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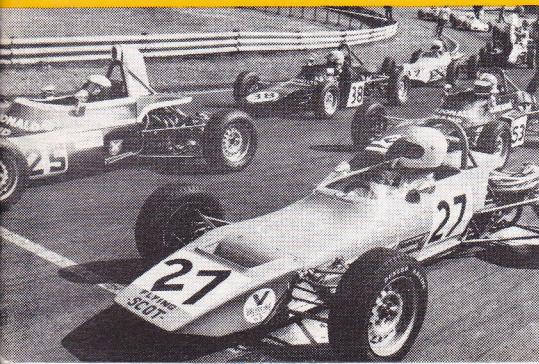


National Bank Chambers  
Duns Berwickshire



THE  
**CALOR**  
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**TROPHY**  
RACE  
MEETING

20th JULY 1975  
Official Programme 30p



ORGANISED BY





# The Scottish Saloon Car Championship

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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:—

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

Catering at Ingliston is in the hands of Stadia Catering Services. Hot drinks, pies and 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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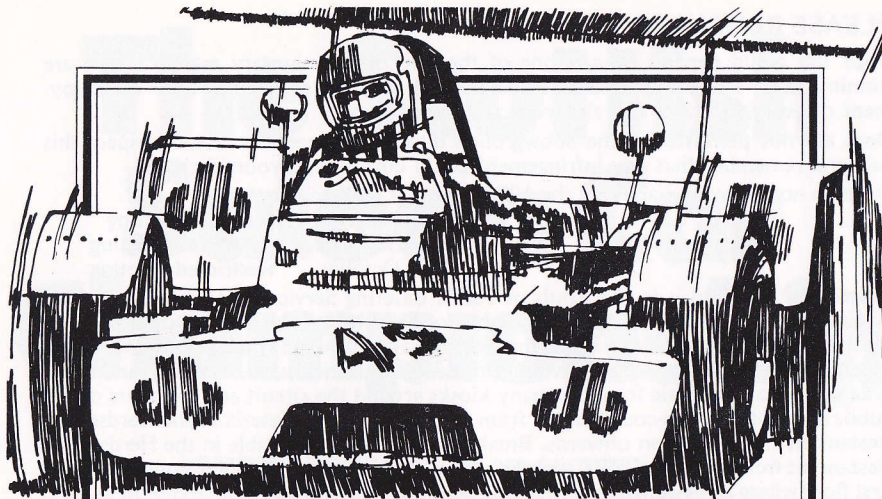
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USE FOR Pleasure use/Business use (delete as necessary)

Number of years n.c.b. .... Phone No. ....

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

T D REID Brabham BT38/40 secs mph  
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	S RUSSELL	Mallock U2	50.8	72.99
Class B	A MACKINTOSH	Mallock U2	53.6	69.18

### HISTORIC RACING CARS

J W S ROBERTS Lotus 16 57.6 64.38

### MODIFIED SPORTS CARS

Over 1300 cc	J ABSALOM	Ginetta G4	52.8	70.23
Under 1300 cc	K ALLEN	Clan Crusader	54.2	68.41

### SPECIAL SALOON CARS

Over 1300 cc	W N A DRYDEN	Vauxhall Firenza	52.2	71.03
1001-1300 cc	E M SMITH	Mini 1275 GT	53.6	69.18
Under 1000 cc	S A BELL	Mini Ford	54.1	68.54

### PRODUCTION SALOON CARS

Up to £1699	I STIRLING	Hillman Avenger GT	64.4	57.58
Over £1699	A COWAN	Vauxhall Magnum	63.6	58.30

### OUTRIGHT LAP RECORD

T D REID Brabham BT38/40 46.1 80.43



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But it occurred to us that a lot of

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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.

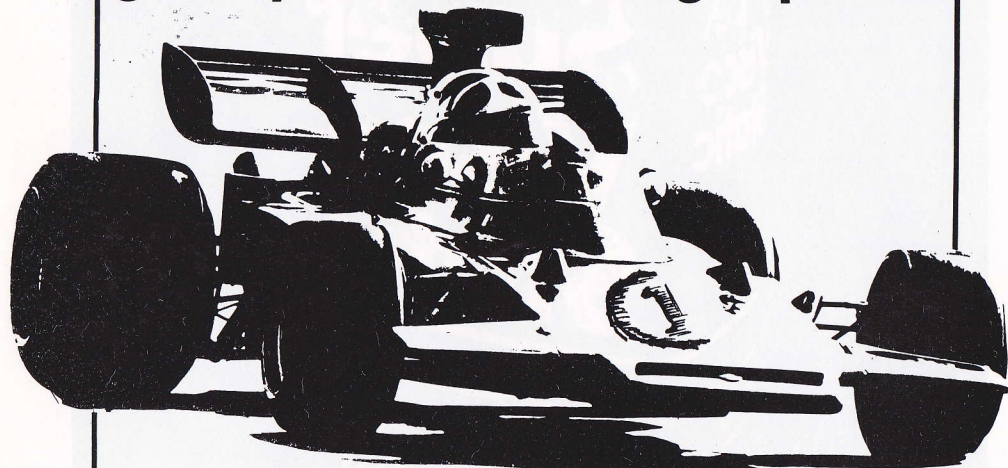
After all, oils don't win races. Teams do.

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Steward for R A C	P TUGWELL
Stewards for Club	R KAY, W MARTIN, J A DICK PEDDIE
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Deputy Chief Marshal	I MARWICK
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Chief Flag Marshal	J A MILLAR
Chief Track Marshal	I A DOUGLAS
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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/10265



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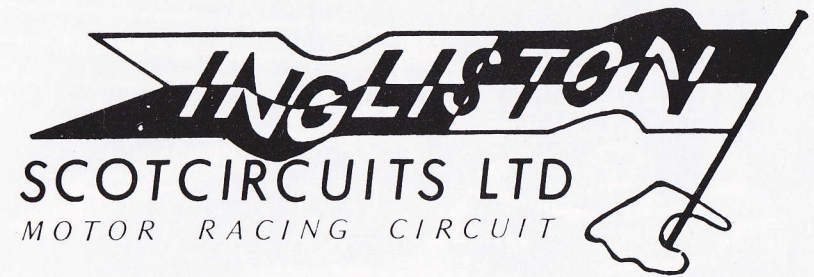
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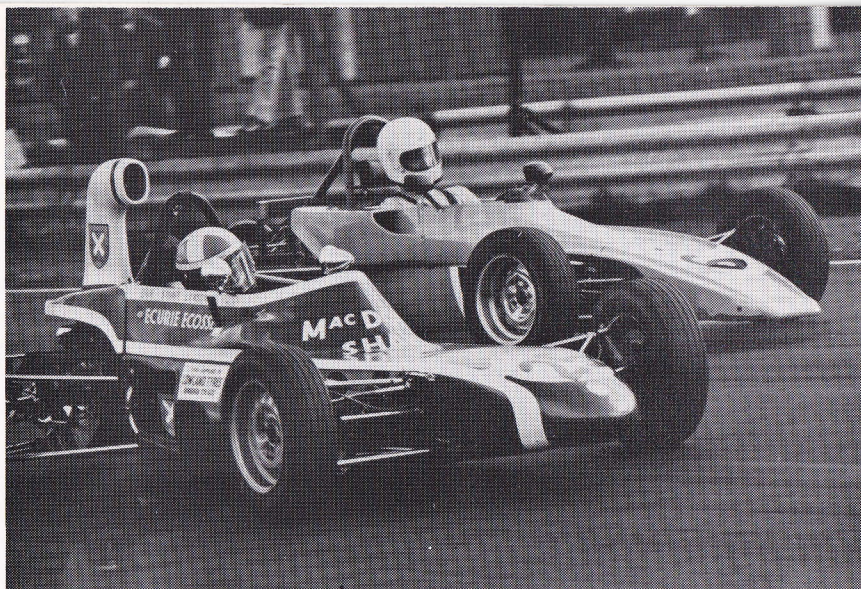
### THE CALOR TRANSPORT TROPHY RACE MEETING

Sunday, 20th July 1975

Organised by  
THE SCOTTISH MOTOR RACING CLUB LTD

Event No	Scrutin before am	PROGRAMME & TIMETABLE	No. of laps	Practice Time am	Event Time pm
1	8.45	Special Saloon Cars (up to 1000cc)	10	9.45	2.00
2	9.05	The Industrial Distributions Formula Ford Race	10	10.05	2.25
3	9.25	Clubmans Sports Cars (Class B)—a round of LEC Club Sports Championship	12	10.25	2.50
				Track Open	
4	9.50	Modified Sports Cars	10	10.50	3.20
5	10.10	Special Saloon Cars (over 1000 cc)	10	11.10	3.45
6	10.30	Clubmans Sports Cars (Class A)—a round of LEC Club Sports Championship	12	11.30	4.10
				Track Open	
7	10.55	The Radio Forth Race for Production Saloon Cars	10	11.55	4.40
8	11.15	The BP Super Visco Race for Libre Cars	15	12.15	5.00
				Track Open	
9	—	The Calor Transport Trophy Inter-Nation Team Challenge Race for Clubmans Cars	15	—	5.25
	—	Presentation of Trophies		—	5.40
10	11.40	Sports & Special GT Cars	10	12.40	5.50
	—	Presentation of John Nicholson Trophy		—	6.00
	1.45	Drivers' Briefing in Scrutineering Bay			
	1.50	All Marshals at posts, please.			





