62	7	7					14
J Absalom	Ginetta G4	55	5	5					10
K Allen	Clan Crusader	79	7	—					7
E Labinjoh	Fisher Spyder	66/76	—	7					7
D Rutherford	Ginetta G4/AH								
	Sprite	75/81	5	2					7
R A Ross	Nathan GT	78	3	3					6
A Mackintosh	Mallock U2 Mk X1B	80	—	5					5
P MacNaughtan	Mallock U2 Mk X1B	61	5	—					5
D Morton	Lotus Elan	60	—	5					5
A Souter	Lotus Elan	56	3	—					3
R MacNab	Gryphon C4A	67	—	3					3
A Woode	MG Midget	74	3	—					3
J Baird	Mallock U2 Mk X1B	65	2	—					2

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

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THE FIRESTONE TROPHY RACE FOR FORMULA FORD CARS

Firestone Tyre & Auto Services are once again pleased to be sponsoring the "Formula Ford" race at Ingliston. Tyre & Auto are now very much a regular part of the racing scene at this circuit as they provide a tyre service in the paddock at all the main meetings, a facility which is now relied upon by many competitors. In fact Tyre & Auto Services in Scotland pioneered the idea of this service, in the 1971 Season, and it is now being carried out by other branches of our Company at many club circuits throughout the United Kingdom.

Whilst our big brothers in the Race Division take care of all the big National and International race meetings, club circuits and the club motorists are being taken care of by Firestone Tyre & Auto Service, a Company which prides itself in providing a service not only to the club enthusiasts, but also to the general public as well, with 10 up-to-date and well equipped sites throughout Scotland providing excellent facilities for the motorist and his tyre safety.

Firestone have always had a strong connection with "Formula Ford" and hence it is with particular pleasure that we again sponsor the principal FF race today — a race comprising the fastest of the magnificent entry list assembled for this class.

THE FIRESTONE TROPHY RACE
for
Formula Ford Cars — 10 Laps

19	G DALZELL/MacDonald Shand Properties	Van Diemen RF74	1600	Dumfries
21	G A PARKINSON	Beattie P6000	1600	Surbiton
22	N DICKSON/Dickson Motors	Van Diemen RF74	1600	Perth
23	K GRAY	Van Diemen RF74	1600	Ipswich
24	J MacGILVRAY	Crossle 25F	1600	Oban
25	S LAWSON/Belmont Garage (Edin)	Hawke DL11	1600	Kirkliston
26	C MacLEAN/Highland Racing Team/Struie Motors Ltd	MRE 73F	1600	Ardross
27	G MUNDELL/Highland Racing Team/Struie Motors Ltd	Royale RP 16A	1600	AIness
28	D A TAYLOR	Lotus 61 X	1600	Perth
29	P C MORRISON	Crossle 20F	1600	Inverness
30	A D JEFFREY/Elden International Racing	Elden Mk10 CPH	1600	Balerno
31	D BROTHERSTON	Hawke DL 11	1600	Edinburgh
32	D A HALL	Hawke DL 11	1600	Edinburgh
33	C REEVES	Mallock U2Mk11B	1600	Larkhall
34	D STEEDMAN	Hawke DL 11	1600	Linlithgow
35	K MILLAR/Break Away Mens Fashions (Edin)	Hawke DL 11	1600	Currie
36	B GOWANS	Merlyn FF	1600	Dalbeattie
37	A WILSON	Elden Mk8	1600	Dumbarton
38	D KERR	Elden Mk 10A	1600	Duns
40	B WARBURTON	Van Diemen RF74	1600	Manchester
41	D LAIRD	Hawke DL 11	1600	Cupar
42	H MACLEOD	Merlyn MK11A	1600	Wokingham
43	I E WILLIAMS	Alexis FF	1600	Cramlington
44	R H SIMPSON	Crossle 25F	1600	Garlieston
45	G FRANCHITTI/W N Mitchell Soft Drinks	Hawke DL 11	1600	Bathgate
46	W N WILLIAMSON	Lotus 69F	1600	Jedburgh
48	E WILCOX	Van Diemen RF74	1600	Cheadle Hume
49	G HAMILTON/ MacDonald Shand Properties	Van Diemen RF74	1600	Dumfries
52	J SHERRY	Crossle 25F	1600	Lisburn
53	J MACKENZIE/Highland Racing Team	Lotus 69F	1600	Ardross
54	P CLACHER/P C Clacher Timber Merchants Perth	Merlyn Mk25	1600	Gr. Sutton
152	A LAWRIE	Lotus 51	1600	Edinburgh
153	S BRADLEY	SHARP with Astune/ Southern Organs	1600	Brighton
154	R ALVAREZ	Van Diemen	1600	Brighton
155	W HAMNERT	Van Diemen	1600	Brighton
156	H ACHESON	Crossle 25F	1600	Cookstown
157	G GIBSON	Crossle 25F	1600	Belfast

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

Bonus of £10 for fastest lap to secs

**A Round in the Rothmans Championship for
Formula Ford Cars 1974**

(For Championship Table see page 18)

PRODUCTION SALOON CARS
10 Laps

Up to £1249

132	A I SMITH/Team Zippo	Simca Rallye 1	-£999	Balerno
133	C JONES	Sunbeam Imp Sport	-£999	Ratho
134	N MACKAY	Morris Minor	-£999	Glasgow
137	A G SHERET	Ford Escort 1300GT	-£1249	Coatbridge
138	R LECKIE/Roy H Thomson	Hillman Avenger GT	-£1249	Aberdeen
139	M SHAKSPEARE/Team Zippo	Ford Escort GT	-£1249	Edinburgh
141	D W CORBETT	Ford Escort GT	-£1025	Gateshead

