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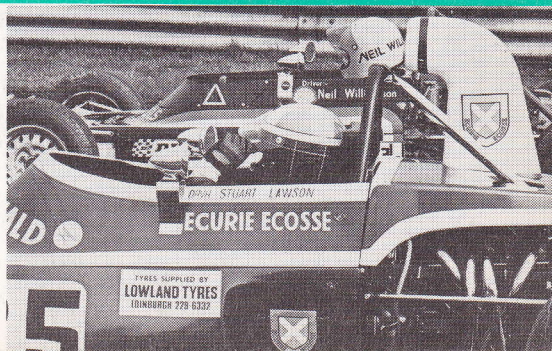
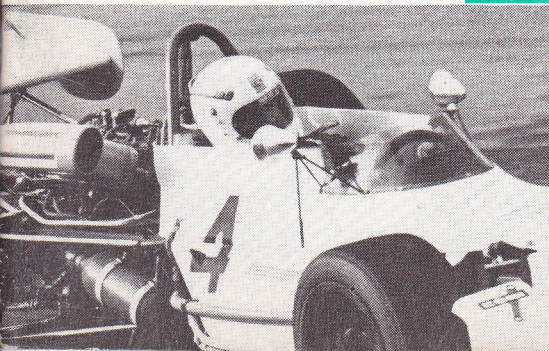
ORGANISED BY



THE ADAM WYLLIE MEMORIAL TROPHY RACE MEETING

11th MAY 1975

Official Programme 30p



The Scottish Saloon Car Championship

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

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

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

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

11th May	Restricted Meeting	17th August	National Meeting
20th July	Restricted Meeting	14th September	Restricted Meeting
		12th October	Restricted Meeting

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

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

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

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

Racing 'goodies' are on sale by Sports-Tune at an adjacent site there.

WARNING TO THE PUBLIC — Car and Motorcycle Racing is dangerous and persons attending at this track do so entirely at their own risk. It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land, and the drivers and owners of the vehicles and passengers in the vehicles, are absolved from all liability arising out of accidents causing damage or personal injury to spectators, ticket-holders or officials.

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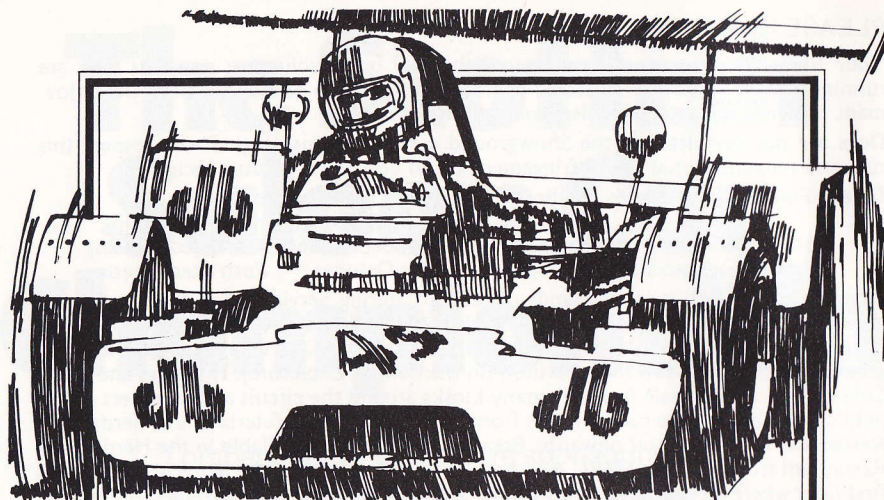
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INGLISTON LAP CONVERSION TABLE

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

INGLISTON LAP RECORDS

LIBRE CARS

T D REID	Brabham BT38/40	secs	mph
		46.1	80.43

FORMULA FORD CARS

G CUTHBERT	Lotus 69F	53.2	69.70
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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 1300 cc	K ALLEN	Clan Crusader	61.0	60.79

CLUBMANS CARS

S RUSSELL	Mallock U2	50.8	72.99
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HISTORIC RACING CARS

J W S ROBERTS	Lotus 16	57.6	64.38
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MODIFIED SPORTS CARS

Over 1300 cc	J ABSALOM	Ginetta G4	52.8	70.23
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Under 1000 cc	S A BELL	Mini Ford	54.1	68.54

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Up to £1699	{ R LECKIE I STIRLING	Hillman Avenger	68.8	53.90
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OUTRIGHT LAP RECORD

T D REID	Brabham BT38/40	46.1	80.43
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And to single out the oil for special praise is probably quite unfair.

