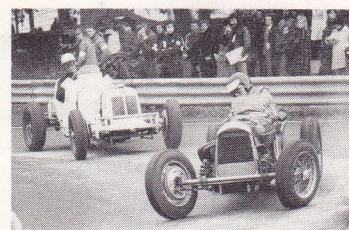
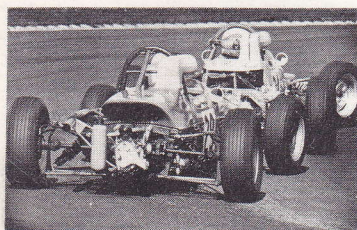
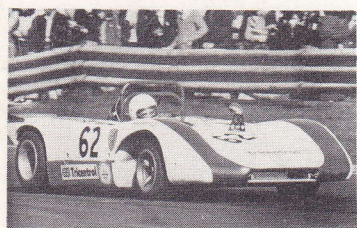


17/18TH AUGUST 1974



THE
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OF
PERTH
TROPHY
RACE



OFFICIAL PROGRAMME 30P.

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Dates to note in your diaries for the 1974 season at Ingliston are:—

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

Catering at Ingliston is in the hands of Stadia Catering Services. Hot drinks, pies and bridies, rolls and sandwiches, all are available to the public at the Snack Bars situated in the Herdsman's Restaurant (lying to the North of the Highland Grandstand) and on the ground floor of the MacRobert Pavilion (in the Central Enclosure). Hot dogs and Coca-Cola etc are also on sale from the many kiosks around the circuit and members of the public may obtain three-course meals from the Self-Service Cafeteria in the Herdsman's Restaurant from 12 noon onwards. Breakfast will also be available in the Herdsman's Restaurant from 9.30 am. S M R C members have the facilities of the MacRobert Pavilion first floor where three-course meals will be available between 12 noon and 9.30 pm and where the Club Bar is open from 12.30 to 2.30 pm and from 6.30 to 9.30 pm.

Grandstand Tickets are on sale as follows: for the Highland Grandstand from the kiosk immediately behind the crossing point to the Central Enclosure in the centre of that stand; for the South Grandstand at the approach to that stand. Tickets will not be on sale before 10.30 am on race days.

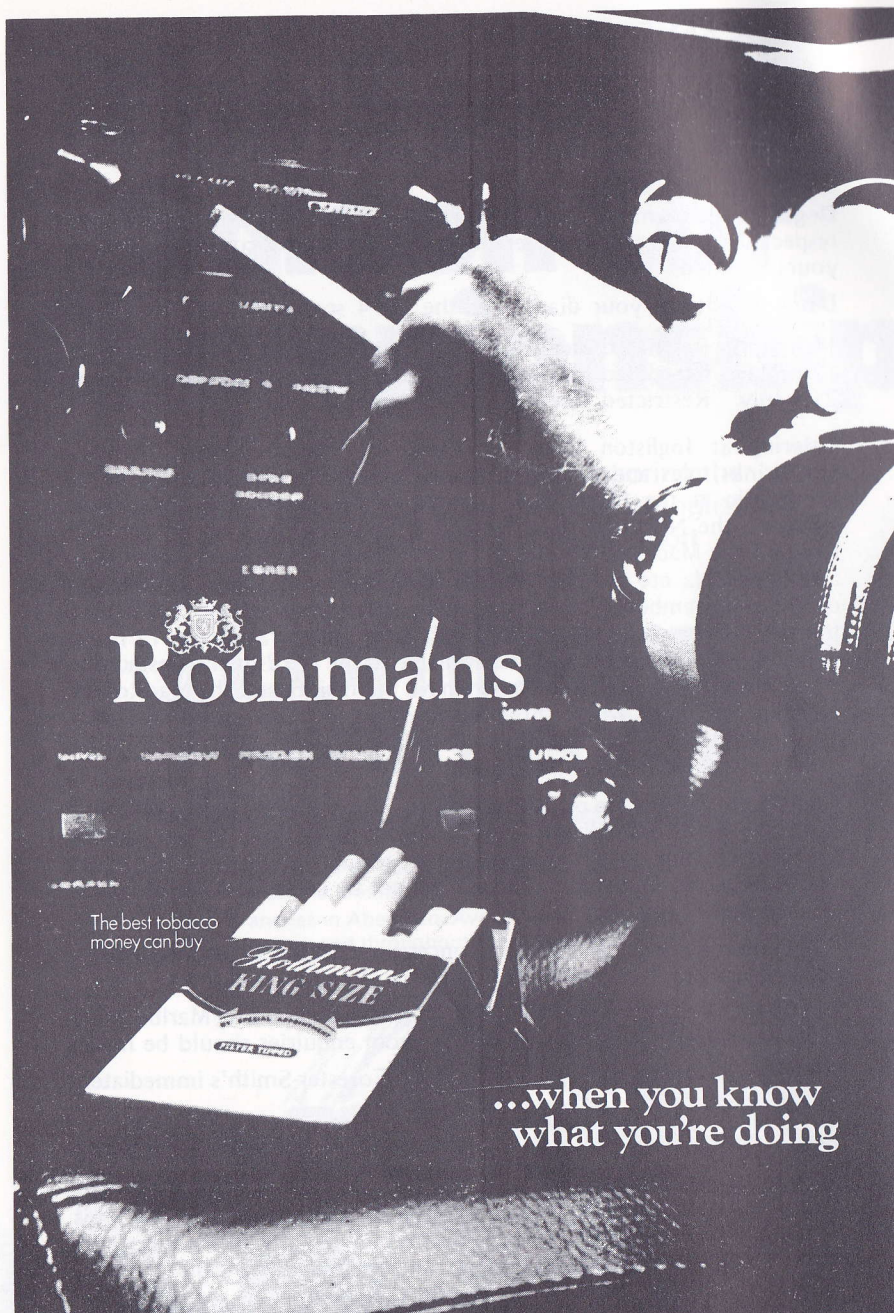
Programme advertising and sales concessions details are available from Scotcircuits Ltd, National Bank Chambers, Duns, Berwickshire.

Trackside advertising is handled by Aerosigns (London) Ltd, Marlborough Hall, Lassel Street, London, SE10 to whom enquiries should be made.

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

INGLTON LAP RECORDS

			secs	mph
LIBRE CARS				
	T D REID	Brabham BT38/40	46.1	80.43
FORMULA FORD CARS				
	G CUTHBERT	Lotus 69F	53.2	69.70
SPECIAL GT and SPORTS CARS				
Over 1600 cc	J MILES	Chevron B19	48.7	76.14
Under 1600 cc	A CHARNELL	Lola T212/FVA	49.8	74.46
Under 1150 cc	E LABINJOH	Fisher Spyder	52.2	71.03
CLUBMANS CARS				
	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	55.2	67.17
SPECIAL SALOON CARS				
Over 1300 cc	M HILL	Tricentrol Capri	52.3	70.63
1001-1300 cc	E M SMITH	Mini 1275 GT	53.6	68.92
Under 1000 cc	S A BELL	Mini Ford	54.6	67.91
PRODUCTION SALOON CARS				
(All Classes)	E LABINJOH	Alfa Romeo 2000 GTV	61.8	60.00
OUTRIGHT LAP RECORD				
	T D REID	Brabham BT38/40	46.1	80.43



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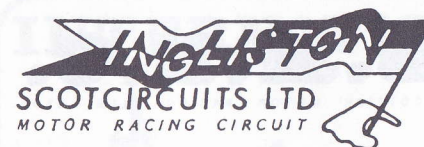
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THE DICKSONS OF PERTH TROPHY RACE MEETING

Saturday/Sunday, 17th/18th August 1974

Scrutin before pm	Event No	PROGRAMME & TIMETABLE	Practice Time pm
Saturday 17th August (Practice Only)			
—	—	Competitor Reception Open for Signing-On	1.45
1.30	(5)	Castrol Gp 1 Cars (Classes A & B)	2.30
2.05	(9)	Castrol Gp 1 Cars (Classes C & D)	3.05
2.40	(4)	Formula Ford Cars	3.40
3.05	(2)	Special Saloon Cars up to 1000cc	4.05
(3.30)	(5)	Castrol Gp 1 Cars (Classes A & B)	4.30
(4.05)	(9)	Castrol Gp 1 Cars (Classes C & D)	5.05
am	Sunday 18th August (Practice Times)		am
8.45	(1)	Modified Sports Cars	9.45
9.10	(10)	Production Saloon Cars	10.10
9.35	(6)	Special GT, Sports & Clubmans Cars	10.35
			Track Open
10.05	(3)	Special Saloon Cars over 1000cc	11.05
10.30	(8)	Libre Cars	11.30
12.00		Drivers' Briefing in Scrutineering Bay	

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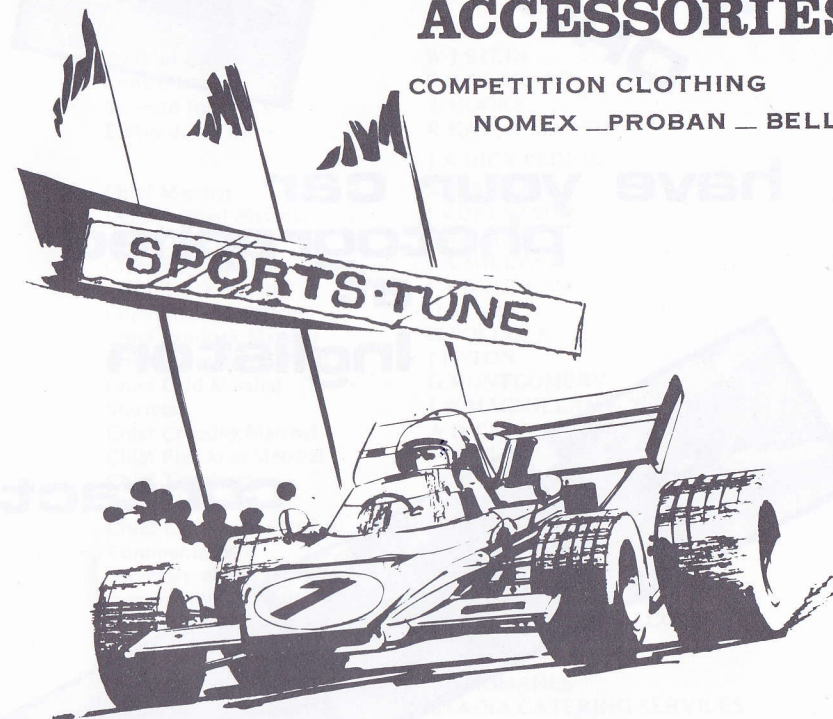
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PROGRAMME & TIMETABLE (Continued)