## FOR YOUR DAY'S ENJOYMENT

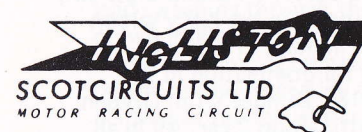
Welcome back, then, to the first Ingliston Motor Race Meeting following the annual June lay-off for the Agricultural Show (once again a highly successful and enjoyable event and for which our Landowners, the RHAS, are to be congratulated). With Clubmans Sports cars hogging the limelight today, and Calor sponsoring Charles Tippet with his Gryphon C4A, it is not surprising that Calor Transport are the sponsors of today's Race Meeting and we welcome their return to Ingliston. Today sees perhaps the best motor racing value for money to be found anywhere in Britain, with a full ten race programme (including two National Championship rounds) all at an entrance price of a mere 60p (reductions for children). Where else, we ask, could you go motor racing at 6p per race! (Certainly not in a racing car—competitors take note!)

Having beaten the drum somewhat let's now get down to seeing what we have on the cards for today's race meeting. The first event of the day, for Special Saloon cars up to 1000 ccs, is almost certain to see a resumption of the season long duel between Dundee's John Fyda (143) in the beautifully prepared Agra Imp and Ian Forrest (129) in his Kirkliston based Forrest Imp. While John Fyda took the honours in April, in May he was forced to retire on the 5th lap while leading, leaving it to Forrest to sweep home ahead of Peter Pitman (134). Indeed, now that Sedic Bell has vanished from the scene, it is amazing how the Imps have taken over from the Minis in the small saloon class and today should see no exception. Following the small saloons is the Industrial Distributions Formula Ford Race in which the MacDonald Shand Ecurie Ecosse entered Hawke DL12 of Stu Lawson will be endeavouring to increase its already substantial lead in the Bernard Hunter Crane Hire FF Championship. Out to make it a one-two for Ecurie Ecosse, MacDonald Shand have also entered their "No. 1" (can you call him that?) driver Grahaeme Hamilton in the second FF car run by them, a Van Diemen RF75 (although don't be surprised if you find Dave Steedman at the wheel of this one!). One driver to emerge from the ruck this year, and who is now challenging in second position in the Scottish FF Championship, is George Franchitti (28) in his Hawke DL12 while, again showing greatly improved performance this year is

Colin MacLean (32) with his updated MRE. Unfortunately, however, one of the major problems facing Formula Ford competitors at Ingliston this year is that Stu Lawson appears to be so good that there is very little that anyone seems to be able to do about it although, with the possibility of mechanical failure always present, the Hawkes will be ready to pounce (excuse the pun).

Then its on to the first of the two rounds of the National LEC Refrigeration Championship for Clubmans Sports cars. The first race is for class B Clubmans cars, these being sports cars powered by the 1600cc Formula Ford engine. While the editor has little knowledge of the Clubmans sphere, we can do little better than to suggest that you keep an eye open for Chris Greville-Smith (Phantom), Nick Adams in his Mallock U2 Mk 14 and local class B Clubmans' ace, Alastair Mackintosh in his Mallock U2. While Alastair knows his way around Ingliston blindfold, so too may Dick Mallock who was second to Neil Ginn in the Formula Ford Championship in 1971 and has appeared at Ingliston on about ten occasions (his last race here being in 1974 when he was unfortunate enough to do-in his collar bone at the Esses). Dick is driving the works-development Mallock U2 Mk 16E powered with a Holbay FF engine and it will be interesting to see how he fares.

In Modified Sports cars this year we have seen a sudden upsurge in smaller capacity cars handing out a fair leathering to the larger cars, not the least of the giant killers being Ken Allen in his ASM Clan Crusader (85) and John Kirk with the Davrian (90). There are also Davrians from Ken Coleman (83) and Ian Gardner (92) while, in the over 1300 class, Eric Liddell (65) will be seeking to consolidate his joint British Caledonian Championship lead with the Jensen Healey. Homologated as a Modsports at last, N Mulloy fields the Lotus-type 47 Europa against the usual host of Triumph GT6s and Lotus Elans. Event 5, for Special Saloon cars over 1000ccs (both this and event 1 counting for the Lombard North Central Scottish Saloon car



### 1975 TICKET ADVANCE BOOKING FORM

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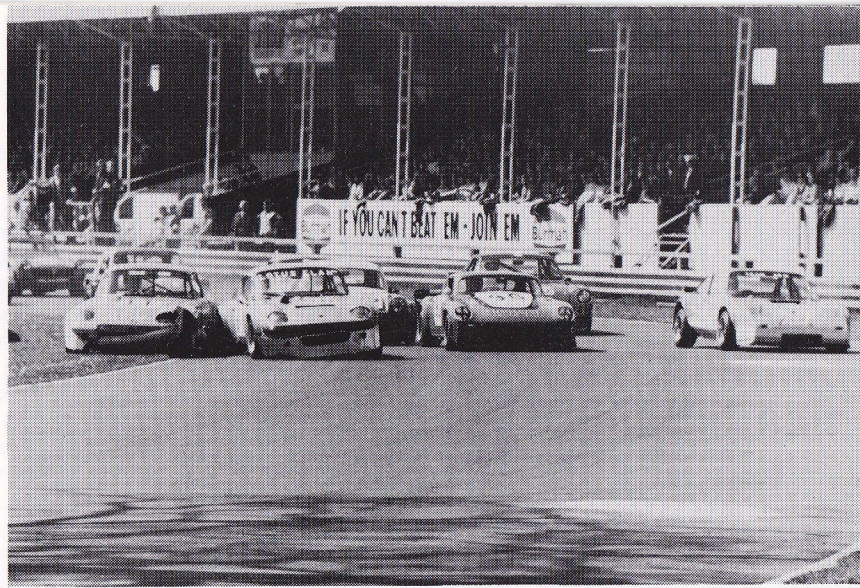
		Adults 60p	Juvenile 40p	Grandstand 75p Block A B F South	Grandstand £1 Block D E	TOTAL £
17 August	No.					
	Value	.	.	.	.	
14 September	No.					
	Value	.	.	.	.	
12 October	No.					
	Value	.	.	.	.	