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

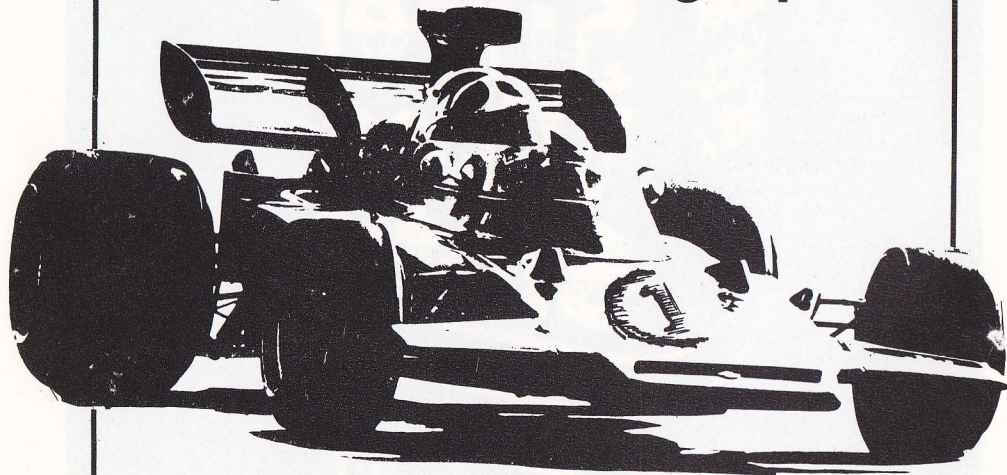
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It beats oil fatigue.

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Controller	E R HERRALD
Steward for R A C	DR W N THOMSON
Stewards for Club	R KAY, W MARTIN, J A DICK PEDDIE
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Deputy Chief Marshal	J ROBERTSON
Chief Observer	R TRAILL
Chief Flag Marshal	J A MILLAR
Chief Track Marshal	I A DOUGLAS
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Chief Scrutineer	I D BENNIE
Chief Lap Board Marshal	G KERR
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Secretary of the Meeting	A M LAMB
Competitor Reception	J GOOD
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Chief Judge of Fact	L BROWN
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This meeting is held under the International Sporting Code of the F I A and the General Competition Rules of the RAC, the Standing Supplementary Regulations of the RAC and the additional regulations and instructions issued by the Club. Permit No. RS/10264.	

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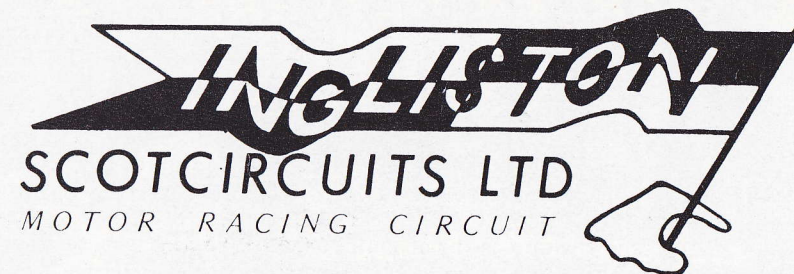
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THE ADAM WYLLIE MEMORIAL TROPHY RACE MEETING

Sunday, 11th May 1975

Organised by
THE SCOTTISH MOTOR RACING CLUB LTD

Event No	Scrutin. before am	PROGRAMME & TIMETABLE	No. of laps	Practice	Event
				Time am	Time pm
1	9.00	Proposed aerial display by r/c aircraft	—	—	2.00
1	9.00	Modified Sports Cars	12	10.00	2.25
2	9.20	The Adam Wyllie Memorial Trophy Race — Part 1 for Special Saloon Cars up to 1000 cc	12	10.20	2.45
3	9.45	The Royal Highland & Agricultural Society Trophy Race for Formula Ford Cars	12	10.45	3.10
				Track Open	
4	10.10	The Adam Wyllie Memorial Trophy Race — Part 2 for Special Saloon Cars over 1000 cc	12	11.10	3.30
5	10.30	Sports and Special GT Cars	12	11.30	3.55
				Track Open	
6	10.55	The Radio Forth Race for Production Saloon Cars	12	11.55	4.20
				Track Open	
7	11.20	The BP Super Visco Race for Libre Cars	15	12.20	4.40
				Track Open	
8	—	The Adam Wyllie Memorial Trophy Race for Special Saloon Cars — Final	15	—	5.10
	—	Presentation of Trophies		—	5.25
1.50		Drivers' Briefing in Scrutineering Bay			
2.15		All Marshals at posts, please.			



A last look at one of the most fearsome beasts ever to be seen at Ingliston!

