

INGLISSTON

THE SHAND CARPETS
Ingliston 14th September 1975



30p

Official Programme

The Scottish Saloon Car Championship

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

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PLEASE REMEMBER THAT

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

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

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

12th October Restricted Meeting

Catering at Ingliston is in the hands of Stadia Catering Services. Hot drinks, pies and bries, 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.

Trackside advertising is handled by Aerosigns (London) Ltd, Europa Hall, 130-136 Maidstone Road, Sidcup, Kent DA14 5HS to whom enquiries should be made.

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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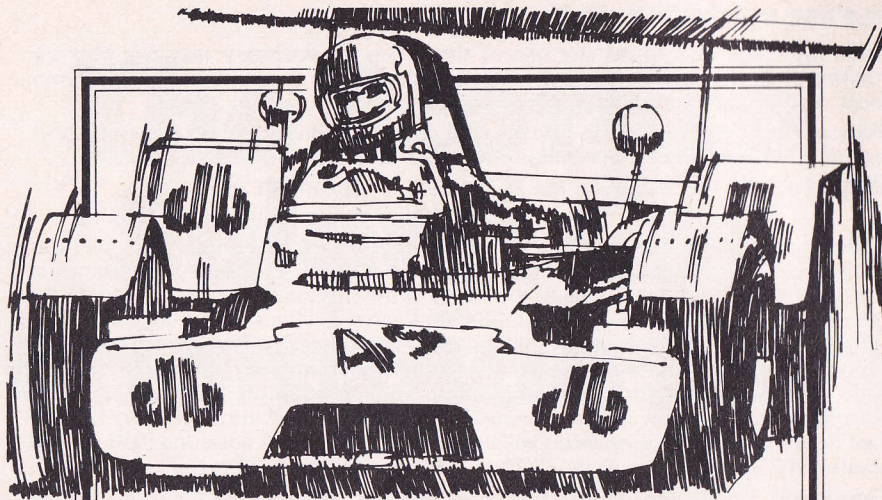
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USE FOR Pleasure use/Business use (delete as necessary)

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Please give separate details of all accidents and convictions — if applicable.

INGLSTON LAP CONVERSION TABLE

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

INGLSTON LAP RECORDS

LIBRE CARS		secs	mph
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	M.NUGENT	Lotus Elan	52.4 70.76
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
	E.LABINJOH &	Alfa Romeo 2000GTV	63.6 58.30
OUTRIGHT LAP RECORD			
T D REID	Brabham BT38/40	46.1	80.43

If your wife is driving you round the bend are you sure your tyres can take it?

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It's never won a race in its life.



It's funny, but every time someone wins a race or event, the oil company invariably comes along taking the lion's share of the kudos.

'What's-his-name wins on this or that oil! You know the kind of stuff.

Quite a lot of people have won races using Super Visco-Static. (And why not, it's a good oil. You've probably seen the viscosity charts showing how it beats oil fatigue.)

But it occurred to us that a lot of

people put a lot of hard work into any kind of motor sport.

And to single out the oil for special praise is probably quite unfair.

So although we'd be quite happy for Super Visco-Static to be part of a winning team, we hope we never forget our place.

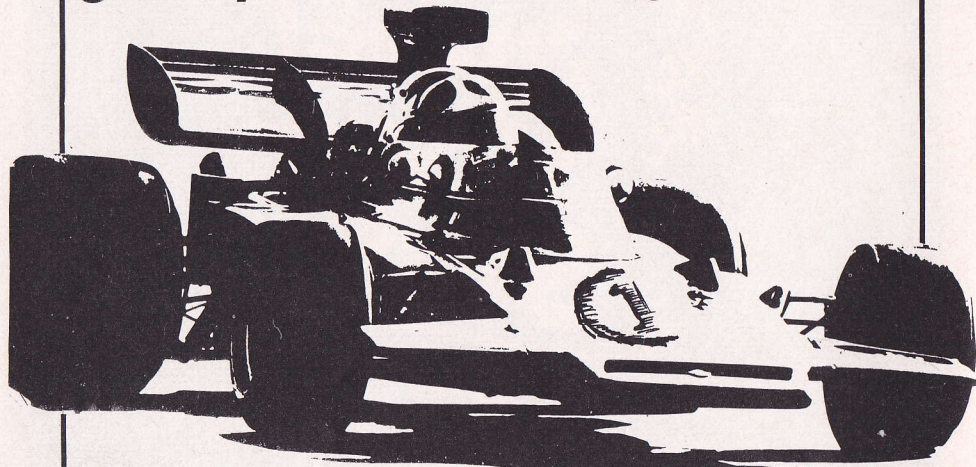
Which is in the engine, doing an honest day's work.

After all, oils don't win races. Teams do.

It beats oil fatigue.

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give you something special



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Steward for R A C	S McLOUGHLIN
Stewards for Club	R KAY, W MARTIN, J A DICK PEDDIE
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Deputy Chief Marshal	J ROBERTSON
Chief Observer	R TRAILL
Chief Flag Marshal	J A MILLAR
Chief Track Marshal	I A DOUGLAS
Chief Medical Officer	DR D STUART
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Chief Grid Marshal	G MONTGOMERY
Starter	J W MACMILLAN
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Chief Pits Area Marshal	P POOLE
Chief Timekeeper	Dr L JAMIESON
Chief Scrutineer	I D BENNIE
Chief Lap Board Marshal	G KERR
Controller	E R HERRALD
Commentator	J W McINNES
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Results Processors	W CRABB and M MALCOLM
Chairman-of Race Committee	J L ROMANES
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Public Address	KENNEDY OF LANARK
Press Liaison	I DICKSON

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/10267.

Douglas Motor Company

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1974 (L) MAZDA RX3 ESTATE CAR
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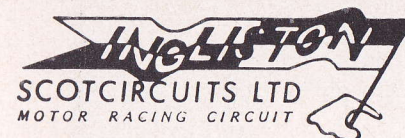
1974 (M)	Vauxhall VX 4/90	£1295
1974 (M)	Ford Capri 1600XL	£1265
1973 (L)	Audi 100 LS	£1450
1973 (L)	Hillman Avenger GLS	£1225
1973 (L)	Fiat 124 Special T	£1045
1972 (L)	Renault 12 Estate	£1095
1972 (K)	Ford Cortina 1600XL	£ 995

Special Buys

1974 (M)	BMW 520i	£2995
1974 (M)	Morris Marina 1.8 Coupe 9,000 Miles, 1 Owner, Host of extras	£1350

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THE SHAND CARPETS '100'

Ingliston Motor Race Meeting Saturday/Sunday 13/14 September 1975

PROGRAMME & TIMETABLE

Scrutin before	Event No		Practice Time	Duration of Practice (Mins)
Saturday 13th September (Practice Only)				
—	—	Competitor Reception open for signing on	1.30	—
2.00	(3/8)	2-Litre Sports Car (Practice A-1)	2.20	30
2.00	(3/8)	2-Litre Sports Car (Practice B-1)	3.00	30
—	(3/8)	2-Litre Sports Cars (Practice A-2)	3.40	30
—	(3/8)	2-Litre Sports Cars (Practice B-2)	4.20	30

(N.B. In the event of 20 or less 2-litre sports cars attending at the circuit only 2 x 30 minute practice sessions will be held at 2.30 pm and 3.30 pm respectively—all cars will then take part in each practice).

Event No	Scrutin before am		No. of Laps	Practice Time am	Event Time pm
Sunday 14th September					
1	8.30	Modified Sports Cars	10	9.30	2.00
2	8.55	Special Saloon Cars up to 1000 cc	10	9.55	2.25
3	—	THE SHAND CARPETS '100' for 2-litre sports cars (Part 1)	30	—	2.45
4	9.20	The Kinross Tyres & Accessories Trophy Race for Formula Ford Cars	10	10.20	3.20
5	9.45	The Radio Forth Race for Production Saloon Cars	10	10.45	3.45
6	10.10	Clubmans Sports Cars	12	11.10	4.10
7	10.35	The BP Super Visco Race for Libre Cars	15	11.35	4.35
8	—	THE SHAND CARPETS '100' for 2-litre Sports Cars (Part 2)	30	—	5.00
9	11.00	The Thistle Storage Services Trophy Race for Special Saloon Cars over 1000 cc	10	12.00	5.30
		Presentation of Trophies		—	5.45
10	11.25	Sports & Special GT Cars	10	12.25	6.00
	12.50	<i>Drivers briefing in Scrutineering Bay</i>			
	1.50	<i>All Marshals at posts please.</i>			



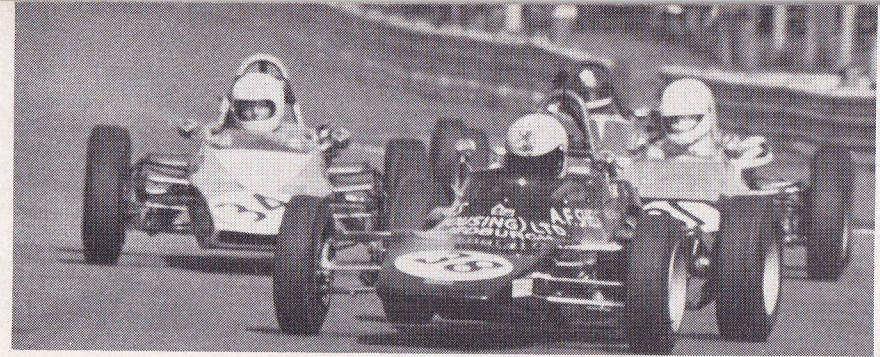
FOR YOUR DAY'S ENJOYMENT

Welcome, then, to yet another action packed day's motor sport at Scotland's premier circuit.

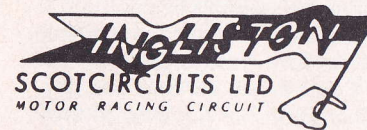
Before even thinking about the racing, however, perhaps a few words about Britain's Number 1 Blood Donor, Noel Edmonds. Flying into Scotland for the weekend, Noel will be at Ingliston all day (at least, that is, until his lift-off at 5 o'clock). While he will of course be practising for the Radio Forth Production Saloon Car race during the course of this morning, Noel's official duties do not begin until approximately 12.45 when he will be joining Scotcircuits Ltd for lunch in the MacRobert Pavilion. Lunching with Noel at the same time will be the lucky winners of the competition which has been organised in conjunction with the Evening News.

At about 1.45 pm Noel will be hussled into a waiting open vehicle to drive the winners of the Evening News competition around the track for a couple of laps, all in the presence of the Clerk of the Course who will be closing the course at the same time to allow this afternoon's racing to commence. After having been dropped off at a mystery point around the circuit, it is anticipated that Noel will make his way down to the spectator roadway in the area of the Herdsman's Restaurant where he will be delighted to meet with members of the public and sign autographs etc. etc. (For those of you wishing a signed photograph, why not turn to the centre spread of this Programme!). Noel will then be taking a well-earned rest, his next public appearance being at the wheel of the Team SMT/Chunky Chickens Vauxhall Magnum in today's event 5. For those of you anxious to hear his vocal chords in action it is hoped that, immediately following the end of that race, Noel will drive round to the start/finish line where he will chat briefly with Ingliston's own commentator, Jimmy McInnes, before completing yet another lap of honour. Final lift-off is scheduled for about 4.50/5.00 pm when, all things being equal, it is intended that Noel will be whisked away to Edinburgh Airport by helicopter. All in all, a pretty tight schedule and, having this in mind, we trust that members of the public will bear with us in allowing Noel freedom of action, and a spot of privacy, during his "off-duty" moments. Who knows, if Noel does have time to catch his breath, he may even be persuaded to give us a commentary on one of this afternoon's races—the only event which we are not allowing him to commentate on is, for obvious reasons, Event 5.

