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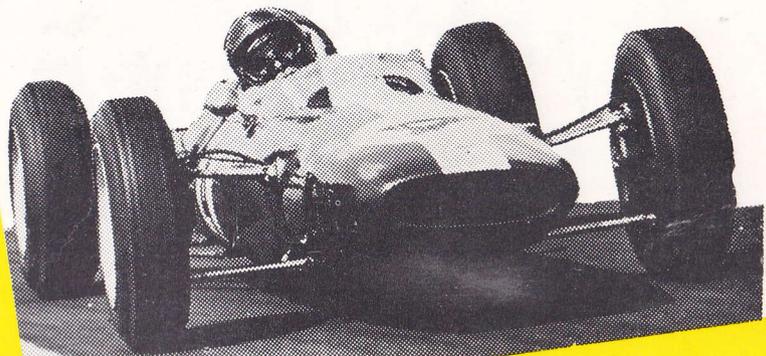
Scottish Motor Racing Club Ltd.

INGLISTON

MOTOR RACING CIRCUIT

Royal Highland Showground
Edinburgh

SUNDAY
13th OCTOBER
1974



SCOTCIRCUITS

ANNIVERSARY

RACE MEETING

Official Souvenir
Programme 30p

Scotcircuits Ltd · Duns · Berwickshire

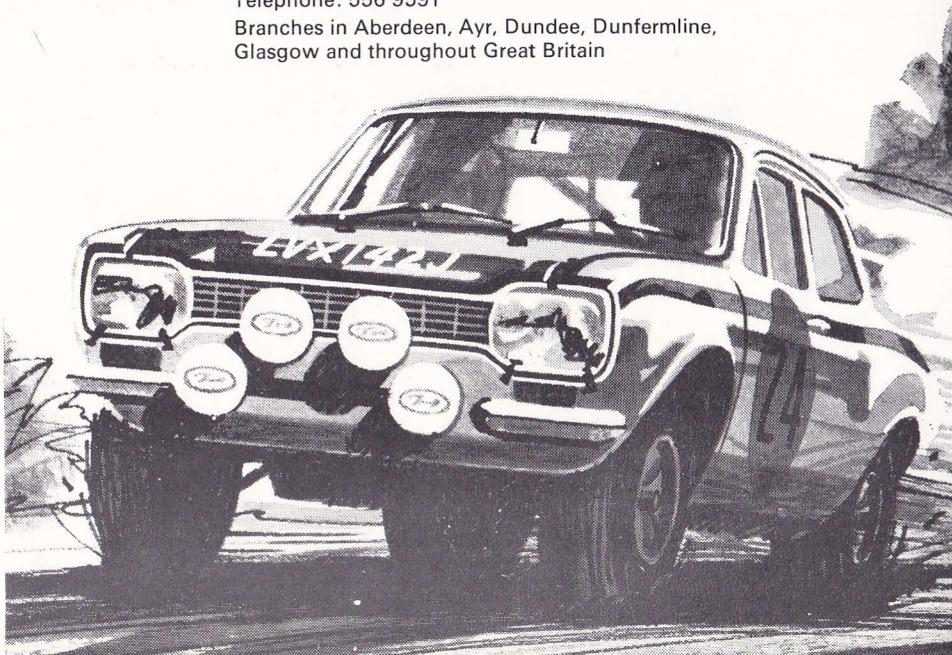
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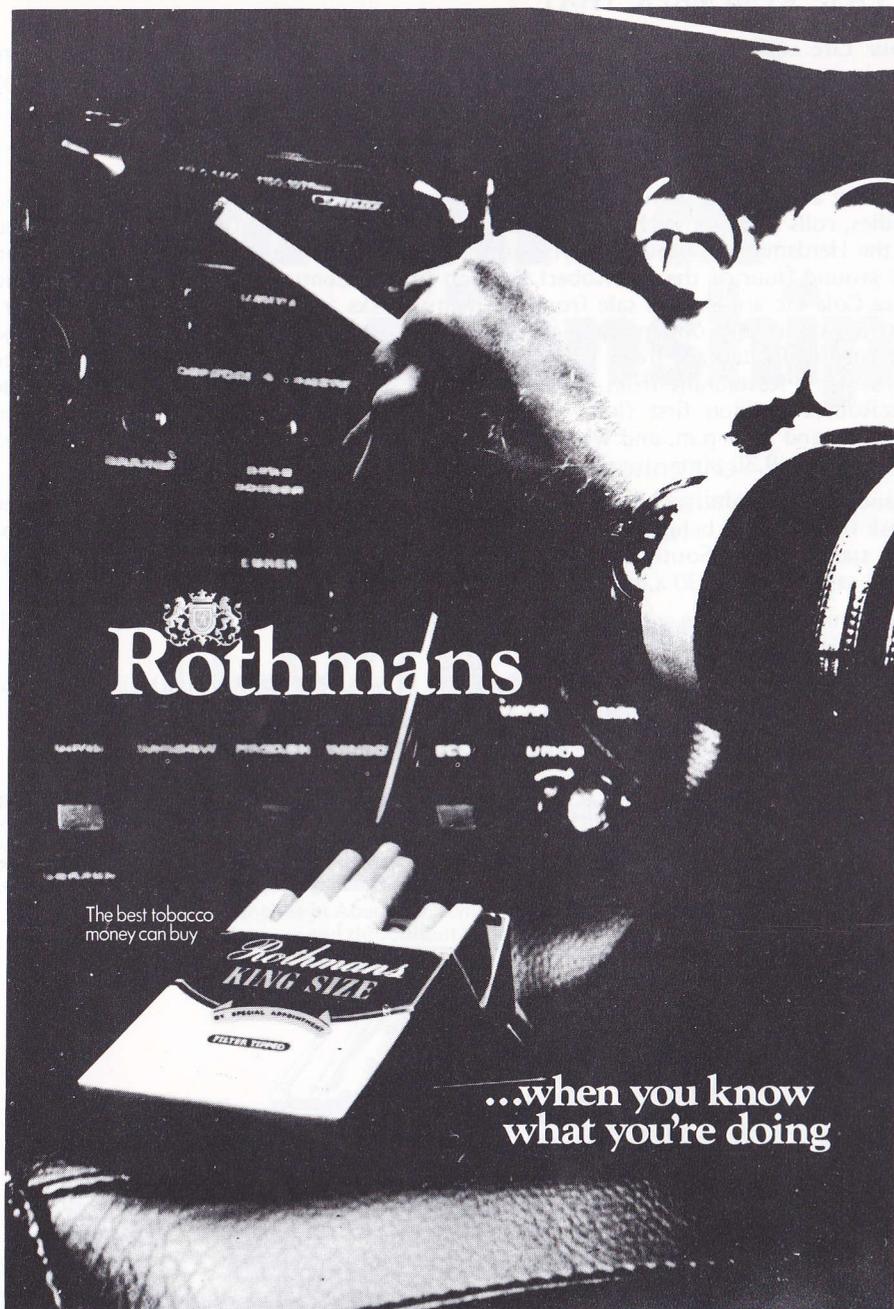
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45.1	82.22	49.1	75.52	53.1	69.83	57.1	64.94	61.1	60.69
45.2	82.04	49.2	75.37	53.2	69.70	57.2	64.83	61.2	60.58
45.3	81.85	49.3	75.21	53.3	69.57	57.3	64.71	61.3	60.49
45.4	81.67	49.4	75.06	53.4	69.44	57.4	64.60	61.4	60.39
45.5	81.49	49.5	74.91	53.5	69.31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

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			secs	mph
LIBRE CARS				
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FORMULA FORD CARS				
	G CUTHBERT	Lotus 69F	53.2	69.70
SPECIAL GT and SPORTS CARS				
Over 1600 cc	J MILES	Chevron B19	48.7	76.14
Under 1600 cc	A CHARNELL	Lola T212/FVA	49.8	74.46
Under 1150 cc	E LABINJOH	Fisher Spyder	52.2	71.03
CLUBMANS CARS				
	S RUSSELL	Mallock U2	50.8	72.99
HISTORIC RACING CARS				
	J W S ROBERTS	Lotus 16	57.6	64.38
MODIFIED SPORTS CARS				
Over 1150 cc	J ABSALOM	Ginetta G4	52.8	70.23
Under 1150 cc	K ALLEN	Clan Crusader	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	54.2	68.41
PRODUCTION SALOON CARS				
(All Classes)	E LABINJOH	Alfa Romeo 2000 GTV	61.8	60.00
OUTRIGHT LAP RECORD				
	T D REID	Brabham BT38/40	46.1	80.43

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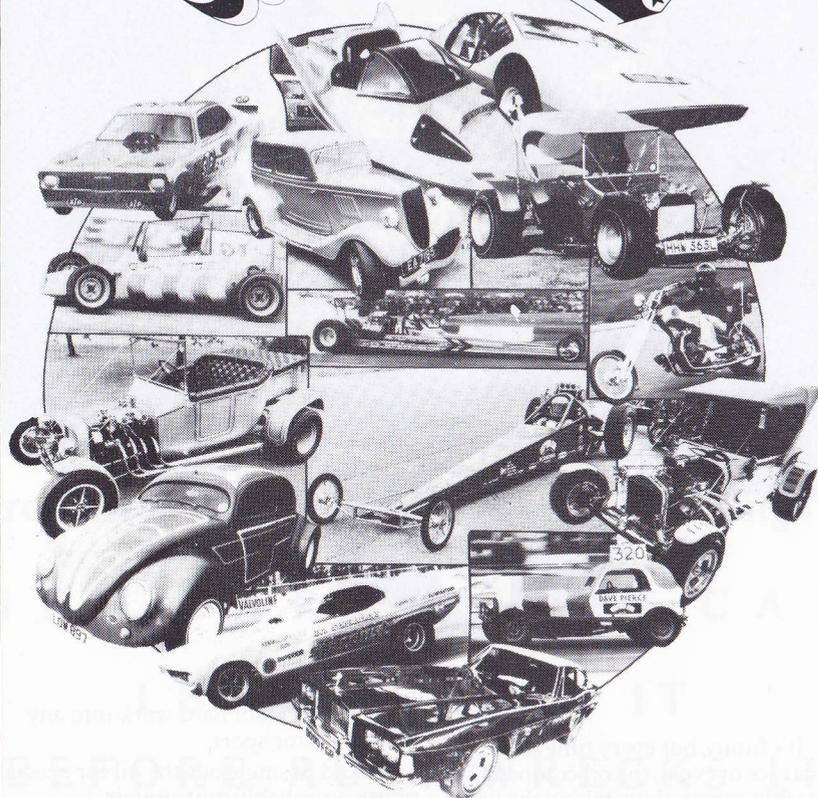
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MOTOR RACING CIRCUIT