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Championship) sees perhaps the most interesting Special Saloon car battle at Ingliston since the Super Saloons were here in April. SMT now have their hands temporarily on the ex-Gerry Marshall/DTV/Castrol 2.5 litre Vauxhall Firenza (100) which makes its first debut in the hands of Bill Dryden this afternoon. On the other hand, the Border Reivers' Ford Boss Capri has at long last been launched on the track and, although this suffered an engine blow-up at Silverstone some 3 weeks ago, it is hoped to have a new 5.7 litre engine installed for today to give it its Ingliston christening. Notwithstanding the resumption of the traditional Niven v Dryden battle, Hugh Chalmers has also sorted out his 2.3 litre Hillman Avenger (112) powered by a Lotus/Norvic engine while Walter Robertson (110) has forsworn his super-charged Capri in favour of Cosworth-powered Ford Escort FVD and these two drivers will be anxious to establish themselves as front runners in the hairy saloon stakes. The well-deserved winner of the saloon car events in May, Eric Smith, returns with his incredible Mini 1275 GT (113), battling for domination in the 1001-1300cc class against Ireland's Jim McClements (118), Dundee's Jim Dryden (114) and Bob Snelson's Fiat 128 (117), the ex-Fillipinetti Group 2 car. All in all, all the makings of a first class Special Saloon car race to be followed by what promises to be one of the finest Clubmans races yet to be seen at Ingliston, the second round of the LEC Refrigeration Championship for Class A Clubmans Sports cars. The Class A cars are by far the fastest Clubmans cars about, being powered by unrestricted 1600cc engines and the undoubted favourite will be Coventry based Geoff Friswell with his Mallock-Hart Mk 16. The 1972 Clubmans Champion and 1974 Grovewood Award winner, Geoff was last at Ingliston in 1970 piloting a Formula Libre Brabham Twin Cam, an incident which he prefers to forget, having written the car off half way through that race! Without doubt, however, Geoff is presently the fastest Clubmans driver in Britain and at long last we will have a chance of seeing just what these cars are capable of on the Ingliston circuit, a track which many believe could be ideally suited to this marque of car. Certainly, lap times of around 48 secs (or even less) are anticipated from Geoff Friswell in the dry and, at that sort of speed, this type of car could be highly competitive in both Sports Car and Libre races at the circuit. Once again the editor has little idea of the merit (or otherwise!) of the many drivers competing in this event and can do no better than to give the current LEC Championship placings which should afford spectators some indication of which cars to watch for!

#### Class A Cars:

G Friswell	43 pts
P Deal	17
F Synter	
N Stanbury	15
C Smythe	
J Davies	10
C Brown	9
B Foley	
V Davies	7
P Cooke	6
R Gillies	

#### Class B Cars:

C Greville-Smith	42 pts
N Adams	40
P Clarke	30
A Ferrada	20
A Webb	6
A Mallock	4
G Fisher	
D Campbell	

Event 7 is the Radio Forth race for Production Saloon cars. This class of car has undoubtedly established itself as one of the most popular with spectators and the Production Saloon car race in May saw no exception, being dubbed by all as "the race of the day". The prime movers in that event were Andrew Cowan in the "Chunky Chicks" Vauxhall Magnum and Ed Labinjoh with the Radio Forth Alfa Romeo (81). While Andrew clocked up the fastest practice time, assuring himself of pole position on the grid, Ed Labinjoh, last year's joint Production Saloon Car Champion, made certain of being there alongside him as the flag fell. With the drop of the Saltire both Cowan and Labinjoh surged forward side by side, the Border Rally driver's Magnum having the edge as he swept into the Esses. Andrew Cowan maintained that lead for the first lap, sweeping sideways into the Arena with full opposite lock, Labinjoh's Alfa Romeo darting inside to try to take the lead at the end of lap one. The Magnum it was, however, which kept its nose in front as they crossed the line and, once again, the two cars circulated nose to tail. Entering the Arena on lap 2 Cowan again threw the Vauxhall into a controlled (at least, that's what he called it) drift and, for the second time, the tidier racing style of Ed Labinjoh almost told, his Alfa Romeo repeating the inside dart to put him alongside Cowan as they crossed the line. Yet again, Cowan it was who reached the Esses first but, on lap 3, racing experience won through and, as Andrew slid wildly across the track at Arena-In, Labinjoh sneaked through on the inside and this time it was Labinjoh who took the lead sweeping through the Esses and round Caravan onto the back straight. With the crowd in the Grandstand on its feet, the two cars swept past Race Control and back into the Arena, again nose to tail. This time it was Cowan who tried to sneak through on the inside, forgetting that Ed Labinjoh is not a rally driver and is not inclined to drifting across the whole width of the track! The resulting spin put Ed Labinjoh onto the outside of the track and Cowan to the inner grass verge, stopping inches short of the protective barrier. By the time the rest of the field had thundered up behind, neither car was able to restart immediately although Andrew Cowan did seem determined to reverse the SMT Magnum out to rejoin the hunt. It was Labinjoh, however,





who was able to put his car back onto the circuit first, Cowan only managing to re-join the race after all the other competitors had passed. For the remaining 8 laps, spectators were treated to displays of brilliant driving by both drivers, Labinjoh setting out to pull back the six places which he had lost and a deficit of some 15 secs. By lap 9 Labinjoh had picked off 5 of the cars in front of him and reduced that deficit to about 2 secs. and, on lap 10, sweeping into the Arena he pushed the Alfa past the then leading Mazda of Ian Smith (joint Production Saloon car Champion with Ed in 1974) to cross the line in the lead to the delight of a wildly jubilant crowd. Fastest lap, however, and a new class lap record, went to Andrew Cowan who had also pulled himself back up from the tail end of the field to 6th place with some masterful driving.

Regrettably, Andrew is not entered for today's race, his place in the SMT Magnum being taken by the Edinburgh concern's number one Production Saloon car driver, Mrs Jenny Birrell (180). Out in force, however, are the Mazdas for not only Ian Smith (164) and Chris Jones (165) but also of newcomer Vic Covey (169) while the new "up to £1699" class lap record holder, Ian Stirling, fields his Hillman Avenger GT. Norman Dickson from Perth makes his first Production Saloon car appearance at the hands of a Datsun 160J (168) while a small invasion from Ireland prepares for the Irish/Scottish Production Saloon car challenge race scheduled for our August Race Meeting.

Event 8 on the tightly-packed card is for Libre cars and the favourite must again be Andy Barton who, with his March 73/74B, outgunned all the more modern machinery in May to score his second Libre victory at Ingliston this year. Andy (4) is fast making himself the 1975 maestro at Ingliston although the writing was put firmly on the wall in May by Andrew Jeffrey (16) with his Chevron B25 Atlantic. Starting from the back of the grid, Andrew drove superbly, quietly carving his way through the field to second place, hauling in in the process an enormous time deficit and setting up the fastest lap of the day at the same time. Unlucky not to be able to come to grips with Barton in May was Iain McLaren with the immaculate Chevron B26/31 2-litre sports car driven by him this year, that having expired with clutch failure early in the race. Also out to assert himself at Ingliston in a single seater will be Perth's Norman Dickson (7) with his March 74B Atlantic while a possible starter in the 2-litre sports car class may be Peter Smith (21) with a Chevron-Ford B23. As we say, so far Andy Barton has had it all his own way at Ingliston this year but, with so many competitive cars based in or around Scotland, that situation cannot last for ever and today may be the occasion for Andy to find himself hard pressed at the front end of the field.

Then it's on to the title race of the day, The Calor Transport Trophy Inter-Nation Team Challenge Race for Clubmans cars. Although a fair old mouthful of a title, the idea is fairly simple, this being an invitation event between 4 teams of 4 cars in each team representing, respectively, Scotland, England, Ireland and Wales. The teams will be decided during the course of the racing today and will be notified by the announcer. While an overall individual prize fund is being offered, basically the race is a team affair, points being awarded according to placing and the team with the highest pointage winning the event. The first time this race was run England came out a clear winner but, with a much stronger Clubmans contingent in Scotland this year, there could be some hope for the local participants in 1975 and as much vocal help as you can give would be greatly appreciated by the drivers.