But, enough of Noel Edmonds—what about today's racing? The tightly packed ten race programme commences at 2 pm with a race for modified sports cars in which Kenny Allen (85) with the 1150 cc Clan Crusader does his usual David and Goliath act



against the mighty 2-litre Jensen Healey of SMRC Committee member, Eric Liddell (65). Also harrying the bigger cars will be the usual gaggle of Davrians while, out to teach those little Imp things that they can't always have it their own way will be Kenny Allen's team mate, Andrew Smith (67) with his Elan and, in the ex-John Absalom Ginetta G4 which dominated modified sports car racing at Ingliston for so many years, is its new owner, Peter Baker (69). Then its straight on without a break for the first of our two Special Saloon car races, this one being for saloons up to 1 litre, before it's time for the first part of the longest and, perhaps, most prestigious race yet to be run at Ingliston, the Shand Carpets '100'. Just in case any words of explanation are required, the "Shand Carpets" part of the title comes from our Race Meeting sponsors, Shand Mills, while the '100' portion comes from the fact that the race is in 2 x 30 lap parts, making a total of 60 laps in all and, if you sit down with an electronic calculator, you will find that 60 laps at Ingliston is pretty well exactly 100 kllms. The race is for 2-litre International Sports Cars and, of the 23 cars listed on the entry list, only the fastest 16 from Saturday afternoon's practice will qualify to compete. (Any cars failing to qualify will automatically be appearing in today's libre race (Event 7)). However, apart from saying that pretty well all the fastest 2-litre sports cars in Britain, if not Europe, are assembled here for today's race, which is presently believed to be the last major 2-litre race in Europe this year, we can do no better than to refer you to the preview on today's race written by the man responsible for organising it, Paul Watson. Similarly, spectators who want to know what the drivers actually look like underneath those enormous helmets should flick through the pages of their programme to find a few passport-style likenesses of your actual 2-litre drivers! And, if you recall how you came out in your last passport photograph, perhaps you can understand why most of them would prefer to have been photographed with their helmets on!



1975 TICKET ADVANCE BOOKING FORM

From
Of

Registered Office
11 Murray Street
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Please supply me with the tickets detailed below:

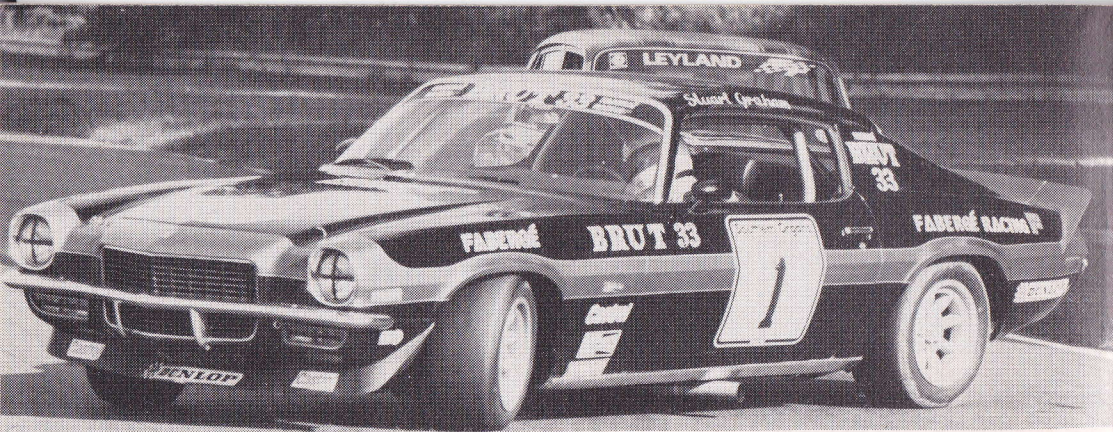
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		Adults 60p	Juvenile 40p	Grandstand 75p Block ABF South	Grandstand £1 Block D E	TOTAL £
12 October	No.					
	Value					

All prices VAT inclusive

I enclose a cheque / Postal Order for

Please return this completed form with your remittance to Scotcircuits Ltd,
National Bank Chambers, Duns, Berwickshire



While there may not be any Camaros here today, we thought it a good shot of Stuart Graham with full opposite lock anyway (at least, that's his explanation).

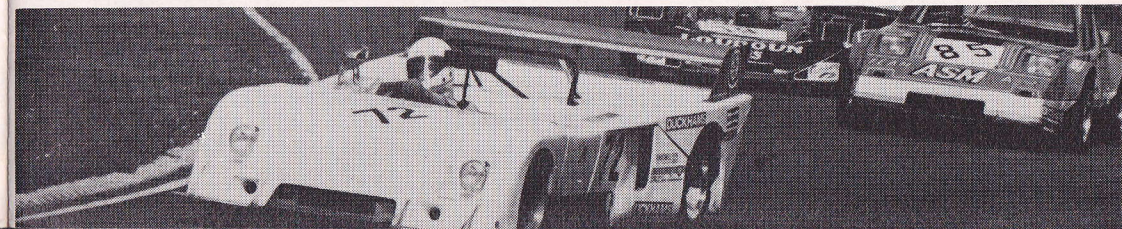
Following the first part of today's main race is the Kinross Tyre & Accessories Trophy Race for Formula Ford cars in which the Macdonald Shand/Ecurie Ecosse Team (in which today's race meeting sponsors, Shand Mills, have a considerable interest) make a determined bid to ensure that they will carry off the 1975 Scottish Formula Ford Championship. The current leader by a fairly considerable margin is the Team's leading Formula Ford driver, Stu Lawson (25) who pilots his Hawke DL12 this afternoon in company with team-mate Graham Hamilton in the Team's second Formula Ford, a Van Diemen (58). While normally driving the Team's Formula 3 car, Graham is no stranger to Formula Fords, having been the runner up in the 1974 Scottish Formula Ford Championship. The principal contenders to the 1975 crown, however, are Oban's John MacGilvray with his Crossle 25F (27), and from the far North, George Mundell (46), not to forget the extremely fast Hawke DL12 of George Franchitti (28). The interesting thing to note in this race, however, will be the Ecurie Ecosse Team tactics—we don't think we'll need to strain your imaginations too far to guess what is likely to happen if the two Ecurie Ecosse cars end up side by side on the front row of the grid!

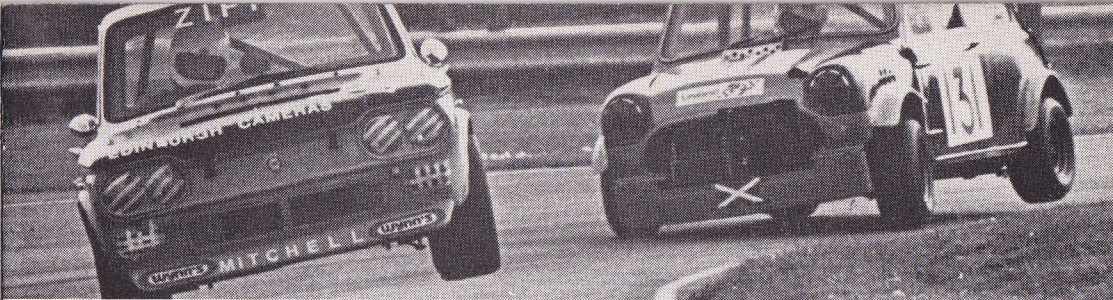
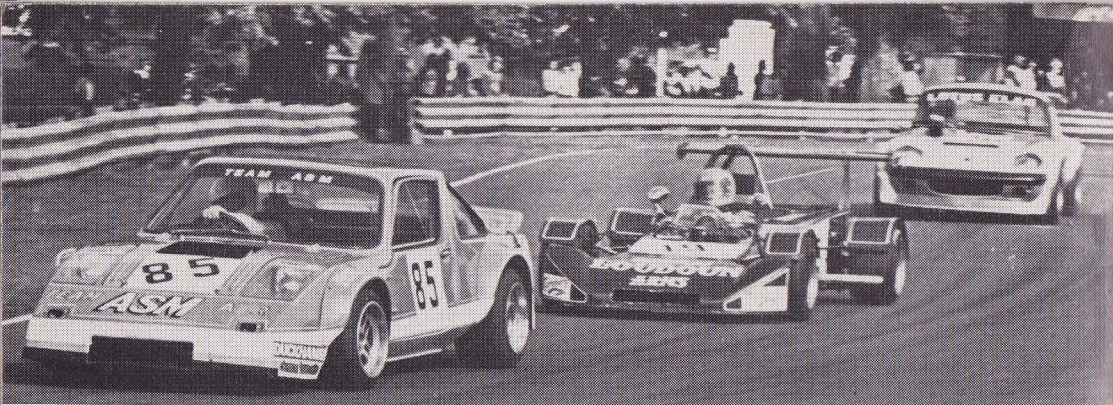
Then it's on to the Radio Forth race for Production Saloons where the obvious attraction is Noel Edmonds at the wheel of the Team SMT/Chunky Chickens Vauxhall Magnum normally driven by Belle of the Ballbearings, Jenny Birrell. Out to stop Radio 1 from dominating this race will be the Radio Forth sponsored driver, Ed Labinjoh in the Fisher's Garage Alfa (181) while, having his first go at the wheel of the slithery 'all arms and elbows' production saloons is Doug Niven, trying his hand out with Tom Meldrum's Escort Mexico (while Tom is on holiday). Add to that the usual gaggle of Mazdas, Mexicos, Hondas, Avenger GT etc. etc. and you have the makings of yet another memorable Production thrash. And those of you who can remember memorable thrashes will remember the LEC Clubmans' Sports car races in July—just to give you all a last chance to see these cars really in action in Scotland, Event 6 sees the final round of the Northern Clubmans Champagne Championship (a Championship run over all the North of England circuits—not that Ingliston is in the North of England!). Watch out here for the flying Mallocks of Ray Edge (63), Chris Hart (60), John Holroyd (61), Steve Russell (56) and, incredible though it may seem, your actual ex-Chairman of SMRC, Alastair MacIntosh with his Class B car (87), Alastair having been carving a considerable niche for himself in Clubmans circles since converting his Mallock from Formula Ford trim a couple of years back.

Event 7 sees the penultimate round of the BP Super Visco Scottish Libre Championship with the possibility of a thoroughly exciting end to the Championship in sight. Although miles out in front of the Championship table on paper, Andy Barton (4) at long last relinquished the chequered flag to Norman Dickson (7) at the last Ingliston meeting and all that Norman need do now is to win today's race and the final race in October to wrest the Scottish Libre title from Andy's hands. While a difficult task in theory, it

is known that Andy will not be present in October (a race meeting which counts for double points in the BP Super Visco Championship) and the odds against Norman Dickson shorten even further when one considers his incredible lap speed of 46.2 secs in his Formula Atlantic car at the last Ingliston meeting. This is merely 0.1 secs off Tommy Reid's long outstanding outright lap record and Norman is the first person to get just as close as this to that record—an even more creditable performance when one bears in mind that his car is a 1600cc Formula Atlantic whereas Tommy Reid's was an immaculately prepared 2-litre Formula 2 car!

Following the Formula Libre cars is the second part of the Shand Carpets '100' when the survivors from part 1 will determine just to whom and how the £1,800 prize fund is to be divided. Once again we shall merely refer you to Paul Watson's excellent preview of this 100 klm race, an event in which several thousand brake horse power will be unleashed upon the unsuspecting Ingliston circuit. Our only comment might be to warn competitors to keep a weather eye glued upon Dick Mallock's specially prepared Group 7 Mallock U2 with its 1850cc Hart BDA; although a front engine car (as opposed to the rear engined sports cars forming the bulk of today's 2-litre entry list) this immaculately turned out vehicle could prove to be one to keep a very close eye on, especially when one bears in mind that Dick is no stranger to Ingliston (having been the runner up in the 1971 Scottish Formula Ford Championship). Enough said, however. While the results of the 2-part sports car race are being worked out it's time for the big saloons to thunder out for the Thistle Storage Services Trophy Race. It now looks as if the winner of the premier Championship at Ingliston, the 1975 Lombard North Central Scottish Saloon Car Championship, will come from amongst the 1001-1300cc saloons, Eric Smith (113) having managed to establish domination in that class over Jim McClement's Mini (118), but as the season progresses, so too do some of the hairy saloons and there are signs that the closing rounds of this Championship will be fraught with excitement. At long last SMT have built their new 2.5 litre Fireza and the performance of this car will be eagerly watched by all enthusiasts, not the least by Doug Niven (he will be hoping via the rear view mirror) with his Ford Boss Capri (101) which seems to go from strength to strength as the season progresses. Watch out too for Hugh Chalmers in the extremely fast 2.3 litre Avenger driven to first place at the last Ingliston meeting by Bernard Unett: it is thought by many that, with further weight saving, this car can be made to go even faster yet and these three could well provide much of the interest amongst the front runners. By the time the chequered flag has fallen on the big saloons the results processors will (or, rather, had better) have worked out the results for the Shand Carpets '100' and it is then Ingliston's pleasure to welcome the Shadow Spokesman for Sport, Conservative MP Hector Munro to present the winner with his Trophy. While perhaps feeling that the last thing one ever wishes to mix is politics with sport, it is nonetheless refreshing to welcome a political personality to a Scottish sporting event. And then, to round off the programme, we have Event 10 on the tightly packed card, catering for sports and special GT cars. All in all, what promises to be a remarkable festival of motor sport and one which we trust you will all have enjoyed by the time the final flag has fallen. Before leaving the circuit, however, why not call round by the Book Stand immediately behind the Grandstand where Graham Gauld is launching his latest book on Jim Clark, called "Jim Clark Remembered". The book is described by Graham as being a nostalgic picture book covering Jim's career in racing and it has over 120 photographs of the Scot both in action and in his leisure moments—Graham will be delighted to autograph a copy for you, providing of course you pay for the book!