FOR YOUR DAY'S ENJOYMENT

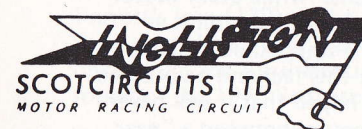
For those of you who are wondering why today's Meeting is called "The Adam Wyllie Memorial Trophy Race Meeting" it is perhaps an opportune moment to cast our thoughts back to one of the leading names in Scottish motor sport in the last decade. Adam, a quiet and unassuming driver very much in the accepted Scottish racing driver mould, was for many years a well kent figure on the track, first with a Formula Junior Lotus and thereafter with a Formula 1 Lotus in which he did a season or two on the major circuits. Later in his career he teamed with Allan Rollinson under the banner of the Frank Lythgow Racing Team and, mounted on Lotus and Cooper F2 cars in 1964, both drivers did a full season. In the spring of 1965 they each took delivery of new F2 Brabhams and under Adam's management the team had numerous successes at the beginning of that year, amongst which was the winning of the first "Guards Trophy" race at Ingliston in May. In July of that year Adam was killed in an accident in practice for the Leimster Trophy Race at the Dunboyne circuit in Ireland. Scotland and motor sport in general thereby lost a first class driver and team manager. Since his death in 1965, Scotcircuits and the Scottish Motor Racing Club have endeavoured to keep his name alive and accordingly today's Race Meeting will be held in memory of Adam who was, after all, almost a founder member of the Border Motor Racing Club from which stemmed the Club organising today's Meeting.

And talking about organisation, may we please apologise most sincerely to the stomachs of all spectators and marshals (as also competitors) who braved the weather to attend the first Race Meeting of 1975 in April — regrettably all that can be said is that the catering at that meeting was little short of diabolical! The caterers have of course put forward their apologies and you may rest assured that the matter has been taken up at the very highest levels. Assurances have been received from the

caterers that matters will be greatly improved today and for the future and we sincerely hope that this will be the case. As will be appreciated, unless substantial improvement is evident, further consideration will have to be given by Scotcircuits Ltd to the catering question.

The April Race Meeting at Ingliston also saw the very first accident in the circuit's eleven year history involving spectators and this was, of course, extremely regrettable. It appears from the enquiry held by the organisers and promoters after the Meeting that a throttle spring on Doug Niven's Ford Boss Escort broke and dropped onto the engine where it caught behind the flange of the rockerbox. The coils of the spring then went "rigid" and the whole spring acted as a straight prop against the throttle linkage, jamming the throttle wide open with the result that Doug Niven came off the back straight at Southstand going full out and with no way at all of reducing the speed of the engine. The situation was the sort of which both organisers and drivers have nightmares since there was literally nothing that anyone could do to stop the accident happening. The car struck the barrier between Southstand and the toilet to the west of that Grandstand and, indeed, this barrier may well have saved the driver's life. The force of the impact was then channelled along the barrier before the car came to rest in what was a small spectator enclosure behind the lavatory in question. One of the surprising facts to come to light (as evidenced by photographs of the accident taken by a Press Reporter on the scene) was that two spectators are disclosed as standing in that spectator enclosure with their backs to the direction of the traffic! It is perhaps worth mentioning to spectators that the only safe policy at a motor racing meeting is always to face the direction from which the traffic is coming — that way, you can never be caught out!

However, the aim of the circuit is to so arrange its safety facilities that there is never any necessity for a spectator to be "caught out"! Ingliston has always been reckoned



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to be one of the safest motor racing circuits in Britain and, indeed, it received its annual safety check by an RAC Inspector (and passed that check) some ten days before the last Race Meeting. What happened in April was one of those "one in a million" chances which are completely unforeseeable — indeed, the course followed by the car in question was unbelievable to those who know about such things and more than one senior official at the circuit (all of whom have many years of motor racing experience) would not have believed that a racing car could have arrived at the point at which Doug Niven's car did, had they not seen it with their own eyes! The problem immediately facing the organisers was to ensure that such an occurrence could never happen again, albeit that the chances of a repeat are infinitesimal. The first necessity is to ensure that no car can reach that part of the spectating area in any event and, to make certain of this, the barrier presently in front of the South Grandstand is being extended to the west of that Grandstand towards the lavatory, thus channelling any cars which may come down the straight "out of control" away from the grass area in front of the spectator enclosure. While this should be sufficient in itself, as a secondary line of defence the existing barrier between southstand and the lavatory, which is bedded in concrete, (this being the barrier Doug Niven hit) is being extended and repaired. To make assurance doubly sure, the path leading from Southstand to the hairpin is being relocated so that the public will no longer be able to stand at the lavatory and spectate — this path will now become merely an access path to the hairpin from the east of the circuit and, finally, to make absolutely certain, no access to the lavatory will be allowed during races. These measures should make it virtually impossible for a repetition of the Niven accident to occur but, having said that, and bearing in mind the tragic occurrences in Spain recently, it is perhaps a salutary time to remember that "motor racing is dangerous" and that the signs advising the public of this fact are not exhibited around the circuit merely for amusement! While every motor racing circuit in the world endeavours to make the facilities at that circuit as safe as is humanly possible, it is a recognised fact that it is impossible to make any circuit 100% safe and it is well that spectators remember this fact and be on their guard **always** to react to the unexpected. Although it is hoped that it will never happen, that very awareness may one day mean the difference between a "near miss" and a tragedy.