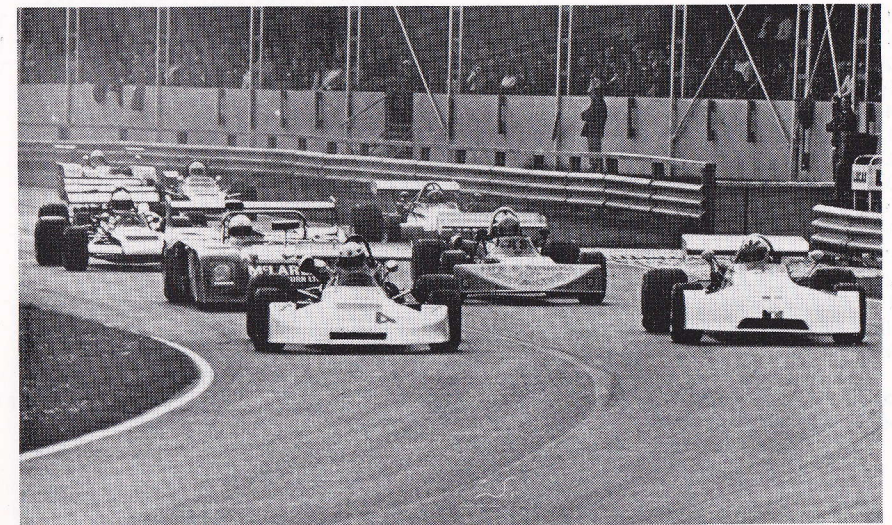
The final race of the day is for Sports and Special GT cars and this must see the favourite being Iain McLaren (2) with his 2-litre Chevron B26/31. If to hand, Pete Smith (21) could give him a run for his money in the Chevron Ford B23 while Peter MacNaughtan's Chevron B23 FVC will also be moving up the field. A gaggle of Clubmans are naturally taking part as is the new 2-litre Martin BM10 of a 1974 regular at Ingliston John Corfield (63). Another 1974 regular, Les Aylott fields his

1600cc Ardua Mk 4 (88) while the diminutive Davrians and Clan Crusader (85) endeavour to show the GTs that modified sports cars can go just as quick as they can! Not to be forgotten, too, is Ed Labinjoh's class record breaking run in May with the 1100cc Fisher Spyder (74).

As the dust settles, the John Nicholson Trophy will be presented to the man who is, in the opinion of the judges, reckoned to have been the "Man of the Meeting". This does not necessarily mean that he has won a race (or even more than one race) or has even distinguished himself outstandingly by driving through the mid-field (although it is often presented to such a driver). The last time it was presented, in October of last year, for example, it went to Keith Schellenberg for his outstandingly entertaining drive in the 8-litre Barnato Hassan Special and the Award is really open to anyone who qualifies, in the spirit of the regs as having been the Man of the Meeting. It is appropriate that this type of award should be in memory of the late John Nicholson, a staunch supporter of Ingliston and, with his brilliant competitive and sporting verve, very often the undoubted "Man of the Meeting" himself at a time when such awards were unknown.

To digress, we wonder how many of you spotted the deliberate mistake (or, rather, mistakes—some of which were not so deliberate) in the May Race Programme. Yes, indeed, the car being overtaken in the photograph on page 13 of that Programme was not Jim Evans' turbo-charged RS2000 but was, rather, Strawberry Strawson's Boss Capri! All you needed to do was to turn to page 21 for confirmation! Nor was Ken Fildes driving Patsy McGarretty's Chevron on page 15! All of which just goes to show that you can't believe everything we say. You can believe, however, that the next two Race Meetings at Ingliston will be extremely special indeed, the August Meeting hosting a round of the Southern Organs Touring Car Championship of Britain, and also hosting one of the two Scottish rounds (the second Scottish round will be at Ingliston later this year) of the Irish v Scottish Production Saloon Challenge series, while, for September, we are definitely "ON" for a monumental 2-litre Sports car thrash (if only to give our local 2-litre drivers something to do for a change) with the possibility of the biggest ever pot to be offered in Scotland at around £3,000!

All splendid reasons why you should make a note of 17th August and 14th September in your diaries! Hoping to see you then.....





**Special Saloon Cars  
up to 1000 cc  
10 Laps**

126	W G DONALD	Hillman Imp	998	Tarland
127	A SELLAR	Mini Cooper 'S'	999	Burntisland
129	I FORREST	Forrest Imp	998	Kirkliston
130	M SHAKSPEARE/Team Zippo	Sunbeam Stiletto	998	Edinburgh
131	G M FINDLAY	BLMC Mini	998	Arbroath
132	J McGAUGHAY	Hillman Imp	998	Lochgilphead
134	P PITMAN	Hillman Imp	998	Kirkcudbright
135	B W McLEOD	Alval Mini 'S'	999	Edinburgh
139	G LAMBERT/Lamart Signs Ltd	Lamart Mini	999	Glasgow
143	J FYDA/Agra (Precision Engineering) Co	Agra Imp	997	Dundee
144	A T YOUNG	Agra Imp	997	Dundee
145	M LORIMER	Hillman Imp	998	S Queensferry
147	N WHITNEY	Mini 850	850	Edinburgh
148	F CARRUTHERS	Hillman Imp	998	Edinburgh

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

Bonus of £10 for the fastest lap to ..... secs

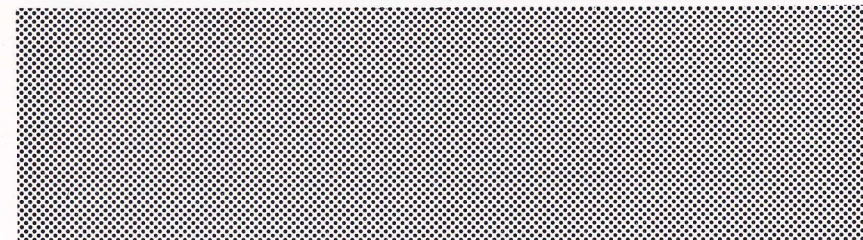
**Round 3 of the Lombard North Central Scottish Saloon  
Car Championship 1975**

**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					15
118	J McCLEMENTS	BLMC Mini	8	7					15
129	I FORREST	Forrest Imp	6	9					15
105	A COLLIER	Skoda	8	—					8
143	J FYDA	Hillman Imp	8	—					8
115	J PINKERTON	Mini Cooper 'S'	3	5					8
116	J H PATRICK	Colvend Mini	4	4					8
137	K MILLAR	BLMC Mini	4	4					8
134	P M PITMAN	Chrysler Imp	—	7					7
103	J EVANS	Jett Turbo RS2000	6	—					6
102	F GUNN	Ford Escort	4	1					5
126	W G DONALD	Hillman Imp	—	5					5
117	R SNELSON	Fiat 128	2	3					5
133	A FLEMING	Alval Mini	2	3					5
135	B W McLEOD	Alval Mini 'S'	3	1					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 in final. Best 4 scores to count.

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



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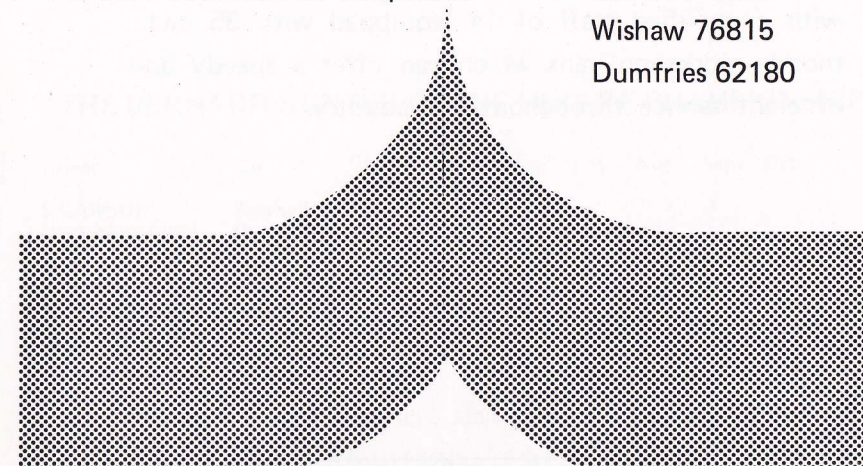
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We sincerely hope you will all have a pleasant day's racing.