EVENT 1

2.00 pm

Modified Sports Cars 10 Laps

Over 1300 cc

65	E LIDDELL/Jenscot Ltd	Jensen Healey	1973	Edinburgh
67	M NUGENT	Lotus Elan	1800	Pomeroy
69	P BAKER	Ginetta G4	1800	Stow
75	D PHILP/Dalgleish Baillie Insurance	Lotus 47 Europa	1558	Edinburgh
76	K SHADE	Lotus Seven	1600	Edinburgh
77	A SMITH/Alex Smith Metals	Lotus Elan	1600	Ayr
81	A SOUTER	Lotus Elan	1600	Dundee

1st (£20) 2nd (£10) 3rd (£5)

Up to 1300 cc

85	K ALLEN/Alex Smith Metals	Clan Crusader	1147	Crossford
89	R FORESTER-SMITH	Ginetta G4	1295	West Calder
90	J KIRK/K F Metals	Davrian	1111	Airdrie
92	I GARDNER	Davrian/Agra	998	Milngavie
93	D ANDERSON	MG Midget	1275	Galashiels
94	S ROBB	MG Midget	1293	Blair Logie

1st (£20) 2nd (£10) 3rd (£5)

Bonus of £10 for the fastest lap to secs

The penultimate round of the British Caledonian Airways
Championship for Modified Sports Cars

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	7			28
77	A SMITH	Lotus Elan	5	—	7	3			15
90	J KIRK	Davrian	5	—	5	5			15
65	E LIDDELL	Jensen Healey	7	7	—	—			14
69	P BAKER	Triumph GT6	2	—	5	5			12
91	G R WILSON	MG Midget	3	5	1	2			11
67	M NUGENT	Lotus Elan	3	—	—	7			10
86	I A WILKINSON	AH Sprite	2	—	2	3			7
92	I GARDNER	Davrian	—	3	3	—			6
81	A SOUTER	Lotus Elan	—	5	—	—			5
78	D B HALL	Lotus Elan	1	3	—	—			4
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

EVENT 2

2.25 pm

Special Saloon Cars up to 1000 cc 10 laps

126	W G DONALD	Hillman Imp	998	Tarland
129	I FORREST	Forrest Imp	998	Kirkliston
131	G M FINDLAY	Mini	998	Arbroath
132	J McGAUGHAY	Hillman Imp	998	Lochgilphead
135	B W McLEOD	Alval Mini 'S'	999	Edinburgh
136	D C SMITH	BMC Mini	999	Perth
139	R G LAMBERT/Lamart Signs Ltd	Lamart Mini	999	Glasgow
142	G MELVIN	Ford Anglia	997	Ballater
143	J C FYDA/Agra (Precision Engineering) Co	Agra Imp	997	Dundee
144	A YOUNG/Agra (Precision Engineering) Co	Agra Mini	997	Dundee
146	L F JACOBSEN	Imp	998	Glasgow
147	N G WHITNEY	Mini 850	850	Edinburgh
149	J PHILP/Saltyres	BLMC Mini	999	Edinburgh
150	R GAULD	Hillman Imp	998	Insch

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

Bonus of £10 for the fastest lap to secs

The penultimate round of 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	9			32
129	I FORREST	Forrest Imp	6	9	—	9			24
118	J McCLEMENTS	BLMC Mini	8	7	6	—			21
126	W G DONALD	Hillman Imp	—	5	6	7			18
115	J PINKERTON	Mini Cooper'S'	3	5	3	7			18
143	J C FYDA	Hillman Imp	8	—	8	—			16
100	W N A DRYDEN	Vauxhall Firenza	—	—	8	7			15
104	G WALKER	Vauxhall Firenza	3	—	—	9			12
116	J H PATRICK	Colvend Mini	4	4	1	—			9
105	A COLLIER	Skoda	8	—	—	—			8
137	K MILLAR	BLMC Mini	4	4	—	—			8
134	P M PITMAN	Chrysler Imp	—	7	—	—			7
114	J DRYDEN	Longman Mini	1	1	4	1			7
117	R SNELSEN	Fiat 128	2	3	2	—			7
103	J EVANS	Jett Turbo RS20006	—	—	—	—			6
112	H A CHALMERS	Hillman Avenger	—	—	6	—			6
138	G STUPPLE	Mini Cooper	—	—	1	5			6
147	N G WHITNEY	Mini 850	1	—	—	5			6

Scoring: 1 for finishing each race plus, in each class 1st 7, 2nd 5, 3rd 3, 4th 2, 5th 1. Bonus of 1 point 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

Introducing the perfect carpets

Shandtex

100% nylon space dye, high-low fine gauge loop.
Eight colours. High density foam backing. 4 metres.

Lochlea

100% Berber wool pile sculpture in four Berber shades.
Available in secondary backing or high density foam.
4 metres.

Ocean Reef

100% nylon in space dyed high-low loop construction.
Eight colours. High density foam backing. 4 metres.

Milady

100% nylon shag pile in seven tone on tone colours. High
density foam backing. 4 metres.

Elegant Choice

100% nylon space dye in six colours. High density foam
backing. 4 metres.

Manor House

Luxurious 100% wool pile shag, 6 solid colours. Available in
secondary backing or high density foam. 4 yards and
4 metres.



Shand Mills

Perfectionists in Carpeting

Shand Mills Limited, Glasgow Road, Sanquhar, Scotland.

Tel. Sanquhar 491

SHAND CARPETS 100

The sponsors of today's meeting are one of Britain's major carpet exporting companies, Shand Mills Ltd, of Sanquhar, Dumfriesshire.

Formerly Trend Mills Inc, an American owned company, it was taken over by Scottish businessman Douglas Shand earlier this year.

Shand Mills in Sanquhar is one of the most modern carpet factories in the United Kingdom employing over 70 people and producing some of the finest carpet materials from de-luxe grades costing £15 a square yard on the retail market to commercial carpets.

Essentially Shand Mills Ltd are export orientated and over 80% of their production goes overseas thanks to a strong marketing team headed by their American sales director Frank Cahill and marketing director Gordon Dalzell.

At today's meeting you will be able to see the various qualities of carpeting manufactured by Shand Mills at the special display vehicle in the centre of the main arena. At the same time you have a chance to win one of ten carpets which are being offered in a unique competition being run by Shand Mills at today's meeting. All you have to do is fill in the form inside your programme with your name and address and hand it in to the Shand Mills display in the centre of the arena. For those of you in the stands watch out for the Shand Mills girls with their blue sashes as they will be collecting your entries. The last entries will be collected at 3.00 pm and commentator Jim McInnes will announce the names of the winners before the end of the meeting.

What you have to do in this competition is estimate how many square yards of carpeting would be needed to cover the whole of the Ingliston racing circuit and then tell us why Shand carpets are the best. The ten winners will be invited to the Shand Mills reception area in the MacRobert Pavilion after the meeting to select the colour and the design they wish from our ranges.

Douglas Shand is perhaps best known, however, as the man behind Macdonald Shand Ecurie Ecosse, the Scottish motor racing team. This year they have competed in Britain and abroad with a Formula 3 March 753 driven by Scot Graham Hamilton and they have also run two Formula Fords for various drivers including Stu Lawson who is the present leader in the Bernard Hunter Crane Hire Formula Ford Championship here at Ingliston. Graham Hamilton, the team's number 1 driver will be racing in today's Shand Carpets '100' in a Chevron 2-litre sports car, the first time he has raced in this category.



Shand Mills

Perfectionists in Carpeting

..... About Sportscar Racing

Just three months ago, Scotcircuits elected to go against the current trend and promote an International-style Group 5/7 sportscar race on Scotland's leading motor racing circuit—Ingliston. With no British sportscar championship and not even a round in this year's World Manufacturers Championship, it has largely been left to the Scottish circuits to step into the breach and save the interests of British sportscar racing, the teams and the drivers. Two months ago Knockhill ran a sportscar race and now the 2-litres are back again in force, this time at Ingliston for a two-part 100 kilometer race, generously sponsored by Shand Mills, makers of fine quality carpets.

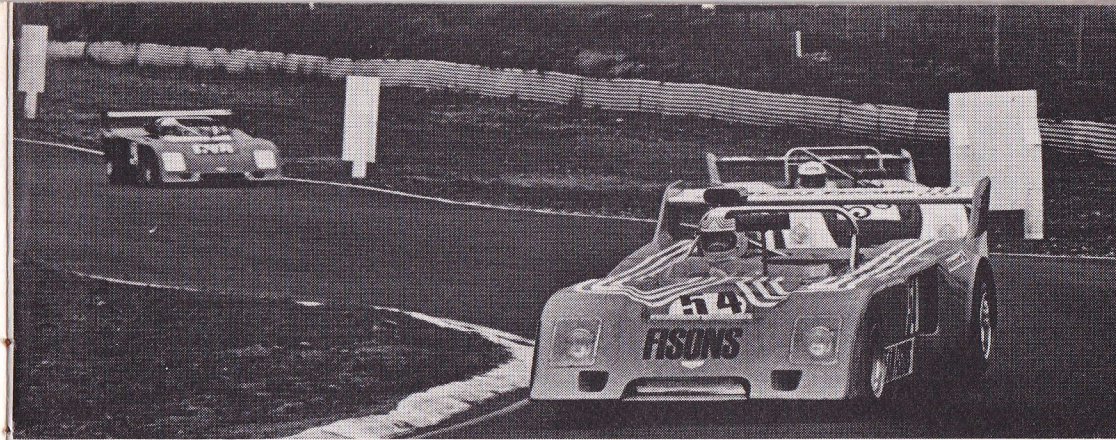
For those not entirely familiar with Group 5/7 sportscar racing, a little explanation may be necessary. Group 5 caters for two seater sports-racing cars, but the definition two-seater is just about all that relates the class to sportscars as we know them—that is road going cars such as the Jaguar E Type or the MG B. These G5 sports cars are really thinly disguised out-and-out racers with all the sophistications of single-seater formula cars, so familiar at the Ingliston circuit in the popular Formula Libre events. The FIA (Federation International Automobile) who govern International motor sport and lay down the rules and regulations, define G5 as follows: *Two seater competition cars especially manufactured for speed or long-distance races on closed circuits. Their use on open roads may however be foreseen and, in that case, the cars must include all elements normally provided and legally required for vehicles using public roads.*

Quite apart from laying down the law, however, the FIA also promote an International Series known as The European Championship of Makes of Cars up to 2-litres. Up till this year the series has been well supported, but in 1975 it foundered as one by one the organisers, finding themselves more and more affected by a world financial recession, lost sponsors and dropped the championship. In the end only two races survived, the Britannica 2000 at Brands Hatch in June and a race at Hockenheim in Germany a fortnight ago. However, enthusiastic promoters such as Scotcircuits Ltd have saved 2-litre sportscar racing from the fire by organising a non-championship series of races at various circuits in their determination to see the class survive.

Before going on to describe the cars and introduce some of the drivers in today's exciting race, a word about Group 7, a class of racing accepted by the FIA but run by a separate organisation under the title of Can-Am racing in the United States and Canada, and Interseries in the United Kingdom. This class encourages sportscars of an unlimited engine capacity, and with much looser rules it also allows modifications to both engine and car that would be quite unacceptable in Group 5. In today's race here at Ingliston we have purposely allowed for Group 7, partly because this is not an International event, but mainly to give the teams and drivers a free hand to develop their cars as near to the ultimate as they can, providing at all times the engine capacity does not exceed 2000 cc.

..... and the Cars

The top competition in today's race should be between three makes; the Lola design from Huntingdon; the Chevron from Bolton in Lancashire and last but not least the lone March from Bicester in Oxfordshire. March Engineering, Britain's leading manufacturer of racing cars, have tended of late to concentrate on building and racing formula (single-seater) cars, and in Europe only one major team has been running their new 75S model, but in such a way that this one team has dominated the scene, leading or winning all but one of the races that they have entered. Bearing the number one in today's race, John Lepp's red March 75S is going to be every other driver's target from the time practice starts on Saturday till the chequered flag falls on Sunday.



Lola Cars are represented by one of the new, and frankly not very popular, Type 390 models and four of the older but trusty Type 294's which have proved themselves to be one of the best chassis available for the private owner. This year Lola broke new water by introducing one of the most advanced rising rate suspension settings at the front and rear end of their new car. This together with a new and even more revolutionary body-style than the March, made the Lola a car apart, and a car apart it has indeed remained with only two major British teams opting to run them, and one of these changing over to a Chevron before the season was two months gone. This situation is of course a great pity, for Eric Broadley the designer and Guy Edwards the driver have worked terribly hard to sort the car out in the three or four races they have so far undertaken. The lack of stability of the Type 390 combined with Edwards' tremendous guts as a driver, make the Lola a great spectacle to watch as its driver wrestles to get on terms with the better handling March and Chevron cars.