Event No		Race Time pm
Sunday 18th August (Event Times)		
1	Modified Sports Cars (10 laps)	12.15
2	Special Saloon Cars — Heat 1 for Special Saloons up to 1000cc (10 laps)	12.40
	<i>Luncheon Interval</i>	12.55
3	Special Saloon Cars — Heat 2 for Special Saloons over 1000cc (10 laps)	2.10
4	The Eastford Motor Co. Ltd. Trophy Race for Formula Ford Cars (10 laps)	2.35
5	The Dicksons of Perth Trophy Race for Group 1 Touring Cars (Classes A & B) — (25 laps)	3.00
6	Special GT, Sports & Clubmans Cars (10 laps)	3.30
7	Special Saloon Cars — Final (15 laps)	3.55
8	The Burmah Trophy Race for Libre Cars (15 laps)	4.25
9	The Dicksons of Perth Trophy Race for Group 1 Touring Cars (Classes C & D) — (25 laps)	4.50
	Presentation of Trophies	5.20
10	Production Saloon Cars (10 laps)	5.35

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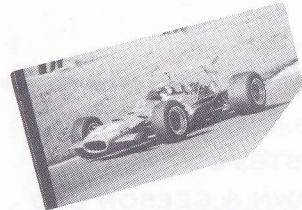
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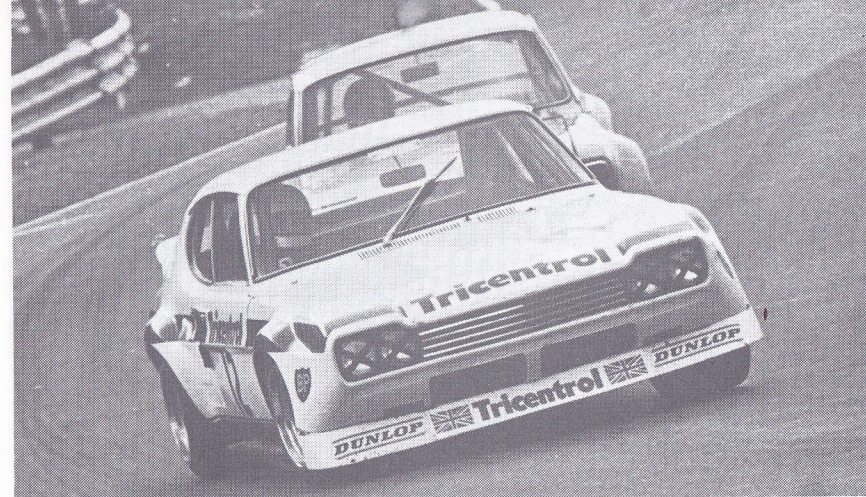
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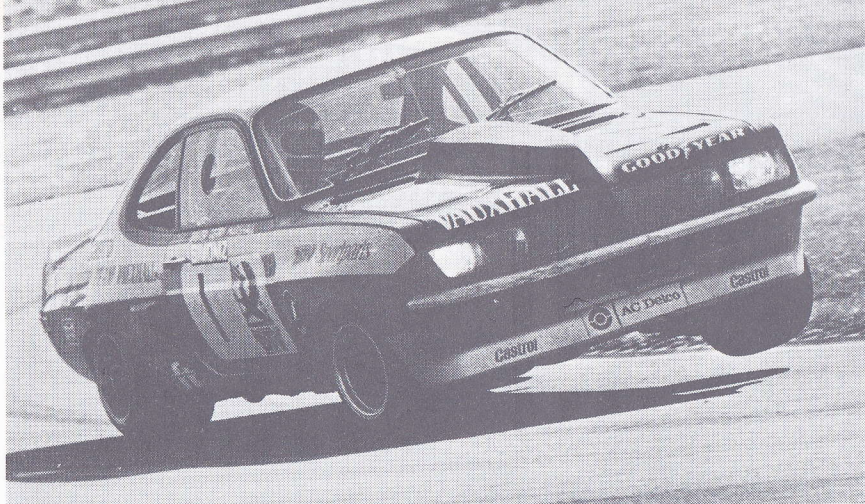
"Superloons" Mick Hill and Nick Whiting pour through the Esses, while

FOR YOUR DAY'S ENJOYMENT

Welcome back, Ladies and Gentlemen, to the Dickson's of Perth Trophy Race Meeting at Ingliston today (or yesterday if you happened to be here on Saturday for afternoon practice). Like our last Meeting in July, this Race Meeting is a "2-day" affair since Ingliston hosts a round of the National Castrol Anniversary Touring Car Championship this afternoon, a championship run by the R.A.C. with a total of thirteen rounds, twelve of them being on the southern circuits. But more about the Touring Cars later. This Meeting does, however, differ in one material respect from the July Race Meeting in that this is of National Status (i.e., only competitors who hold a National Competition Licence are eligible to compete and, accordingly, only the more experienced drivers will be seen this afternoon). With a National Championship round, the Meeting naturally just had to be National and, indeed, this is the only National Meeting presently scheduled at Ingliston this season (although we may surprise you later on in the year!).

As has been mentioned above, this weekend sees a "2-day" Race Meeting with practice for not only the Touring Cars but also Formula Fords and Special Saloons up to 1-litre being seen on the afternoon of Saturday, 17th August. The editor has, however, no earthly idea as to what sort of times spectators on the Saturday afternoon should be looking out for since the new Group 1 Touring Cars have never before raced on the Ingliston circuit. Nor are they, as it is later explained, strictly comparable with Production Saloon cars and accordingly no ready comparison is available. However, just to stick his neck out and to give you something to do with your stop watches on Saturday afternoon, the editor is going to have an uneducated guess that the fastest touring cars will be lapping (providing it is dry) at around 55/56 secs. Let's just wait and see how far out he actually is.

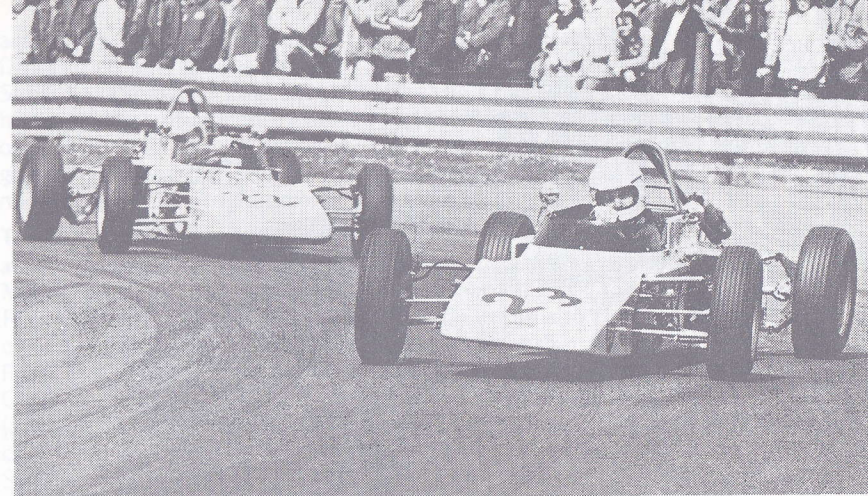
The Race Meeting proper is scheduled for Sunday with the first event of the day, for Modified Sports cars, "kicking off" at 12.15 pm. Without a shadow of a doubt the favourite for this race is John Absalom's Ginetta (55) which has proved itself almost unbeatable in Modified Sports car races at Ingliston so far this year. Although Ireland's Mike Nugent (59) pressed him hard at the beginning of the season, he was still 4½ secs. adrift at the last Race Meeting and not even the redoubtable Alec Souter (56) has been able to get his very fast Elan anywhere near the flying Northumbrian. The sensation of the Modified Sports car class, however, has been Ken Allen (79) with the Clan



..... Big Gerry lifts off at Lefthander. Ingliston, July 1974

Crusader so ably fielded last year by the 1973 Scottish single seater champion, Johnny Blades. Although Johnny bettered the Modified Sports Car class lap record on several occasions last year, Kenny has gone one better this year by bettering that record on (the editor stands to be corrected as usual) every Ingliston outing this year, the current lap record of 55.2 secs. having been set up by him in last Meeting's race. Indeed, so potent is the 998 cc Crusader that one almost equates it with the higher capacity cars, since it has so far dominated the up to 1150 cc class so thoroughly that the other cars have had no chance of even keeping it in sight!

Immediately following the Modsports is the first heat of the Special Saloon Race (for cars up to 1000 cc) and, as always, the out-and-out favourite is none other than your actual heavy goods vehicle driver from Haltwhistle, Sedric Bell with his Allen 16-valve engined Mini (111). Sedric has, like John Absalom in the Modsport class, been the dominating factor of the smaller capacitated saloons this season although the great question mark is when (if ever!) John Fyda (122) will manage to finish the race with his Agra Imp. John has shown that the car has the potential to keep up with Sedric but, so far, mechanical problems have forced him to retire from every race. Scotland's honour has, accordingly, been left to Peter Pitman (114) and Ian Forrest (112). Following the luncheon interval comes the race for the big saloons with a tripartite battle almost certain between the Vauxhalls of S.M.T's Bill Dryden (89), Dealer Team Vauxhall's Gerry Marshall (97) and the Ford Boss Escort of Border Reivers' driver, Dougal Niven (90). With very little in it at the top of the Lombard North Central Scottish Saloon Car Championship, both Bill and Dougal will be determined to score the maximum points this afternoon and Vauxhall, having this in mind, have sent up the amazing "now you see me, now you see me sideways" Gerry Marshall to try to make certain that Ford do not score too many of them! On the other hand, if Gerry goes too well, he could reduce Bill Dryden's chances — a somewhat tricky nicety since Gerry has also registered for the Lombard Championship and will be keen to score points for himself! Having piloted his Firenze into second place in last Meeting's Super Saloon car event, Gerry, who is not a man to accept a mere second place lightly, will be determined to turn that into a first this afternoon and we should expect to see fireworks amongst the leading cars. Improving steadily as the season progresses, too, is Milngavie's Frank Gunn (91) with his BDA powered Ford Escort. In the 1300 cc class, Jim Dryden (101) and the incredibly potent Mini 1275 GT of Eric Smith (104)



South African "natural", Kenny Gray, heads off Norman Dickson, Ingliston, July, 1974

resume their season long battle.