SCOTCIRCUITS ANNIVERSARY RACE MEETING

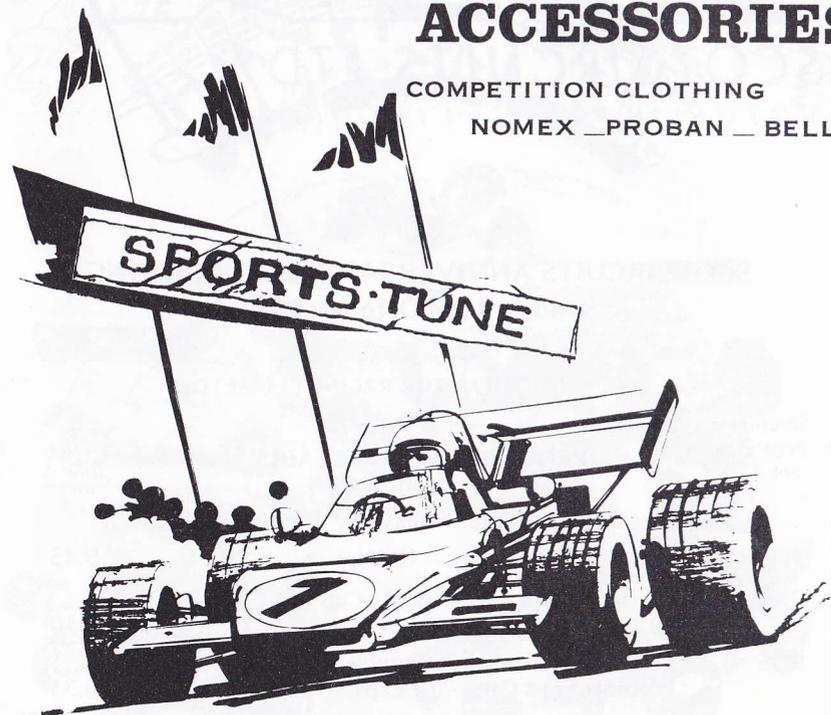
Sunday, 13th October, 1974

Organised by
THE SCOTTISH MOTOR RACING CLUB LTD

Event No	Scrutin before am	PROGRAMME & TIMETABLE	Practice time am	Event time pm
—	—	Free Fall Parachute Display by "The Golden Lions"		2.00
1	8.45	Modified Sports Cars — 10 Laps	9.45	2.15
2	9.10	Special Saloon Cars (Heat 1 — up to 1000cc) — 10 Laps	10.10	2.35
3	9.35	The Ninian Sanderson Trophy Race for Formula Ford Cars — 10 Laps	10.35	3.00
			Track open	
4	10.05	The Army in Scotland Trophy Race — Heat 2 for Special Saloons over 1000cc — 10 Laps	11.05	3.25
5	10.30	The T. Hannah Trophy Race for Special GT, Sports and Clubmans Cars — 10 Laps	11.30	3.45
6	10.55	Production Saloon Cars — 10 Laps	11.55	4.05
			Track open	
7	11.25	The Dobsons of Edinburgh Trophy Race for Historic Racing Cars — 12 Laps	12.25	4.30
8	11.50	The A. Kirkpatrick of Scotland Ltd Trophy Race for Libre cars — 15 Laps	12.50	4.55
			Track open	
—	—	Demonstration Drive of F1 Hesketh	—	5.15
—	—	Presentation of Trophies	—	5.25
9	—	Special Saloon Cars — Final — 15 Laps	—	5.40
		Luncheon Interval	1.10	
2.00		Drivers' Briefing in Scrutineering Bay		
2.05		Marshals at Posts. Clearance Report.		

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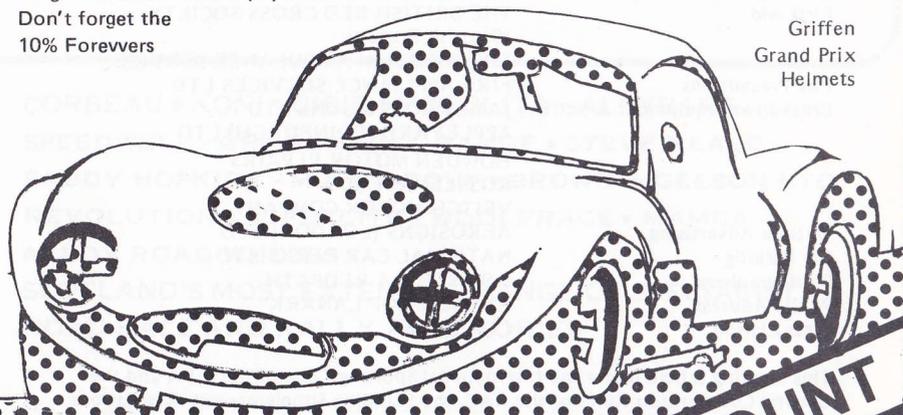
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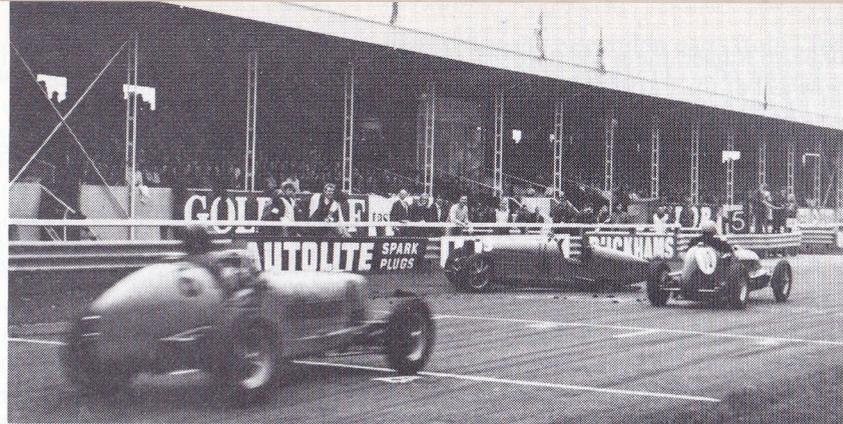
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Ten motor racing seasons have now passed since the late Jim Clark, OBE, one of the founder directors of Scotcircuits Ltd, the promoters of motor racing at Ingliston, welcomed the public to, as he put it, "Scotland's first and only road racing circuit". Today, therefore, being the last meeting in this the tenth season of racing at Ingliston, sees perhaps a splendid excuse for a touch of nostalgia and memories of the happy early days at Ingliston may well have been brought to the minds of many competitors or spectators present at that meeting on 11th April, 1965 after looking at today's Programme cover — modelled directly from the very first Race Programme at Ingliston. Before looking to the delights stored up for you at today's Meeting, what did we say in April of 1965? What were the hopes of Scotcircuits then? The very first Programme, on page 16, declared that "this small, compact little company has been able to bring 28 years of searching to fruition with the promotion of this Meeting at one of Britain's best equipped circuits. Given the support anticipated, there is no reason why Ingliston should not develop into a unique little motor racing circuit, efficient yet friendly, where race-goers can expect real value from their sport yet enjoy an afternoon out with the family. Charges are modest by English standards but the racing will be none the less exciting for that".

Almost certainly, every word spoken then is as equally true today, notwithstanding the changes both in the circuit and in motor sport generally. Ingliston still enjoys its "efficient yet friendly" standing amongst competitors while, on the other hand, the race going public may still expect real value from their money at prices which become even more and more modest when compared with their English counterparts! Quite apart from the promoters, however, it is interesting to look at the entry list for the Race Meeting ten years ago to see who was at that first Race Meeting. Many familiar names and faces can be seen from that entry list — the current Formula Libre "king" of Ingliston, Tommy Reid, was on hand then with his 1600cc Lotus 22 while Scotcircuits' Chairman, John Romanes, fielded his Brabham single seater. The legendary Jock Russell gave his 5-litre Russell-Lotus its first airing while Andrew Fletcher was at the wheel of a 1-litre Brabham RT15. Today's Clerk of the Course, Bill Stein, was also in a Lotus 22 while the Secretary of the Meeting, Alan Lamb, made his first acquaintance with the sport as a mechanic (at least, that's what he called himself — his brother might have described matters differently!) on, brother Doug Lamb's Lotus 11. As for the "old men" of Ingliston, Reg Forester-Smith fielded a Lotus Super 7, Johnny Blades appeared in a Ginetta G4, Andrew Cowan fielded both Lotus Elan and

Sunbeam Rapier under the Border Reivers banner, Jack Fisher put himself behind the wheel of the Fisher GT, leaving Ed Labinjoh to race a 1293 Mini Cooper 'S'. John Absalom made his first race appearance in a Ginetta G4 (aptly, and sadly, today is to be John's last racing appearance, once again at Ingliston), John Calvert fielded a Lotus Elan while Bill Dryden started off in saloons with a Vauxhall VX4/90. Graham Birrell was at that time racing the soon to be infamous Ford-Perdal Anglia, Jim Dryden was declaring his love for Mini Cooper 'S's' while Andy Barton was then driving the now legendary Morris 1000. Then, as now, the biggest car of the day was the 8-litre Bentley of Keith Schellenberg.

Quite discounting the past, however, we have plenty to shout about today and, following a musical interlude by the Military Band of the 2/52 Lowland Volunteers who will be on parade in front of the main grandstand during the luncheon interval, the proceedings commence with a six man "Drop" by the Army's 'Golden Lions' free-fall display team. No sooner will their parachutes have been furled, and the centre of the arena cleared, than John Absalom (55) will blast off as favourite for the Modified Sports Car event at 2.15. Sadly, this will almost certainly be one of the last times which we will see John Absalom, he having announced his intention to retire after today's Race Meeting. (His last race will be at 3.45 this afternoon). Aptly, John's first race was at the very first Race Meeting ever held at Ingliston and this afternoon draws to a close one of the most successful careers in British Modified Sports Car history. Needless to say, competitors, organisers and spectators alike wish John a happy retirement. In September, however, John was given the fright of his life by Andrew Smith (69) in his Lotus Elan and Andrew could, once again, upset the normal pattern of things at the front of the Modsport field. Also racing, the car now being ready for the track, is the Jencot Jensen Healey driven by Eric Liddell (58).