And thirdly we come to the Chevron, which to regular Ingliston visitors needs no introduction as several of these cars are raced regularly on our circuit by leading Scots drivers such as Iain McLaren and Scottish resident Tony Charnell. In the early seventies, Chevrons introduced their B19 as a direct successor to the B8 and B16 coupes. Since then they have developed the same basic design year after year, calling them the B19 (in 1971), B21 (in 1972), B23 (in 1973), B26 (in 1974) and now the latest B31 as driven by Martin Raymond and Ian Grob. The cars all look much the same, and in fact they are very similar, their designer Derek Bennett having preferred development to radical change. With the help of drivers like Brian Redman and Peter Gethin, Chevron sportscars have continually been in the winning circle, not only in Europe but in such far away places as South Africa where they have for so long dominated the Springbok Series 2-litre Championship. Like the Lola T294, the B23/26 models are extremely popular private owner cars, and you will see from today's entry that they dominate the list.

Further down the entry we find a number of what in past days might have been described as 'Specials', but are in fact well designed and in some cases effective little motor cars, notably the Vogue SP1 and the Martin BM10, both of which have acquitted themselves well in International competition, the latter having just returned from a good third in Belgium at Zolder. Perhaps to be numbered amongst these specials is the Mallock U2 of Richard Mallock, converted to Group 7 trim and powered with an 1850cc BDA Hart, which took second place at the last Scottish 2-litre event.

All but five of the entries in our race use a variety of Ford based engines, varying in capacity from the 1600cc ex-Formula 2 Cosworth FVA to the larger 2-litre Cosworth FVC's and BDA's. However, four of the entries in today's race use none of these but have instead invested in the very expensive all-Alloy block 420R Hart racing engine, just about the quickest thing about in 2-litre sportscar racing and to be found in the

two Chevron B31's of Grob and Raymond, in Guy Edwards' Lola and the John Lepp March. These engines, which turn out around 300 bhp should have the legs on the rest, but watch Aberdonian Richard Scott who is planning to run a 1300 cc turbo-charged engine in his Chevron B26, although he may decide to use a more standard FVC or BDA.

..... the Drivers

Just about every driver actively involved in British based sportscar racing is entered for today's race, the only notable exception being John Hine in the second KVG Racing Chevron B31. Pride of place must however go to Altrincham sportscar specialist John Lepp who has been associated with the class of racing for more than ten years now, firstly with Chevrons—rising to be one of their leading works drivers—and this year with the highly successful March 75S sponsored by his own jewellery business in Cheshire. John Lepp's list of racing successes are too numerous to mention here save that he has been a consistent class winner in major Manufacturers Championship races all over the world. Already this year he has shared the March with David Morgan to class wins in the Nurburgring and Osterreicherung 1000 kilometer events, finishing seventh overall in the former after dropping only three laps to the winning Alfa-Romeo, and an even better fifth overall in the Austrian race. In the four major British short-distance races this year, he won the first at Silverstone in April, took over an older Lola T294 to win at Thruxton, crashed out of the race on the first lap at Knockhill and retired at Brands Hatch in the Britannica 2000. Be-spectacled, a bit thin on top and looking more like a solicitor than a top racing driver, John Lepp is the man to beat, and if Ingliston goes to plan for him, it could be yet another win for the red March-Hart 75S.

Guy Edwards (known in motor racing as 'Mr Sponsorship' for his uncanny ability to land top sponsors for his motor racing programme when others fail) started motor racing with saloons, but soon moved into sportscar racing, a branch of motor sport that particularly suits him and with which, with one small break, he has been successfully associated for many years now. In recent years he has, through a combination of sponsorship finding and talent as a driver, been very much bracketed along with Lola Cars, not only in sportscar racing but Formula 5000 and last year in Grand Prix racing when he drove alongside the recently retired Graham Hill in the Embassy Lola Formula One team. His successes this year have regrettably been few; consistent seconds and thirds in Formula 5000, a second at Brands Hatch in the Britannica and a third at Silverstone being his leading achievements. He deserves a win today.

Ian Grob has graduated fast to sportscars after a couple of seasons in Formula Ford. A quiet unassuming young man in his very early twenties, his racing until recently has been somewhat overshadowed by the experience of his team-mate John Hine in the other KVG Racing Chevron B31. Then at the end of last year he won the Avusrennen sportscar Grand Prix in Germany since when he has equalled the best most of his rivals have

achieved with class wins at Dijon and Mugello in 1000 kilometer events, finishing third overall in the French event. Definitely a seeded driver in today's race.

Martin Raymond is another driver with a wealth of experience and a variety of successes to his credit. Like Edwards he started racing in saloons and graduated to sportscars with a Daren before transferring to a Chevron and then for a brief period a Lola T390 before returning to Chevrons with a new B31 following the Spa 1000 kilometers race in May. Raymond comes to Ingliston with the latest International sportscar race in his pocket having won at Hockenheim on August 31st. He is a very fast driver and one that prefers short sprint-type events. A stockbroker and farmer by profession, racing is his hobby.

Scotland's hope of a local win rests squarely on the shoulders of two drivers. From Broxburn, British Leyland motor dealer Iain McLaren who is jointly sponsored by McLaren of Broxburn and Christie Car Rental; and from Aberdeen, young Richard Scott who is fast carving himself a name down south as one of the fastest racing drivers about in Formula 5000. McLaren has at his disposal the same ex-KVG Racing Chevron B31 that won for him the Knockhill race in July. One of last year's factory cars, it has a 2-litre Hart prepared BDA engine, and with this car Iain McLaren has consistently proved that in British races he is the fastest driver outside the elite five who use the much faster and more expensive Hart Alloy motors. On a circuit like Ingliston which he knows better than any other, McLaren could be the 'Dark Horse' of the race, and must therefore always be considered a potential winner.

Although a Scot through and through, Dick Scott races little in Scotland these days and was last seen at Ingliston last October when he demonstrated the Hesketh Formula One car. After an early career of sportscar racing at club level with an Elva, Scotty rose quickly through the ranks of Formula 3 to be one of its leading drivers. After a none too successful attempt to build and race his own car, Worcestershire-based Alan McKehnie team, who had just lost Bob Evans to the F1 BRM team, snapped up Scott to drive the Durex sponsored F5000 Lola T400. Almost at once he won the big 5000 event at Silverstone in April, since when he has been very close to winning several other events for these spectacular cars.

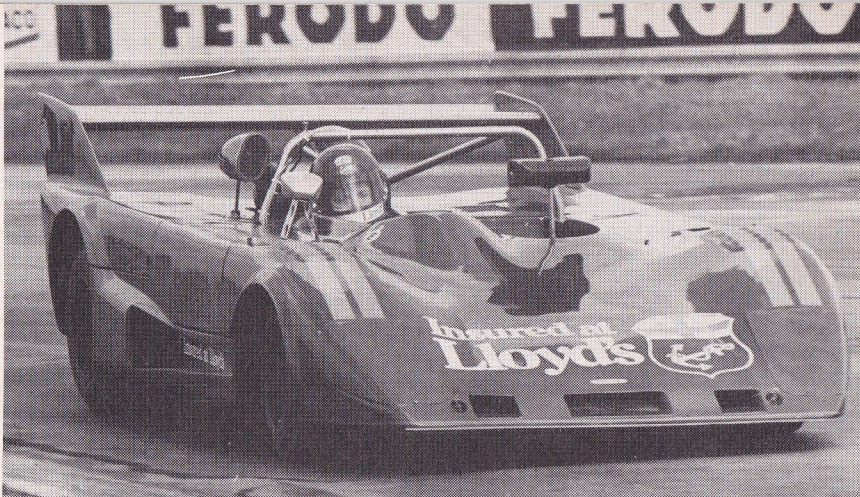
Probably the most consistent winner at Ingliston is Tony Charnell. A Midland's businessman in the motor trade and now in charge of sales at Mogil Motors Ltd, Dumfries, Charnell finds great support from the firm he works for in motor racing, so much so in fact that they also enter his 1974 car, a Lola T212 for Andy Jeffrey to drive. Last year Charnell had his first taste of continental motor racing when he took the Lola to Avus and the Nurburgring, winning the 1600cc class in the Avusrennen while Grob won the race as a whole. Anxious to get more experienced, he has entered several long-distance events this year with little success until two weeks ago he was third at Hockenheim behind Martin Raymond in the second round of the 2-litre Championship.

Space does not permit a complete biography on every driver, save to say that there is a wealth of talent amongst the supporting cast, not least of all Graham Hamilton of MacDonald Shand Ecurie Ecosse who will be having his first drive in sportscars today when he handles the blue Chevron B23 normally driven by Yorkshireman Peter Smith, and a car which won the 2-litre class in this year's Spa 1000 kilometers. Robin Smith is another Scot of some notoriety in the race having just returned from an extensive five race series on the continent with his B23, gaining a fine third at Enna behind Merzario's works Osella. John Calvert from over the border in Co. Durham drives another B23, Calvert having been a regular recent visitor to Ingliston with his Libre March, and should go well here. Roger Heavens has entered two of his rapid Lola T294's and probably the fastest of all the T294's, the Stuart Chubb car, is driven by former Brabham Formula One driver Richard Robarts who went so well at Knockhill in the same car and earlier in the year finished second in class at Monza with Robin Smith's Chevron.

Who wins this one is anybody's guess. Local knowledge will favour drivers like McLaren, Charnell, Scott and Graham Hamilton, the latter eager to please his sponsor, the same one that is sponsoring the race itself. Lepp, Edwards, Grob and Raymond probably have the quicker cars while drivers like Robarts, Calvert and Robin Smith may in this race find themselves well placed. By the time night falls we shall know all the answers!

by Paul Watson





A Lola T294, this one the Chandler-Ibec car run by Dorset Racing Associates and driven here by Lloyds Insurance Broker Ian 'Bumble' Bracey. DRA are one of this countries most successful long-distance teams.

EVENT 3

2.45 pm

THE SHAND CARPETS '100'

100 kms race for International 2-litre Sports Cars

Part 1 – 30 laps

Car No	Entrant	Driver	Car	Colour	Capacity
1	March Hart Racing	John Lepp	March 75S Hart	Red	2000
3	CI Caravans Racing with Lola Cars	Guy Edwards	Lola T390 Hart	White/Red	2000
7	Stuart Chubb	Richard Roberts	Lola T294 Ford	Orange	2000
4	Chandler-Ibec International Racing with DRA	Ian Bracey	Lola T294 Ford	Blue	2000
5	Roger Heavens	To be nominated	Lola T294 Ford	Green	2000
6	Roger Heavens	To be nominated	Lola T294 Ford	Yellow	2000
7	Mogil Motors Limited	Andrew Jeffrey	Lola T212 Ford	White/Blue	1600
5	KVG Racing	Ian Grob	Chevron B31 Hart	Green	2000
9	Fisons Racing	Martin Raymond	Chevron B31 Hart	Orange	2000
4	McLaren of Broxburn/Christie Car Rental	Iain McLaren	Chevron B26 Ford	Blue	2000
2	Forge Mill Racing	Richard Scott	Chevron B26 Ford	Blue	1300 T/C
8	MacDonald Shand/Ecurie Ecosse	Graham Hamilton	Chevron B23 Ford	Blue	2000
14	Robin Smith	Robin Smith	Chevron B23 Ford	Red	2000
9	Mogil Motors Limited	Tony Charnell	Chevron B23 Ford	White/Blue	2000
16	John-Blanckley	John Calvert	Chevron B23 Ford	Blue	2000
17	John Cole	John Cole	Chevron B23 Ford	Green	2000
18	James Baird	James Baird	Chevron B23 Ford	White	2000
19	Reg Thurley	Reg Thurley	Chevron B23 Ford	Red	1600
20	Lester Ray	Richard Jenvey	Vogue SP1 Ford	White	2000
10	Bradshaw Plant Hire	John Corfield	Martin BM10 Ford	Red/Black	2000
22	Coventry Auto Lift Ltd	Lyndon Thorne	Aldon AL2 Ford	Blue	1600
24	John Tait	John Tait	Royale RP4 Ford	Orange	1600
6	Mallock	Richard Mallock	Mallock U2 Mk 17 BDA Hart	Black	2000