The Meeting proceeds with the Eastford Motor Co. Ltd. Trophy Race, very aptly for Formula Ford Cars. Once again a magnificent entry of Formula Fords was received but, while there were far too many for one race, there were just not quite enough for two and accordingly several drivers have regrettably had to be disappointed. The result, however, is that the cream of the Formula Fords are assembled for this race with the four favourites including Norman Dickson (22) with his Van Diemen RF74. Norman is, of course, the son of Tommy Dickson, the Managing Director of Dickson's of Perth (today's Race Meeting sponsors) and doubtless Norman will be determined to repeat his 1973 performance (when he won the Formula Ford race at the Dickson's of Perth Meeting). Norman has, however, International grade competition in the form of South African Formula Ford Champion, Kenny Gray, with his Van Diemen (23). With his win at the July Meeting, Kenny rocketed into the lead of the Rothmans Championship for Formula Ford cars and, with his natural driving ability, he will almost certainly be a hard man to overtake. The previous leader, Kirkliston's Stu Lawson (25) will be determined to do just that in his Hawke Scholar DL11 while Dumfries driver Grahame Hamilton (49) can be counted on to be in there mixing it as well. Throw in a few more of the other Ingliston regulars (such as John MacGilvray (24) and Andrew Jeffrey (30)) and you have all the makings of yet another tense Formula Ford battle.

And speaking of Formula Fords, there has been a certain amount of controversy recently about the eligibility of Formula Fords at Ingliston. These cars are, as spectators may be aware, constructed to very tight specifications and the whole idea of the class is to restrict modification to such an extent that all the competitors have (in theory at least) an equal chance. Because of the strictness of the regulations governing the vehicles, however, it is extremely easy to "bend" an engine (indeed, it is a relatively simple matter to purchase or drive a car with a "bent motor" without even realising it!). Although very simple to bend the Rules, it is not quite so easy to ensure that they are being kept! Specially trained Scrutineers are required to determine whether an engine is legal or not and, regrettably, Scotland does not as yet have its own eligibility scrutineer (although we are hopeful of having one for 1975). To try to make certain that no-one is charging round with the proverbial 1900cc Formula Ford, the promoters are inviting one of the R.A.C.'s team of eligibility scrutineers up to Ingliston for at least one of our remaining Meetings and, accordingly, at either



The next Jody Scheckter?

this or one of the forthcoming Race Meetings spectators may suddenly find two of the cars being whipped off the track after the race to have their engines stripped! Suffice it to say that it is an extremely sad state of affairs to find that one has to laboriously strip engines and meticulously measure and weigh the parts to determine who is going by the Rules and who isn't — whatever has happened to sportsmanship?

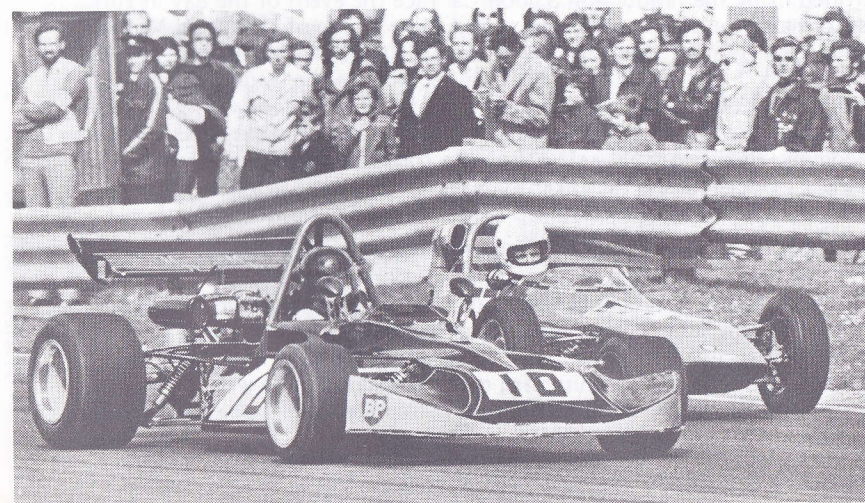
The first of the two Dickson's of Perth Trophy races for Touring Cars follows the Formula Fords at 3 o'clock and this features 4 hairy Chevy Camaros along with a brood of 3-litre Capris etc. (as to which more later). Event 6 is for Special GT, Sports and Clubmans cars with the almost certain winner being Tony Charnell in the Lola Ford (62). Tony has completely dominated the Sports car class this season and a win this afternoon would almost certainly clinch the Hartley Whyte Championship for him. However, improving steadily as the new 1500 cc mill is slowly sorted out, is Ed Labinjoh's Fisher Spyder (66) which surprised everyone in July by appearing on pole position of the grid for the GT race. Sadly, the car did not go much further than that but, once Jack Fisher has ironed out all the bugs, this car could give Tony Charnell something to worry about. Another car which has suddenly seemed to find its niche is the Mallock U2 of S.M.R.C. Chairman, Alastair Mackintosh (80). Although originally a Formula Ford car, Alastair has converted this to super-sports trim and the conversation, albeit expensive, has proved to be Alastair's upjump (if that is the opposite of downfall!) since Alastair has suddenly come into his own in the sports car events. His Clubmans opposition, however, will almost certainly come from the Mallocks of Jim Bairs (65) and Peter MacNaughton (61) and the Gryphons of Jack Hugh (63) and Roy MacNab (67). Following the sports cars, back to Special Saloons with the Lombard North Central final. For those of you not familiar with the Ingliston system of heats and a final the method of ascertaining the grid for this race is simple. The fastest five finishing in each class from events 2 and 3 together with the next fastest car irrespective of class all go forward to this race to battle for points in the coveted Lombard North Central Championship. Although a pre-requisite of competition in this event is that the driver must finish his heat, occasionally cars which do not finish the earlier heat are allowed to compete providing no other eligible competitor is available to take the place on the grid. However, should this happen, the car allowed so to compete is not eligible for prize money or Championship points. One thing is certain, however, and that is that Doug Niven will be trying every trick he knows to throw his 5.7-litre Escort around the circuit in the fastest time yet

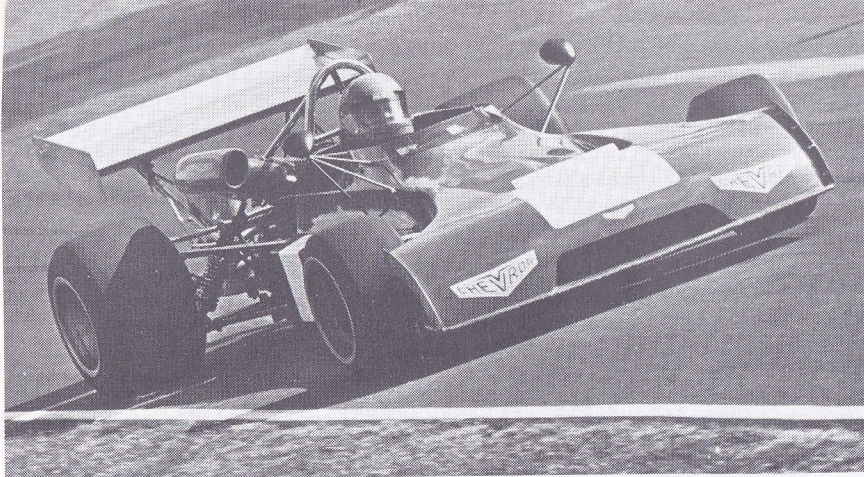
achieved by him. The previous lap record holder (with a lap of 52.7 secs.), Doug could only get his lap times down to 52.6 in practice for last Meeting's Super Saloon race, a time equal to Mick Hill's practice time. In the race itself, however, Mick produced that extra little something to take a new lap record of 52.5 secs., an average speed of 70.63 m.p.h. Not one to see his lap record going by the board without a struggle, Dougal will be determined to see his name back in the Programme on page 3 for September!

The Burmah Trophy Race for Libre cars follows the Special Saloon Car Final at 4.25 and sees a 15 lap battle scheduled between the Formula 2 Rondel Motul M1 of Iain McLaren (1) and Tony Charnell's ex-Graham Hill Brabham Ford (2). Ex-1-litre Mini star, Andy Barton, returns to the circuit with the car which won the 1973 Scottish Libre Championship, the ex-Emmerson Fittipaldi Lotus 69F2 (5). One interesting newcomer for this race is Nigel Clarkson (3) who fields the first Production Formula Atlantic Lola (a Lola T360) seen in this Country and it will be interesting to note how this car performs against the other regular Atlantics, especially that of the current Scottish Hillclimb Championship leader, Doug Thomson (9). Spectators in July will, however, especially remember the somewhat peculiar Libre race when Iain McLaren shattered everyone by charging off the grid into a first lap lead. Doug Thomson, on the other hand, shattered both himself and Tommy Reid (7) by driving right over the top of the latter driver on the grid, much to Tommy's consternation and Doug's initial pleasure (since he effectively leap-frogged Tommy to get in front of him!). Doug's excitement was short lived, however, since he had to retire shortly afterwards while Tommy, in his effort to come back to grips with Iain McLaren, did a silly just past the Hairpin and put himself right back down the field. With Iain McLaren in a comfortable lead, and Tony Charnell motoring solidly around in second place, the feature of that race was the incredible drive put up by Tommy Reid in charging through the field to regain second place prior to the chequered flag. Notwithstanding that fine drive, however, much of the kudos for that race must go to Iain McLaren who has long deserved a Libre win and who, paradoxically, eventually notched this up with some-one else's car, he having had to borrow Campbell Graham's Chevron for that race. Iain is back with his Rondel Motul this afternoon, the engine having been completely rebuilt, and he could accordingly repeat his July success today.