Event 2 sees the first of the two Special Saloon Car heats with the favourite certain to be Sedic Bell (111) in the incredible Allen Mini (now sold pending Sedic's possible emigration). Almost certainly the Lombard North Central Scottish Saloon Championship title for 1974 lies between Sedic and Eric Smith (104) in his 1293cc Mini. With only one point between the two drivers, much could depend upon the day's results and, especially, if Sedic were to take the odd lap record or two, we could see a change at the top of the Championship Table. Following the small saloons is the Ninian Sanderson Trophy Race for Formula Ford cars, the Final round in the Rothmans FF Championship which is, as a result of the September Results, wide open! Although the current leader with 24 points is Kenny Gray (23), Dumfries driver Graham Hamilton (49) is a mere four points 'off' and a win for Graham could be enough to put him up into first place. In fourth place in the Championship too is Graham's team mate, Stuart Lawson (25) and it will be interesting to note whether both drivers compete as individuals or whether they are under team instructions to give Graham Hamilton as great a chance as possible of winning the Championship title. The position becomes more interesting still when one notes that, for Graham Hamilton to win the championship, not only must he win today's race but Kenny Gray must be placed no higher than fifth place (were he to be placed fourth, there would be a tie for the Championship title).

The Army in Scotland Trophy Race follows at 3.25, this being for Special Saloon cars over 1 litre. The main item of news in this event is the absence of former Scottish Saloon car champion, Dougal Niven, with his 5.7-litre Ford Boss Escort. Although the bodywork has been completely repaired following its Croft

accident a couple of months ago, Dougal still awaits suspension parts from Chas. Beattie and, without these, there is no hope of the car appearing. The way accordingly looks free for S.M.T. entered Bill Dryden (89) to romp home for the Army's Trophy this afternoon although Frank Gunn (91) has been moving his BDA-powered Escort around the track with increasing speed of late, and the late entry of Stuart Turner (90) could upset a few pipe-dreams! Almost certainly, however, as has earlier been said, the battle for the Scottish Saloon Car Championship now looks like being between 104 (Eric Smith) and 111 (Sedric Bell) and Eric returns with his record breaking Mini 1275 GT this afternoon. Not to be outdone, however, and seeking a win in a straight fight, is Lundie's Jim Dryden (101) whose Longman Mini has been seen occupying the second place in the 1300cc class all season behind Eric (with one notable exception!). Over from Ireland to shake up the regulars is Jim McClements, a one time Irish Saloon Car Champion also fielding a Longman Mini. Finally, amongst the new entries in the 1300cc class, is Dunfermline's Bob Snelson (109) who has acquired the ex-Fillipinetti Group 2 Fiat 128, a car which should prove interesting against the more common 1300cc Minis.

Following the Special Saloons is the T. Hannah Trophy Race for Special GT Cars etc. and this sees John Absalom's swan-song in motor racing. Having been the first man ever to win the Special GT race at Ingliston in a Modified Sports Car in September of this year, John is anxious to "go out with a bang" and do it all over again, but his main opposition will almost certainly come from Tony Charnell's Lola Ford (62 - now with Tony's spare 2-litre Brabham mill installed) and Ed. Labinjoh's Fisher Spyder (66), a car which has shown considerable potential this year but which has failed to prove absolutely reliable. Also fast making a name for himself in the GT class is S.M.R.C. Club Chairman, Alastair Mackintosh with his converted FF Mallock U2 (80). Alastair's principal opposition in the 1150cc class has always been the unbelievable Clan Crusader of Kenny Allen (79) and, indeed, Ken Allen is now the only man who could possibly overturn current Hartley Whyte GT Championship leader, Tony Charnell (62) from his present position of dominance. At the time of writing, however, it still remains to be seen whether Ken Allen will be present and, accordingly, all we can do is to "wait and see".

Event 6 is for Production Saloon Cars, a class of racing which has become more and more exciting as the season has gone on. Today perhaps sees the best entry of all season since this Meeting is the "return bout" of an Irish v Scottish challenge series dreamt up by the Ingliston and Kirkcaldy circuits. A team of Scottish Production Saloon Car drivers have already been "over the water" to Ireland to uphold Scotland's honour and it is perhaps worth relating that, if we are to believe all that the team members say, they "wiped the floor" with the Irish opposition. Now that they are back upon their home ground in front of the most discerning spectator public in the U.K. (!), we may find things to be quite different since a strong Irish entry is making the trip "this way" to try to prove our own drivers to have been wrong. Ed Labinjoh (148) spearheads the Scottish challenge with his Alfa Romeo while, ably backing him up are Jenny Birrell (143) in her Vauxhall Magnum, Bob Leckie (138) in his Hillman Avenger GT and, in the smaller capacity class, Ian Smith (132) with his Simca Rallye 1. The Irish challenge, on the other hand, comes from George Windrum (153) with a 3-litre Capri, John Hanley (149) with his Opel Ascona 19R, David McCullough (142) in a Mexico and Robin Gray (137) with a Mini Clubman 1275 GT. All good signs for a first class race with one of the

best Production Saloon Car grids yet seen — as regards the Ziebart Championship for Production cars, this now rests almost certainly between Ed Labinjoh and Ian Smith, both drivers currently tying for points at the top.

After the tyre smoke has settled comes the event which many will have been waiting all day for, the Dobson's of Edinburgh Trophy Race for Historic racing cars, 12 laps of "all arms and elbows" nostalgic driving. In the pre-war cars we find the Hon. Patrick Lindsay with the "B" type ERA which he claims has the largest number of wins ever of any racing car racing today. Patrick is also a record holder in another right, he being named in the Guinness Book of Records as the person who has sold the most expensive painting in the world! How his 1500cc ERA will cope with Keith Schellenberg's Barnato Hassan Bentley remains to be seen but, bearing in mind their previous meeting, we would put our money on the small car! When Keith last fielded his monstrous 8 litre Bentley, he found the 15 lap race just a bit too much for blood and sinew to cope with and, accordingly, he rolled into the Pits after the first few laps for a well earned breather, only returning to the race a couple of laps from the end! In the post-war class we find some exceptionally interesting machinery as well — Dan Margulies fields the 1949 French Grand Prix winning Talbot Lago which has competed in over 150 races between 1946 and the present day. Add to that two Connaughts, a couple of Lotus 11s (cars ideally suited to the twisty Ingliston circuit), a Fraser Nash Replica (unfortunately this car has been substituted for the ex-Bob Gerrard Cooper Bristol which suffered somewhat on its last race outing a couple of weeks ago) and one of the only three Altas ever built and you have all the ingredients of a first class spectacle.

With the smell of methanol still hanging around in the air and a good healthy dose of nostalgia behind us, it's straight back into 1974 with vengeance for the A. Kirkpatrick of Scotland Ltd. Trophy Race for Libre cars, the final round in the BP Super Visco Scottish Libre Championship. This round is particularly interesting since, in terms of the Regulations for that Championship, today's race scores double points towards the Championship. Thus, although on paper Irishman, Tommy Reid (7) is away out front in the Championship, in theory there are still three drivers with a chance of winning. Naturally, should Tommy Reid romp home in the lead today, as he has done three times already this season, he will take home to Ireland the Scottish Libre Crown which he has held on several occasions in the past. However, should Broxburn's Iain McLaren (1) manage to repeat his July win, by the very nature of the pointing system he will put himself on even points with Tommy Reid (should Tommy come in second). Should Tommy come third, however, Iain McLaren would then win the Championship, just as Dumfries's Tony Charnell (2) could win were he to take the chequered flag in front of McLaren and Reid. In short, the position is wide open and it is made all the more exciting with the advent of a couple of extremely fast Irish Formula Atlantic cars. Patsy McGarrity (3), the current Irish Formula Atlantic Champion, brings his Chevron B25 Atlantic while fellow Irishman Nelson Todd (17) fields a similar car. Yet another Atlantic driver who startled everyone by shooting off into an early lead in September is Edinburgh's Doug Thomson (9) with his GRD 273. All in all, the makings of yet another first class Libre thrash and a fitting finale to the 1974 Scottish Libre Championship.

Following the Libre race, and while the various Trophy winners are assembling in the pits, we are hopeful of seeing a demonstration drive of the Formula 1

Hesketh piloted this season by the leading British Formula 1 driver, James Hunt. We say hopeful because there is some doubt as to whether the car will be able to get through the usual customs clearances in both the States and Gt. Britain in time to have it present this afternoon — it was also hoped to have James Hunt himself drive the car but, again, as to this there is some doubt at the time of going to Press. (Regrettably, the lines of communications between the "Great Bear" and S.M.R.C. are somewhat rosey!). However, the last word was that James Hunt probably will still be in the States today and that, accordingly, his place behind the wheel will be taken by the Hon. Patrick Lindsay who we have been told is bringing the Hesketh up to Ingliston. However, nothing would surprise us about this arrangement and we beg you, the public, to bear with us (excuse the pun!) just in case everything does go wrong!

The final race of the day is the Special Saloon Car Final, a return to a traditional format of motor racing at Ingliston during the bulk of its ten year existence. It is, indeed, fitting that this last race of the day will settle the circuit's premier championship for 1974, the Lombard North Central Scottish Saloon Car Championship. As we have said before, this almost certainly now rests between Carlisle's Eric Smith (104) and Haltwhistle's Sedic Bell (111). The only "outsider" who could intervene is Bill Dryden (89) who would almost certainly have to break the existing Special Saloon car lap record in each of the heat and final and also win the final to make certain of the Championship. Although almost impossible, Bill has been known to do the impossible on occasion and a spirited performance from him is expected.

That's it then, the end of ten years of motor racing at Ingliston. We sincerely hope to see you all back again in April of 1975 for a fresh year of motor sport at Scotland's only racing circuit. Indeed, already the organisers are mulling over the odd idea or two which could develop into some of the most exciting motoring events Scotland has yet seen. We look forward to seeing you next year!

THE "BMRC TROPHY" MEMBERS' CHAMPIONSHIP 1974

The position in the above Championship for SMRC members prior to the final round today is:—

1st J. ABSALOM (45 pts); 2nd S.A. BELL (45 pts); 3rd E. LABINJOH (45 pts);
4th A. CHARNELL (40 pts); 5th T.D. REID (39 pts); 6th W.N.A. DRYDEN (33 pts);
7th K. ALLEN (30 pts); 8th I.C. McLAREN (29 pts); 9th A.D. NIVEN (29 pts).

Prize Fund — £50 — £30 — £20 — £10 — £5

"He hasn't been THAT bad a Chairman, has he?"