**THE INDUSTRIAL DISTRIBUTIONS FORMULA  
FORD RACE**

**10 Laps**

25	S LAWSON/MacDonald Shand Ecurie Ecosse	Hawke DL12	1600	Sanquhar
27	J MacGILVRAY/Team Ziebart	Crossle 25F	1600	Oban
28	G A FRANCHITTI/W N Mitchell Soft Drinks	Hawke DL12	1600	Bathgate
29	A LAWRIE	Elden Mk10C	1600	Edinburgh
30	D BROTHERSTON	Hawke DL11	1600	Edinburgh
31	I STIRLING	Elden Mk8	1600	Glasgow
32	C MacLEAN	MRE 73/75F	1600	Alness
33	P MORRISON/Team Ziebart (GB)	Crossle 25F	1600	Inverness
36	R H SIMPSON	Crossle 25F	1600	Garlieston
37	D LAIRD	Hawke DL9	1600	Cupar
38	W N WILLIAMSON/AF Shiels Housing	Van Diemen	1600	Jedburgh
44	D A H HALL	Hawke DL11/12	1600	Edinburgh
46	G MUNDELL	Royale RP16A	1600	Muir-of-Ord
47	A THOMAS	Palliser WDF 1/3	1600	Aberdeen
50	R L PARSONS/S E R T	Crossle 25F	1600	Dundonald
52	C I BINNIE	Hawke DL2A	1600	Cornhill
54	K MILLAR	Hawke DL11	1600	Currie
55	D MOFFAT	Alexis	1600	Glasgow
57	C LAWSON/A Barton	Van Diemen RF74	1600	Gosforth
58	G HAMILTON/MacDonald Shand Ecurie Ecosse	Van Diemen RF75	1600	Sanquhar

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

Bonus of £10 for the fastest lap to ..... secs

**Round 3 of the Bernard Hunter Crane Hire Formula Ford  
Championship 1975**

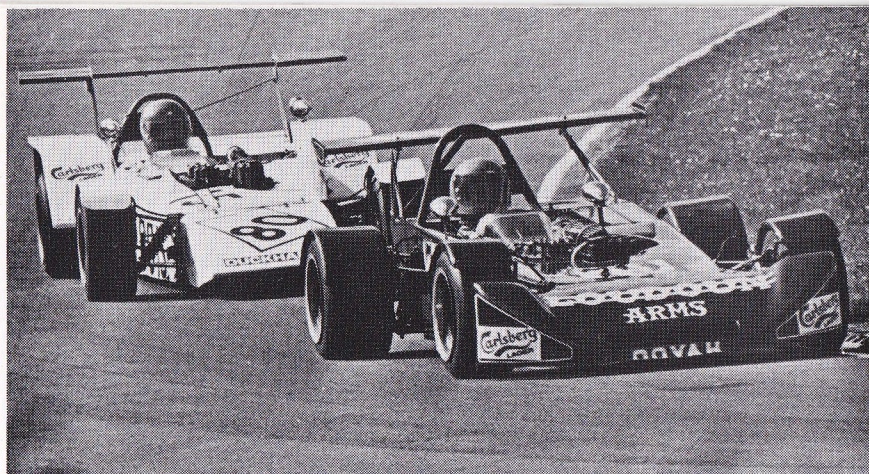
**THE BERNARD HUNTER CRANE HIRE FF CHAMPIONSHIP**

Car No	Driver	Car	Apr	May	July	Aug	Sept	Oct	Total
25	S LAWSON	Hawke DL12	9	9					18
28	G FRANCHITTI	Hawke DL12	6	6					12
32	C MacLEAN	MRE 75F	3	4					7
38	W N WILLIAMSON	Van Diemen	4	—					4
27	J MacGILVRAY	Crossle 25F	—	3					3
46	G MUNDELL	Royale RP16A	2	1					3
53	D STEEDMAN	Van Diemen	—	2					2
33	P MORRISON	Crossle 25F	1	—					1

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**





### EVENT 3

2.50 pm

#### Clubmans Sports Cars Class B Cars – 12 Laps

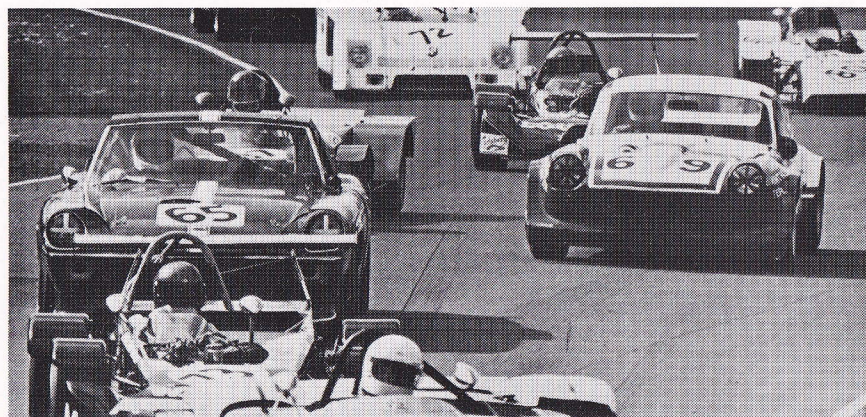
26	D CAMPBELL	Phantom P75/B	1600	Hinckley
34	N ADAMS/Team Camborough	Mallock U2 Mk14	1600	Reading
35	A FERRADA/Team Ace Plant	Mallock U2 Mk16	1600	Olney
39	N CHRISMAN	DRW	1600	Weybridge
40	R MALLOCK	Mallock U2 Mk16E	1600	Roade
41	P J CLARK	Centaur Mk 14L	1598	Bedford
42	C GREVILLE-SMITH	Phantom P75	1600	Coventry
87	A MACKINTOSH	Mallock U2 XIB	1000	Penicuik

1st (£36) ..... 2nd (£24) ..... 3rd (£16) ..... 4th (£12) .....  
5th (£8) ..... 6th (£4) .....

Bonus of £10 for the fastest lap to ..... secs

Crate of Champagne for fastest practice lap to .....

A round in the LEC Club Sports Championship



### EVENT 4

3.20 pm

#### Modified Sports Cars 10 Laps

Over 1300 cc				
65	E LIDDELL/Jenscot Ltd	Jensen Healey	1973	Edinburgh
66	R HALLEY	Triumph GT6	1998	Milngavie
67	M NUGENT	Lotus Elan	1800	Pomerooy
69	P BAKER	Triumph GT6	1998	Stow
70	D PALMER	Lotus Elan	1600	Lesmahagow
75	N MULLOY/Dagleish Baillie (Insurance)	Lotus 47 Europe	1558	Falkirk
76	K SHADE	Lotus Super Seven	1600	Edinburgh
77	A SMITH/Alex Smith Metals Ltd	Lotus Elan	1600	Ayr
82	R GRAY	Lotus Elan	1600	Longniddry
83	K G COLEMAN	Davrian	1394	Plains

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

Up to 1300 cc				
84	P MAY	Arkley SS	1149	Edgebaston
85	K ALLEN/Alex Smith Metals Ltd	Clan Crusader	1147	Crossford
90	J KIRK/K & F Metals	Davrian	1111	Airdrie
91	G R WILSON	MG Midget	1147	Helensburgh
92	I GARDNER	Davrian	998	Milngavie
93	D ANDERSON	MG Midget	1293	Galashiels

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

Bonus of £10 for the fastest lap to ..... secs

#### Round 3 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					14
65	E LIDDELL	Jensen Healey	7	7					14
91	G R WILSON	MG Midget	3	5					8
77	A SMITH	Lotus Elan	5	—					5
81	A SOUTER	Lotus Elan	—	5					5
90	J KIRK	Davrian	5	—					5
78	D B HALL	Lotus Elan	1	3					4
67	M NUGENT	Lotus Elan	3	—					3
92	I GARDNER	Davrian	—	3					3
69	P BAKER	Triumph GT6	2	—					2
86	I A WILKINSON	AH Sprite	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 scores to count.

Prize Fund — £100 — £50 — £30 — £20





Eric Smith receiving a well deserved Adam Wyllie Memorial Trophy—  
Ingliston, May 1975

EVENT 5

3.45 pm

Special Saloon Cars  
over 1000 cc — 10 Laps

Over 1300 cc			
100	W N A DRYDEN/Team SMT	Vauxhall Firenza	2480 Edinburgh
101	A D NIVEN/Border Reivers Racing with Sports Tune	Ford Boss Capri	5700 Whitsome
102	F GUNN	Ford Escort	1970 Milngavie
104	G WALKER	Vauxhall Firenza	2300 Bathgate
108	C SIMPSON	Ford Escort	1596 Monifieth
110	W ROBERTSON	Ford Escort FVD	1970 Edinburgh
112	H A CHALMERS/James Ross/ Ian Lothian	Hillman Avenger	2300 Edinburgh
122	S AITKEN	Ford Anglie	1500 Edinburgh
1st (£20) ..... 2nd (£10) ..... 3rd (£5) .....			
1001—1300 cc			
106	I T ROGERSON	Mini Cooper 'S'	1291 Rothbury
113	E M SMITH	Mini 1275 GT	1297 Carlisle
114	J DRYDEN	Longman Mini	1293 Lundie
115	J PINKERTON	Cooper 'S'	1293 Glasgow
117	R SNELSON	Fiat 128	1300 Dunfermline
118	J McCLEMENTS/McMaster of Ballymoney	BLMC Mini	1299 Ballymoney
121	R BRYANS	Ford Escort	1300 Ayr
123	J DREW	Mini Cooper	1275 Canewdon
124	J G NOBLE	Mini Cooper 'S'	1293 Edinburgh
125	P A HAZELL/R Hazell (Car Sales)	BLMC Cooper 'S'	1293 Delny
138	G STUPPLE	BLMC Mini	1276 Edinburgh
146	D MUTER	BMC Mini	1293 Bedlington