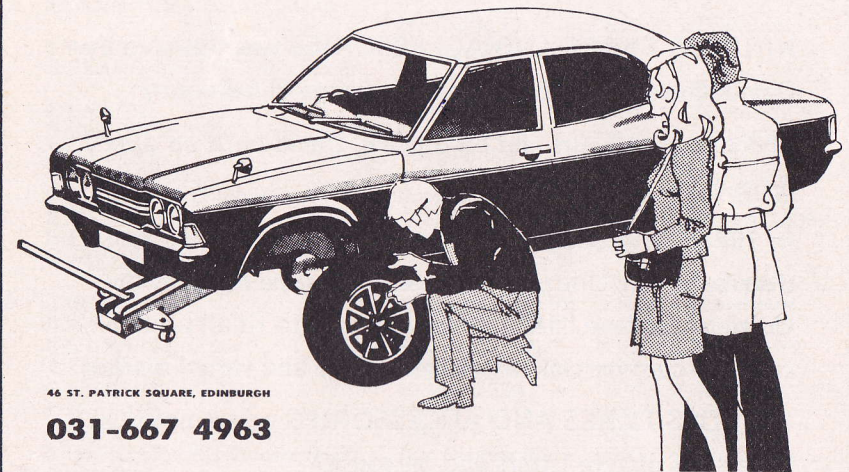
(NB Only the fastest 16 from official practice to compete)

For the fastest lap in this part to secs (£40)

Plus, on aggregate results, 1st (£400), 2nd (£300), 3rd (£250), 4th (£225)
5th (£200), 6th (£150), 7th (£100), 8th (£50), 9th (£25), 10th (£25)

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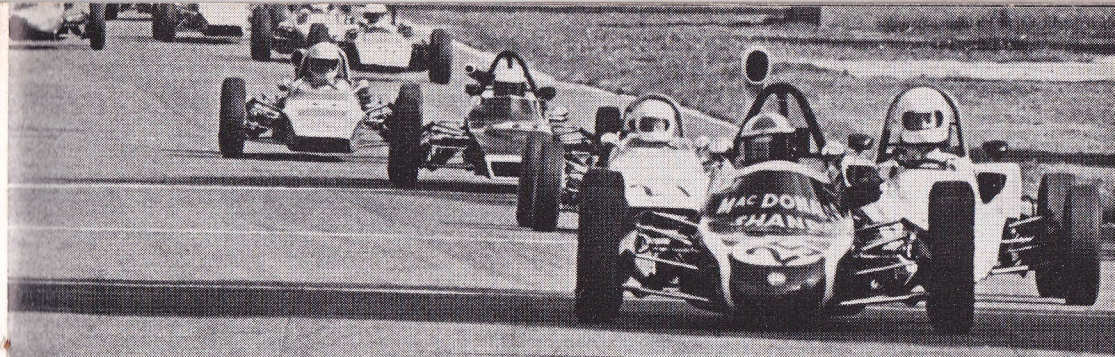
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EVENT 4

3.20 pm

THE KINROSS TYRES & ACCESSORIES TROPHY RACE for Formula Ford Cars 10 Laps

25	S LAWSON/MacDonald 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	Eldeñ Mk 10C	1600	Edinburgh
30	D BROTHERSTON	Hawke DL11	1600	Edinburgh
32	C MacLEAN	MRE 73/75F	1600	Alness
34	A McKECHNIE	Rostron Minster	1600	Lochgilphead
35	D WATNEY/R D Johnston	Crossle 20F	1600	Mid Calder
36	R H SIMPSON	Crossle 25F	1600	Newton Stewart
37	D LAIRD	Hawke DL9	1600	Cupar
38	N WILLIAMSON/A F Shiels Housing Ltd	Van Diemen	1600	Jedburgh
43	C REEVES	Mallock U2 Mk 9B	1600	Stonehouse
44	D A H HALL	Hawke DL 11/12	1600	Edinburgh
46	G MUNDELL	Royale RP16A	1600	Muir of Ord
47	A THOMAS	Palliser WDF 1/3	1600	Aberdeen
52	C I BINNIE	Hawke DL2A	1600	Cornhill
54	K MILLAR	Hawke DL11	1600	Currie
55	D MOFFAT	Alexis	1600	Glasgow
58	G HAMILTON/MacDonald Shand	Van Diemen RS75	1600	Dumfries
59	P J SHAND	Elden 10A	1600	Glasgow

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

Bonus of £10 for the fastest lap to secs

The penultimate round of the Bernard Hunter Crane Hire Formula Ford Championship 1975

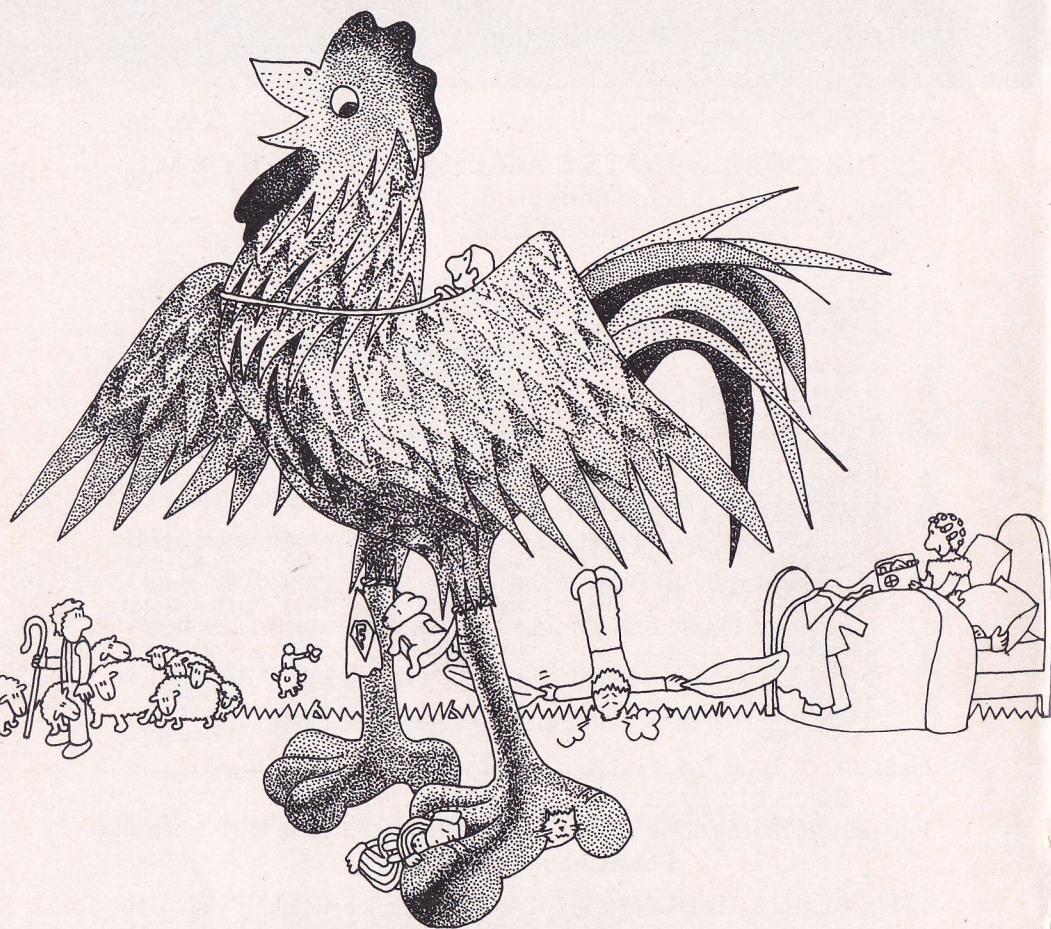
THE BERNARD HUNTER CRANE HIRE FF CHAMPIONSHIP

Car No	Driver	Car	Apr	May	Jul	Aug	Sept	Oct	Total
25	S LAWSON	Hawke DL12	9	9	—	9	—	—	27
27	J MacGILVRAY	Crossle 25F	—	3	9	6	—	—	18
32	C MacLEAN	MRE 75F	3	4	6	—	—	—	13
28	G FRANCHITTI	Hawke DL12	6	6	—	—	—	—	12
44	D A H HALL	Hawke DL11/12	—	—	4	4	—	—	8
46	G MUNDELL	Royale RP16A	2	1	3	1	—	—	7
38	W N WILLIAMSON	Van Diemen	4	—	1	—	—	—	5
33	P MORRISON	Crossle 25F	1	—	2	2	—	—	5
36	R H SIMPSON	Crossle 25F	—	—	—	3	—	—	3
53	D STEEDMAN	Van Diemen	—	2	—	—	—	—	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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194 metres medium wave/96.8MHz VHF/FM Stereo. 06.00-midnight weekdays/07.00-midnight week-ends.



EVENT 5

3.45 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
160	N A FRASER/Ravenscraig Service Station (Greenock)	Honda Civic	—£1299	Greenock
164	I SMITH/Team Zippo	Mazda RX3 Coupe	—£1699	Balerno
165	C JONES/Team Zippo	Mazda RX3 Coupe	—£1699	Ratho
166	I STIRLING/Ziebart/Alval Eng.	Hillman AvengerGT	—£1699	St Andrews
169	V COVEY/Team Zippo	Mazda RX3 Coupe	—£1699	Kirkliston
170	To be nominated/Dicksons of Perth Fife & Kinross Auctions	Datsun 160J	—£1699	Perth
1st (£20) 2nd (£10) 3rd (£5)				

Over £1699

171	H VEITCH	Vauxhall Firenza	—£2300	Berwick
172	W R MONTGOMERY	Vauxhall Firenza	—£2300	Perth
173	R KNOWLES	Ford Mexico	—£2300	Aberdeen
175	N EDMONDS/Marshalls Chunky Chicken/Team SMT	Vauxhall Magnum	—£2300	Edinburgh
178	A J SMALL/Team Zippo	Ford Capri	—£2300	Leuchars
179	A D NIVEN/T Meldrum/Team Zippo	Escort Mexico	—£2300	Duns
181	E LABINJOH/Radio Forth/Fishers Garage (Edin) Ltd	Alfa Romeo 2000	£2300+	Edinburgh
182	W HALLEY	BMW 2002	£2300+	Crieff
183	J COOK/A Fleming	Alfa Romeo	£2300+	Upper Largo

1st (£20) 2nd (£10) 3rd (£5)

Bonus of £10 for the fastest lap to secs

The penultimate round 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	5			22
181	E LABINJOH	Alfa Romeo	5	5	5	5			20
164	A I SMITH	Mazda RX3 Coupe	3	7	5	3			18
166	I STIRLING	Hillman Avenger GT	5	5	7	—			17
173	R KNOWLES	Ford Mexico	—	7	5	5			17
180	Mrs J BIRRELL	Vauxhall Magnum	—	—	7	7			14
165	C JONES	Mazda RX3 Coupe	1	3	—	5			9
171	T MELDRUM	Escort Mexico	1	5	—	3			9
183	J COOK	Alfa Romeo	3	3	3	—			9
167	R LECKIE	Hillman Avenger GT	7	—	—	—			7
175	G MARSHALL	Vauxhall Magnum	7	—	—	—			7
174	G WINDRUM	Ford Capri	3	—	3	1			7
160	N A FRASER	Honda Civic	5	—	—	—			5
177	J POLLOCK	Ford Capri	5	—	—	—			5
172	W R MONTGOMERY	Vauxhall Firenza	—	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