EVENT 1 2.15 pm

MODIFIED SPORTS CARS — 10 Laps

Over 1300cc			
54	R HALLEY	Triumph GT6	1998 Bearsden
55	J ABSALOM	Ginetta G4	1800 Felton
56	A SOUTER	Lotus Elan	1600 Dundee
57	P BAKER	Triumph GT6	1998 Stow
58	E LIDDELL/Jenscot Racing	Jensen Healey	1973 Edinburgh
60	D B HALL	Lotus Elan	1600 Kelty
69	A SMITH	Lotus Elan	1600 Ayr
75	D RUTHERFORD	Ginetta G4	1600 Kirkintilloch
1st (£20) 55 2nd (£10) 58 (4) 3rd (£5)			
Up to 1300cc			
71	R ROLLO	MG Midget	1293 Prestonpans
73	I A WILKINSON/Sportspares	AH Sprite	1275 Bury
74	W L WOOD	MG Midget	1293 Edinburgh
77	A BLACK	MG Midget	1293 Belfast
79	K ALLEN/Russell & McIntosh	Clan Crusader	998 Crossford
81	M FITZSIMMONS	Triumph Spitfire	1147 Naas
82	R FORESTER-SMITH/Marquis Motor Co	Ginetta G4	1098 W Calder
83	G R WILSON	MG Midget	1147 Helensburgh
84	D McDONALD/Marquis Motor Co	Ginetta G4	1098 W Calder
85	I HALL	Mini-Gem Mk2	1143 Bristol
86	J ADAMSON	Ginetta G4	1150 Houghton-le-Spring
1st (£20) 79 (2) 2nd (£10) 71 (3) 3rd (£5)			
Bonus of £10 for the fastest lap to 55 53.5 secs			

EVENT 2 2.35 pm

SPECIAL SALOON CARS

Heat 1 — for Special Saloons up to 1000cc — 10 Laps

111	S A BELL	Allen Mini	997	Carlisle
112	I FORREST	Forrest Imp	998	Kirkliston
113	W G DONALD	Hillman Imp	998	Tarland
114	P PITMAN	Pitman Imp	998	Kirkcudbright
115	G STUPPLE	Riley Elf	998	Edinburgh
116	A BARRETT	Cooper 'S'	999	Coatbridge
118	P A CHAMBERLAIN	Singer Chamois	998	Invergordon
119	D J M FISHER	Hillman Imp	999	Dunoon
120	A ALEXANDER	Austin Cooper	850	Northwood
121	W I FORREST/Archbold Dale	CSE Imp	998	Edinburgh
122	J C FYDA	Agra Imp	997	Dundee
123	A FLEMING	Alval Mini	999	Upper Largo
124	D C SMITH	Agra Mini	999	Dundee
125	R B COOPER/Team Lam-Art	Lam-Art Mini	999	Glasgow
126	N G WHITMEY	Mini 850	850	Edinburgh
127	B W McLEOD	Alval Mini	999	Edinburgh
128	R GAULD	Hillman Imp	998	Insch
129	G R RODGER	Leyland Mini	970	Edinburgh
130	K MILLAR	Mini	970	Invergowrie
131	M S MORTON/Team Zippo	Mini 'S'	999	Edinburgh
1st (£20) 111 2nd (£15) 119 3rd (£10) 112 4th (£5) 113				
Bonus of £10 for the fastest lap to 111 54.1 secs (RECORD).				

Heat 1 of the final round in the 1974 Lombard North Central Scottish Saloon Car Championship



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NINIAN SANDERSON

In 1951 Ninian Sanderson started motor racing. His first race at Brough Yorkshire in a Cooper 500 lasted 5 yards, his last race was at Le Mans in 1963 co-driving with Peter Boltin in an A.C. Cobra. They finished 6th. He raced for Ecurie Ecosse in Spain, Holland, Belgium, Sweden, Germany, U.S.A., Italy and the Argentine. In having raced against Fangio, Ascari, Le veigh, Gonzalez, Behra, Moss, Hawthorn, Phil Hill and Jimmy Clark, a link between the past and present was created having also raced against Jackie Stewart, Graham Hill and Jack Brabham.

His racing interests are now confined to Yacht racing in his international offshore racer Cottontail and 1st places are still the order of the day (not too many this season).

He is the Chairman of Ninian Sanderson Ltd., selling Morris and Daf, also Dickson Motors (Glasgow) Ltd., marketing Fiat and Citroen in Glasgow.

EVENT 3

3.00 pm

THE NINIAN SANDERSON TROPHY RACE
for Formula Ford Cars – 10 Laps

20	I STIRLING	Elden Mk8A	1600	Glasgow
23	K GRAY	Van Diemen Scholar	1600	Suffolk
24	J MacGILVRAY/Team Ziebart	Crossle 25F	1600	Worthing
25	S LAWSON/MacDonald Shand Properties	Hawke DL11	1600	Dumfries
26	C MacLEAN/Highland Racing Team/Struie Motors Ltd	MRE 73F	1600	Alness
27	G MUNDELL/Highland Racing Team/Struie Motors Ltd	Royale RP16A	1600	Alness
28	D A TAYLOR	Lotus 61X	1600	Perth
29	P C MORRISON	Crossle 20F	1600	Inverness
32	D A H HALL	Hawke DL11	1600	Edinburgh
36	B GOWANS	Merlyn Mk11	1600	Dalbeattie
37	A WILSON	Elden Mk8	1600	Dumbarton
38	D KERR	Elden Mk10A	1600	Duns
39	A McKECHNIE	Rostron FF	1600	Lochgilphead
42	H MacLEOD	Merlyn Mk11A	1600	Windsor
44	R H SIMPSON	Crossle 25F	1600	Newton Stewart
45	G A FRANCHITTI/W.N. Mitchell Soft Drinks	Hawke DL11	1600	Bathgate
46	W N WILLIAMSON	Van Diemen RF74	1600	Jedburgh
49	G HAMILTON/MacDonald Shand Properties	Van Diemen RF74	1600	Dumfries
52	J SHERRY	Crossle 25F	1600	Lisburn
53	J MacKENZIE/Highland Racing Team	Lotus 69F	1600	Alness

1st (£20) **49** 2nd (£15) **23** 3rd (£10) **DICKSON** 4th (£5) **45**
 Bonus of £10 for the fastest lap to **DICKSON** **54.1** secs

Final round in the Rothmans Championship for Formula Ford Cars 1974

THE ROTHMANS CHAMPIONSHIP for Formula Ford Cars

Driver	Car	No	Apr	May	July	Aug	Sept	Oct	Total
K Gray	Van Diemen RF74	23	—	9	9	4	2		24
G Hamilton	Van Diemen RF74	49	6	—	2	3	9		20
N Dickson	Van Diemen RF74	22	—	—	6	9	—		15
S Lawson	Hawke DL11 Scholar	25	9	2	3	—	—		14
A D Jeffrey	Elden Mk10C	30	—	—	—	6	—		6
J MacGilvray	Crossle 25F	24	—	—	—	—	6		6
A Wilson	Elden Mk8	37	3	3	—	—	—		6
D A Hall	Hawke DL11	32	4	—	—	1	—		5
C MacLean	MRE 73F	26	—	4	—	—	—		4
G Franchitti	Hawke DL11	45	—	—	—	—	4		4
J Sherry	Crossle 25F	52	—	—	4	—	—		4

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

Drive with the Professionals

Good jobs, good money, good times
 Think of the variety of vehicles!
 Visit the Army Display at this meeting
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THE SCOTTISH DIVISION

The Infantry Regiments of the Army are now grouped for administrative purposes into Divisions of Infantry. The Scottish Division consists of the 8 Scottish Infantry Regiments of the line, their two Depots, four TAVR battalions and affiliated Cadet Units; within that Division the Regiments maintain their separate identities, traditions and customs as part of a larger family—the great family of Scottish fighting men. Headquarters, in Edinburgh Castle, is responsible for the manning, recruiting and basic training of the Regiments, wherever they may be serving.

Much that is famous in Scottish fighting tradition springs from The Regiments of the Division. The Royal Scots (The Royal Regiment) is the oldest infantry regiment in the British Army. The Royal Highland Fusiliers are currently stationed in Edinburgh. The King's Own Scottish Borderers are in Berlin. The Cameronians are represented in our TAVR units. The Black Watch (The Royal Highland Regiment). The Queen's Own Highlanders, now in Germany. The Gordon Highlanders are stationed in Singapore. The Argyll and Sutherland Highlanders are about to go to Germany.

STATIC DISPLAY

The static display consists of vehicles and men belonging to 8 Signal Regiment Royal Corps of Signals, Scots Guards, and The Royal Scots, who are at present serving in Cyprus.

DRIVING IN THE ARMY

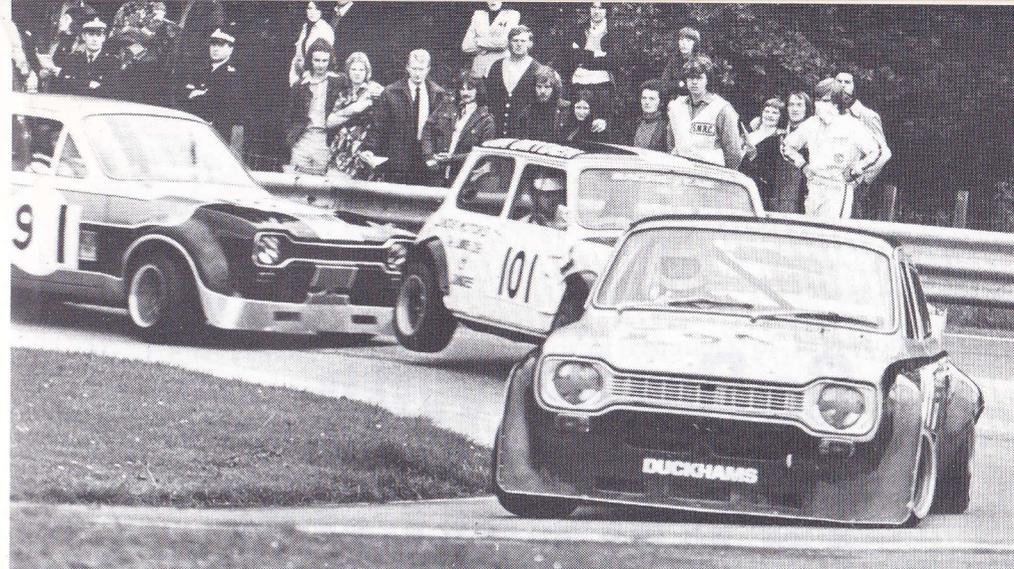
Apart from the Royal Corps of Transport, the Army's driving specialists, you can learn to drive with every Regiment and Corps in the Army. To be a Combat Vehicle Driver — driving wheeled and tracked vehicles — you could join one of the following:—

The Royal Armoured Corps	The Royal Artillery
The Royal Engineers	The Royal Signals
The Scots Guards	The Parachute Regiment
Any Regiment of the Scottish Division	
The Royal Electrical and Mechanical Engineers	

Learner Drivers are taught and tested within their own Units, by Qualified Testing Officers, and passing entitles them to drive Group 'A' vehicles both Military and Civil. Soldiers may then progress to Group 'H' — Tracked Vehicle licence — and thereafter to the HGV classes:—

Class 3 — Four wheeler, Three to Ten Tons
 Class 2 — Six wheeler
 Class 1 — Articulated vehicle

— and all by the age of EIGHTEEN.