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

Bonus of £10 for the fastest lap to ..... secs

Round 3 of the Lombard North Central Scottish Saloon Car  
Championship 1975

EVENT 6

4.10 pm

Clubmans Sports Cars  
Class A Cars — 12 Laps

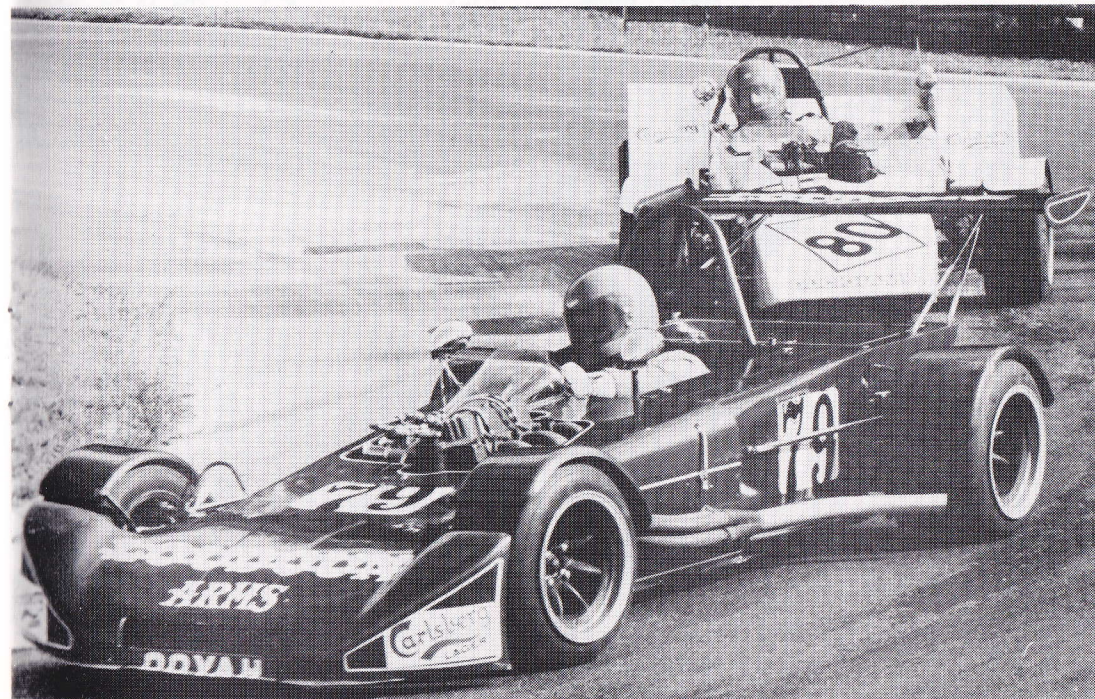
15	A R SHARPE/Dalgleish Baillie (Insurance)	Mallock U2 XIB	1600 Falkirk
48	K HOWELL	Mallock Mk 14	1600 Pontypridd
49	N STANBURY/Zerostat Instruments	Gryphon C4A/75	1600 London
51	V DAVIES/I Walker	Hustler	1600 Potters Bar
59	G FRISWELL	Mallock-Hart Mk16	1600 Wolston
60	C BROWN/Team Camborough	Mallock U2 Mk 17	1600 Newbury
61	S RUSSELL	Mallock U2 Mk15/17	1600 Banbury
62	J E MUIRHEAD	Mallock U2 Mk14/16	1600 Ripon
73	S WATSON	Gryphon C73/74	1598 Burntisland
79	R MacNAB	Gryphon C74A	1600 Kilmarnock
94	C SMYTHE	Mallock Mk 16	1600 London
95	R M F MARTIN	Sizzler Mk 2	1598 Dublin
96	C TIPPET/Calor Transport	Gryphon C4A	1600 Aylesbury
97	C HART/BPC Business Forms	Mallock XIE	1600 Sheffield
98	J DAVIES/Moger Fur of London	Gryphon C74A	1600 N Finchley
99	F SYTNER/P Evans	Mallock U2 Mk16	1600 St Albans

1st (£45) ..... 2nd (£30) ..... 3rd (£20) ..... 4th (£15) .....  
5th (£10) ..... 6th (£5) .....

Bonus of £15 for the fastest lap to ..... secs

Crate of Champagne for the fastest practice lap to .....

A round in the LEC Club Sports Championship





# Wake up to the right music, the important news.



## 194 Radio Forth.

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

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

EVENT 7

4.40 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
161	J WILSON/Chatham	Honda Civic	-£1299 Belfast
162	G McGARRITTY/Chatham	Honda Civic	-£1299 Belfast
164	I SMITH/Team Zippo	Mazda RX3 Coupe	-£1699 Balerno
165	C JONES/Team Zippo	Mazda RX3 Coupe	-£1699 Ratho
166	I STIRLING/Leuchars Garage/ Alval Engineering	Hillman Avenger GT	-£1699 St Andrews
168	N DICKSON/Dickson Motors Fife/ Kinross Motor Auctions	Datsun 160 J	-£1699 Perth
169	V COVEY/Team Zippo	Mazda RX3 Coupe	-£1699 Kirkliston

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

Over £1699			
171	T MELDRUM/Team Zippo	Escort Mexico	-£2300 Elie
172	W R MONTGOMERY	Vauxhall Firenza	-£2300 Perth
173	R KNOWLES	Ford Mexico	-£2300 Aberdeen
174	G WINDRUM/Team Zippo	Ford Capri	-£2300 Belfast
178	A J SMALL/Team Zippo	Ford Capri	-£2300 Leuchars
180	Mrs J BIRRELL/Team SMT	Vauxhall Magnum	-£2300 Edinburgh

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

Bonus of £10 for the fastest lap to ..... secs

Round 3 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					12
181	E LABINJOH	Alfa Romeo	5	5					10
164	A I SMITH	Mazda RX3 Coupe	3	7					10
166	I STIRLING	Hillman Avenger GT	5	5					10
167	R LECKIE	Hillman Avenger GT	7	-					7
173	R KNOWLES	Ford Mexico	-	7					7
175	G MARSHALL	Vauxhall Magnum	7	-					7
183	J COOK	Alfa Romeo	3	3					6
171	T MELDRUM	Escort Mexico	1	5					6
160	N A FRASER	Honda Civic	5	-					5
177	J POLLOCK	Ford Capri	5	-					5
165	C JONES	Mazda RX3 Coupe	1	3					4
159	D W CORBETT	Simca Rallye 1	3	-					3
174	G WINDRUM	Ford Capri	3	-					3
179	A COWAN	Vauxhall Magnum	-	3					3

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



## THE BP SUPER VISCO RACE for Libre Cars

## 15 Laps

2	I McLAREN/McLaren of Broxburn Ltd/Christie Car Rental	Chevron B26/31	1990	Broxburn
4	A BARTON	March 74B	1600	Newburn
6	D N THOMSON/Thistle Metallics	Chevron B27	1600	Edinburgh
7	N DICKSON/Dickson Motors Fife/ Kinross Motor Auctions	March 74B	1600	Perth
12	J BAIRD/P MacNaughtan	Chevron B23 FVC	1850	Edinburgh
15	A R SHARPE/Dalglish Baillie (Insurance)	Mallock U2 XIB	1600	Falkirk
17	J S CALVERT/Hillcrest Used Cars	March 742 Ford	1900	Seaham
19	K FILDES	Britannica Lotus	1600	Clousilla
21	P SMITH	Chevron Ford B23	1970	Wakefield
22	R I BROWN	Lotus 69	1600	Aberdeen
24	G HAMILTON/MacDonald Shand Ecurie Ecosse	March 75 F3	2000	Sanquhar
27	J MacGILVRAY/Team Ziebart	Crossle 25F	1600	Oban
33	P MORRISON/Team Ziebart (GB)	Crossle 25F	1600	Inverness
88	L AYLOTT/RAF MSA	Ardua Mk 4	1600	Oakham

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

Bonus of £10 for the fastest lap to ..... secs

## Round 3 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					20
16	A JEFFREY	Chevron B25 FVC	4	7					11
14	P McGARRITY	Chevron B29 Atlantic	7	—					7
6	D N THOMSON	Chevron B27 Swindon	—	5					5
19	K FILDES	Britannica Lotus	5	—					5
8	D BAILLIE	Chevron B19/21	—	4					4
12	J S BAIRD	Chevron B23	1	3					4
27	J MacGILVRAY	Crossle 25F	2	2					4
10	R ROLLO	Lotus 69 BDA	3	—					3
33	P MORRISON	Crossle 25F	1	1					2

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

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

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

Editorial

Calor Transport is Europe's largest bulk liquid transport fleet. It employs over 1,000 staff at 22 depots, operating some 650 motive units.