Event 9 sees the second of the Dickson's of Perth Trophy Races for Touring cars and, again, more about this race is said later. Suffice it to say at the minute that almost certainly the main centre of attraction before this race will be the two

Ted Dzierzek's immaculately prepared Hawke Atlantic





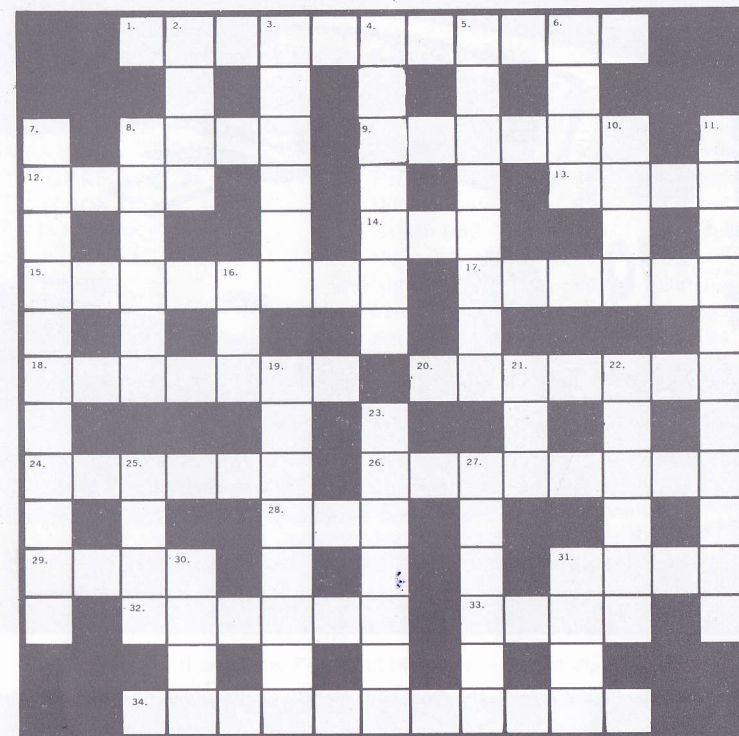
Long awaited triumph for Ian McLaren in borrowed Chevron. Ingliston, July, 1974.

Penthouse Pets lending "support" (that can't be right, can it?) to Wendy Markey on the grid. Just what they will be doing to the other competitors has not been made absolutely clear on the entry forms! Once the dust has settled from the second Dickson's of Perth Trophy race, however, and the Trophies have been duly presented, we move onto the final race of the day for Production Saloon cars. Although a class which took its own time to get off the ground at Ingliston, Production Saloons have recently been coming into their own. In October of last year, for example, we were treated to a fantastic Production Saloon car race and, again in May, very much the same thing happened. However, July's Production race must have been one of the best races ever seen at Ingliston, with three cars battling for the lead for the entire ten lap race. The eventual winner, and driver voted "Man of the Meeting" by BP, was Jenny Birrell Esq. (well, it is consistent with what BP called her) in the S.M.T. Magnum (143). For the entire race, however, Jenny was fighting off, firstly, her husband Graham Birrell with the Halesfield Motors' Hunter GLS (144) and, latterly, Ed Labinjoh's Alfa Romeo 2000 GTV (148). Although Ed was able to take Graham Birrell after the first few laps of the race, everything he could pull out of the hat was insufficient to sneak the Alfa past the flying Magnum and he had to content himself with second place last time round. These three cars, however, could have been covered by a handkerchief for the entire race and the feast of sideways motoring and "cut and thrust" racing that they provided made the Production Saloon Car race the event of the day in July. Just to make it even more exciting today, Mike Leake of Halesfield Motors has arranged for Bernard Unett to drive another Hunter (147) and, with such high powered Gp. 1 material at the wheel, this could give the leading drivers yet another headache, as could John Hanley's 2-litre Opel Ascona (149). One driver very often forgotten is Bob Leckie in the Hillman Avenger GT (138) — driving in a smaller capacity class, Bob has consistently put his Avenger amongst the leaders and he currently leads the Ziebart Championship for Production Saloons jointly with Ed Labinjoh and Ian Smith (132).

That's it then, the end of another Ingliston Race Meeting and yet another long (and, we hope, hot) weekend of motor sport. Don't forget that our next Race Meeting is scheduled for Sunday 15th September when we hope to be welcoming you all back again for another day's motor sport. Certainly, by then, the local championships will be really hotting up and, with over £3,000 worth of championship prize money at stake, there will be every inducement for the drivers to go flat out in September. Hoping to see you then, then!

THE INGLISTON CROSSWORD

Compiled by Bob Atkinson



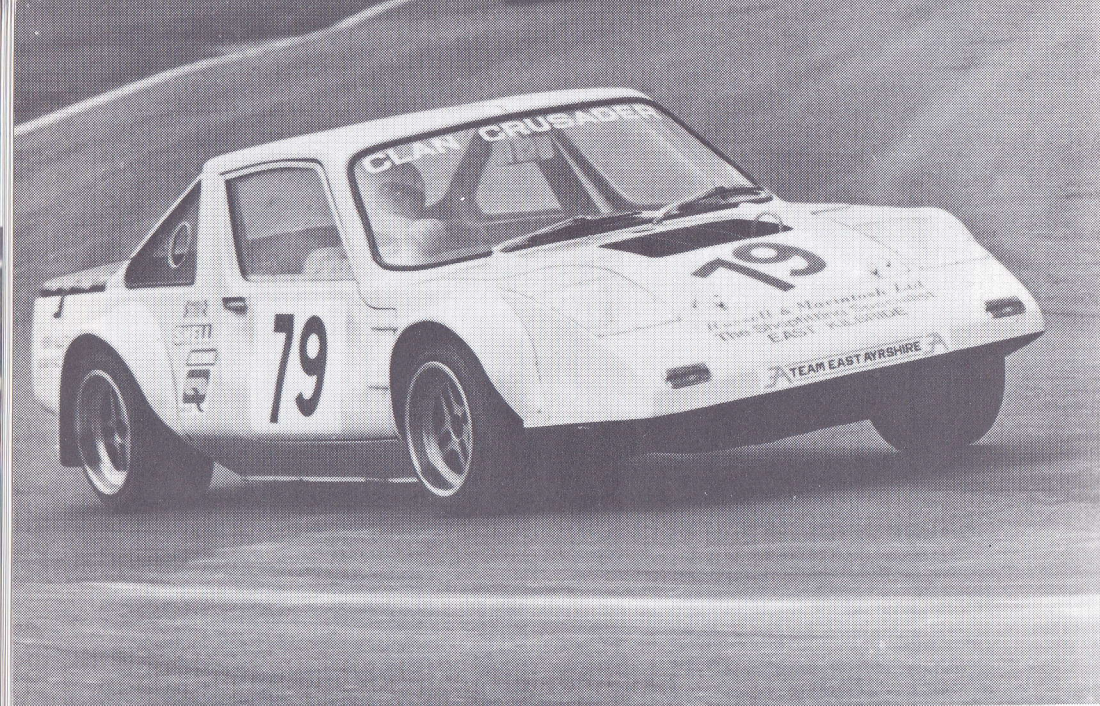
ACROSS

- 1 Cowboys of the Motor Industry? (5,6)
- 8 Spiral under the bonnet? (4)
- 9 Re-tar Zandvoort including one of its corners. (6)
- 12 Oil supplier that caused me to go quickly on foot! (4)
- 13 Beastly place. (4)
- 14 Neither. (3)
- 15 Initially the Motor Industry Research Association and a dandy Grand Prix corner! (8)
- 17 Remove a Glasgow policeman from the race track and leave a native American! (6)
- 18 Fitted new rubber in U.S. as Jackie Stewart did last year. (7)
- 20 There are a lot of gear ones at Monaco. (7)
- 24 Scotsman with a small company hosts a Grand Prix! (6)
- 26 Where Ascari went during the 1955 Monaco G.P! (3,2,3)
- 28 Fifth sign of the Zodiac. (3)
- 29 Reduced speed by 25% but still went quickly! (4)
- 31 Powder found in a hospital cupboard. (4)
- 32 Game piece. (6)
- 33 Detective who sounds surprised? (1-3)
- 34 A classic race. (5,6)

DOWN

- 2 Shakspeare's tyre? (4)
- 3 Abundance. (6)
- 4 A train of followers. (7)
- 5 You'll need to be if your carburettor setting is! (4,4)
- 6 Genuine concerning Mr. Capone. (4)
- 7 What a driver hopes for from a prospective business sponsor? (4,7)
- 8 Vegetable the proud motorist should avoid? (6)
- 10 Surprisingly you will find him in a Zionist meeting. (4)
- 11 Sounds cold and quiet at little church! But it's not quiet here on race days. (6,5)
- 16 Prohibit drinking place. (3)
- 19 Developing almost into a spin? (8)
- 21 A foot at the rear of the ship. (3)
- 22 Meter reader or U.S. petrol pump attendant? (6)
- 23 Lose heat, with a radiator on the drivers side? (4,3)
- 25 Want a North East newspaper chief. (4)
- 27 1951, 1954, 1955, 1956, 1957, champion! (6)
- 30 Girl who took the wrong road. (4)
- 31 A rank outsider at most stations. (4)

(N.B. Answers in next month's Ingliston Programme!)



Ken Allan with the "giant eater", the most consistently record breaking car at Ingliston.