Frank Gunn helps Jim Dryden "over" the corner — Ingliston, September '74.

EVENT 4

3.25 pm

THE ARMY IN SCOTLAND TROPHY RACE for Special Saloon Cars over 1000cc (Heat 2) — 10 Laps

Over 1300cc				
88	P M MARTINS D'ALMEIDA	Ford Anglia	1600	Dunoon
89	W N A DRYDEN/SMT	Vauxhall Firenza	2300	Edinburgh
90	S TURNER	Ford Escort	1600	Stockport
91	F GUNN	Ford Escort	1970	Milngavie
92	C SIMPSON	Ford Escort TC	1596	Monifieth
93	W ROBERTSON	Ford Capri	3000	Edinburgh
94	J CALVERT	Ford Escort	1850	Sunderland
95	G H WALKER	Vauxhall Viva	2300	Bathgate
97	H A CHALMERS	Hillman Avenger GT	1698	Edinburgh

1st (£20)⁸⁹..... 2nd (£10)⁹⁴..... 3rd (£5)

Up to 1300cc

99	E PATERSON	Colvend Mini	1275	Edinburgh
100	J PINKERTON	Scrapie Mini	1293	Glasgow
101	J DRYDEN	Longman Mini	1293	Lundie
102	J McCLEMENTS	Longman Mini	1293	Holywood
103	I T ROGERSON	Mini Cooper 'S'	1293	Rothbury
104	E M SMITH	Mini 1275 GT	1293	Carlisle
105	I A BERTIE	BLMC Mini	1293	Dundee
106	R MILNE	Mini 'S'	1293	Kingswells
107	J H PATRICK	Colvend Mini	1293	Whitecross
109	B SNELSON	Fiat 128	1300	Dunfermline
110	P A HAZELL	Cooper 'S'	1293	Kildary

1st (£20)^{104 (3)}..... 2nd (£10)^{101 (4)}..... 3rd (£5)

Bonus of £10 for the fastest lap to⁸⁹.....^{54.1}.....secs

Heat 2 of the final round in the 1974 Lombard North Central
 Scottish Saloon Car Championship

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Mr. T.P.K. Hannah, Managing Director of Hannah's of Johnstone, "The Sweet People", made his first appearance as a sponsor last year and is now back this year as one of our sponsors again, having so thoroughly enjoyed his first event.

Mr. Hannah's company import and export sweets and biscuits and distribute confectionery and allied products on a national scale.

Mr. Hannah, a J.P. in Renfrewshire, is active in Local Government. He was a Provost of Johnstone for three years and only this year was made a Burgess and given the Freedom of the Town. He and his family are real racing enthusiasts.

Mr. Hannah is present in the stand today, together with his good lady, his daughters, and his two little grandsons — David and Tommy, who already have a collection of miniature racing cars and are here today to see the real thing.

Frequently involved in dealing with motorists who break the law, Mr. Hannah is looking forward with pleasure today to seeing motor car enthusiasts "lawfully" showing their ability and the mechanical perfection of the vehicles they are driving.

EVENT 5

3.45 pm

THE T. HANNAH TROPHY RACE
for Sports & Special GT Cars — 10 Laps

Over 1300cc			
55	J ABSALOM	Ginetta G4	1800 Felton
57	P BAKER	Triumph GT6	1998 Stow
58	E LIDDELL/Jenscot Racing	Jensen Healey	1973 Edinburgh
61	P MacNAUGHTAN	Mallock U2MkXIB	1600 Edinburgh
62	A CHARNELL	Lola Ford	1970 Dumfries
63	J HUGH	Gryphon	1600 Edinburgh
65	J BAIRD	Mallock U2MkXIB	1600 Edinburgh
66	E LABINJOH/Fishers Garage (Edinburgh) Ltd	Fisher Spyder	1570 Edinburgh
67	R MacNAB	Gryphon C4A	1600 Kilmarnock
69	A SMITH	Lotus Elan	1600 Ayr
70	L AYLOTT/RAFMSA	Ardua Mk4	1594 Cottesmore
72	A M MATHESON	Lotus 11/7	1498 Glasgow
75	D RUTHERFORD	Ginetta G4	1600 Kirkintilloch
1st (£20) 69 2nd (£10) 62 (3) 3rd (£5) 66 (4)			

79 Up to 1300cc K. ALLEN			
71	R ROLLO	MG Midget	1293 Prestonpans
73	I A WILKINSON/Sportspares	AH Sprite	1275 Bury
76	K McCORMICK	Mallock U2Mk11B	1000 Inverurie
80	A MACKINTOSH	Mallock U2MkXIB	1000 Penicuik
82	R FORESTER-SMITH/Marquis Motor Co	Ginetta G4	1098 W Calder
83	G R WILSON	MG Midget	1147 Helensburgh
84	D McDONALD/Marquis Motor Co	Ginetta G4	1098 W Calder
1st (£20) 79 (2) 2nd (£10) 3rd (£5)			
Bonus of £10 for the fastest lap to 69 62.4 secs			

Final Round in the Hartley Whyte Championship
for Sports & Special GT Cars

THE HARTLEY WHYTE CHAMPIONSHIP
for Sports & Special GT Cars

Driver	Car	No	Apr	May	July	Aug	Sept	Oct	Total
A Charnell	Lola Ford T212	62	7	7	7	7	—	—	28
K Allen	Clan Crusader	79	7	—	5	7	7	—	26
J Absalom	Ginetta G4	55	5	5	5	5	5	—	20
A Mackintosh	Mallock U2MkXIB	80	—	5	7	5	—	—	17
P MacNaughtan	Mallock U2MkXIB	61	5	—	—	2	7	—	14
R A Ross	Nathan GT	78	3	3	3	3	3	—	12
E Labinjoh	Fisher Spyder	66	—	7	—	3	—	—	10
L Aylott	Ardua Mk4	70	—	—	5	5	—	—	10
P Baker	Triumph GT6	57	—	—	3	3	3	—	9
D Morton	Lotus Elan	(60)	—	5	3	—	—	—	8
D Rutherford	A H Sprite Mk1	81	5	2	—	—	—	—	7
R Forester-Smith	Ginetta G4	82	—	1	—	—	5	—	6

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.

EVENT 6

4.05 pm

PRODUCTION SALOON CARS — 10 Laps

Up to £1249			
132	A I SMITH/Team Zippo	Simca Rallye I	—£999 Balerno
135	D CORBETT	Ford Escort GT	—£1249 Dunston
136	R KNOWLES	Mini 1275 GT	—£1249 Aberdeen
137	R GRAY/Team Zippo	Morris Clubman GT	—£1249 Belfast
138	B LECKIE/Roy H Thomson	Hillman Avenger GT	—£1249 Aberdeen
140	A G SHERET	Ford Escort GT	—£1249 Coatbridge
1st (£20) 136 2nd (£10) 3rd (£5)			

144 Over £1249 A. POOLE			
141	I STIRLING/Ziebart Vehicle Rustproofing	Avenger Tiger	—£1599 St. Andrews
142	D McCULLOUGH	Ford Mexico	—£1599 Holywood
143	Mrs J BIRRELL/SMT	Vauxhall Magnum	—£1599 Edinburgh
147	K WILSON	Ford Mexico	—£1599 Moffat
148	E LABINJOH/Fishers Garage (Edinburgh) Ltd	Alfa Romeo 2000 GTV	£1600+ Edinburgh
149	J HANLEY	Opel Ascona 19R	£1600+ Belfast
153	G WINDRUM	Ford Capri 3000	£1600+ Belfast
154	H VEITCH	Vauxhall Firenza Sport	—£1599 Berwick
155 G. BIRRELL HUNTER GLS			
1st (£20) 148 2nd (£10) 143 3rd (£5) 144			
Bonus of £10 for the fastest lap to 148/143 71.2 secs			

Final round in the Ziebart Production Saloon Car Championship

THE ZIEBART CHAMPIONSHIP for Production Saloon Cars

Driver	Car	No	Apr	May	July	Aug	Sept	Oct	Total
E Labinjoh*	Alfa Romeo 2000GTV	148	7	7	7	7	7	—	28
A I Smith*	Simca Rallye 1	132	7	7	7	7	7	—	28
R Leckie*	Hillman Avenger GT	138	7	7	7	7	—	—	28
G Birrell*	Hillman Hunter GLS	144	7	—	5	7	7	—	26
Mrs J Birrell	Vauxhall Firenza	143	5	7	7	5	5	—	24
M Shakspeare	Ford Escort GT	139	5	5	5	5	—	—	20
C Jones	Sunbeam Imp Sports	133	5	—	5	—	5	—	15
T Meldrum	Ford Mexico	145	—	5	—	—	3	—	8
R Birley	Ford Capri 3000 GT	150	—	—	—	5	—	—	5
J Donald	Ford Lotus Cortina	142	—	3	—	—	—	—	3
K Wilson	Ford Mexico	147	—	—	—	—	2	—	2

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

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

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David Murray was the brain child of Ecurie Ecosse, along with the well known Mechanic Wilkie Wilkinson. Sir James Scott Douglas, Ian Stewart, and Bill Dobson, were the Founder Members of this Racing Team.

It is fair to say that Ecurie Ecosse, during the first five years of its inception as an independent Motor Racing Team, achieved a success record which, at no time before, or since then, has been equalled, culminating in the wins at Le Mans.