Some 40% of the vehicles transport Butane and Propane both in cylinder and bulk form for Calor Gas, and Ammonia in bulk form for Calor Agriculture. The other 60% represents a third-party transport service primarily moving liquid gases under pressure, petroleum and oil products, acids and liquid foodstuffs including chocolate, edible oils and sugar. A groupage service, whereby several customers' small loads are combined into trailer loads, is operated between certain UK and European locations.

Calor Transport is a part of the Calor Group Ltd, with its head office at Slough, Berks.

Racing

Calor Transport first utilised the medium of motor racing to promote its name here at Ingliston last year. This was followed by the running this year of a car in the premier national sports car formula, Clubman Supersports. While this car is competing on most weekends throughout England, the association with Ingliston has been repeated with the sponsorship of today's meeting.





EVENT 9

5.25 pm

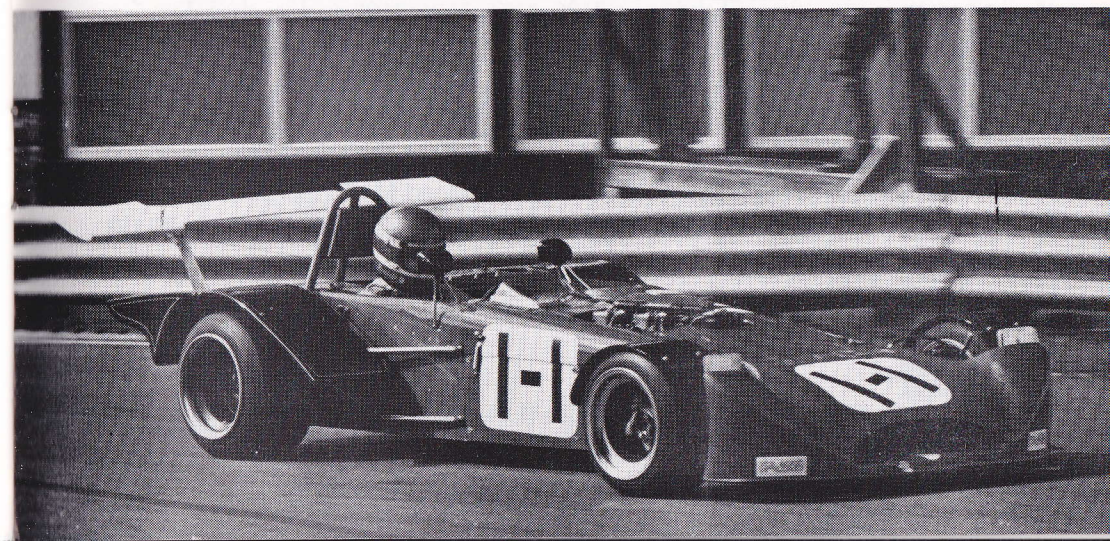
THE CALOR TRANSPORT TROPHY INTERNATIONAL  
TEAM CHALLENGE RACE  
for Clubman's Cars – 15 Laps

Scotland Car No	Driver	Car	Class	From
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
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<b>England</b>				
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<b>Ireland</b>				
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<b>Wales</b>				
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.....	.....	.....	.....	.....
.....	.....	.....	.....	.....

On individual results Class A 1st (£20) ..... 2nd (£10) ..... 3rd (£5) .....  
 Class B 1st (£20) ..... 2nd (£10) ..... 3rd (£5) .....

Bonus of £10 for the fastest lap to ..... secs

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



**CALOR** Transport

Europe's largest  
bulk liquid transport fleet

Calor House Windsor Road, Slough SL1 2EQ Telephone Slough 23824



**Sports & Special GT Cars  
10 Laps**

## Over 1300 cc

2	I McLAREN/McLaren of Broxburn Ltd/Christie Car Rental	Chevron B26/31	1990	Broxburn
21	P SMITH	Chevron-Ford B23	1970	Wakefield
63	J CORFIELD/Bradshaw Plant Hire	Martin BM10	1950	Peterborough
66	R HALLEY	Triumph GT6	1998	Milngavie
67	M NUGENT	Lotus Elan	1800	Pomeroy
69	P BAKER	Triumph GT6	1998	Stow
71	J MATHEWSON	Gryphon C73/74	1598	Kirkcaldy
72	P MACNAUGHTAN	Chevron B23 FVC	1850	Edinburgh
77	A SMITH/Alex Smith Metals Ltd	Lotus Elan	1600	Ayr
79	R MacNAB	Gryphon C74A	1600	Kilmarnock
80	R INCH/Dalglish Baillie (Insurance)	Mallock U2 XIB	1600	Falkirk
83	K G COLEMAN	Davrian	1394	Plains
88	L AYLOTT/RAF MSA	Ardua Mk4	1600	Oakham

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

## Up to 1300 cc

85	K ALLEN/Alex Smith Metals Ltd	Clan Crusader	1147	Crossford
87	A MACKINTOSH	Mallock U2 XIB	1000	Penicuik
90	J KIRK/K & F Metals	Davrian	1111	Airdrie
92	I GARDNER	Davrian	998	Milngavie

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

Bonus of £10 for the fastest lap to ..... secs

**Round 3 of the Carlsberg Special Super Sports Car Championship**

**Round 3 of the Hartley Whyte Championship for Sports & Special GT Cars**

**THE HARTLEY WHYTE CHAMPIONSHIP for Sports & Special GT Cars**

Car No	Driver	Car	Apr	May	July	Aug	Sept	Oct	Total
74	E LABINJOH	Fisher Spyder	5	7					12
72	P MacNAUGHTAN	Chevron B23	5	5					10
87	A MACKINTOSH	Mallock U2 Mk XIB	3	5					8
2	I McLAREN	Chevron B26/31	—	7					7
3	A CHARNELL	Lola T212	—	7					7
67	M NUGENT	Lotus Elan	7	—					7
85	K ALLEN	Clan Crusader	7	—					7
8	D BAILLIE	Chevron B19/21	—	5					5
77	A SMITH	Lotus Elan	5	—					5
69	P BAKER	Triumph GT6	3	2					5
65	E LIDDELL	Jensen Healey	—	3					3
79	R MacNAB	Gryphon C74	—	3					3
89	R FORESTER-SMITH	Ginetta G4	—	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 to count.