And now on to brighter things — although much has been seen in the press and on the media for the past couple of years regarding the new Knockhill circuit in Fife, even at the time that the last Ingliston Programme went to press it was still uncertain as to whether there was a racing circuit there or not (!) and, despite the tantalising and exciting prospects of future Formula 1 racing in Scotland put out by Knockhill's PR men, until very recently, there were those who wondered whether even Formula Ford would get off the ground on the Fife circuit. Happily, that is all resolved now and Scotcircuits are delighted to note that not only has Knockhill been granted its Track Licence but also that the circuit is now officially opened and that, following its probationary race meeting under the scrutiny of an RAC Observer, it will be open to provide a second venue for Scottish motor racing fans later this year. In the long term, the circuit's plans for Formula 1 (and possible Grand Prix) racing are perhaps the most exciting to hit Scotland since those of Lord Bruce for Polkemmet and it is sincerely to be hoped that the promoters of racing at Knockhill will be able to raise the somewhat awe inspiring amounts of finance necessary to realise their dreams — whether it will be economically feasible to consider running a Grand Prix (or even a Formula 1 race) in Scotland remains to be seen (especially bearing in mind the shattering costs of promoting such an event nowadays) but, unless one tries, one will never really know and the promoters of Knockhill must be congratulated on their courage in setting themselves such a high goal. In the meantime let us look forward to a healthy and sporting rivalry between the two

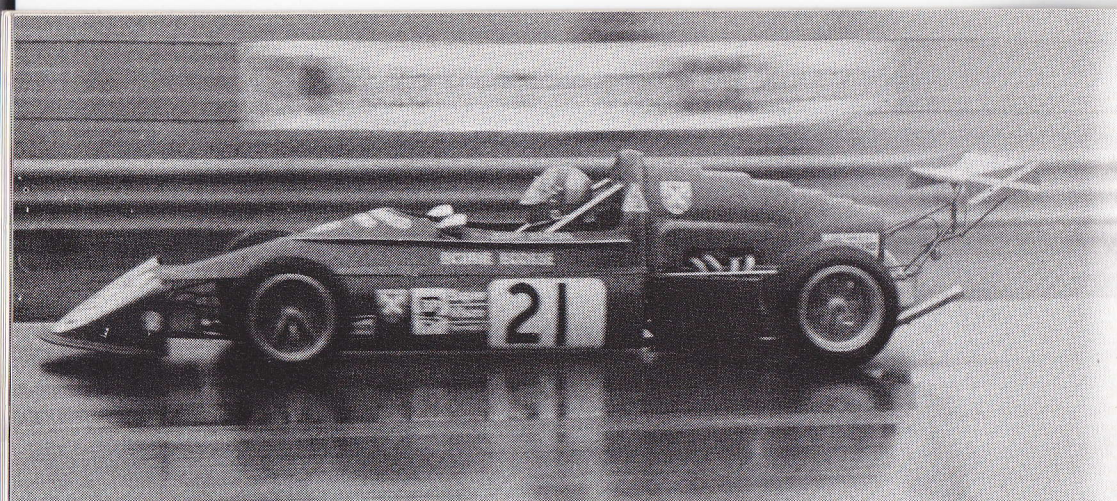
Scottish based circuits and express the sincere hope that they will so complement each other that Scotland will never again be in danger of being without motor racing facilities.