EVENT 1

12.15 pm

MODIFIED SPORTS CARS

Over 1150 cc		10 Laps	
69	A SMITH	ELAN.	
55	J ABSALOM	Ginetta G4	1800 Felton
56	A SOUTER	Lotus Elan	1600 Dundee
57	P BAKER	Triumph GT6	1998 Stow
59	M NUGENT	Lotus Elan	1800 Pomeroy
71	R ROLLO	MG Midget	1293 Prestonpans
72	I WILKINSON	AH Sprite	1275 Crowle
73	W WOOD	MG Midget	1275 S. Queensferry
75	D RUTHERFORD	Ginetta G4	1600 Lenzie
1st (£20) 55.....		2nd (£10) 81.....	
		3rd (£5) 79.....	
Up to 1150 cc			
79	K ALLEN/Russell & McIntosh Ltd	Clan Crusader	998 Crossford
82	R FORRESTER-SMITH/Marquis Motor Co	Ginetta G4	1098 W. Calder
83	GR WILSON	MG Midget	1147 Helensburgh
84	D McDONALD/Marquis Motor Co	Ginetta G4	1098 W. Calder
86	I HALL	Mini-Jem Mk2	1143 Bristol
87	R. JARVIS	DAV RAN	
1st (£20) 87.....		2nd (£10) 84.....	
		3rd (£5) 82.....	

Bonus of £10 for fastest lap to 54.2 (Lap).....secs

EVENT 2

12.40 pm

SPECIAL SALOON CARS

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

111	S A BELL	Allen Mini	997	Haltwhistle
112	I FORREST	Forrest Imp	998	Kirkliston
113	W G DONALD	Hillman Imp	998	Tarland
114	P M PITMAN	Pitman Imp	998	Kirkcudbright
116	G WINDRUM	Hillman Imp	998	Belfast
119	D FISHER	Hillman Imp	999	Dunoon
121	K MILLAR	Mini Cooper 'S'	970	Invergowrie
122	J C FYDA	Agra Imp	997	Dundee
126	A BARRETT	Mini Cooper 'S'	999	Coatbridge
127	B W McLEOD	Alval Mini	999	Edinburgh

1st (£20) 111..... 2nd (£15) 114..... 3rd (£10) 112..... 4th (£5) 122.....

Bonus of £10 for the fastest lap tosecs

Heat 1 of the Fourth Round in the Lombard North Central Scottish Saloon Car Championship

Ian Forrest (112) and Peter Pitman (114) mix it — Ingliston, July, 1974.



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Mick Hill, Nick Whiting and Dougal Niven lead the "superloons" off the grid — Ingleston, July, 1974.

EVENT 3

2.10 pm

SPECIAL SALOON CARS

Heat 2 for Special Saloons over 1000 cc — 10 Laps

Over 1300cc

1-89	W N A DRYDEN — SMT	Vauxhall Firenza	2300	Edinburgh
2-90	A D NIVEN — Border Reivers	Ford Boss Escort	5700	Whitsome
6-91	F GUNN	Ford Escort	1970	Milngavie
97	G MARSHALL/Dealer Team	Vauxhall Firenza	2279	Shepreth

1st (£20) 89 2nd (£10) 90 3rd (£5) 91

1001-1300 cc

99	R BRYANS	Ford Escort BDA	1298	Lindstram
9-100	J PINKERTON	Scrapie Cooper 'S'	1293	Glasgow
4-101	J DRYDEN	Longman Mini	1293	Lundie
7-103	I T ROGERSON	BMC Mini	1293	Rothbury
3-104	E M SMITH	Mini 1275 GT	1297	Carlisle
5-107	J H PATRICK	Colvend Mini	1293	Whitecross
8-109	J H SKILBECK	Mini Cooper 'S'	1295	Kilmarnock

1st (£20) 104 2nd (£10) 101 3rd (£5) 90

Bonus of £10 for the fastest lap to secs

Heat 2 of the Fourth Round in the Lombard North Central
Scottish Saloon Car Championship

THE EASTFORD MOTOR CO. LTD. TROPHY RACE

On the 1st of August, 1972, Eastford Motor Co. Ltd. started business in Penicuik, Midlothian. In the relatively short space of two years, "Eastford" has grown into one of the major retailing outlets for new and used cars in the district. Being appointed Ford Retail Dealers on the 1st of September, 1972, was the first feather in our cap and naturally led to greater things. Incidentally, we are Ford by choice not by chance, believing as we do that buying Ford these days at least gives one real value for Money. Our workshop serves the local community with the most modern and up to date equipment available and used intelligently by qualified technicians, it cuts servicing and booking time to a minimum. Apart from the 'Sales' and 'Service' side of the business we enjoy the privilege of being an appointed M.O.T. Testing Station and that combined with the dispensing of "BURMAH" fuels and oils through the forecourt allows us to cover practically every facet of the motor trade. As in any other type of business "all work and no play makes Jack a dull boy" so we at 'Eastford' are happy to be sharing with you today the racing at 'Ingliston' and particularly pleased to be sponsoring the 'Eastford Trophy Race'. Apart from our contribution to today's programme we also sponsor Mr John Butson in his Ford Escort Sport (on the rally scene). John recently won 1st place and prize in Fords Table Stop Rally Competition and (in theory) is the No. 1 driver in U.K.

Finally, may we wish every success to the 'competitors' here today and to those of us who drive 'ordinary' cars drive safely and see you at Eastford!

EVENT 4

2.35 pm

THE EASTFORD MOTOR CO LTD TROPHY RACE For Formula Ford Cars — 10 Laps

6-22	N DICKSON/Dickson Motors	Van Diemen RF 74	1600	Perth
1-23	K GRAY	Van Diemen RF 74	1600	Ipswich
9-24	J MACGILVRAY	Crossle 25F	1600	Oban
25	S LAWSON/Belmont Garage (Edin) Ltd	Hawke Scholar	1600	Kirkliston
3-26	C MACLEAN/Highland Racing Team/Struie Motors Ltd	MRE 73F	1600	Alness
15-29	P MORRISON	Crossle 20F	1600	Inverness
5-30	A D JEFFREY/Elden International			
10-31	D BROTHERSON Racing	Elden Mk10	1600	Balerno
7-32	D A HALL	Hawke DL11	1600	Edinburgh
33	C REEVES	Mallock U2 FF	1600	Larkhall
3-34	D STEEDMAN	Hawke DL 11	1600	Linlithgow
36	B GOWANS	Merlyn Mk II	1600	Dalbeattie
11-37	A WILSON	Elden Mk 8	1600	Dumbarton
13-38	D KERR	Elden Mk 10A	1600	Duns
16-39	A MCKECHNIE	Rostron FF	1600	Lochgilphed
12-41	D LAIRD	Hawke DL9	1600	Cupar
14-44	R H SIMPSON	Crossle 25F	1600	Newton Stewart
45	G A FRANCHITTI	Hawke DL 11	1600	Bathgate
46	W N WILLIAMSON	Lotus 69F	1600	Jedburgh
4-49	G HAMILTON/MacDonald Shand Properties	Van Diemen RF 74	1600	Dumfries
2-52	J SHERRY	Crossle 25F	1600	Lisburn

1st (£20) 22 2nd (£15) 30 3rd (£10) 27 4th (£5) 49
 Bonus of £10 for the fastest lap to 53.7 (23) secs

9 12.5

A 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 RF 74	23	—	9	9	4			18 22
S. Lawson	Hawke DL II Scholar	25	9	2	3				14
J. MacGilvray	Crossle 25F	24	2	6	1				9
G. Hamilton	Van Diemen RF 74	49	6	—	2				8
N. Dickson	Van Diemen RF 74	22	—	—	6	9			6 15
A. Wilson	Elden Mk 8	37	3	3	—				6
D.A. Hall	Hawke DL 10	32	4	—	—				4
C. MacLean	MRE 73F	26	—	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.

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

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

Not surprisingly, however, Tommy Dickson's interest in motor racing has remained constant. His son, Norman, is racing today, and has had terrific success in his first two years of motor racing. Indeed, in 1973, Norman won the Formula Ford race at the last Dicksons of Perth Trophy Race Meeting.

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



THE CASTROL ANNIVERSARY TOURING CAR CHAMPIONSHIP 1974

What then, we hear you ask, is a Castrol Anniversary Touring car? A good question but one somewhat difficult to answer shortly. The anniversary part is easy — this is Castrol's 75th anniversary. The "Castrol" is simple too, Castrol being the sponsors of the 1974 Touring Car Championship. The difficult bit is the explanation of what a "touring car" is. Last year it was easy — it was an FIA Gp. 2 car and spectators at the 1973 August Race Meeting at Ingliston will recall the fantastic battle between the incredible Camaro of Frank Gardner, the Broadspeed Escort of Andy Rouse and the diminutive Datsun of the only man ever to sign-on upside down at Ingliston, Mashiro Hesemi. 1973 was, however, the last year of the Gp. 2 touring cars, the final years of that class having been marred by commercial concerns pouring vast quantities of money into relatively few cars thereby making them much more competitive than their "poorer" relations. For 1974, therefore, it was decided to try to revamp the touring cars Regs with a view to making the class as competitive as possible.

The eventual decision was to go "Gp. 1", that is, to model the cars racing in the Championship as closely as possible on those which could be bought straight out of a showroom. Gp. 1 racing is, in fact, for Production Saloon cars and, as such, is remarkably similar to the Production saloon racing normally seen at Ingliston. The theory is that, if all the cars are of basically the same mechanical standard, the outcome of each race will depend entirely upon drivers' skill and the racing should accordingly be all the more exciting. As is normal whenever changes are suggested to a class, however, the outcry which followed the suggestion of the introduction of a Gp. 1 Touring Car Championship in 1974 saw gradual modifications being built into the Regulations until, once the dust settled, the new Touring Car Regs were as much "Gp. 1" as fly in the air! Indeed, no sooner had the final Regs been announced, than the new Gp. 1 (FIA Regulations) was being referred to as Gp. 1½! Be that as it may, the new cars are extremely competitive and, in fact, very many of the competitors feel that the position has now been returned to the early days of Gp. 2 when that class of saloon car racing was at its height in Gt. Britain. And if any of you reckon that the Gp. 1½ "Production Saloons" are likely to be slow, the fastest Chevrolet Camaros are lapping Silverstone merely 2 secs. slower than the original

Gp. 2 Camaros did — bearing in mind that the fastest saloon car lap ever driven at Ingliston was by Frank Gardner in his Chevrolet Camaro during practice for the Gp. 2 race last August (with a time of 51.2 secs., almost 1½ secs. faster than the "new" Special Saloon Car lap record set up by "Super Saloon" Mick Hill at the last Ingliston Meeting) and that the Gp. 1½ boys reckon that there will be very little difference in the speed of last year's Gp. 2 cars and this year's Touring Cars around Ingliston, you might get the feeling that we are in for a whale of a race this afternoon.