1st (£20) 2nd (£10) 3rd (£5)

Over £1250

143	Mrs J BIRRELL/SMT	Vauxhall Magnum	-£1599	Edinburgh
144	G BIRRELL/Halesfield Motors (Telford) Ltd	Hunter GLS	-£1599	Telford
145	T MELDRUM	Ford Mexico	-£1599	Guardbridge
147	A N OTHER/Halesfield Motors (Telford) Ltd	Hunter GLS	-£1599	Telford
148	E LABINJOH/Fishers Garage (Edin)	Alfa Romeo 2000 GTV	£1600+	Edinburgh
149	J HANLEY	Opel Ascona 19SR	£1600+	Belfast
150	H A VEITCH	Vauxhall Firenza Sport	-£1599	Berwick
151	A TYNDALL	Ford Capri	£1600+	Belfast

1st (£20) 2nd (£10) 3rd (£5)

Bonus of £10 for fastest lap tosecs

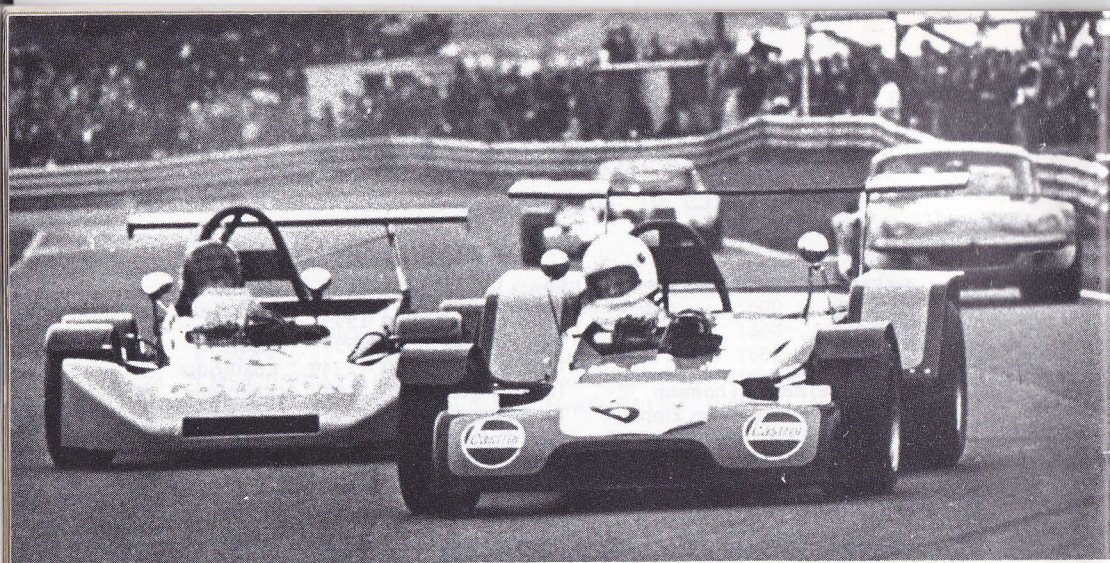
**A Round in the Ziebart Production Saloon Car
Championship**

THE ZIEBART PRODUCTION SALOON CAR CHAMPIONSHIP

Driver	Car	No	Apr	May	July	Aug	Sept	Oct	Total
E Labinjoh	Alfa Romeo 2000 GTV	148	7	7					14
R Leckie	Hillman Avenger GT	138	7	7					14
A I Smith	Simca Rallye 1	132	7	7					14
Mrs J Birrell	Vauxhall Firenza	143	5	7					12
M Shakspeare	Ford Escort GT	139	5	5					10
G Birrell	Hillman Hunter GLS	144	7	—					7
T Meldrum	Ford Mexico	145	—	5					5
C Jones	Sunbeam Imp Sport	133	5	—					5

Scoring: In each class 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



EVENT 7

4.05 pm

Inter-Nation Team Challenge Race for
CLUBMANS CARS
15 Laps

England

1-1	S RUSSELL	Mallock U2	1600	Banbury
1-2	C BROWN	Mallock U2	1000	Newbury
1-3	C G B SMYTHE	Gryphon	1600	London
1-4				
1-5				

Ireland

2-1	M MARTIN	Sizzler	1600	Dublin
2-2	D SHORTALL	Gryphon	1600	Dublin
2-3	R HEALY	Gryphon	1600	Malahide
2-4	R CONROY	Gryphon	1600	Bray
2-5	B MANLEY	Mallock U2	1600	Mt Merrion

Wales

3-1	V DAVIES	Mallock U2	1600	Port Talbot
3-2	P COOK	Mallock U2	1600	Port Talbot
3-3	P EVANS	Access	1600	Pontypridd
3-4				
3-5				

Scotland

63	J HUGH	Gryphon C73	1600	Livingston
65	J BAIRD	Mallock U2	1600	Edinburgh
67	R MacNAB	Gryphon C4A	1600	Kilmarnock
68	M ROSS	Mallock U2	1600	Monifieth
80	A MACKINTOSH	Mallock U2	1000	Penicuik

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

Bonus of £10 for fastest lap tosecs

To winning team of competing drivers suitable awards will be made.



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Heather**

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CALDER MILLERFIELD LTD.