Having spent so long rabbiting on about other things, we have left ourselves very little space to talk about today's racing! First race on the card following an aerial "dog-fight" between radio controlled aircraft organised by Dr Ken Muir, is for Modified Sports cars and this should see a resumption of the first class battle for domination of the 1975 Modsport scene at Ingliston between the 2-litre Jensen Healey of Jencot's Eric Liddell (65) and the diminutive Clan Crusader of Kenny Allen (85). In the damp conditions prevailing in April Ken Allen roared off to an immediate lead in the modsport race and pulled away strongly from the rest of the field. Behind him came a newcomer to racing in Scotland, John Kirk in his 1000 cc Imp-engined Davrian (90) and, once he has found his way around Ingliston, John will be one of the new men to watch. His second place in April was in fact his first ever race in his ex-works car and the potential is shattering. Look out too for Andrew Smith (77) in his Lotus Elan, he having shown a few of the supposedly "faster" competitors the way home in past race meetings (especially in the wet).

Straight on then to the small saloon car race and the first heat of the Adam Wyllie Memorial Trophy Race. With no Sedic Bell to bother about this year, the up to 1000 cc saloon car competitors reckoned they were going to have it all their own way in April — they forgot about John Fyda, however. John has had appalling luck over the past few years with his Imp and, although he has shown himself to be one of the fastest small saloons in the country, he has never managed to keep it going long enough to amass a sufficient number of points to show well in the Championship table. April proved to be the exception and he romped away to an easy 15 sec win from Ian Forrest. Providing John's Imp (143) holds together this season he will almost certainly prove to be the man to beat but watch out too for Ian Forrest's Imp (129) as also that of Bill Donald (126). The next race on the card is the Royal Highland & Agricultural Society Trophy Race for Formula Ford cars and, once again, the April Meeting saw an enormous entry raring to do battle in the first round of the 1975 Scottish Formula Ford Championship. One of the happiest

One of the best dices of last Meeting's big saloon race was the battle for the lead between Jim Evans' turbocharged RS2000 (93) and Arthur Collier's 5-litre Skoda (105).





'A promise for the future': Graham Hamilton shows the new Ecurie Ecosse F3 March through its paces — Ingliston, April 1975

sights of that meeting, however, was Ecurie Ecosse firmly established at the front of a Scottish race, with Stu Lawson (25) taking a runaway 10 sec victory from George Franchitti (28) in a similar Hawke DL12. The battle for second place was fierce, George fighting it out with Jedburgh's Neil Williamson (38) and north of Scotland driver Colin MacLean (32). All the principal contenders are back today for a repeat performance, as is John MacGilvray (one of last year's leading contenders) with his Crossle (27).

On to the big saloons and the first racing outing of Doug Niven's new mount, the 5.7 litre Ford Capri acquired by him from Colin Hawker. Immediately following his horrifying shunt in April, Dougal determined to get right back into Super Saloon car racing and, with the help of Stuart Turner and Walter Hayes of Ford, he discovered that Colin Hawker was willing to sell his Capri as a rolling chassis. Since all the moving parts of the old Boss Escort were still in working order (engine, gearbox etc) it seemed like a good idea to screw these into Colin's Capri and master mechanic Geoff Wilson has been employed doing just that for the past couple of weeks. The result is expected to be just as quick as the old Boss Escort (although considerably more stable) and it will be interesting to see how the new car takes to the track today. Up against the new Capri will be Graeme Walker in the ex-SMT Vauxhall Firenza (104) Hugh Chalmers in a split new 2.3 litre Avenger (the engine is identical to that in Graeme Walker's car) and Frank Gunn's BDA-powered Ford Escort (102) while, if conditions are at all wet, everyone will have to look out for the flying trio of Jim Dryden (114), Eric Smith (113) and Irishman Jim McClements (118). Then it is time for the first Scottish outing of Iain McLaren's ex-works Chevron B31 2-litre sports car. This is the car recently driven by Jody Scheckter and already Iain has shown himself a worthy pilot of the new mount. Opposition to him in the GT race will come from Peter McNaughtan's Chevron B23 FVC (72) while, once again out to show the 2-litre boys that you can get away with murder is a small capacity car, will be Ken Allen in the amazing Clan Crusader (85).

Then it's "on the air" for the Radio Forth Production Saloon Car race with yet another "mixed bag" of Production saloons vying for the 1975 Scottish standard saloon car honours. Production saloons are of course "standard" saloon cars as bought from the showroom (—ask any of the competitors if that's the case and be prepared for a very loud raspberry!). The shock of the April Meeting was Tom Irvine (158) in his Honda Civic. Although in the lowest price class, Tom went charging away in the front runners and, although the power of some of the more expensive cars told later,