NOEL

TEAM CASTROL

Team Castrol
GTX

Edmonds

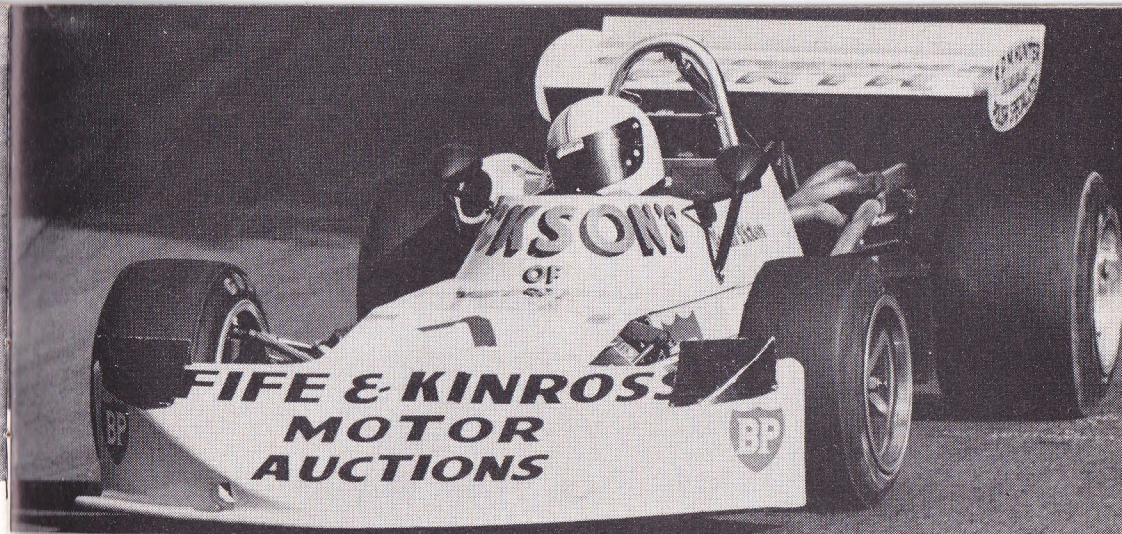
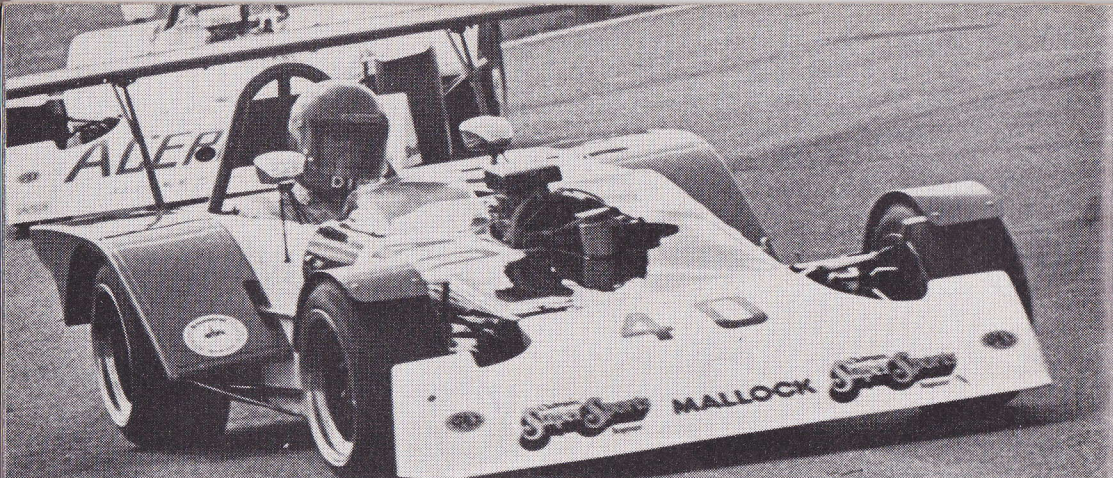
HENSMAANS

Castrol GTX

25

Castrol
GTX

Breakfast Show



EVENT 6

4.10 pm

Clubmans Sports Cars
12 Laps

Class A Cars

56	S RUSSELL	Mallock U2Mk15/171600	Banbury
57	D MANLEY	Mallock U2Mk 17 1600	Dublin
60	C HART	Mallock U2Mk11B 1600	Sheffield
61	J HOLROYD	Mallock U2Mk16 1600	Leeds
62	J MUIRHEAD	Mallock U2Mk16 1600	Ripon
63	R EDGE	Mallock U2Mk17 1600	Walsall
64	G STEVENSON	Mallock U2Mk11/141600	Loughborough
71	A G WATSON	Gryphon C73/74 1598	Burntisland
79	R MacNAB	Gryphon C74A 1600	Kilmarnock
80	R INCH/Dalgleish Baillie Insurance Brokers Ltd	Mallock U2Mk17 1600	S Queensferry

1st (£20) 2nd (£10) 3rd (£5)

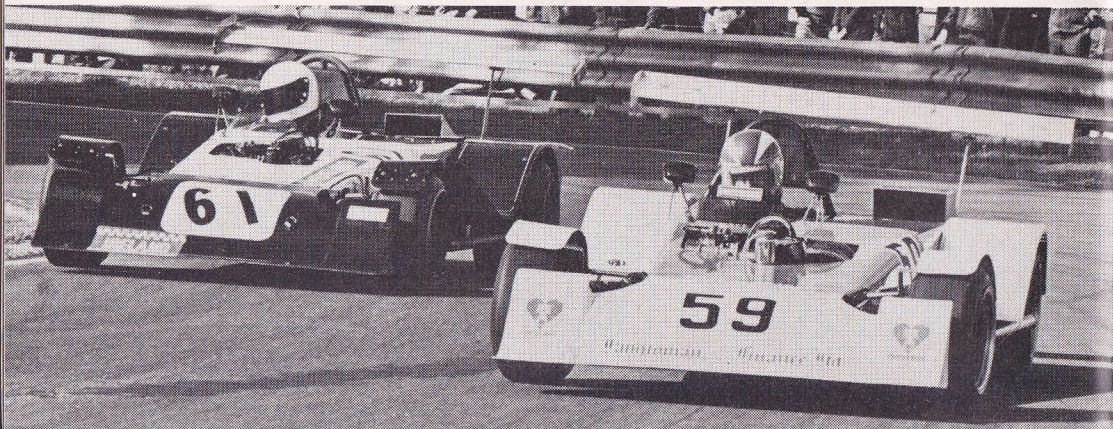
Class B Cars

70	K BROWN	Mallock U2Mk11 1600	Doncaster
73	G LAMBERT	Mallock U2Mk14E 1600	Burnley
84	G VALENTE	Mallock U2Mk11B 1600	Scarborough
87	A MACKINTOSH	Mallock U2MkX1B 1600	Penicuik

1st (£20) 2nd (£10) 3rd (£5)

Bonus of £10 for the fastest lap to secs

Final Round of the Northern Clubmans Champagne Championship



EVENT 7

4.35 pm

THE BP SUPER VISCO RACE for Libre Cars
15 Laps

4	A BARTON	March 74B	1600	Newburn
5	S LAWSON/MacDonald Shand	March 753 Ford	1960	Dumfries
6	D N THOMSON/Thistle Metallics	Chevron B27 Swindon 1600		Edinburgh
7	N DICKSON/Dicksons of Perth/ Fife & Kinross Auctions	March 74B	1600	Perth
10	J MATHEWSON	Gryphon C73/74	1600	Kirkcaldy
12	J BAIRD	Chevron B23	1850	Edinburgh
15	A SHARPE/Dalgleish Baillie Insurance Brokers Ltd	Mallock U2Mk17	1600	S Queensferry
18	R ROLLO	Lotus 69	1600	Prestonpans
21	P HERON/Sperrin Metal	Brabham BT30	1800	Draperstown
22	R I BROWN	Lotus 69	1600	Aberdeen
27	J MacGILVRAY/Team Ziebart	Crossle 25F	1600	Oban
57	D MANLEY	Mallock U2Mk15/171600		Dublin

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

Bonus of £10 for the fastest lap to secs

The penultimate round 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	7			37
7	N DICKSON	March 74B	—	—	7	10			17
16	A JEFFREY	Chevron B25FVC	4	7	—	—			11
17	J S CALVERT	March 742 Ford	—	—	5	5			10
19	K FILDES	Britannica Lotus	5	—	4	—			9
6	D N THOMSON	Chevron B27	—	5	—	4			9
27	J MacGILVRAY	Crossle 25F	2	2	3	1			8
14	P McGARRITY	Chevron B29	7	—	—	—			7
18	R ROLLO	Lotus 69 BDA	3	—	—	3			6
8	D BAILLIE	Chevron B19/21	—	4	—	—			4
33	P MORRISON	Crossle 25F	1	1	—	1			3

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

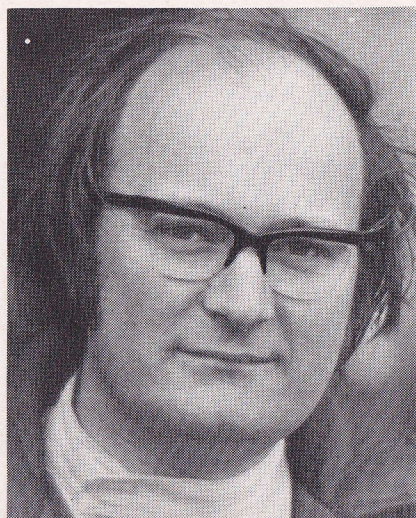
Prize Fund — £300 — £200 — £100 — £60 — £40

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



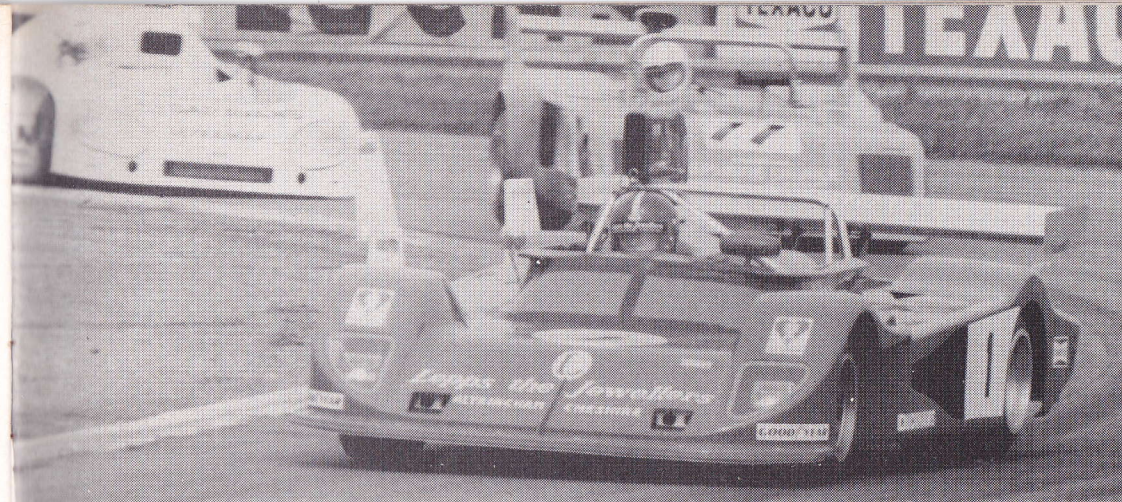
Richard Scott
Generally acknowledged as Scotland's fastest driver—Richard Scott—who today drives either a Lola or a Chevron for Forge Mill Racing of Nottingham. Richard caused a mild sensation earlier in the year when he was named as official driver for the Formula 5000 Durex team with a Lola T400. Dick's last major appearance at Ingliston was in July, 1971, when he won the second heat of the prestige libre race run then, beating a first class F2 and F5000 field in his Lotus 69 F2.

John Lepp
John Lepp, probably Britain's most consistently successful 2-litre sportscar driver. Former factory Chevron team member and now driving the semi-factory March-Hart 75S with enormous flare. Wins so far this year include class wins in the Nurburgring and Osterreichring 1000 Kilometer races (co-driving with David Morgan) and overall wins at Silverstone and Thruxton. On the form, John Lepp must be favourite for today's race.



Martin Raymond
Martin Raymond from London and a stockbroker is probably the hardest trier of all the top European sportscar drivers. Certainly Fisons think so for at the end of last year they decided to reward his efforts by totally sponsoring him. Martin was second at Thruxton recently but has fared none too well on the Continent this year after leading his class in most of the events he's entered. However, in the Interseries championship he has been a consistent winner.

Guy Edwards
Ex-Formula One and leading Formula 5000 driver Guy Edwards has a wealth of experience in all manner of cars with a preference for Lola in more recent years. Former F1 team-mate of Graham Hill in the Embassy Lola's, Edwards has earned sponsorship from many of this country's leading manufacturers and is sponsored today by CI Caravans and Ultramar.



This year's most successful 2-litre sportscar/driver combination ... The March-Hart 75S entered by Lepps the Jewellers of Altrincham and driven by the very talented and experienced John Lepp.