141-3 MILLERFIELD ROAD
GLASGOW
(041-554 0039)

THE CALDER MILLERFIELD TROPHY RACE

This afternoon, the Libre race is being sponsored by Calder Millerfield Ltd of Glasgow, suppliers to the catering trade in the West of Scotland. While perhaps not a name familiar to many on the east coast, Calder Millerfield are hoping to rectify that omission within the very near future. The Company itself was originally formed back in 1926 and was known between the time of its incorporation and 1959 by the name "The Union Pie Company" specialising as it did in the production of mutton pies. In 1959, however, John Calder, then a butcher with some eight or nine retail outlets in Glasgow, took the Company over and reorganised it as a general based catering supply concern. As a butcher, John Calder naturally favoured butcher meats and, indeed, the retail side of the business soon disappeared in favour of the wholesale supply of all quality butcher meats etc.

At the present time the Company supply all quality butcher meats, cooked meats, a full range of baked goods and they are sausage and hamburger specialists. No retail sales are now carried out although they do supply most of the big industrial firms in industrial canteens on the West Coast and they also provide Stadia Catering (the caterers at Ingliston) with snack supplies for Ibrox Stadium and other Scottish Football Stadia. Of late, however, the Company has been turning its eyes to the East Coast of Scotland with a view to expanding their operations into this area and consequently today's venture sees a continuation in the move to bring home to the inhabitants of the east the name of Calder Millerfield Ltd and their "white heather" quality products.

While John Clader, the originator of the present Company, died some three years ago, the present directors are all very sport orientated and are extremely interested both in the success of the Ingliston circuit and the outcome of today's Libre race which they are sponsoring. For this, their second venture into motor sport, it is particularly encouraging to see a first class entry of Libre cars in the chosen event. With a close race scheduled between Tommy Reid, Tony Charnell, Doug Thomson, Ronnie Mackay and Iain McLaren, the stage is set for another successful sortie into sport and, it is to be hoped, further expansion in Scotland. We at Calder Millerfield accordingly hope that all of you will enjoy today's race, just as you doubtless enjoy our quality products both at play and at work.

EVENT 8

4.35 pm

THE CALDER MILLERFIELD TROPHY RACE for Libre Cars 15 Laps

1	I C McLAREN/McLaren of Broxburn	Rondel Motul M1	1970	Broxburn
2	A CHARNELL/Mogil Motors Ltd	Brabham Ford	1974	Dumfries
3	I STIRLING/Ziebart Vehicle			
	Rustproofing Scotland	McLaren M4A	1650	St Andrews
4	R MALLOCK	Mallock U2 Mk 14	1600	Roade
6	P BARAK	Brabham BT36	1977	Whitley Bay
7	T D REID/Irish Racing Cars	Brabham BT38/40	1991	Tandragee
8	R MACKAY/A PALMER	March 722	1600	Douglas
9	D N THOMSON/Thistle Metallics	GRD Atlantic	1600	Glasgow
10	T DZIERZEK	Hawke Atlantic	1600	Kirkliston
11	J BARR	Lotus 69 Atlantic	1600	Edinburgh
12	R LECKIE	McLaren F5000	5000	Aberdeen
14	A C GOODFELLOW	Cooper T90	5000	Falkirk
15	C M M MUNRO	Vixen VB5	998	Alness
17	G TODD	Tecno F Atlantic	1600	Musselburgh
18	A SHARPE	Lotus 61TC	1600	Larbert
20	R T BROWN	Lotus 69 F3	1600	Aberdeen
24	J MacGILVRAY	Crossle 25F	1600	Oban
29	P C MORRISON	Crossle 20F	1600	Inverness
30	A D JEFFREY/Elden			
	International Racing	Elden Mk10 CPH	1600	Balerno
76	L AYLOTT	Ardna Mk4	1300	Doncaster

1st (£20).....1..... 2nd (£15)7..... 3rd (£10)2..... 4th (£5)11.....
 Bonus of £10 for fastest lap toREID..... 46.6.....secs

A round in the BP Super Visco Scottish Libre Championship

12 - 20.4
 12 - 41
 12 - 41.2

THE BP SUPER VISCO SCOTTISH LIBRE CHAMPIONSHIP

Driver	Car	No	Apr	May	July	Aug	Sept	Oct	Total
T D Reid	Brabham BT38/40	7	10	7					17
I C McLaren	Rondel Motul M1	1	7	5					12
A Charnell	Brabham BT38	2		10					10
A Barton	Lotus 69 F2	5	4	4					8
J Barr*	Lotus 69 Atlantic	11	3	3					6
D N Thomson	GRD 273	9	5						5
P C Morrison	Crossle 20F	29	2	1					3
T Dzierzek	Hawke Atlantic	10		2					2
A D Jeffrey	Elden Mk 10C	30	1	1					2
C M M Munro	Vixen VB5	15	1	1					2

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

Prize Fund - £300 - £200 - £100 - £60 - £40. Bonus of £50 to highest placed "up to 1600 cc" competitor*



"Wet Gardners?"

THE S.M.T. TROPHY RACE for SUPER SALOON CARS

"The Race of Champions"? While not quite on the same plane as the Brands Hatch version, nevertheless today's Super Saloon race could almost certainly be called the race of champions. Never before have so many saloon car champions been assembled at one time for a race at Ingliston and this afternoon promises to see the most memorable saloon car race ever witnessed in Scotland. Indeed, it is to one of the competitors this afternoon that most of the responsibility goes — some time ago, Mick Hill (amongst others) decided that it was about time that all the leading Special Saloon car drivers from the various circuits in Britain got together to fight it out amongst each other in an effort to determine who was "Mr. Super Saloon" of the U.K. For years now, Special Saloon car racing has been gaining popularity with the public and each circuit in Britain tended to have its own favourites — Ingliston for example, had its Doug Niven and Bill Dryden, Ireland its Alec Poole, Croft its Chris Meek, and the South had Gerry Marshall, Mick Hill, Nick Whiting, Tony Strawson et al. While those drivers would race at other circuits periodically, it had never before happened that all of the leading Saloon drivers in Britain had got together to race at one venue and it was this goal which Mick Hill strove to achieve. The result was this year's Super Saloon car series. Originally, a much larger series of races was envisaged but, due to sponsorship difficulties, many of the rounds have had to be dropped. Be that as it may the Ingliston round remains on the calendar and this afternoon may see the best of British saloons assembled for what promises to be the most memorable Saloon car thrash of the decade at Ingliston with very nearly 100 litres of heavy machinery thundering round the track at once.