Having explained (vaguely at least) what a touring car is, let us proceed to explain the classes which are competing. The Championship itself is divided into four separate classes — Class A (cars over 4 litres), Class B (cars over 2.5 litres up to 4 litres), Class C (cars over 1.6 litres up to 2.5 litres) and Class D (cars up to 1600 cc). To help members of the public identify which car is racing in which class, the regulations have specified that the roof panels of every competing car must be marked with a stripe of a minimum width of 18" running fore to aft in the following colours:— Class A — Castrol red, Class B — RAC blue, Class C — Castrol green and Class D — white. Accordingly, spectators should remember during the afternoon that cars with a similar roof "stripe" are racing against each other for class points. Indeed, the whole Championship is based on a class scoring system, the points being awarded to the leading cars home in each class rather than on the overall results.

And having talked about championship scoring, how are the competitors placed to date in the 1974 Touring Car Championship. The last round of the Championship was held as one of the supporting races to the British Grand Prix on Saturday, 20th July and (assuming that various appeals lodged against disqualifications are upheld) the Championship table after that event was as follows:—

Class A. Cars over 4000 cc.

1 Stuart Graham	Chevrolet Camaro	43 pts.
2 Richard Lloyd	Chevrolet Camaro	31 pts.
3 Vince Woodman	Chevrolet Camaro	23 pts.
4 Bob Ridgard	Chevrolet Camaro	9 pts.
Jon Fletcher		

Class B. Cars 2501 cc to 4000 cc.

1 Peter Hanson	Opel Commodore CSE	48 pts.
2 Tom Walkinshaw	Ford Capri 3000	43 pts.
3 Holman Blackburn	Ford Capri 3000 GT	30 pts.
4 Tony Lanfranchi	BMW CSI	27 pts.

Class C. Cars 1601 cc to 2400 cc.

1 Andy Rouse	Triumph Dolomite Sprint	64 pts.
2 Tony Dron	Triumph Dolomite Sprint	27 pts.
3 John Handley	Triumph Dolomite Sprint	21 pts.
Barrie Williams	Mazda RX3	21 pts.

Class D. Cars up to 1600 cc.

1 Bernard Unett	Hillman Avenger GT	49 pts.
2 Roger Bell	Hillman Avenger GT	33 pts.
3 Simon Kirkby	Hillman Avenger GT	24 pts.
4 Stan Clark	Alfa Romeo 1.6 Junior GT	19 pts.

SPECIAL GT, SPORTS & CLUBMANS CARS — 10 Laps

15-69 A. Smith

Over 1150 cc

3-55	J ABSALOM	Ginetta G4	1800	Felton
12-56	A SOUTER	Lotus Elan	1600	Dundee
16-57	P BAKER	Triumph GT6	1998	Stow
3-61	P MACNAUGHTON	Mallock U2 Mk XIB	1600	Edinburgh
4-62	A CHARNELL	Lola - Ford T212	1598	Dumfries
4-63	A J HUGH	Gryphon	1600	Livingstone
9-65	J BAIRD	Mallock U2 Mk XIB	1600	Edinburgh
5-66	E LABINJOH/Fishers Garage (Edinburgh) Ltd	Fisher Spyder	1500	Edinburgh
5-67	R MACNAB	Gryphon C4A	1600	Kilmarnock
10-70	L AYLOTT/R.A.F.M.S.A.	Ardna Mk4	1298 BDA	Rutland
71	R ROLLO	MG Midget	1293	Prestonpans
11-74	A WOODE	MG Midget	1275	S. Queensferry
75	D RUTHERFORD	Ginetta G4	1600	Lenzie
7-72	KALLAN			

1st (£20) 2nd (£10) 3rd (£5)

Up to 1150 cc

13-78	R A ROSS	Nathan GT	998	Dundee
79	K ALLEN/ Russell & McIntosh Ltd	Clan Crusader	998	Crossford
6-80	A MACKINTOSH	Mallock U2 Mk XIB	1000	Penicuik
1-82	R FORRESTER-SMITH/Marquis			
14-83	C WILSON	Ginetta G4	1098	W. Calder
86	I HALL	Mini-Jem Mk 2	1143	Bristol

1st (£20) 2nd (£10) 3rd (£5) 70

Bonus of £10 for fastest lap tosecs

A Round in the Hartley Whyte Trophy 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 T212	62	7	7	7				21
J. Absalom	Ginetta G4	55	5	5	5				15
K. Allen	Clan Crusader	79	7	—	5				12
A. Mackintosh	Mallock U2 Mk XIB	80	—	5	7				12
R.A. Ross	Nathan GT	78	3	3	3				9
D. Morton	Lotus Elan	60	—	5	3				8
E. Labinjoh	Fisher Spyder	66	—	7	—				7
P. MacNaughton	Mallock U2 Mk XIB	61	5	—	—				5
L. Aylott	Ardna BDA	76	—	—	5				5

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

Prize Fund — £150 — £100 — £50 — £35 — £25 — £15
plus £30 — £20 — £15 — £10 to 4 highest placed Modified Sports CarsSpecial Saloon Cars — Final
15 Laps

over 1300 cc

.....	W DRYDEN	.....	.....
.....	Smith	.....	.....
.....	J. DRYDEN	.....	.....
.....	S. BELL	.....	.....
.....	D. NIVEN	.....	.....
.....	PITMAN	.....	.....

1st (£15) 2nd (£10) 3rd (£5)

1001-1300 cc

.....	PATRICK	.....	.....
.....	FORREST	.....	.....
.....	FYDA	.....	.....
.....	GUNN	.....	.....
.....	ROGERSON	.....	.....
.....	MILLER	.....	.....

1st (£15) 2nd (£10) 3rd (£5)

up

.....	FLEMING	.....	.....
.....	PINKERTON	.....	.....
.....	MILLER	.....	.....
.....	WANDERVA	.....	.....
.....	FISHER	.....	.....

1st (£15) 2nd (£10) 3rd (£5)

Bonus of £10 for the fastest lap tosecs

A round in

LOMBARD NORTH CENTRAL SCOTTISH SALOON CAR CHAMPIONSHIP

Driver	Car	No	Apr	May	July	Aug	Sept	Oct	Total
J. Dryden	BLMC Saloon	101	7	9	6				22
S.A. Bell	Allen Mini	111	9	2	8				19
E.M. Smith	Mini 1275 GT	104	10	1	8				19
A.D. Niven	Vauxhall Firenza	90	8	2	8				18
J.S. Calvert	Ford Escort BDA	94	—	9	4				13
A. Sugden	Ford Escort BDE	96	—	7	6				13
I. Forrest	Forrest Imp	112	1	5	6				12
P.M. Pitman	Chrysler Imp	114	7	—	4				11
J. Pinkerton	Mini Cooper 'S'	100	—	7	4				11
W.G. Donald	Hillman Imp	113	4	4	3				11
W.N.A. Dryden	Vauxhall Firenza	89	9	1	—				10

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

Prize Fund — Overall — £300 — £200 — £100 — £60 — £40. In each class
£30 — £25 — £20 — £15 — £1052.2
72.4

The story so far

The Burmah story is an international adventure in oil which began in Scotland in 1886. Since then, the search for oil and gas has taken Burmah from its traditional areas in Burma and India to many other parts of the world, and has led to significant discoveries in Australia, the USA, Canada, and elsewhere.

Along the way, Burmah has branched out into other activities –

chemicals, engineering, and motor accessories, to name a few.

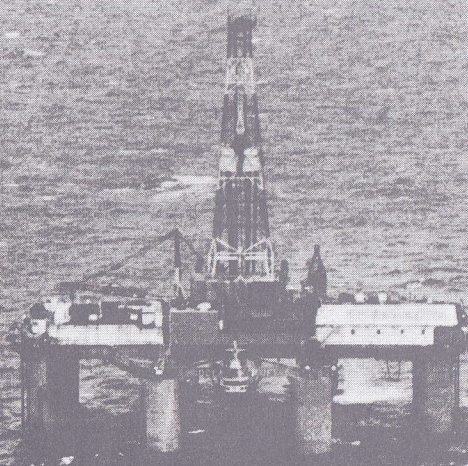
Fresh and exciting chapters are being written, with Burmah's interests in oil and gas transportation, and new forms of energy.

And now the story has gone full circle. Burmah has come home to Scotland and has found oil in the Ninian field, in Scottish waters.

To be continued . . .



The Scots word for petrol



BURMAH

The story of Burmah is the story of a Scottish oil company still growing in one of the world's most competitive industries.

The Company was founded in 1886 when a group of enterprising Scotsmen took a chance on developing oil in Burmah – still spelt at that time with an 'h' at the end. From this beginning the Company grew, expanded into other areas of the world and diversified its interests.

Today Burmah is one of the top ten British companies. From its registered offices in Glasgow it looks after interests in Pakistan, India, Australia, Canada, the Gulf of Mexico and Ecuador. The Company's products are marketed in over 140 countries.

Burmah's diversification programme has meant the acquisition of famous names like Castrol, the Atlas Paint Company, Rawplug, Expandite and Halfords Ltd and most recently the Quinton Hazell Group which includes the Standard Tyre Company. A further addition has been Tabberts, a leading Continental caravan manufacturer.

The Group's reserves of oil and natural gas are in India, Pakistan, Canada, USA, Australia, Ecuador and Peru. There are exploration rights in these countries and additionally in Britain and the North Sea. The Group owns or has shareholding interests in seven oil refineries – two each in India, Pakistan and the United Kingdom and one in Ecuador. There are plants for the manufacture of lubricating oils and other specialities in North America, South East Asia and Western Europe.