he still came in a very creditable 8th. Just how he will do today against the more expensive Alfas, Capris, Firenzas and Mazdas remains to be seen but you can bet your boots that he will be drying everything he knows to repeat last Meeting's performance. The BP Super Visco race for Libre cars follows with favourite almost certainly being Andy Barton (4) in his new March 73/74B Atlantic. Andy won a well deserved race in April, long overdue, tearing away from the rest of the field from the drop of the flag and showing himself to be as much a master of the single seater scene as he was of the 1000 cc Special Saloon car class some years ago. Almost as anticipated, the immediate opposition to him in April was the welcome return of the Irish Brigade (in the form of Patsy McGarrity and Ken Fildes) but, in 4th place was Dalkeith's Andrew Jeffrey (16) with his Chevron B25FVC Formula 2 car. Andrew was taking things easy in his first outing with this car and, bearing in mind that this was the car which gave Iain McLaren his first libre win at Ingliston last year we can expect some fireworks from this quarter some time during the season! Speaking of Iain McLaren yet again, he has entered his 2-litre Chevron in the libre race and reopens the age old Ingliston Formula 2 (or Atlantic?) v. 2-litre sports car question. Iain was just pipped at the post for the Scottish Libre Championship last year, and with the ex-Jody Scheckter car at his fingertips, could 1975 be his year?

Then it's time for the final of the Adam Wyllie Memorial Trophy Race for Special Saloons with the fastest 5 saloons from each of the 3 qualifying classes (up to 1000 ccs, 1001—1300 ccs and over 1300ccs) competing for points in the prestigious Lombard North Central Scottish Saloon Car Championship. Although reserved in the past for a ding-dong battle between Doug Niven and Bill Dryden, it is unlikely that Bill will be present today since his new car still awaits the odd piece here and there before being completed and it could be July before we see the new SMT special saloon on the tracks. Having said that, with Dougal in an untried and untested mount, today's final could see an interesting combination and, if some of the hairier super saloons (which entered the April Special Saloon Car race and registered for the Scottish Saloon Car Championship) pop in the odd "late" entry or two, heaven only knows what the form will be in this event. Always one of the races of the day, today's final will prove a suitable climax to what promises to be a good afternoon's Club Racing.

Fastest bookworm on earth? Ken Fildes returns to Ingliston in the Britannica Lotus, April 1975.



EVENT 1

2.25 pm

Modified Sports Cars
12 Laps

Over 1300 cc

65	E LIDDELL/Jenscot Ltd	Jensen Healey	1973	Edinburgh
67	M NUGENT	Lotus Elan	1800	Pomeroy
68	R BRACEGIRDLE/George Barr Engineering	Lotus Europa	1850	Sandiway
69	P BAKER	Triumph GT6	1998	Stow
70	W STRUTH	Datsun 240Z	2398	Edinburgh
76	K SHADE	Lotus 7 TC	1600	Edinburgh
77	A SMITH/Alex Smith Metals Ltd	Lotus Elan	1600	Ayr
81	A SOUTER	Lotus Elan	1600	Dundee
82	R GRAY	Lotus Elan	1594	Longniddry

1st (£20) 2nd (£10) 3rd (£5)

Up to 1300 cc

83	K G COLEMAN	Davrian	1260	Plains
84	R ROLLO	MG Midget	1293	Prestonpans
85	K ALLEN/Alex Smith Metals	Clan Crusader	1147	Crossford
89	R FORESTER-SMITH	Ginetta G4	1295	West Calder
90	J KIRK/K & F Metals	Davrian	1111	Airdrie
91	G R WILSON	MG Midget	1150	Helensburgh
92	J GARDNER	Davrian	998	Milngavie

1st (£20) 2nd (£10) 3rd (£5)

Bonus of £10 for fastest lap tosecs

Round 2 of the British Caledonian Airways Championship
for Modified Sports CarsTHE BRITISH CALEDONIAN CHAMPIONSHIP
for Modified Sports Cars

Car No	Driver	Car	Apr	May	July	Aug	Sept	Oct	Total
65	E LIDDELL	Jensen Healey	7						7
85	K ALLEN	Clan Crusader	7						7
77	A SMITH	Lotus Elan	5						5
90	J KIRK	Davrian	5						5
67	M NUGENT	Lotus Elan	3						3
91	G R WILSON	MG Midget	3						3
69	P BAKER	Triumph GT6	2						2
86	I A WILKINSON	AH Sprite	2						2
78	D B HALL	Lotus Elan	1						1

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 — £100 — £50 — £30 — £20



John Fyda's Imp poised to take the lead from Ian Forrest — Ingliston, April 1975

EVENT 2

2.45 pm

THE ADAM WYLLIE MEMORIAL TROPHY RACE
Part 1 for Special Saloon Cars up to 1000 cc
12 Laps