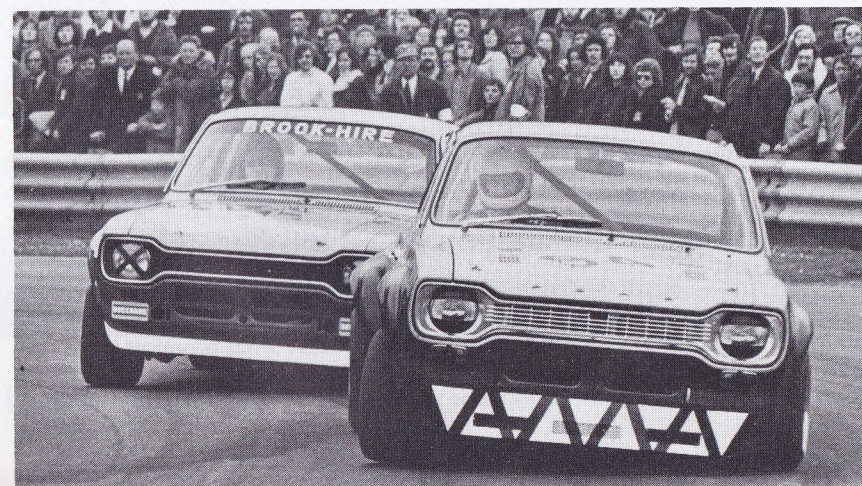
Champions there are in profusion. With Vauxhall Dealers, SMT, sponsoring both the Race Meeting and the race itself, Vauxhalls just had to be represented and "Mr Vauxhall" himself is here in the shape of the mighty Gerry Marshall, perhaps the "biggest" man in saloons today! Gerry fields in 1974 5-litre Vauxhall Ventora V8 prepared and tuned by master Vauxhall tweaker, Bill Blydenstein. Co-favourite with Gerry is the current Scottish Saloon Car Champion, Bill Dryden, with the SMT Firenza. The Scottish champion in both 1971 and 1973, Bill is determined to repeat his championship success this year.

Accordingly, Bill has an edge on most of the other competitors in that his Firenza has been specifically built with Ingliston in mind whereas most of the other cars entered in this event are better suited to the faster and less twisty English circuits. The SMT prepared and sponsored Firenza is not just an Ingliston car, however, as Bill so ably demonstrated with his remarkable second place in the recent Nurburgring endurance race in Germany — anyone who previously thought that the local Special Saloons were lucky to last out a ten lap race has only to think of Bill driving 200 odd miles flat out without missing a beat to know that that just is not true!

The Scourge of the North, Chris Meek, makes his first appearance at Ingliston with the Cosworth powered Princess Ita Skoda, a relatively new car to him, in an attempt to turn the tables on his northern arch-rival, Scotland's own Dougal Niven. Dougal it was who clinched the 1973 Northern Saloon Car Championship in his 5.7-litre Ford Boss Escort, adding that Championship to the Scottish Saloon car Championship won by him in 1970. Dougal was, indeed one of the hot favourites for this event, having won the Super Saloon car round at Mallory earlier this year and having already taken lap records with the Border Reivers' Escort this season at Ingliston, Croft, Oulton Park and Mallory (in the latter case shared with Nick Whiting). In preparation for today's Super Saloon car event, however, the Border Reivers' mechanics installed a new engine in the Escort and, on trying this out recently at Silverstone, a flaw in the camshaft resulted in four lobes being worn off with a resultant drop in the power output of the car to about one-half of its normal performance capability. Although a new cam has been ordered from the states, it is uncertain as to whether this will have arrived by today, and if not, the Escort will be running on an almost standard camshaft, a fact almost certain to reduce the power of the car when it is most needed. Be that as it may, the Borderer is still quietly confident of being well placed and, providing everything holds together on his car, we could still see the Scottish duet of Dryden and Niven upsetting the English appletart!

The biggest dark horse of the day will be Ian Richardson's 8-litre Chevrolet Corvair. This car has only just been built after eighteen months of construction and, already, in its first outing it achieved second place at Silverstone even after starting from the back of the grid. Developing 580 b.h.p., the car has turned out to a cross between a Can-Am McLaren N8F and one of the notorious rear-engined Chevrolet Corvairs described at one time as "unsafe at any speed".

"John Calvert and Tony Sugden fight for the May honours at Ingliston."





"Niven and Dryden blast off the grid ahead of the pack - Ingliston, May, 1974".