Outside the oil industry it has interests in light engineering, the design and engineering of chemical plants, petroleum additives and the production of materials used by the building, civil engineering and cablemaking industries.

Today's meeting is an indication of the interest Burmah and Castrol have in motor sport and it is fitting that not only do the premier events today count towards the National Castrol Anniversary Touring Car Championship but also that the Libre competitors are battling for the Burmah Trophy itself.

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EVENT 8

4.25 pm

THE BURMAH TROPHY RACE for Libre Cars - 15 Laps

1 - 7	T D REID	BRABHAM.			
2 - 1	I C McLAREN/McLaren of Broxburn Ltd	Rondel Motul M1	1990	Broxburn	
3 - 2	A CHARNELL	Brabham Ford	1974	Dumfries	
7 - 3	N CLARKSON/Hurford-Jones Ltd	Lola T360	1600	Oxford	
4 - 5	A BARTON	Lotus 69F2	1800	Newburn	
5 - 9	D THOMSON/Thistle Metallics	GRD	1600	Glasgow	
10	T DZIERZEK	Hawke Atlantic	1600	Kirkliston	
14	A C GOODFELLOW	Cooper T90	5000	Falkirk	
12 - 22	N DICKSON/Dickson Motors	Van Diemen RF 74	1600	Perth	
10 - 24	J MACGILVRAY	Crossle 25F	1600	Oban	
11 - 29	P MORRISON	Crossle 20F	1600	Inverness	
13 - 30	A D JEFFREY/Elden International	Elden Mk 10	1600	Balerno	
9 - 25	S HAWSON Racing	Elden Mk 10	1600	Balerno	
8 - 70	L AYLOTT/R.A.F.M.S.A.	Ardua Mk 4	1298	Rutland	
11	J BARR				
6 - 1st (£20) 7 2nd (£15) 2 3rd (£10) 1 4th (£5) 9					
Bonus of £10 for the fastest lap to .....secs					

A 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
T.D. Reid	Brabham BT 38/40	7	10	7	7	10			24 34
I. McLaren	Rondel Motul M1	1	7	5	10	5			22 27
A. Charnell	Brabham BT 38	2	—	10	5	7			15 22
J. Barr*	Lotus 69 Atlantic	11	3	3	4				10
A. Barton	Lotus 69 F2	5	4	4	—				8
D.N. Thomson	GRD 273	9	5	—	—				5
T. Dzierzek	Hawke Atlantic	10	—	2	2				4
P.C. Morrison	Crossle 20F	29	2	1	1				4
P. Barak	Brabham BT 36	6	—	—	3				3
C.M.M. Munro	Vixen VB5	15	1	1	1				3
A.D. Jeffrey	Elden Mk 10C	30	1	1	1				3

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

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



Barrie William's Mazda leads a pack of Group 1 Saloons into South Bank bend at Brands Hatch during the British Grand Prix meeting.

The second of the two Castrol Anniversary Challenge races this afternoon is for Touring Cars up to 2500 cc (don't forget, those with the green roof stripes are 1601 - 2500 cc and those with the white stripes, up to 1600 cc). While a circuit of curves itself, Ingliston has nothing on the curves likely to be draped around the grid this afternoon since, with Penthouse International sponsoring Wendy Markey's Mazda, the entrants are sending up two of the famous Penthouse Pets to glamorise the grid. While admitting a fleeting familiarity with the outline of Penthouse Pets (!) the editor certainly has no idea what the form is for Castrol Touring Cars and, accordingly, he can do no worse than to quote yet again from the Motoring News Preview of the last Gp. 1 race at Brands Hatch in July!

"The fiercest fighting, and the most sideways cornering, has so far come from the 2500 cc class. Barrie Williams' Mazda and John Lyon's Alfa Romeo once more take on a bevy of Triumph Dolomite Sprints led by the Broadspeed Cars of Andy Rouse and Tony Dron, and John Hine's Bill Shaw version. It is the 1600s though, that have brought back 3-abreast cornering of the sort that originally made Minis so popular with the crowds. Stan Clark leads the class in the Championship, but his Alfa Romeo invariably has enormous battles with the Hillman Avenger GTs of Bernard Unett, Roger Bell and Simon Kirkby."

Having said that the editor knows nothing whatsoever about Gp. 1 racing, let him now merely stick his neck out by suggesting that one of the most telling factors in this afternoon's Touring car events will almost certainly be familiarity with the circuit. Those who know their way around Ingliston will have a distinct advantage over those who do not. And one man who certainly knows his way around is Andy Rouse with the Broadspeed prepared Triumph Dolomite Sprint, Andy having powered the Broadspeed Escort RS around Ingliston in practice for last year's Gp. 2 event in a shattering 52.2 secs., 0.3 secs. quicker than the newly established Special Saloon Car record. Not to be outdone, and also knowing their way around Ingliston remarkably well, are the Hillman Avenger GTs of Jenny Birrell and Bernard Unett while, far from the most diminutive of drivers, Gerry Marshall returns with his Gp. 1 Magnum after his spectacular Super Saloon race in July.

EVENT 9

4.50 pm

THE DICKSONS OF PERTH TROPHY RACE for Gp 1 Touring Cars up to 2500 cc – 25 Laps

Class C (1601 - 2500 cc)

2-40	B WILLIAMS/Team Castrol	Mazda RX3	2300	Cobham
43	W MARKEY/Penthouse International	Mazda RX3	2300	Cobham
44	G DAWKINS	Ford Escort RS	2000	2000
4-46	J HINE/Shellsport/Bill Shaw	Triumph Dolomite Sprint	1998	Gt. Waking
3-47	J HANDLEY/Roller Chain Distributors	Triumph Dolomite Sprint	1998	London
1-48	A ROUSE/Team Castrol	Triumph Dolomite Sprint	1998	Stafford
1/2-49	T STOCK	Vauxhall Magnum	2279	Southam
8-50	J LYON/Roger Clark Cars/Esso Uniflo	Alfa Romeo 2000 GTV	1962	Ipswich
1/3-51	R MASON/Shellsport Arden	Triumph Dolomite Sprint	1998	Narborough
1/5-52	T DRON/Team Castrol	Triumph Dolomite Sprint	1998	Solihull
9-56	G MARSHALL/Dealer Team Vauxhall	Vauxhall Magnum	2300	Southam
5-57	T WALKINSHAW/London Sports Car Centre	Ford RS 2000	2000	Shepreth
				Edgware

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

Class D (up to 1600 cc)

60	W MCGOVERN/George Bevan	Volkswagen Passat	1471	Orpington
6-61	B UNETT/Chrysler Dealer Team	Hillman Avenger 1600 GT	1598	Coventry
1/6-62	R BELL/Chrysler Dealer Team	Hillman Avenger 1600 GT	1598	Coventry
15-65	M ADAMS/Cartune (Volkswagen) Ltd	Volkswagen Passat	1471	N. Norwood
11-67	S CLARK/Roger Clark Cars/Esso Uniflo	Alfa Romeo 1.6 Junior GT	1570	W.Narborough
7-68	J BIRRELL/Halesfield Motors (Telford) Ltd	Hillman Avenger GT	1599	Telford
14-70	J MARKEY/Dealer Team Toyota	Toyota Celica	1588	Cobham

* 1st (£120) 2nd (£80) 3rd (£50) 4th (£25)

(*Subject to appropriate number of starters in each class)

A Round in the Castrol Anniversary Touring Car Championship 1974

EVENT 10

5.35 pm

PRODUCTION SALOON CARS — 10 Laps

Up to £1249

132	A I SMITH/Team Zippo	Simca Rallye I	-£999	Balerno
133	C JONES/Team Zippo	Sunbeam Imp Sport	-£999	Ratho
134	N MACKAY	Morris Minor	-£999	Glasgow
138	B LECKIE/Roy H Thomson	Hillman Avenger GT	-£1249	Aberdeen
139	M SHAKSPEARE	Ford Escort GT	-£1249	Edinburgh

1st (£20) 2nd (£10) 3rd (£5)

Over £1250

143	MRS J BIRRELL/SMT	Vauxhall Magnum	-£1599	Edinburgh
144	G BIRRELL/Halesfield Motors (Telford) Ltd	Hunter GLS	-£1599	Telford
147	B UNETT/Halesfield Motors (Telford) Ltd	Hunter GLS	-£1599	Telford
148	E LABINJOH/Fisher Garage (Edinburgh) Ltd	Alfa Romeo 2000 GTV	£1600+	Edinburgh
149	J HANLEY	Opel Ascona 19R	£1600+	Belfast

1st (£20) 2nd (£10) 3rd (£5)

Bonus of £10 for fastest lap tosecs

A Round in the Ziebart Production Saloon Car Championship

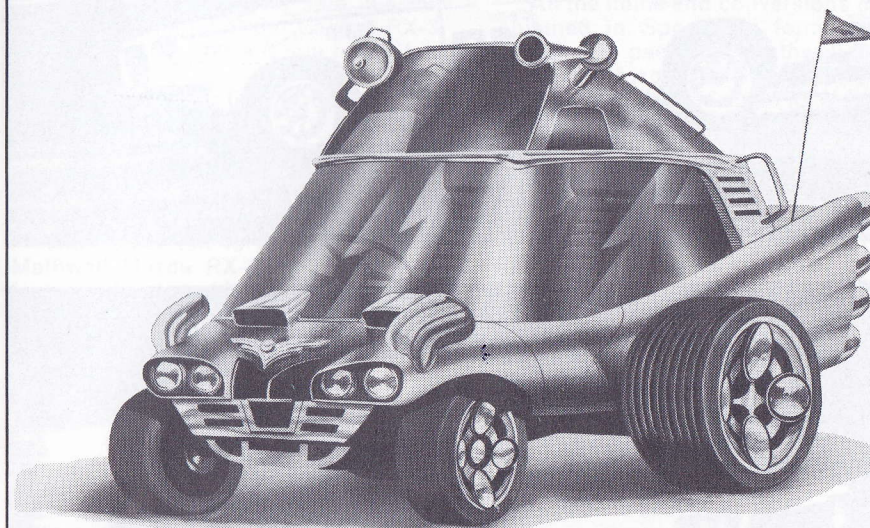
THE ZIEBART CHAMPIONSHIP for Production Saloon Cars

Driver	Car	No	Apr	May	July	Aug	Sept	Oct	Total
E. Labinjoh	Alfa Romeo 2000 GTV	148	7	7	7				21
R. Leckie	Hillman Avenger GT	138	7	7	7				21
A.I. Smith	Simca Rallye I	132	7	7	7				21
Mrs. J. Birrell	Vauxhall Firenza	143	5	7	7				19
M. Shakspeare	Ford Escort GT	139	5	5	5				15
G. Birrell	Hillman Hunter GLS	144	7	—	5				12
C. Jones	Sunbeam Imp Sports	133	5	—	5				10
T. Meldrum	Ford Mexico	145	—	5	—				5
J. Donald	Ford Lotus Cortina II	142	—	3	—				3

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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No you can't, yes you can, yes you can.