126	W G DONALD	Hillman Imp	998	Tarland
127	A SELLAR	Mini Cooper 'S'	999	Burntisland
128	W I FORREST	CSE Imp	998	Edinburgh
129	I FORREST	Forrest Imp	998	Kirkliston
130	M SHAKSPEARE/Team Zippo	Sunbeam Stilletto	998	Edinburgh
131	G M FINDLAY	BLMC Mini	998	Arbroath
132	J McGAUCHAY	Hillman Imp	998	Lochgillphead
133	A FLEMING	Alval Mini	999	Upper Largo
134	P M PITMAN	Chrysler Imp	998	Kirkcudbright
137	K MILLAR	BLMC Mini	970	Dundee
140	C W RICHARDSON	Sunbeam Imp	998	Peebles
142	G MELVIN	Ford Anglia 105E	997	Aberdeen
143	J C FYDA/Agra (Precision Engineering) Co	Agra Imp	997	Dundee
144	A YOUNG	Agra Mini	997	Dundee
145	R COOPER/Lamart Signs Racing Team	Lamart Mini	999	Glasgow
146	J PHILP/Saltyres	BLMC Mini	997	Edinburgh
147	N G WHITNEY	Mini 850	850	Edinburgh
148	F CARRUTHERS	Hillman Imp	850	S. Queensferry
149	J DENHOLM	Abercorn Mini	1000	Edinburgh
150	A RITCHIE	BLMC Mini	999	Paisley

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

Bonus of £10 for the fastest lap tosecs

Round 2 of the Lombard North Central Scottish Saloon
Car Championship

ROYAL HIGHLAND SHOW

Following last year's record attendance, the 1975 Show promises to be an even greater attraction. Trade Stand entries are still on the increase and livestock entries are better than ever. Thousands of overseas visitors will augment the home crowd. On the Wednesday and Thursday evenings (18th and 19th June) there will be full-scale Ring Programmes starting after 6 pm to cater for members of the general public who cannot get to Ingliston during the day. On Wednesday 18th June H.R.H. The Princess Anne will spend several hours at the Show. Her Royal Highness last visited the Show in 1970.

The Royal Highland and Agricultural Society of Scotland extends a warm invitation to you and your friends. Although primarily a trade show, there will be something for everybody! It is the shop-window of the Scottish farm industry. Special attractions include the King's Troop, Royal Horse Artillery, visiting Scotland for the first time in nine years. Apart from Ingliston, there are few parade rings or stadia in Scotland sufficiently big to take their full display. In addition, there will be the Royal Marine Band and Naval Window Ladder Display, Massed Pipe Bands, International Show Jumping, a Food Fair and Cookery Demonstrations by Rhona Aitken, Fashion Parades in the British Wool Marketing Board marquee, Flower Show and Flower Arrangement Competition, a Handcraft Competition, Forestry and Fish Farming Exhibits, "A Prospect of Scotland" exhibit by the Scottish Council Development and Industry, a Collectors' Fair, and, of course, the best display in Scotland of agricultural implements and machinery and one of the finest displays in the world of livestock.

INGLISTON 17th-20th JUNE

Programme (15p) and 'Show Guide and Review' (25p) giving full details obtainable from The Royal Highland and Agricultural Society of Scotland, Royal Highland Showground, Ingliston, near Edinburgh, EH28 8NF.

ADMISSION

TUESDAY	8 am — 5 pm	Adults £2.00 Child under 15 50p
WEDNESDAY	8 am — 6 pm	Adults £1.50 Child under 15 40p
	6 pm — 8.30 pm	Adults 50p Child under 15 20p
THURSDAY	8 am — 6 pm	Adults £1.00 Child under 15 30p
	6 pm — 8.30 pm	Adults 50p Child under 15 20p
FRIDAY	8 am — 4 pm	Adults 50p Child under 15 20p