Ian, however, has built a beautiful looking car which is already showing itself to be one of the fastest saloons in the Country, if not the world! Also from the deep South is Silverstone star, Tony (Strawberry) Strawson with the 5-litre Guernsey Westlake powered Capri with which he has scored 5 wins, 2 seconds and 3 thirds so far this year. The 1970 BARC Saloon Car Championship winner, John Turner, fields his beautifully prepared 5-litre Chevrolet powered Skoda Coupe developing 470 b.h.p. at 7500 r.p.m. Having talked to local competitors, the "outsiders" whom they most fear include Gerry Marshall, Ian Richardson, Mick Hill, John Turner and Nick Whiting. Nick, although down on capacity on many of the other cars, has a 2-litre Cosworth powered Escort almost ideally suited for the twists and turns of the Ingliston circuit and many of the competitors will no doubt be keeping a weather eye peeled for him as he thrashes around this afternoon. Not the least of these is the originator of the whole Super Saloon idea, and one of the most feared saloon car drivers in the world, Mick Hill with his V8 powered 5-litre Tricentrol Capri. The 1971 Triplex champion, 1972 Hepolite saloon car champion and 1973 Esso Saloon car champion, Mick certainly deserves a place in any race of champions, wherever held. Another champion in his own right, and making a welcome return to the circuit, is the one-time British Saloon car champion, Alec Poole, who is entering the fray this afternoon with the Broadspeed Escort BDA.

One of the fascinating features of this afternoon's Super Saloon race will be to see just how local 1000cc Mini star, Sedic Bell fares against the enormous power arrayed against him. Although not technically a super saloon in the English meaning of the word, Sedic is nevertheless one of the outstanding northern saloon car drivers and, at Ingliston, he is capable of staying up with the best of them. For our own money, we would expect to see Sedic in about the middle of the field, no mean achievement considering the power against which he is competing. But that as it may, it must be remembered that today's race is one of the longest held at Ingliston for many years, being of 25 laps duration, a considerable length for Special Saloon cars which are used to short sharp dashes! Indeed one internationally known racing driver recently said of Ingliston that a 15 lap race here was almost as tiring as a 2 hour race on one of the faster English circuits! Just how any of the eight litre boys are going to feel after manhandling their cars around the track for 25 laps is anyone's guess!

That's it then, and we haven't even mentioned half of the drivers in the race! All we can suggest that you, the public, can do now is to sit back, swallow a couple of tranquillisers, bung in those ear plugs and prepare to enjoy what promises to be one of the fiercest noisiest, most enthralling and spectacular races ever to be seen at Ingliston. (Having said that, let's only hope we are not presented with a damp squib!).

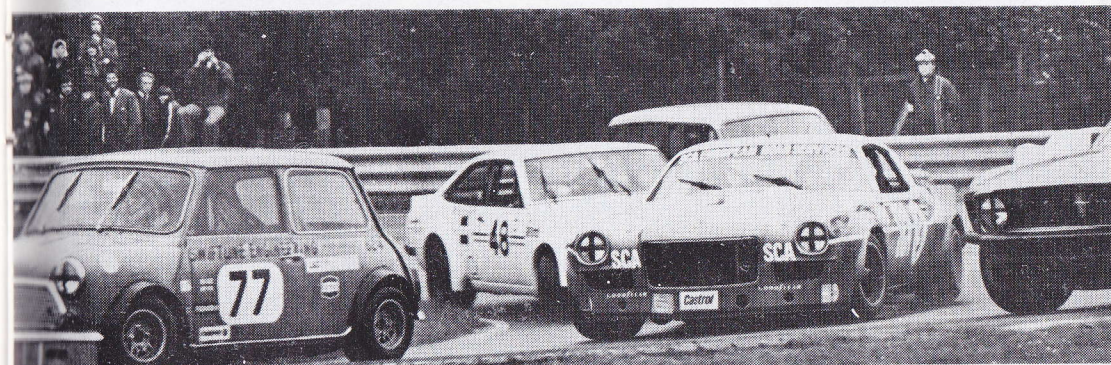
EVENT 9

5.05 pm

THE S M T TROPHY RACE
for Super Saloon Cars
25 Laps

16-122	J F Y D A					
5-1	G MARSHALL/Dealer Team	Vauxhall	Vauxhall ^{Firenze 2.0} Ventura V8	5000	Shepreth	
	2 C MEEK/Princess Tta		Skoda	1800	Leeds	
15-3	M KENT		Sunbeam Rapier	4900	Southampton	
10-4	I RICHARDSON/Anglian Nuts & Bolts Ltd		Chevrolet Corvair	7600	Bedford	
	5 T STRAWSON/Servispak/Car Accessories Shops Ltd		Ford Capri	4700	Finchley	
14-6	J POPE/Lothian Sports Cars with Lowland Tyres		Vauxhall Magnum	5300	Edinburgh	
	7 J TURNER/TAS Racing Team		Skoda Coupe	5000	Yeovil	
	8 T VAN DER ZEE		Ford Escort	3500	Wareham	
X	9 W COX/Red Rover Car (Recovery Services) Ltd		WRC Capri	7600	Daventry	
3-10	N WHITING/All Car Equipe		Ford Escort	1900	Sevenoakes	
9-11	A POOLE/Robert Ryan Racing		Ford Escort BDA	1940	Portway	
2-12	M HILL/Tricentrol		Tricentrol Capri	5000	Draycott	
	14 D L NOTT		Chevy Capri	5700	Melton Mowbray	
4-15	C HAWKER/Tolemans Delivery Service		Ford Capri	2994	Romford	
6-89	W N A DRYDEN/SMT		Vauxhall Firenze	2300	Edinburgh	
1-90	A D NIVEN/Border Reivers		Ford Boss Escort	5700	Whitsome	
7-94	J CALVERT/Hillcrest Used Cars		Ford Escort	1850	Seaham	
8-96	A SUGDEN/Brook Hire Liverpool Racing		Ford Escort BDE	1840	Liverpool	
12-104	E M SMITH		Mini 1275 GT/Allen	1297	Carlisle	
11-111	S A BELL		Allen Mini	997	Haltwhistle	
13-101	J DRYDEN					
	1st (£200) /.....2nd (£100)		3rd (£50)		4th (£40)	5th (£30)
				6th (£20).....	7th-16th (£10 each)

Bonus of £50 to highest placed up to 2 litre car.