EVENT 8

5.00 pm

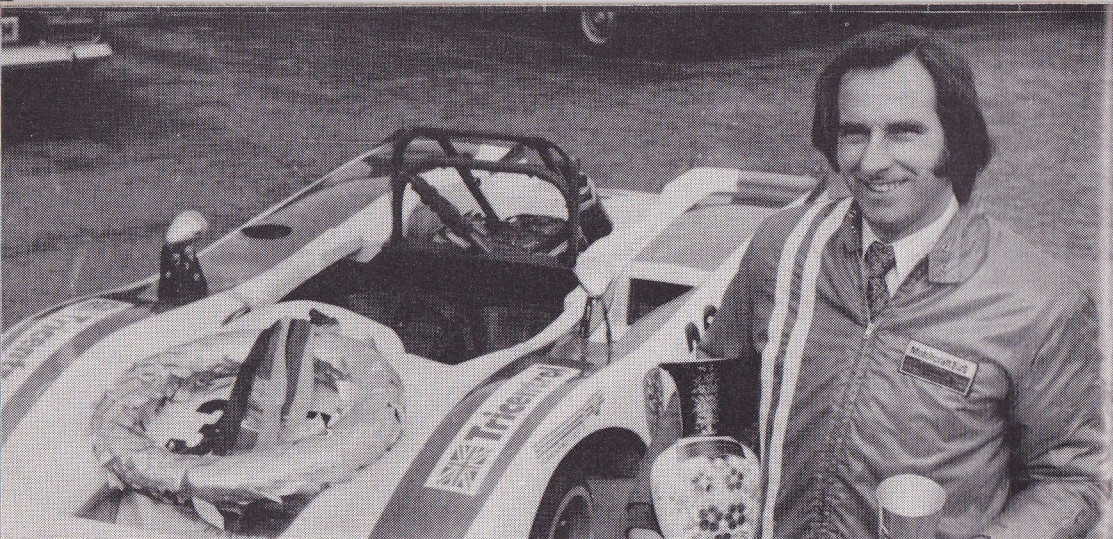
THE SHAND CARPETS '100'

100 kms race for International 2-litre sports cars
Part 2 — 30 Laps

Car No	Entrant	Driver	Car	Colour	Capacity
1	March Hart Racing	John Lepp	March 75S Hart	Red	2000
2	CI Caravans Racing with Lola Cars	Guy Edwards	Lola T390 Hart	White/Red	2000
3	Stuart Chubb	Richard Roberts	Lola T294 Ford	Orange	2000
4	Chandler Ibec International Racing with DRA	Ian Bracey	Lola T294 Ford	Blue	2000
5	Roger Heavens	To be nominated	Lola T294 Ford	Green	2000
6	Roger Heavens	To be nominated	Lola T294 Ford	Yellow	2000
7	Mogil Motors Limited	Andrew Jeffrey	Lola T212 Ford	White/Blue	1600
8	KVG Racing	Ian Grob	Chevron B31 Hart	Green	2000
9	Fisons Racing	Martin Raymond	Chevron B31 Hart	Orange	2000
10	McLaren of Broxburn/Christie Car Rental	Iain McLaren	Chevron B26 Ford	Blue	2000
11	Forge Mill Racing	Richard Scott	Chevron B26 Ford	Blue	1300 T/C
12	MacDonald Shand/Ecurie Ecosse	Graham Hamilton	Chevron B23 Ford	Blue	2000
14	Robin Smith	Robin Smith	Chevron B23 Ford	Red	2000
15	Mogil Motors Limited	Tony Charnell	Chevron B23 Ford	White/Blue	2000
16	John Blanckley	John Calvert	Chevron B23 Ford	Blue	2000
17	John Cole	John Cole	Chevron B23 Ford	Green	2000
18	James Baird	James Baird	Chevron B23 Ford	White	2000
19	Reg Thurley	Reg Thurley	Chevron B23 Ford	Red	1600
20	Lester Ray	Richard Jenvey	Vogue SP1 Ford	White	2000
21	Bradshaw Plant Hire	John Corfield	Martin BM10 Ford	Red/Black	2000
22	Coventry Auto Lift Ltd	Lyndon Thorne	Aldon AL2 Ford	Blue	1600
24	John Tait	John Tait	Royale RP4 Ford	Orange	1600
25	Mallock	Richard Mallock	Mallock U2 Mk 17 BDA Hart	Black	2000

(NB Only finishers of Part 1 qualified to compete)

For the fastest lap in this part to secs (£40) and, on aggregate with Part 1, 1st (£400), 2nd (£300), 3rd (£250), 4th (£225), 5th (£200), 6th (£150), 7th (£100), 8th (£50), 9th (£25), 10th (£25)



Tony Charnell

Birmingham ex-patriot Tony Charnell, now Sales Manager of Mogil Motors with some of the many trophies he won with his F2 Brabham and sports Lola T212 during the '74 season. A staunch supporter of the Ingliston circuit and winner of the 1974 Scottish Sports Car Championship, Tony currently leads the "over 1600 cc" class in the 1975 Championship.

Graham Hamilton

Born Durban, Natal, South Africa and a motor racing enthusiast even before his emigration to Glasgow (his father's birthplace) in 1959, Graham turned to professional motor racing last year. Driving the Macdonald Shand Van Diemen he missed the 1974 Scottish FF Championship by 1 point only, winning the two closing events of the season at Ingliston. Normal mount for 1975 is the Macdonald Shand/Ecurie Ecosse March 753 Ford F3 car, today's appearance in Peter Smith's FVC-powered Chevron B23 being a one-off event.

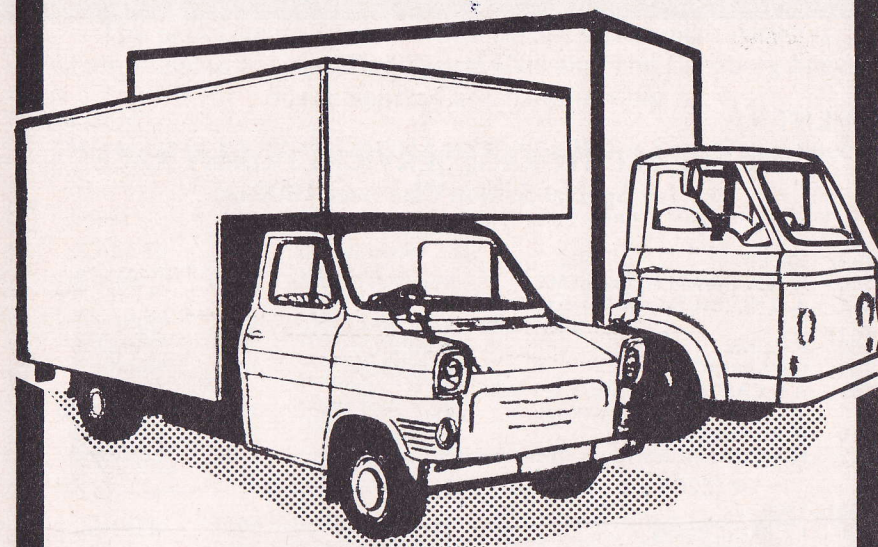
Iain McLaren

Ex-Scottish Hillclimb Champion and runner-up in the 1974 Scottish Libre Championship in his Rondel Motul M1, Linlithgow driver Iain McLaren has switched from single seaters to sports cars for 1975 with remarkable success, having already won the other recent Scottish 2-litre sports car event. Definitely a Scotsman carving a considerable reputation for himself in sports car circles and, with his knowledge of the Ingliston circuit and a highly competitive car, one of the favourites for today's race.



THISTLE STORAGE SERVICES LIMITED

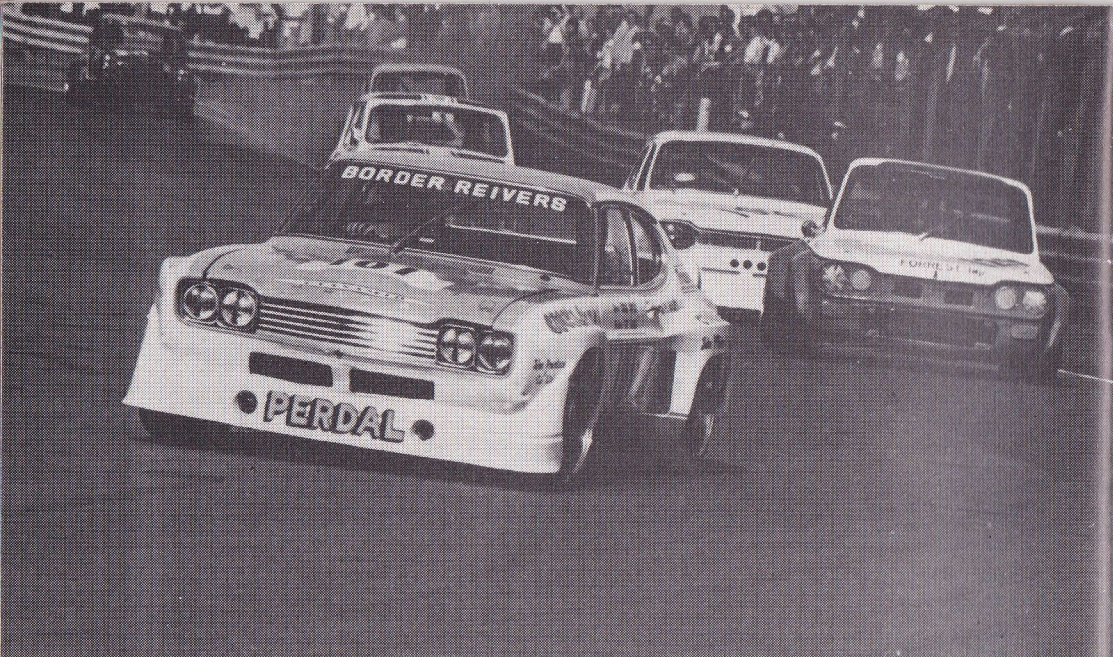
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EVENT 10

6.00 pm

Sports & Special GT Cars 10 Laps

Over 1300 cc

15	A SHARPE/Dalgleish Baillie Insurance Brokers Ltd	MallockU2Mk17	1600	S Queensferry
57	D MANLEY	MallockU2Mk17	1600	Dublin
67	M NUGENT	Lotus Elan	1800	Pomeroy
69	P BAKER	Ginetta G4	1800	Stow
71	A G WATSON	Gryphon C73/74	1598	Burntisland
75	D PHILP/Dalgleish Baillie Insurance	Lotus 47 Europa	1558	Edinburgh
77	A SMITH/Alex Smith Metals	Lotus Elan	1600	Ayr
79	R MacNAB	Gryphon C74A	1600	Kilmarnock
82	P MacNAUGHTAN	Chevron B23	1850	Edinburgh

1st (£20) 2nd (£10) 3rd (£5)

Up to 1300 cc

74	E LABINJOH/Radio Forth/Fishers Garage (Edin) Ltd	Fisher Spyder	1100	Edinburgh
85	K ALLEN/Alex Smith Metals	Clan Crusader	1147	Crossford
87	A MACKINTOSH	MallockU2MkXIB	1600	Penicuik
90	J KIRK/K F Metals	Davrian	1111	Airdrie
92	I GARDNER	Davrian/Agra	998	Milngavie

1st (£20) 2nd (£10) 3rd (£5)

Bonus of £10 for the fastest lap to secs

The penultimate rounds of the British Caledonian Airways
Championship for Modified Sports 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
85	K ALLEN	Clan Crusader	7	—	7	7			21
3	A CHARNELL	Lola T212	—	7	5	7			19
77	A SMITH	Lotus Elan	5	—	7	7			19
74	E LABINJOH	Fisher Spyder	5	7	—	3			15
72	P MacNAUGHTAN	Chevron B23	5	5	—	5			15
2	I McLAREN	Chevron B26/31	—	7	7	—			14
87	A MACKINTOSH	MallockU2Mk XIB	3	5	—	3			11
67	M NUGENT	Lotus Elan	7	—	—	3			10
90	J KIRK	Davrian	—	—	5	5			10
69	P BAKER	Triumph GT6	3	2	3	2			10
79	R MacNAB	Gryphon C74	—	3	—	5			8
75	N MULLOY	Lotus 47 Europa	—	1	5	—			6

Scoring: 1 for finishing plus, in each class of 3 or more starters 1st 6, 2nd 4, 3rd 2, 4th (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 SPORTSCAR CHAMPIONSHIP

Car No	Driver	Car	Apr	May	July	Aug	Sept	Oct	Total
87	A MACKINTOSH	Mallock U2	9	9	—	6			24
79	R MacNAB	Gryphon C74A	—	6	—	9			15
84	J OLSEN	Mallock U2	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 9

5.30 pm

THE THISTLE STORAGE SERVICES TROPHY RACE for Special Saloon Cars over 1000 cc 10 Laps

Over 1300 cc

100	W N A DRYDEN/Team SMT	Vauxhall Firenza	2485	Edinburgh
101	A D NIVEN/Border Reivers/ Sportstune	Ford Boss Capri	5700	Duns
102	F GUNN	Ford Escort	1970	Milngavie
108	C B SIMPSON	Ford Escort	1850	Monifieth
109	A R CASTLE-MILLER/Eden Vale Dairy Products	Fiat 600 Lotus	1558	Pencaitland
110	W ROBERTSON	Ford Escort	1800	Edinburgh
112	H A CHALMERS/James Ross & Sons	Hillman Avenger	2300	Edinburgh

1st (£20) 2nd (£10) 3rd (£5)

1001—1300 cc

106	I T ROGERSON	BMC Cooper 'S'	1291	Rothbury
113	E M SMITH	Mini 1275 GT	1297	Carlisle
115	J PINKERTON	Mini Cooper 'S'	1293	Glasgow
116	J H PATRICK	Colvend Mini	1293	Whitecross
118	J McCLEMENTS/McMaster of Ballymoney	BLMC Mini	1299	Ballymoney
120	E PATERSON	Colvend Mini	1293	Edinburgh
123	P M MARTINS D'ALMEIDA	Mini Clubman	1293	Dunoon
124	G NOBLE	Austin Cooper 'S'	1293	Edinburgh
125	R MILNE	Mini Cooper 'S'	1293	Kingswells
138	G STUPPLE	BLMC Mini	1276	Edinburgh

1st (£20) 2nd (£10) 3rd (£5)

Bonus of £10 for the fastest lap to secs

The penultimate round in the Lombard North Central Scottish
Saloon Car Championship

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3. If you prefer to fly later, we have departures from both Glasgow and Edinburgh through the day.
4. All flights offer a bar service to cheer you - and on weekdays hot meals at mealtimes to warm you.
5. And you have the advantages of flying to Gatwick - London's most accessible airport. It has its own station under the airport concourse, just 40 minutes from Victoria Station in Central London.
6. Returning from London, check in at our Central London Air Terminal at Victoria Station. And let the train take you to the 'plane - departing Gatwick to Glasgow at 0755, 1455, 1955, or to Edinburgh at 0815, 1215, 1715, 2015 on weekdays.
7. Every British Caledonian flight is known as the businessman's special. Because you're special, we treat you that way.
8. At our check-in desks (even at Victoria Station), you can choose your own seat on the 'plane - without having to rush for it.
9. On board, our tartan-clad hostesses look after you with an attention that is envied throughout the world.