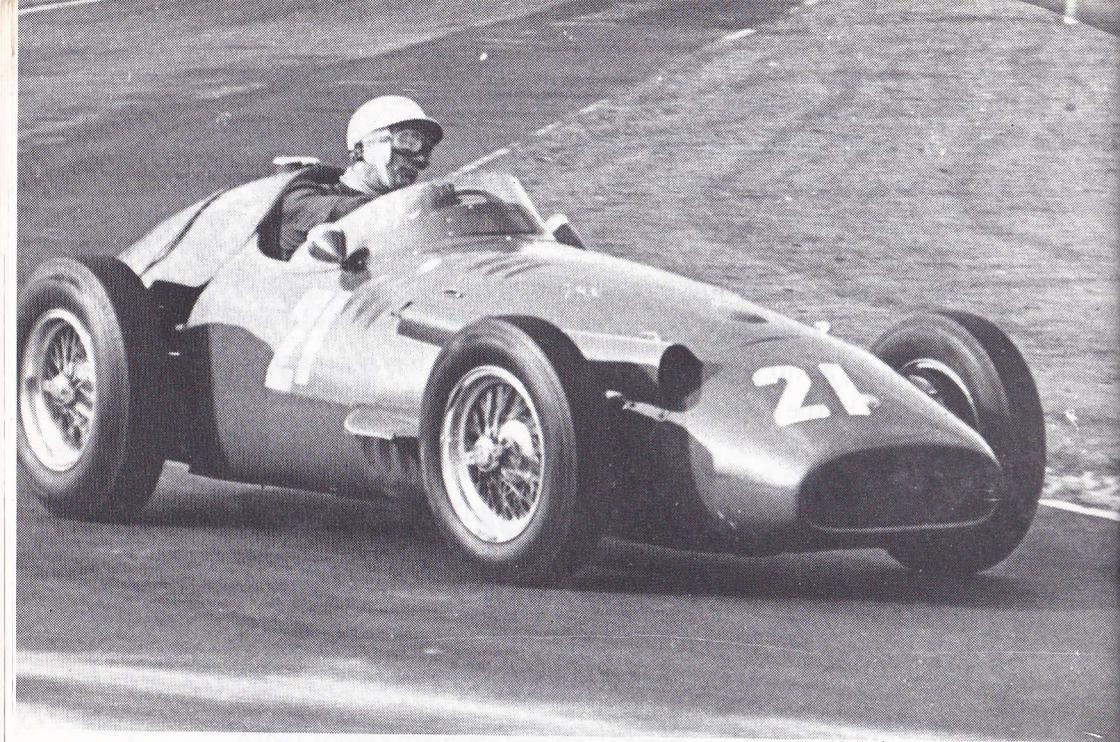
Having raced as an independent with a BMW 328, single seater Ferrari, and the Ecurie Ecosse Jaguars, Bill Dobson decided to take over the family business in 1953/54. This business was founded originally in 1879 by his Grandfather William who was a stone mason. He worked for some time in New York, returned with £700.00, and from this sum the Company was built on.

Over the years, the Company has moved its main Depot twice from the original premises set up by Grandfather Dobson, and now has new Depots which cover the Central Belt of Scotland. The main Depot is at Straiton, Loanhead, Midlothian, with smaller Depots at Bellshill, Grangemouth and Thornton.

Today, the Company operates a Vehicle Fleet of 70 Vehicles, covering all types of transport, e.g. carriage of coal, barley, bulk liquids, and general freight. Extensive Warehousing facilities are available at all Depots, which is to-day an extension to modern requirements of a Road Haulage Company handling traffic to cover the U.K. and the Continent. There is also an extensive Civil Engineering Section in operation, which is a continued and modern conception of the work carried out by Grandfather Dobson, the stone mason who started it all.

All Companies are run as a close-knit and integrated organisation from their main Depot at Straiton, Loanhead, Midlothian, on the south-side of Edinburgh.

Although no longer participating in Motor Racing, an interest is still maintained by Bill Dobson – even although only as a spectator.



Stirling Moss at Inghliston, October, 1973.

EVENT 7

4.30 pm

THE DOBSONS OF EDINBURGH TROPHY RACE
for Historic Cars — 12 Laps

Pre-War Cars

1	G R FOOTITT	GN The Cognac Special	1991	Kiddminster	1925
2	K SCHELLENBERG	Barnato Hassan Special	7903	Udny	1930
3	T MERRICK	E.R.A.	1500	Warfield	1934
4	The Hon P LINDSAY	E.R.A. "B" Type	1488	London	1936

To the First Pre-War Car — THE DOUNE CUP **4.**

Post-War Cars

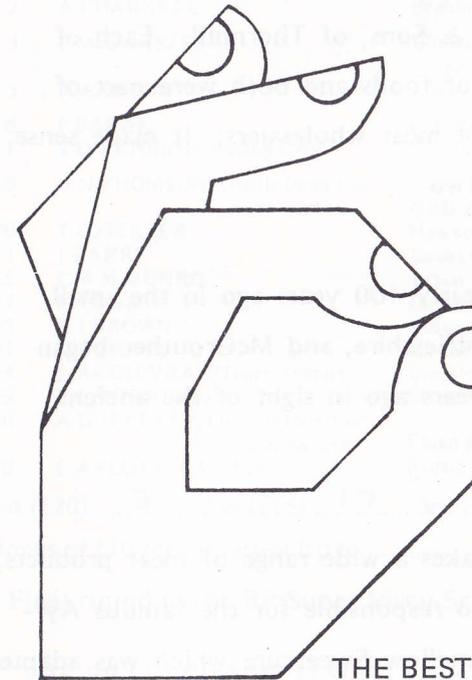
14	S PHILLIPS	Fraser Nash	1971	London	1951
15	A FLETCHER	Alta F11	1991	Alva	1951
16	D W T HARRISON	Lotus 11 Le Mans	1098	Appleton	1956
17	D MARGULIES	Talbot Lago		London	1948
18	G J WALTON	Connaught "A"	1960	Derby	1952
19	A BROWNLEE	Lotus XI Le Mans	1098	London	1956
20	A COTTAM	F2 Connaught	1960	Wolverhampton	1953

1st (£10) **20** 2nd (£5) **18** 3rd (£3) **19** **4**

To the overall winner — THE DOBSONS OF EDINBURGH TROPHY

All starters qualify for starting money of £25.

A. KIRKPATRICK OF SCOTLAND LIMITED



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

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THE BEST EVENT AT ANY MEAL



Kirkpatrick of Scotland

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

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

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

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

EVENT 8

4.55 pm

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

1	I McLAREN/McLaren of Broxburn Ltd	Rondel Motul M1	1970	Broxburn
2	A CHARNELL	Brabham Ford	1970	Dumfries
3	P McGARRITY	Chevron B25 Atlantic	1600	Belfast
5	A BARTON	Lotus 69 F2	1600	Newburn
6	P BARAK	Brabham BT36	1850	Whitley Bay
7	T D REID/Irish Racing Cars	Brabham BT38/40	1600	Tandragee
9	D N THOMSON/Thistle Metallics Ltd	GRD 273 Atlantic	1600	Edinburgh
10	T DZIERZEK	Hawke Atlantic	1600	Kirkliston
11	J BARR	Lotus 69	1600	Edinburgh
15	C M M MUNRO	Vixen VB5	998	Alness
17	N TODD	Chevron Atlantic	1600	Co. Down
19	R I BROWN	Lotus 69F3	1600	Aberdeen
21	D BAILLIE	Hawke DL11	1600	Helensburgh
24	J MacGILVRAY/Team Ziebart	Crossle 25F	1600	Worthing
29	P C MORRISON	Crossle 20F	1600	Inverness
30	A D JEFFREY/Elden International Racing Ltd	Elden Mk10C	1600	Dartford
70	L AYLOTT/RAFMSA	Ardua Mk4	1594	Cottesmore

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

Bonus of £10 for the fastest lap to³..... ^{58.8}secs

Final round in the BP Super Visco Scottish Libre Championship

THE BP SUPER VISCO SCOTTISH LIBRE CHAMPIONSHIP

Driver	Car	No	Apr	May	July	Aug	Sept	Oct	Total
TD Reid	Brabham BT38/40	7	10	7	7	10	10		37
I C McLaren	Rondel Motul M1	1	7	5	10	5	7		29
A Charnell	Brabham BT38	2	—	10	5	7	5		27
D N Thomson	GRD 273	9	5	—	—	4	4		13
J Barr	Lotus 69 Atlantic	11	3	3	4	2	1		12
A Barton	Lotus 69F2	5	4	4	—	—	3		11
P Barak	Brabham BT36	6	—	—	3	—	2		5
T Dzierzek	Hawke Atlantic	10	—	2	2	—	1		5
P C Morrison	Crossle 20F	29	2	1	1	1	1		5
L Aylott	Ardua Mk4	70	—	—	1	3	—		4
C M M Munro	Vixen VB5	15	1	1	1	—	1		4
J MacGilvray	Crossle 25F	24	—	1	1	1	1		4

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

Prize Fund — £300 — £200 — £100 — £60 — £40. Bonus of £50 to highest placed "up to 1600cc" Competitor.

THIS MEETING SCORES DOUBLE POINTS.

LOMBARD NORTH CENTRAL SPECIAL SALOON CAR FINAL

15 Laps

Over 1300cc

89	W. DRYDEN	FIRENZA	
94	J. CALVERT	ESCORT	
.....
.....
.....
.....
.....
.....
.....

1st (£15) **89(2)** 2nd (£10) 3rd (£5)

1001 - 1300cc

109	E. SMITH	MINI	
101	J. DRYDEN	MINI	
102	J. McCLEMENTS	MINI	
.....
.....
.....
.....
.....

1st (£15) **101(1)** 2nd (£10) **102(4)** 3rd (£5)

up to 1000cc

111	S. BELL	MINI	
112	I. FORREST	IMP	
.....
.....
.....
.....
.....
.....

1st (£15) **111(3)** 2nd (£10) 3rd (£5)

Bonus of £10 for the fastest lap to **101** **60.4** secs

THE LOMBARD NORTH CENTRAL SCOTTISH SALOON CAR CHAMPIONSHIP

Driver	Car	No	Apr	May	July	Aug	Sept	Oct	Total
E M Smith	Mini 1275 GT	104	10	1	8	10	9		37
S A Bell	Allen Mini	111	9	2	8	10	9		36
J Dryden	BLMC Saloon	101	7	9	6	7	7		30
W N A Dryden	Vauxhall Firenza	89	9	1	—	10	9		29
A D Niven	Ford Boss Escort	90	8	2	8	7	1		25
J Pinkerton	Mini Cooper 'S'	100	—	7	4	5	5		21
J S Calvert	Ford Escort	94	—	9	4	—	4		17
W G Donald	Hillman Imp	113	4	4	3	—	5		16
W G Windrum	Hillman Imp	116	5	1	2	7	—		15
J H Patrick	Colvend Mini	107	—	4	3	4	4		15
D J M Fisher	Hillman Imp	119	—	7	—	—	7		14
A Sugden	Ford Escort	96	—	7	6	—	—		13
I Forrest	Forrest Imp	112	1	5	6	—	1		13
I T Rogerson	Mini Cooper 'S'	103	1	5	2	3	3		13
P M Pitman	Chrysler Imp	114	7	—	4	—	1		12

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

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

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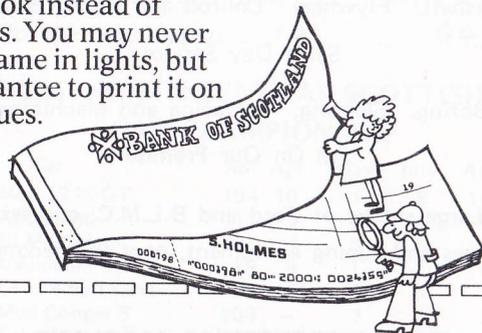
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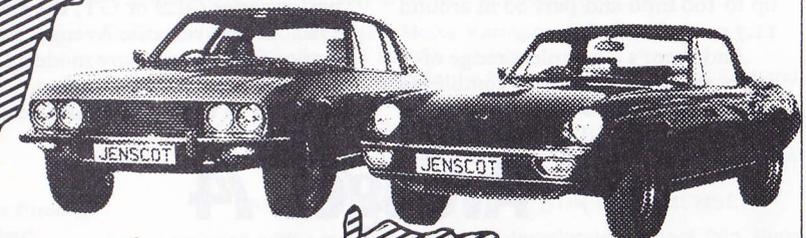