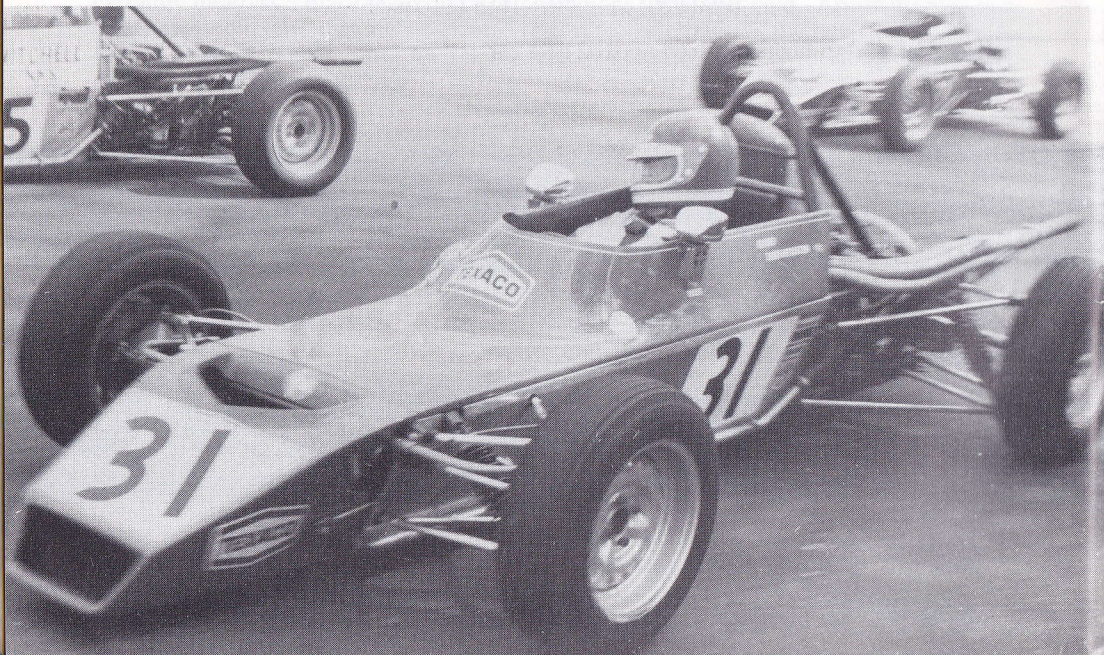
EVENT 10

5.45 pm

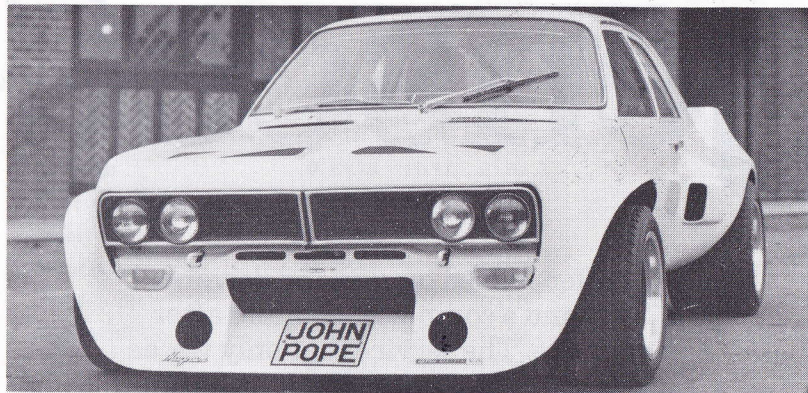
Formula Ford Cars Consolation Race for Formula Fords not qualifying for Event 5 10 Laps

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Bonus of £8 for fastest lap tosecs
(Non-Championship Race)



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Office Use

CB Ref

Memb No:

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I, Mr/Mrs/Miss _____ Membership No _____

of _____

hereby apply for the following insignia:

No	Type	Price			£	:
		Net	VAT	Gross		
___	Car Badge	@ £1.78	£0.17	£1.95	£	:
___	Windscreen Badge	@ £0.14	£0.01	£0.15	£	:
___	Repeat Motif Tie	@ £1.00	£0.10	£1.10	£	:
___	Blazer Badge	@ £2.28	£0.22	£2.50	£	:
___	Overall Badge	@ £1.54	£0.06	£0.70	£	:
___	Single Motif Tie	@ £1.00	£0.10	£1.10	£	:
___	Lapel Badge	@ £0.23	£0.02	£0.25	£	:
___	Cuff Links (pair)	@ £1.10	£0.10	£1.20	£	:
My cheque/P O/Cash is enclosed for					£	:

Return to Scottish Motor Racing Club Ltd
together with your remittance at
National Bank Chambers, Duns, Berwickshire, TD11 3DG.

TRACK TEST 1974

Subject Scottish Motor Racing Club Membership.

Technical Data Subscription for 1974 £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.

Club activities: Organising Motor Racing at Ingliston
Practice Days at Ingliston
Social Events in the North, East and West of Scotland
Annual Dinner Dance which is one of THE Motor
Sport social events of the year

Members receive each month a copy of the clubs own magazine Wheelspin

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 (1974 Adults £5, Juveniles £4).	No season tickets available. Cost of equivalent ticket — Adults £6 Juveniles £4.80, and car parking costs.
	The right to purchase and display club insignia.	No rights to purchase or display club insignia.