To fly with your own airline, call your travel agent or your local British Caledonian office for a booking.

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JPS/M/75/9E

MIDDLE TAR

As defined in H.M. Government Tables published in September 1974.

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SCOTTISH MOTOR RACING CLUB LIMITED

Registered Office: National Bank Chambers Duns
2440 Edinburgh VAT Reg No: 270 4631 74

Office Use

CB Ref

Memb No:

INSIGNIA ORDER FORM

I, Mr/Mrs/Miss _____ Membership No _____

of _____

hereby apply for the following insignia:

No	Type	VAT @ 8% inclusive	£	:
—	Car Badge	£2.25	£	:
—	Windscreen Badge	£0.25	£	:
—	Repeat Motif Tie	£1.10	£	:
—	Blazer Badge	£2.75	£	:
—	Overall Badge	£1.00	£	:
—	Single Motif Tie	£1.10	£	:
—	Lapel Badge	£0.40	£	:
—	Cuff Links (pair)	£1.50	£	:
			£	:

My cheque/P O/Cash is enclosed for

TRACK TEST 1975

Subject Scottish Motor Racing Club Membership.

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.

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

Free Admission with a guest to the Paddock at each Ingliston Race Meeting.

Discount on entry fees of £1 per entry for drivers at Ingliston — saving over six meetings £6.

Free access with guest to MacRobert Pavilion and to the bar therein.

Right to purchase season tickets to certain blocks of the Grandstand at reduced rates inclusive of car parking (1975 Adults £6.75, Juveniles £5.75)

The right to purchase and display club insignia.

NON SMRC MEMBER

Admission to Paddock 20p, therefore season's cost for two £2.40

No discount on entry fees for drivers.

No access to either the MacRobert Pavilion or the bar.

No season tickets available. Cost of equivalent ticket — Adult £8.10 Juveniles £6.90, and car parking costs.

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.

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

SCOTTISH MOTOR RACING CLUB LIMITED

Registered Office: National Bank Chambers Duns
24440 Edinburgh VAT Reg No: 270 4631 74

For Office Use

CB Ref

Memb. No:

APPLICATION FORM for 1975 MEMBERSHIP

Please complete in BLOCK CAPITALS throughout

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

of _____

_____ (Occupation)

hereby apply for Membership of the Scottish Motor Racing Club Limited for the rest of the calendar year 1975 and agree, if elected to be bound by the Memorandum and Articles of Association thereof for the time being.

_____/_____/1975 _____
(Signature, please)

I wish to be considered as a Marshal at Ingliston please tick appropriate box
I wish to pay my subscription by the following method:—

	Cash/PO/Cheque enclosed <input type="checkbox"/>	Bankers Order made out below <input type="checkbox"/>	
		This Year	Further years until further notice
Annual Subscription	£4.00	£4.00	£4.00
First year discount	—	0.40	—
	£4.00	£3.60	£4.00
Entrance Fee	£1.10	—	—
	£5.10	A £3.60	B £4.00

ALL VAT INCLUSIVE AT 8%

BANKERS ORDER FORM - to be returned to SMRC

Your Bank's Name To _____
Your Bank's Address of _____

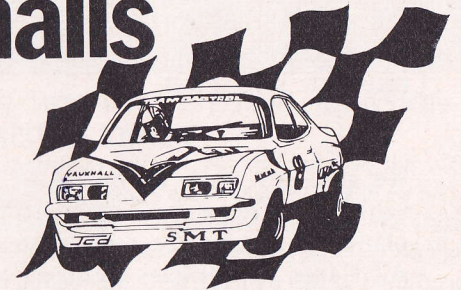
†Amount at A above in figures and words Please pay now †£ ()
and on 1st January thereafter

*Amount at B above in figures and words *£ ()

to the Royal Bank of Scotland, Berwick-upon-Tweed (83-16-30) for the account of the Scottish Motor Racing Club Limited.

Your Name _____ Date _____
Your Address _____ Signature _____
Our Ref _____

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We rally Vauxhalls.
We produce high performance Vauxhalls for the road. They all incorporate Dealer Team Vauxhall Sportparts.

Sportparts are only obtainable in Scotland from our High Performance Centre in Perth and through any of our fifteen branches in Scotland and NW England.

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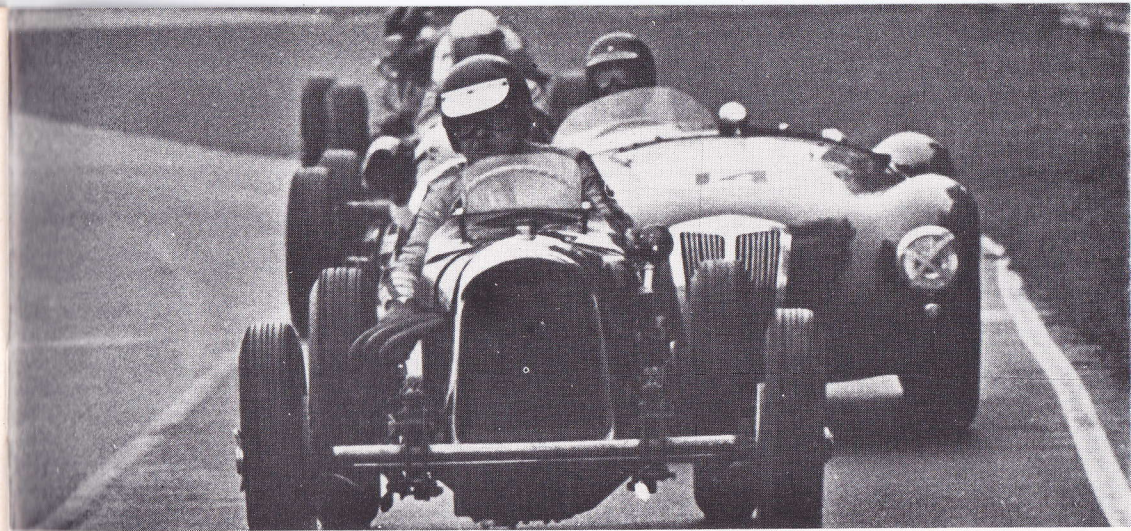
Bernard Hunter

600 Gilmerton Road

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INGLISTON — 12th OCTOBER 1975 — A HISTORIC OCCASION

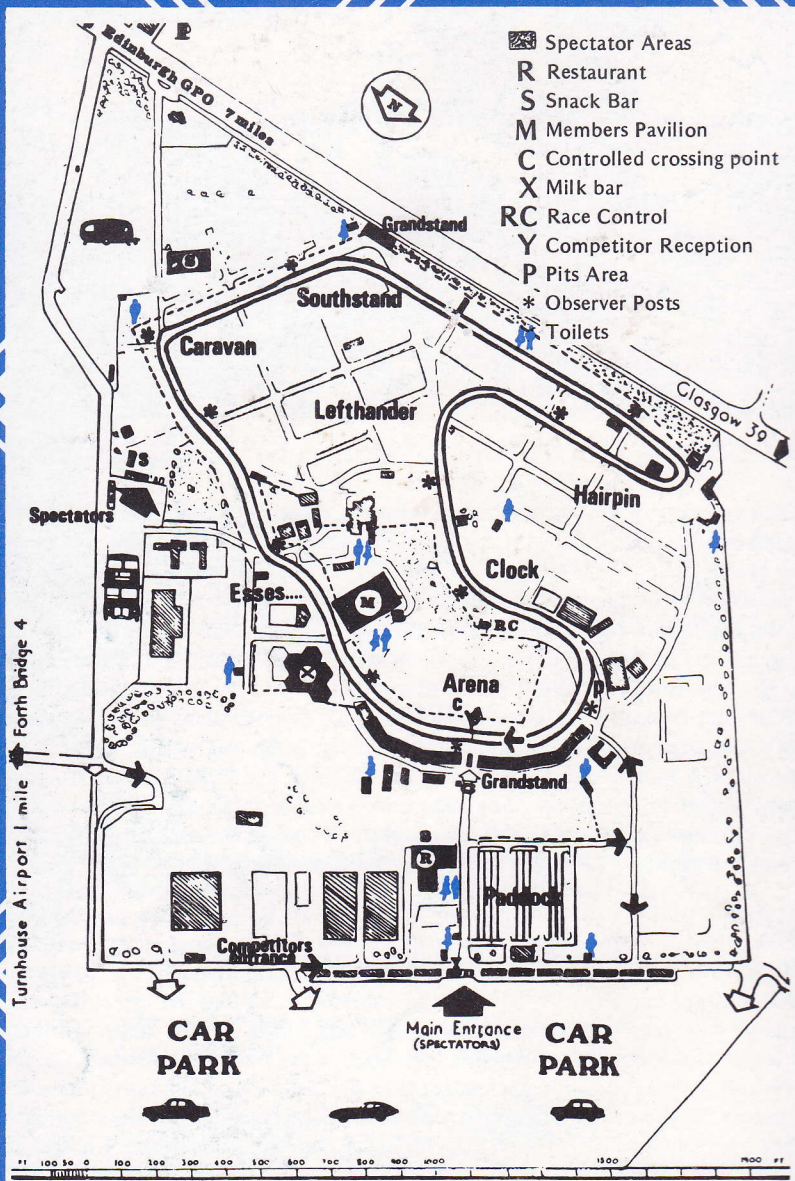
The last meeting of any motor racing season is always a slightly sad one, the thought forever remaining in the back of everyone's mind that there will be no more motor racing for another six months or so. Conversely, however, the October Ingliston Meeting always seems to be one of the best in the year (and, having in mind the superb racing at Ingliston already this year, that's a pretty hard boast to live up to!) in that the drivers all seem to be trying 'extra hard' if only to store up some memories over the "dry" winter months. And it is not only memories that they are trying to chalk up! October sees the last chance for them to notch up that extra point or two in the lucrative Ingliston Championship series, a series worth a total of over a shattering £6,000 over the 1975 season. All good reasons why they should be going flat out in October (after all, they have all winter to rebuild their cars!) and why you should grasp the chance to see the last Ingliston motor racing in Scotland before next April.

What then is on the card for October? Main race of the day will doubtless be for Special Saloon cars and we can expect to see the closing stages of the year long battle for supremacy in the £2000+ Lombard North Central Scottish Saloon Car Championship. Certainly, if the racing is anything at all like the incredible battles which we have seen between Ford, Vauxhall and BLMC at past October Meetings, that series of saloon races alone should be worth the admission fee (at 60p per adult skull, almost certainly the cheapest in Britain)! Once again the historic racing cars fill their regular October slot and spectators will have their annual chance of a touch of racing nostalgia while the pre-war Alfas, Masers, ERAs and Bugattis dice for the Doune Cup. Add to these the usual serving of Libre, Formula Ford, GT, Clubmans, Sports, Modified Sports and Production Saloon Car events and you have all the necessary ingredients for a thundering climax to the eleventh season of Ingliston motor racing.

DON'T FORGET — INGLISTON — SUNDAY 12th OCTOBER 1975

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