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

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

**THE CARLSBERG SPECIAL CLUBMANS SPORTS CAR CHAMPIONSHIP**

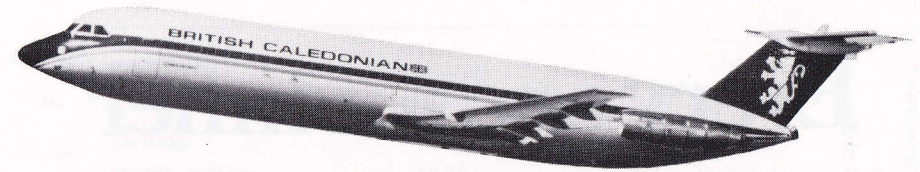
Car No	Driver	Car	Apr	May	July	Aug	Sept	Oct	Total
87	A MacKINTOSH	Mallock U2	9	9					18
84	J OLSEN	Mallock U2	6	—					6
79	R MacNAB	Gryphon C74A	—	6					6
80	R INCH	Mallock U2	—	4					4
73	C WATSON	Gryphon C73/74	—	3					3

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

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

**£10 to highest placed Clubmans Car per event.**

# To London: count our advantages.



1. Every weekday, British Caledonian offer you early morning departures from Glasgow (0750 and 0850) and Edinburgh (0800).
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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.
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# Every one a winner



JPS/M/75/9E

## MIDDLE TAR

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

**EVERY PACKET CARRIES A  
GOVERNMENT HEALTH WARNING**

## 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 \_\_\_\_\_

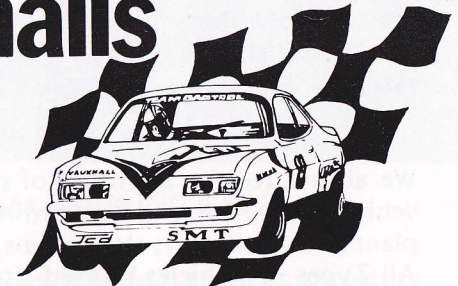
†Amount at A above in figures and words Please pay now †£ ( )  
and on 1st January thereafter

\*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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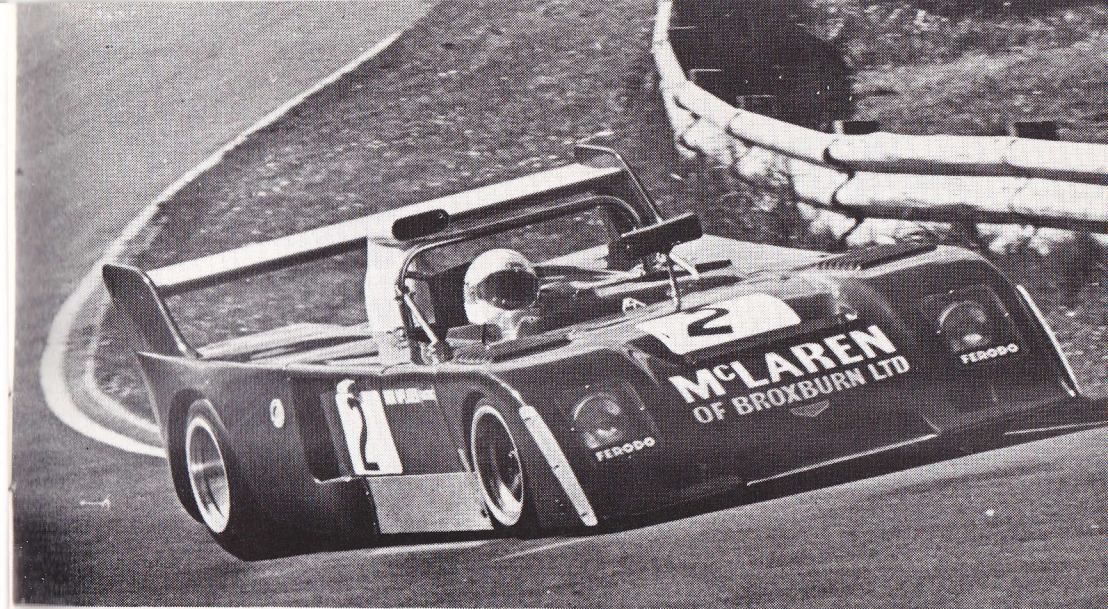
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### NATIONAL TOURING CARS

and

### (INTER)NATIONAL 2-LITRE SPORTS CARS

That's the line-up for the next two Ingliston race meetings, making 1975 the most exciting ever at Scotland's premier racing circuit. Not content with a 2-day national championship super-saloon meeting in April and today's National Championship LEC round, August sees a 2-day National status race meeting hosting a round of the National RAC Touring Car Championship along with all normal Ingliston attractions. Remember from last year the thundering of the 6-litre Chevy Camaros and the superb dicing between the Dolomite Sprints and Mazdas, the curvacious Penthouse Pets gracing the grid and the unmistakable sideways touring car driving style. A repeat performance is on the cards for the Dickson's of Perth Trophy Race Meeting on 17th August when, doubtless, the redoubtable Tommy Dickson will be dropping in by helicopter to see son Norman piloting the immaculate Formula Atlantic March 74B in the libre race.

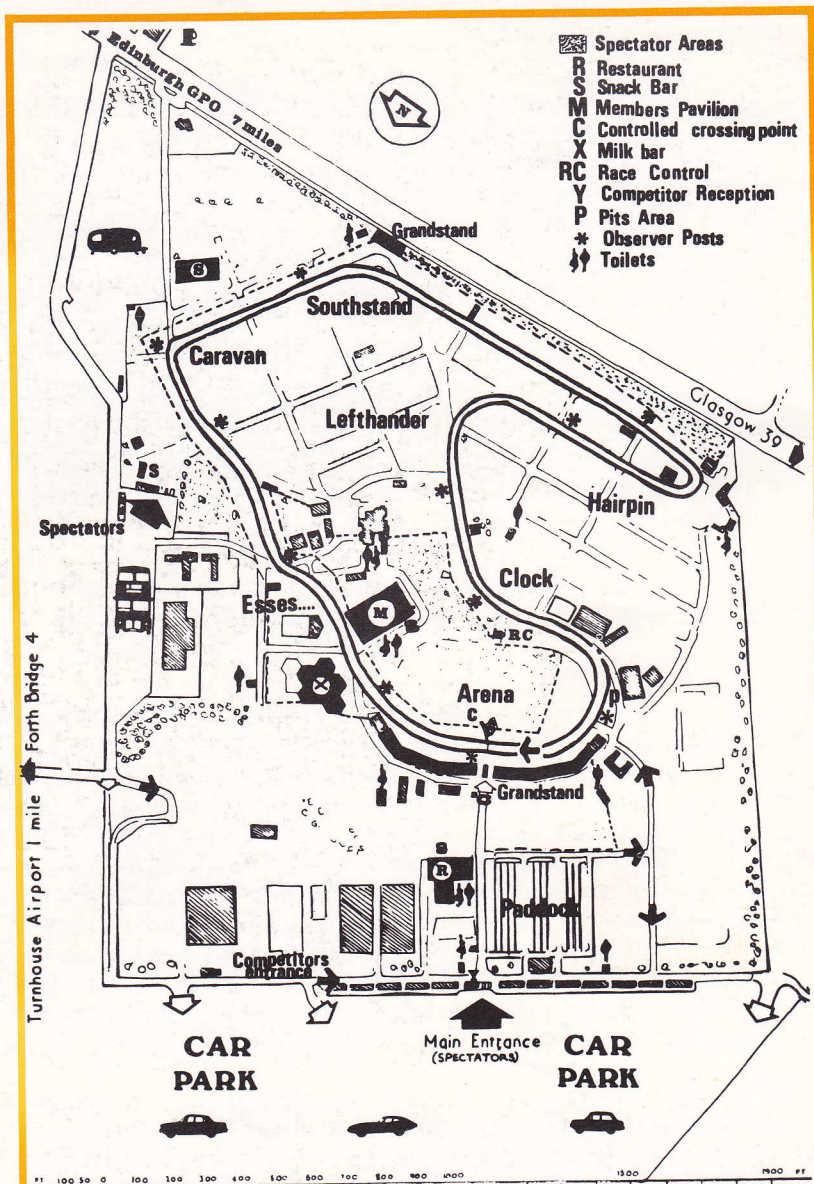
Then it's full steam ahead for September 14th when the leading contenders in European 2-litre sports car racing are scheduled to come North of the Border for the most expensive single event yet to be run at Ingliston, with a possible budget of very nearly £3000. Add to that the closing round of the Northern Clubmans Champagne Championship and a full programme of Scottish motor racing Championship events and you have a feast of motor sport not to be missed.

**DON'T FORGET—INGLISTON—SUNDAY 17th AUGUST—2.00 p m**

*BE SURE OF YOUR SEAT IN THE STAND—*

*ADVANCE BOOKING FORM INSIDE*





# INGLISTON race circuit

ROYAL HIGHLAND SHOWGROUND · · · EDINBURGH

Lap distance      1.03 miles      1.651 kms

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