Conclusion Join the Scottish Motor Racing Club now using the form printed over and make payment by bankers order if possible.

SCOTTISH MOTOR RACING CLUB LIMITEDRegistered Office: National Bank Chambers Duns
24440 Edinburgh VAT Reg No: 270 4631 74

For Office Use

CB Ref

Memb. No: _____

APPLICATION FORM for 1974 MEMBERSHIP

Please complete in BLOCK CAPITALS throughout

I, Mr/Mrs/Miss _____ (Surname)
(delete as appropriate) _____ (Christian Names)
of _____

_____ (Occupation)

hereby apply for Membership of the Scottish Motor Racing Club Limited for the rest of their calendar year 1974 and agree, if elected to be bound by the Memorandum and Articles of Association thereof for the time being.

_____/_____/1974 _____
(Signature, please)

I wish to pay my subscription by the following method:— *Please tick appropriate box.*

	Cash/PO/Cheque enclosed <input type="checkbox"/>	Bankers Order made out below <input type="checkbox"/>	
		This Year	Future years until further notice
Annual Subscription	£3.64	£3.64	£3.64
First year discount	—	0.37	—
	£3.64	£3.27	£3.64
Entrance Fee	1.00	Nil	Nil
	£4.64	£3.27	£3.64
VAT @ 10%	0.46	0.33	0.36
	£5.10	£3.60	£4.00
Family Membership — see enclosed application form	_____	_____	_____
	£	A £	B £

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Your Bank's Address of _____

†Amount at A above in figures and words Please pay now t£ ()
and on 1st January thereafter
*£Amount at B above in figures and words *£ ()
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Your Name _____ Date _____
Your Address _____ Signature _____
_____ Our Ref _____

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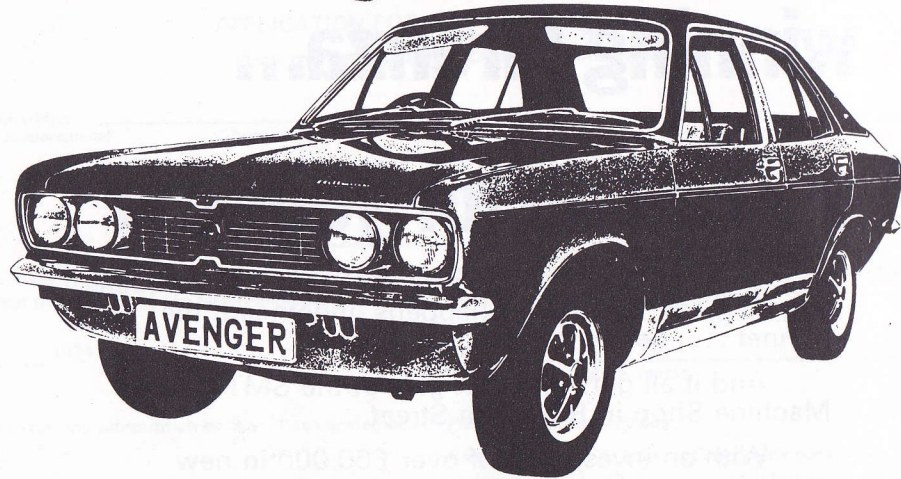
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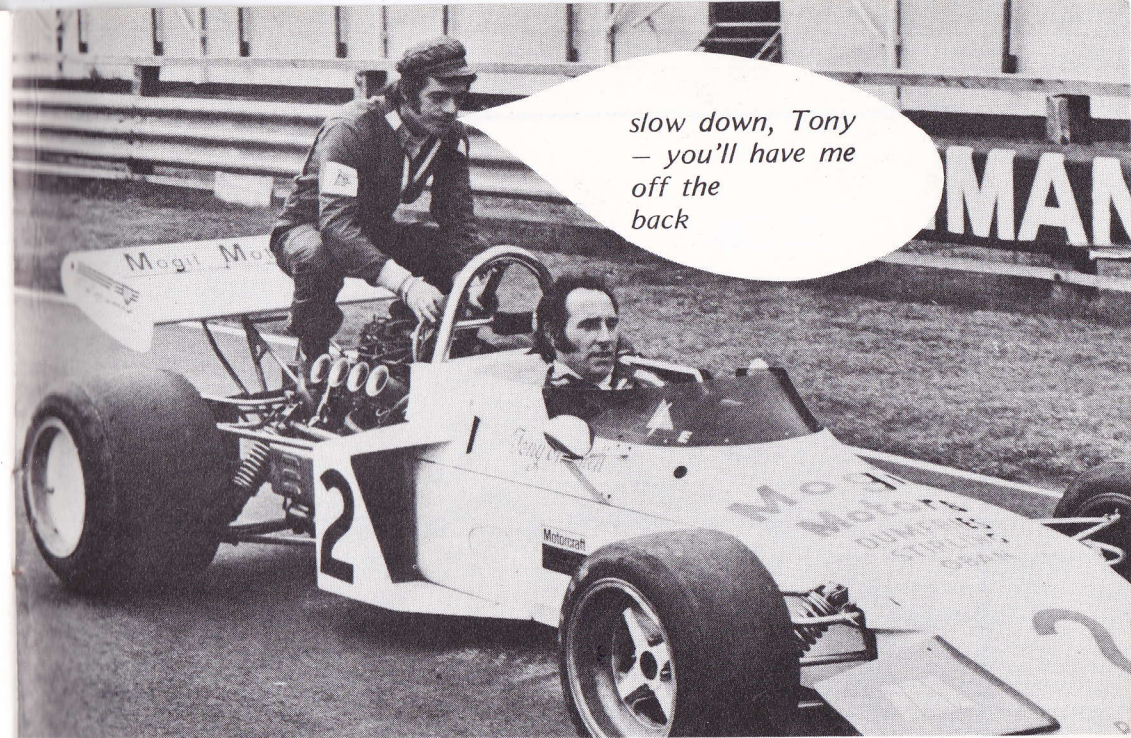
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Tony "Don't know what you're worried about, Tommy. If you really want to be blown off, come back and see me on 18th August."