The top left is not for sale. It's our Mathwall prepared Team Castrol RX-3. Barrie Williams drives it in a rather fast fashion.

This season our first in racing, we've managed just one win. We take great comfort however in the fact that we already hold the class lap records at three circuits. At least at the moment we're losing very quickly.

The centre left is for sale. It's the Mathwall Mazda RX-3. It incorporates features developed by Mathwall Engineering especially for Mazda, and if you like especially for you.

All the items and conversions can be obtained in Sports Kit form or as a completely packaged Mathwall Mazda from your Mazda Dealer.

The bottom left is again for sale. It's a standard RX-3 Coupe, available also as a Saloon. The RX-3's are very complete cars with so many included extras there's little room for more.

It's rotary powered engine gives a lot of acceleration, 0-50 in just 7.8 seconds and topping up to 108 mph.

It deserves a test drive. Right now you'll find a Mazda is a highly competitive buy, in more ways than one.



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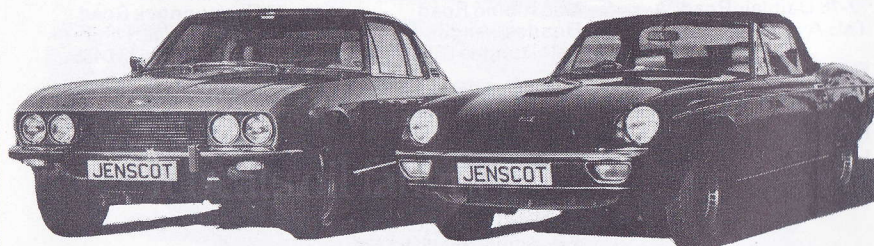
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VAT Reg No: 270 4631 74

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of _____

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		Net	VAT	Gross		
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_____	Windscreen Badge	@ £0.14	£0.01	£0.15	£	:
_____	Repeat Motif Tie	@ £1.00	£0.10	£1.10	£	:
_____	Blazer Badge	@ £2.28	£0.22	£2.50	£	:
_____	Overall Badge	@ £1.54	£0.06	£0.70	£	:
_____	Single Motif Tie	@ £1.00	£0.10	£1.10	£	:
_____	Lapel Badge	@ £0.23	£0.02	£0.25	£	:
_____	Cuff Links (pair)	@ £1.10	£0.10	£1.20	£	:
					£	:

My cheque/P O/Cash is enclosed for

TRACK TEST 1974

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

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VAT Reg No: 270 4631 74

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Memb. No:

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Please complete in BLOCK CAPITALS throughout

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(delete as appropriate) (Christian Names) (Surname)
of _____

(Occupation)

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

_____/_____/1974 _____
(Signature, please)

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		This Year	Future years until further notice
Annual Subscription	£3.64	£3.64	£3.64
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Your Bank's Address of _____

† Amount at A above in figures and words Please pay now †£ _____ (_____)
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*£ Amount at B above in figures and words *£ _____ (_____)
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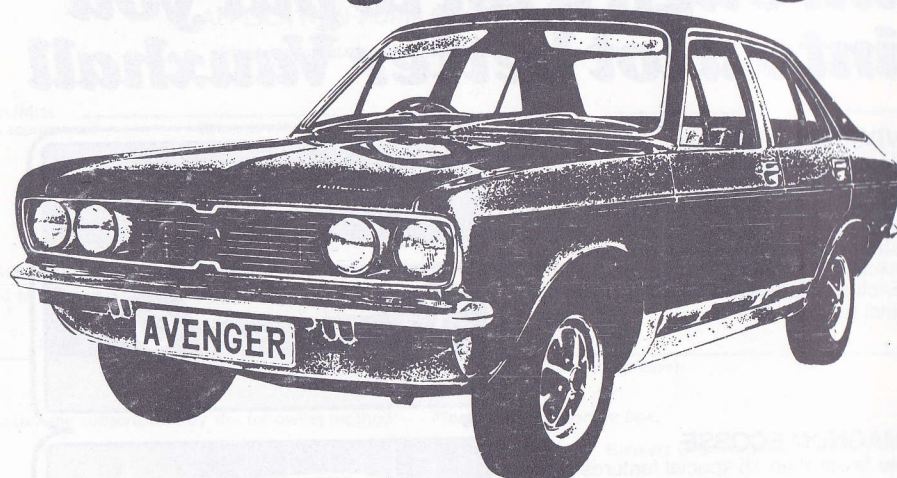


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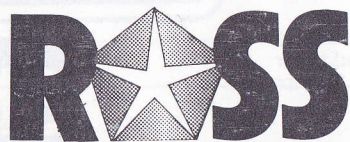
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Tel: 031-229 1555



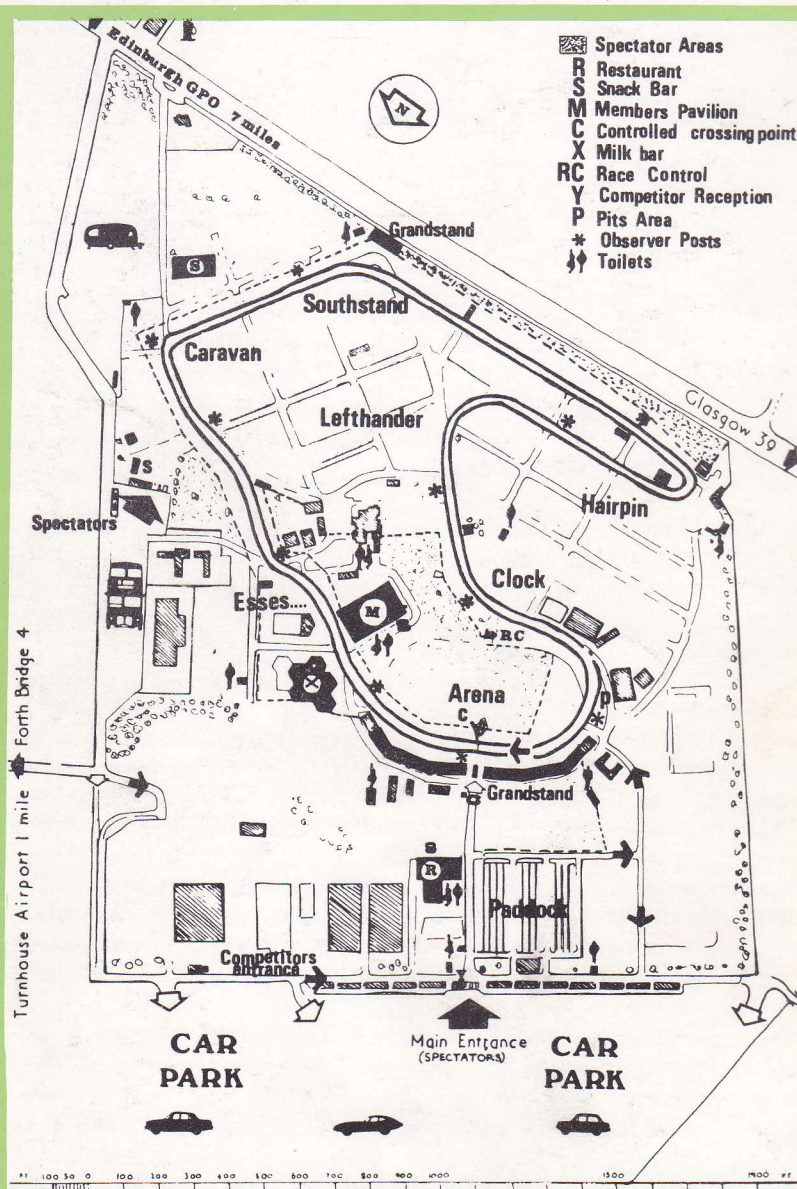
The Border Reivers "Bosscoort" will almost certainly be raiding the Lowlands again for the next Ingliston race meeting on 15th September 1974. And, after the heady excitement of the super saloons in July and the "GP 1½" Touring Cars today, it's business as usual for the September Meeting with all the usual races for special saloons, formula libre, formula fords, Sports and Special GT, modified sports and production saloon cars. Having said that it's business as usual for September, let's not forget that it is *prices as usual* as well! The increased gate, programme and Grandstand charges in force at both this and the last race meeting were of course necessitated by the increased expenditure involved in running the special events at these meetings and, accordingly, the September charges for everything return to their pre-July levels (50p at the gate for adults, Programme 20p and Grandstand seats 50p and 75p). Bearing in mind that the best racing of the day in July was not the much vaunted "super saloons" but rather the much maligned local "production saloons" there is no reason to suggest that the racing in September will be in any way inferior to that seen at both of the "special" race meetings this year: and, seeing as how it's cheaper in September, why not trot along to see for yourselves!

The September Meeting at Ingliston is, in fact, the second last motor racing meeting in the Scottish season and, as a result, the battle for the top positions in the various Scottish racing Championships will be reaching fever pitch. As racing commenced today, all the local Championships (with the possible exception of the GT Champ !) were wide open and, with around £3,500 of Championship prize money at stake, the competitors have everything to go for and very little time left in which to get there! All good reasons for joining us again in September for another thoroughly good day's sport!

DON'T FORGET — INGLISTON — 15th SEPTEMBER — 2 pm

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