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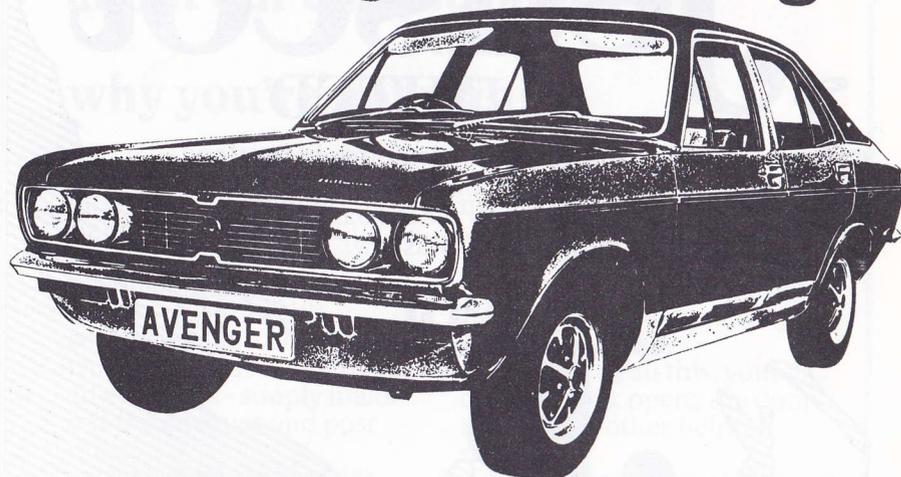
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Avengers with a choice of two great new power plants, 1300 or 1600 cc. Avengers that will deliver great performance when you need it.

The Avenger GLS will reach speeds up to 100 mph and pass 60 in around 11.7 seconds.

And there's a complete range of safety and luxury items to complement this new zip. Items such as a heated rear window, radial tyres, safety door

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Avenger '74

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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	£1.95	£	:
—	Windscreen Badge	£0.15	£	:
—	Repeat Motif Tie	£1.10	£	:
—	Blazer Badge	£2.50	£	:
—	Overall Badge	£0.60	£	:
—	Single Motif Tie	£1.10	£	:
—	Lapel Badge	£0.25	£	:
—	Cuff Links (pair)	£1.20	£	:

My cheque/P O/Cash is enclosed for

£ _____

TRACK TEST 1974

Subject Scottish Motor Racing Club Membership.

Technical Data Subscription for 1974 £4.00 unless payment is made by bankers order in which case a 10% reduction is made for the first year.

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

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

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

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NON SMRC MEMBER

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

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No access to either the MacRobert Pavilion or the bar.

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No season tickets available. Cost of equivalent ticket — Adults £6 Juveniles £4.80, and car parking costs.

The right to purchase and display club insignia.

No rights to purchase or display club insignia.

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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
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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 1974 and all of 1975 and agree, if elected to be bound by the Memorandum and Articles of Association thereof for the time being.

____/____/1974 _____
(Signature, please)

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

	Cash/PO/Cheque enclosed <input type="checkbox"/>	Bankers Order made out below <input type="checkbox"/>	
		This Year	Further years until further notice
Annual Subscription	£4.00	£4.00	£4.00
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†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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VIVA SPORTSMAN

To add some excitement to the standard Viva Saloon, we've added Rostyle wheels, radial tyres, front spoiler, tuned exhaust system, sports steering wheel, Weber carburettor, and exciting paintwork. Exclusive to SMT at £1400 ex works (incl tax and VAT)



MAGNUM ECOSSE

No fewer than 15 special features make up the excitement of this luxury estate from SMT, including the Blydenstein Stage III big valve cylinder head (0-60 in under 10 secs and 110 in top gear). You'd usually expect to pay around £3,000 for luxury like this. Just £2050 at SMT ex works (incl tax and VAT)



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You've seen our Racing Firenza in action. Soon you're going to see the exciting new Firenza 'R' on the road. With acceleration of 0-60 in around 6 secs, and a potential top of 140 mph, it's a lot of excitement. Include in this exclusive package things like tail spoiler, twin DCOE 40 Webers, GT4 Cam Shaft, ZF 5-speed gear box, uprated suspension and brakes . . . and you've excitement plus!

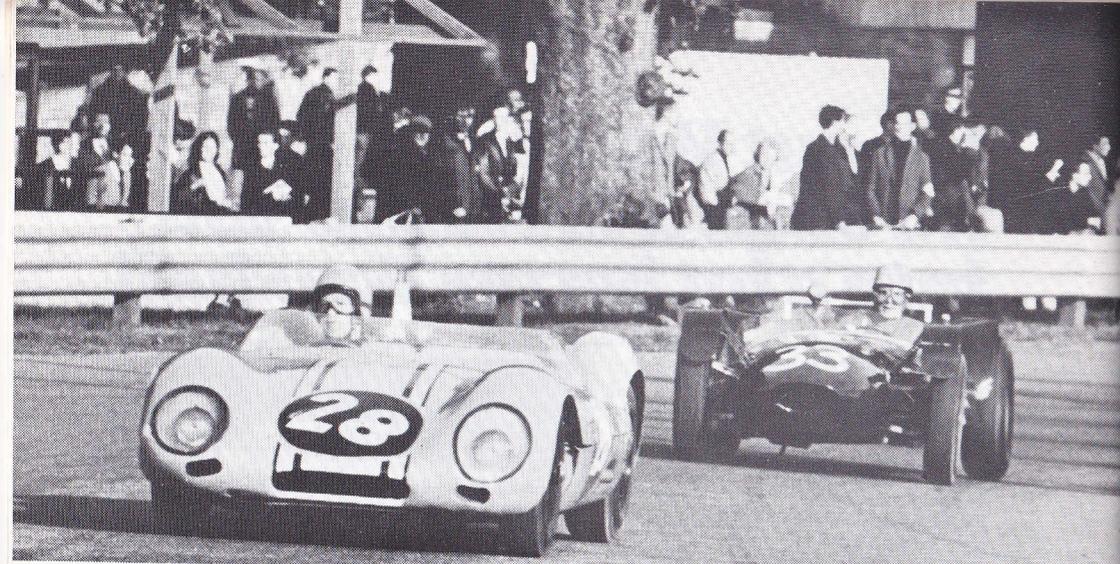


Ask SMT about test driving a lot better Vauxhall. And if you want to add your own excitement, ask for DTV Sportparts at any SMT branch.

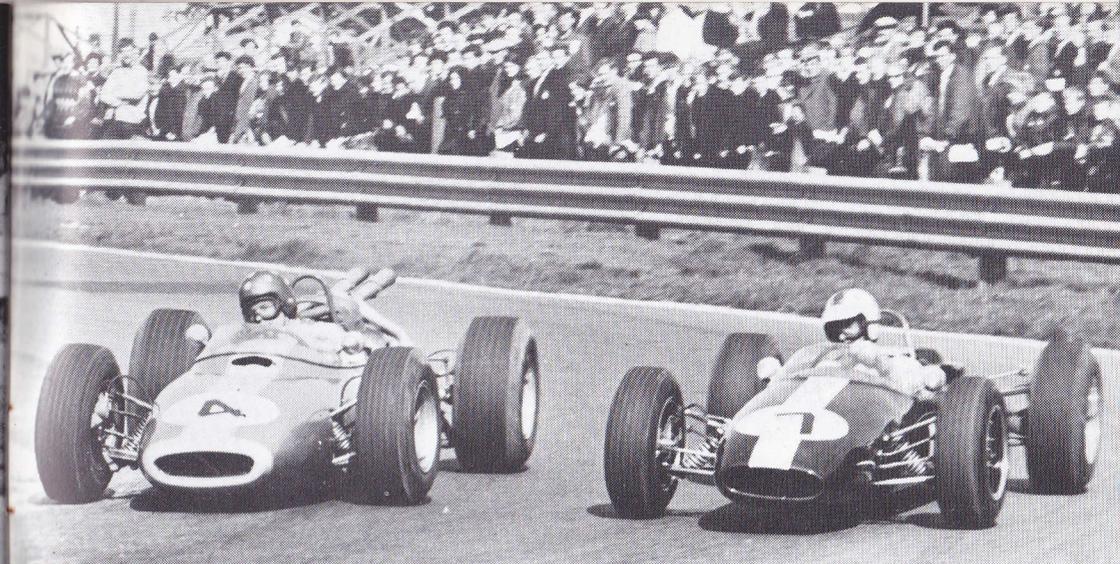


WE KNOW VAUXHALLS BEST

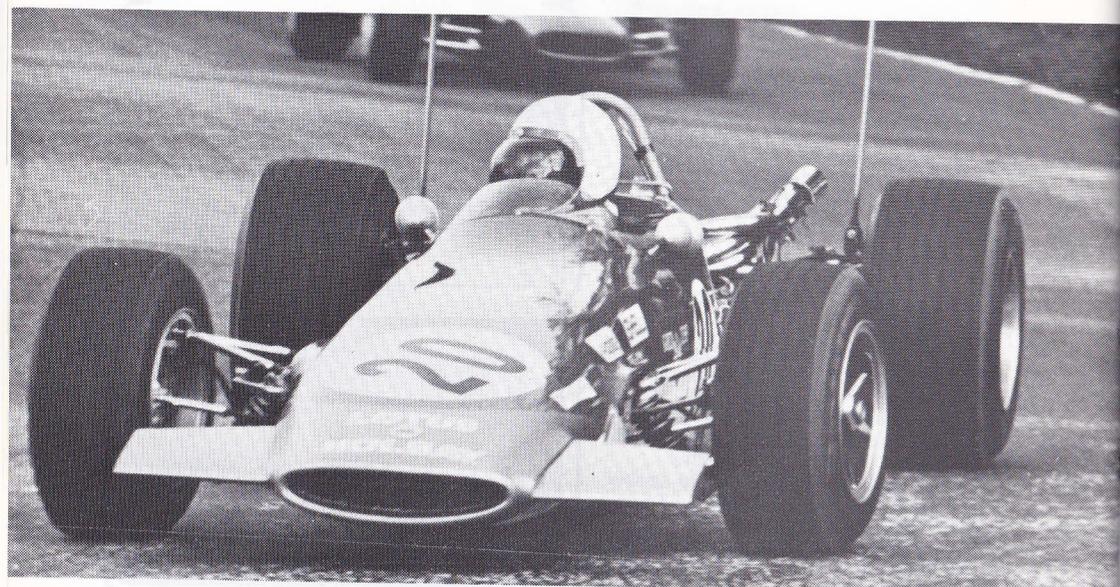
Aberdeen, Carlisle, Dumfries, Dundee, Edinburgh, Elgin, Falkirk, Glasgow, Inverness, Kirkcaldy, Penrith, Perth (Power Performance Centre) Stirling and Whitehaven