Tommy "Is that the next Ingliston Race Meeting then?"

Tony "It sure is, and it's a National Meeting too."

Tommy "Sounds like a lot of fun. Anything special on the cards?"

Tony "We'll be there for starters won't we?"

Tommy "You know I'll do anything to cross the Atlantic(s)! Anything else unimportant happening at Ingliston in August?"

Tony "There's some talk about a round of the National Castrol Anniversary Touring Car Championship being run then with nearly £1500 in prize money. Remember they ran one of these last year and it was fantastic - Frank Gardner, Andy Rouse and that lot all getting blown off by Hasemi's wee Datsun. Best race I can remember at Ingliston for a long time, that was."

Tommy "Is that all they can manage?"

Tony "Oh, there'll be the usual drab series of races for special saloons, single seaters, F.F.s, modsports, G.T.s, production saloons - they even say it might take 2 days to get through the lot. Don't know how the public stands for it."

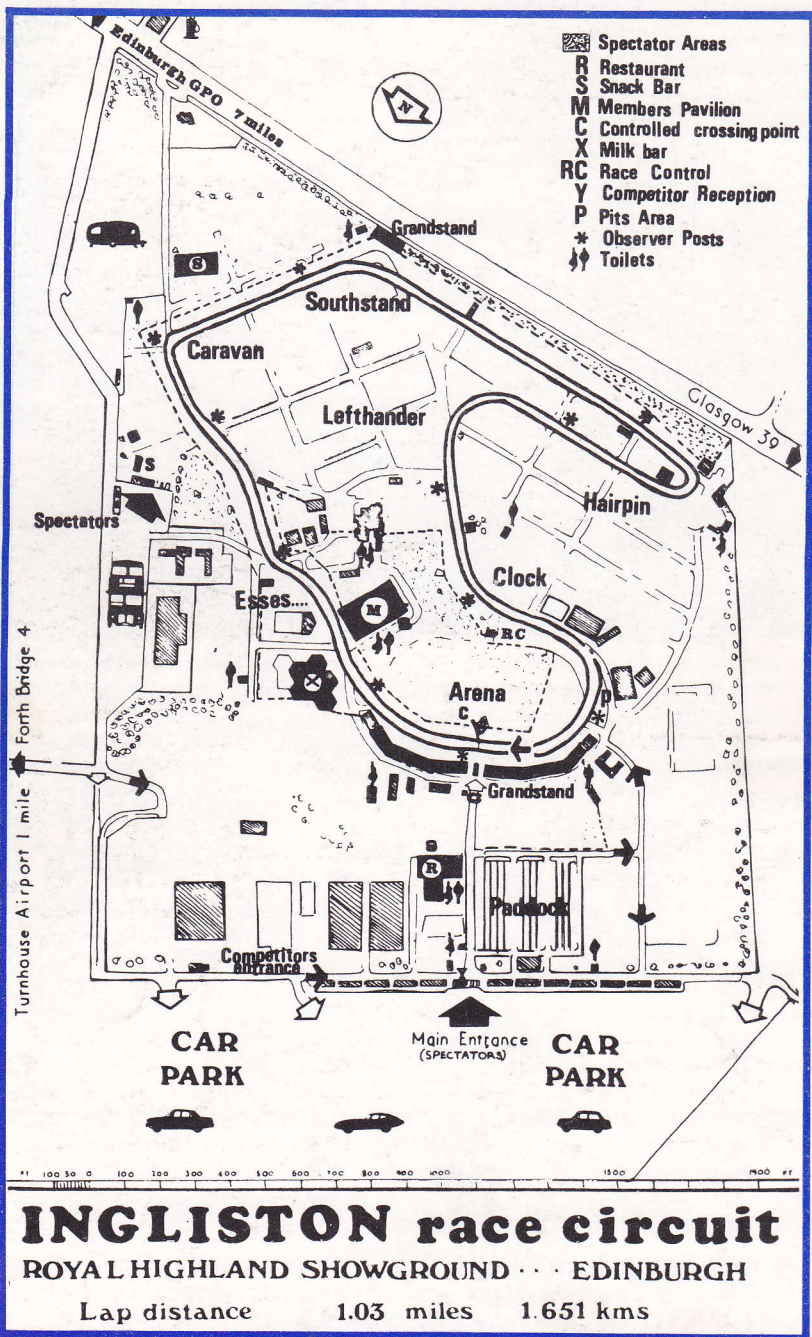
Tommy "They seem to like it though - they're always coming back for more."

Tony "As I said, Tommy, there's us"

DON'T FORGET - INGLISTON - Sat/Sun 17/18 AUGUST - 2.00pm.

*BE SURE OF YOUR SEAT IN THE STAND -
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(Note: In expectation of protests, it is emphasised that the above conversation is entirely fictional.)



INGLSTON race circuit

ROYAL HIGHLAND SHOWGROUND · · · EDINBURGH

Lap distance 1.03 miles 1.651 kms

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