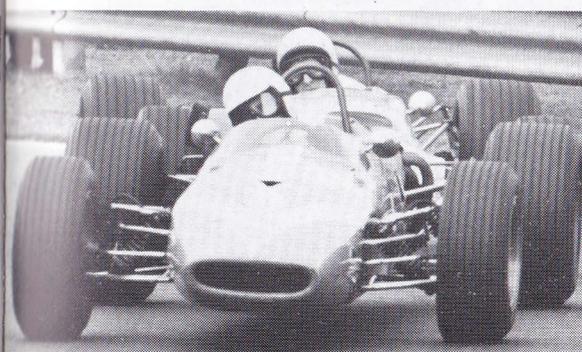
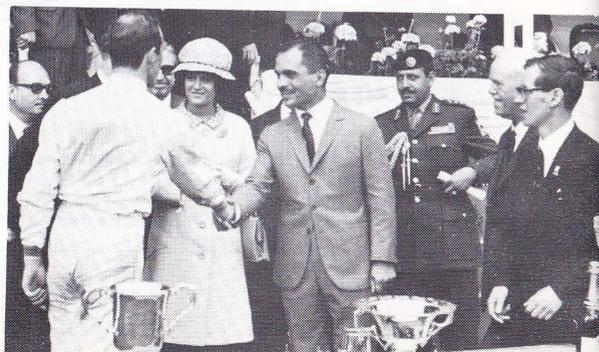
10 YEARS AT INGLISTON
A photographic wander down memory lane



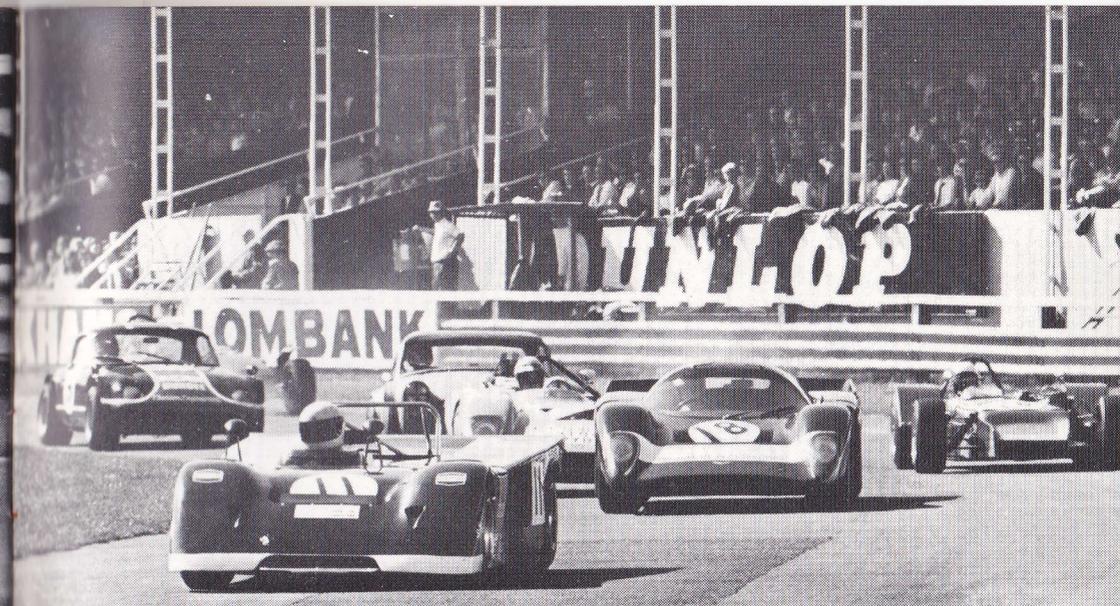
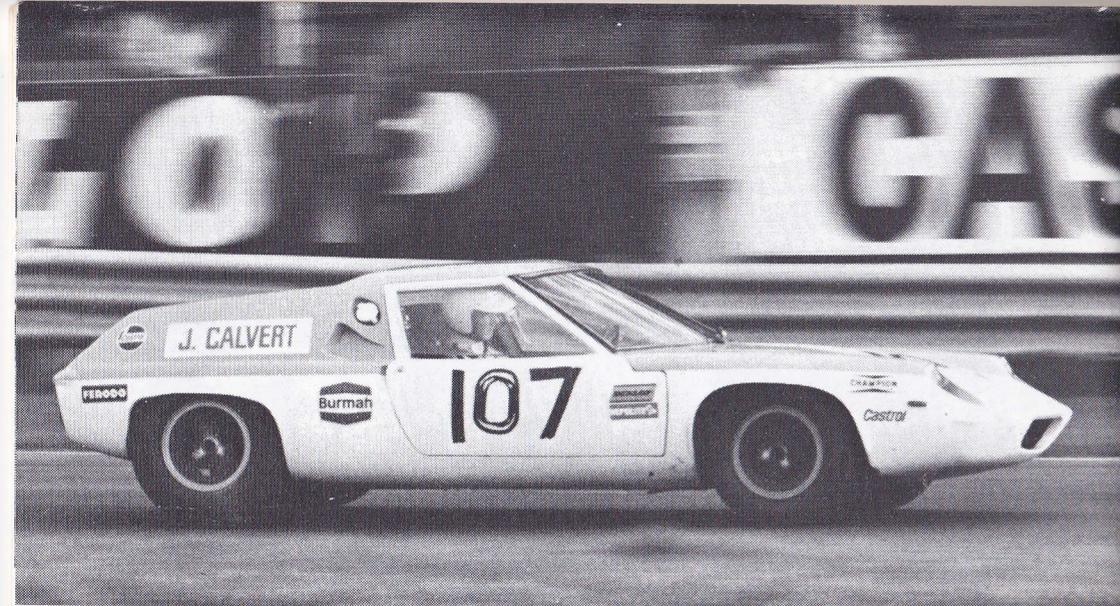
Remember, too, the spotted helmet of Jock Russell, whose bulk circulated Ingliston on (and more often, off) and who still can be seen blasting through the Competitors' Gates most race mornings!



Browsing through the files the Ed. came across these rarely, if ever, published shots from the 1st 10 years at Ingliston and, today being a special occasion, it seemed like a good idea to give in to the temptation to nostalgia. Remember, for example, Team Lotus at the Circuit, remember the visit of King Hussein?



Those were the days of the Cortinas and the Minis, when special saloon racing was cheap and hairy. Then, too, the white arrow of SMT first showed itself and became familiar to thousands on the nose of Bill Dryden's single seater

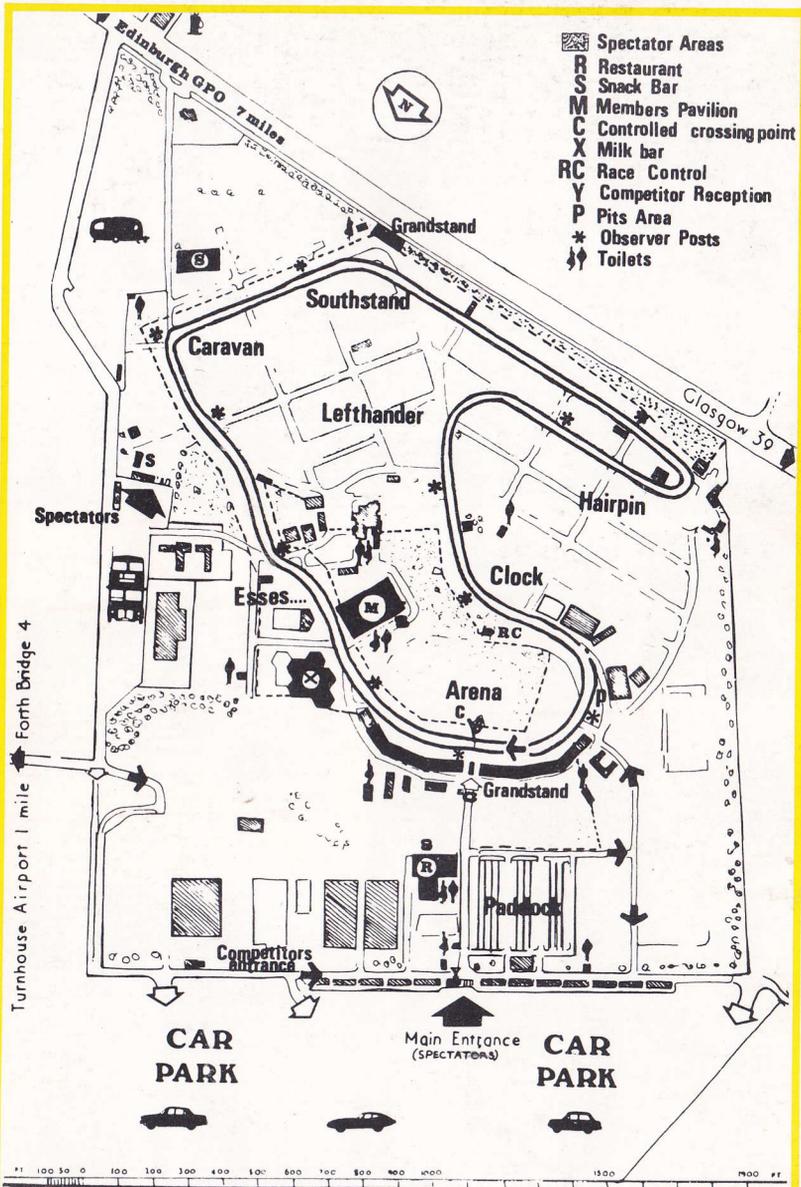


Somehow things looked different in those days — cars were cars and not mobile advertising displays. John Calvert graduated to GTs with his Lotus Europa while, on and off the track, TNT provided plenty of amusement with his E-type and cartoons respectively. Around that time we saw the advent of DART and their virtual domination of the Libre and GT events,



while, still circulating indecently fast for an 1150cc car was the original Fisher Spyder. No review would be complete either without a sideways shot of Doug Niven whose flamboyant style dominated the saloons in the early 70s. Where does it all end? Not in 1974, certainly, since Ingliston moves into 1975 confident that the next 10 years will surpass the first ten for achievement. Looking forward to seeing you all again in '75





INGLISTON race circuit

ROYAL HIGHLAND SHOWGROUND · · · EDINBURGH

Lap distance 1.03 miles 1.651 kms

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