EVENT 3

3.10 pm

**THE ROYAL HIGHLAND & AGRICULTURAL SOCIETY
TROPHY RACE for Formula Ford Cars
12 Laps**

25	S LAWSON/MacDonald Shand- Ecurie Ecosse	Hawke DL12	1600	Kirkliston
27	J MacGILVRAY/Team Ziebart	Crossle 25F	1600	Oban
28	G FRANCHITTI/W N Mitchell & Sons Soft Drinks	Hawke DL12	1600	Bathgate
30	D C BROTHERSTON	Hawke DL11	1600	Edinburgh
32	C MacLEAN	MRE 73/75F	1600	Alness
33	P MORRISON/Team Ziebart (GB)	Crossle 25F	1600	Inverness
34	A McKECHNIE	Rostron Minster	1600	Lochgilthead
36	R H SIMPSON	Crossle 25F	1600	Newton Stewart
37	D LAIRD	Hawke DL9	1600	Cupar
38	N WILLIAMSON/A F Shiels (Housing)	Van Diemen RF73	1600	Jedburgh
39	A WILSON	Van Diemen	1600	Dumbarton
40	D KERR/Zeals Hatchery National Babcock Chick Distributors	Elden Mk 10A	1594	Blanterne
42	J MACKENZIE	Lotus 69F	1600	Inverness
43	C REEVES	Mallock U2Mk9B	1600	Stonehouse
44	D A H HALL	Hawke DL11/12	1600	Edinburgh
46	G MUNDELL	Royale RP16A	1600	Muir-of-Ord
52	C I BINNIE	Hawke Scholar	1600	Cornhill
53	D STEEDMAN/MacDonald Shand Ecurie Ecosse	Van Diemen	1600	Kirkliston
54	D BAILLIE	Hawke DL11	1600	Glasgow
56	D JOHNSTON/G Birrell	Crossle 20F	1600	Mid Calder
Additional entries				
31	I W STIRLING	Elden Mk8	1600	Glasgow
55	D MOFFAT	Alexis FF	1600	Glasgow
29	A LAWRIE	Elden 10C	1600	Edinburgh

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

Bonus of £10 for the fastest lap tosecs

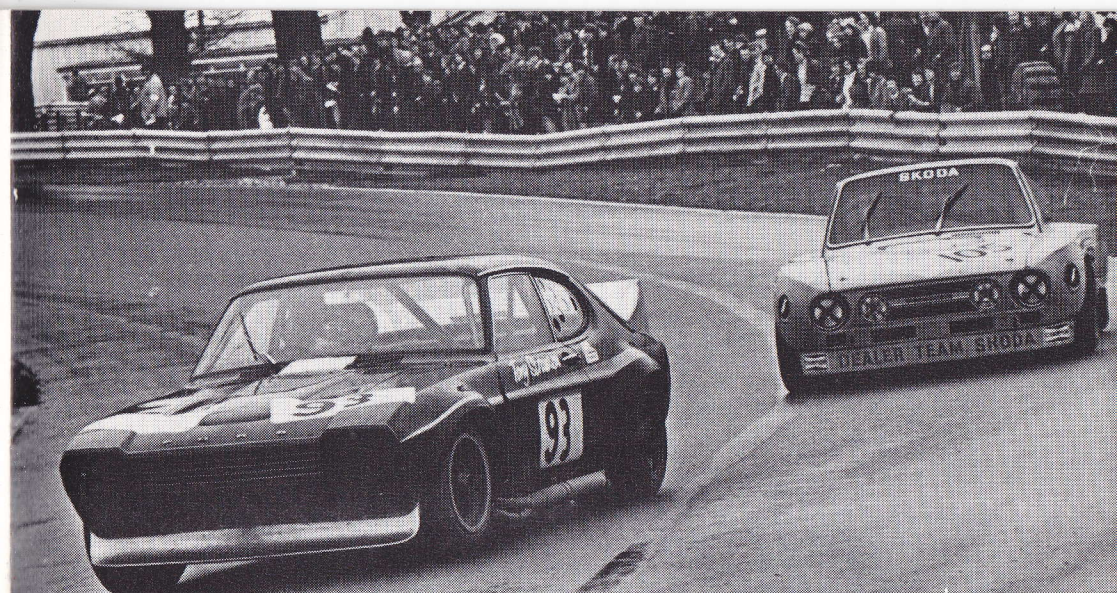
**Round 2 of the Bernard Hunter Crane Hire Formula Ford
Championship 1975**

THE BERNARD HUNTER CRANE HIRE F F CHAMPIONSHIP

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

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

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



Arthur Collier (105) moves up on Strawberry Strawson (93) — Ingliston, April 1975

EVENT 4

3.30 pm

**THE ADAM WYLLIE MEMORIAL TROPHY RACE
Part 2 for Special Saloon Cars over 1000 cc
12 Laps**

Over 1300 cc

101	A D NIVEN/Border Reivers/ Sports-Tune	Ford Boss Capri	5700	Duns
102	F GUNN	Ford Escort	1970	Milngavie
104	G WALKER	Vauxhall Firenza	2300	Bathgate
106	I T ROGERSON	Mini Cooper 'S'		
		Turbo	1810	Morpeth
109	A R CASTLE-MILLER	Fiat Abarth-Lotus	1558	Pencaitland
112	H A CHALMERS	Hillman Avenger	2300	Edinburgh

1st (£20) 2nd (£10) 3rd (£5)

1001—1300 cc

113	E M SMITH	Mini 1275 GT	1297	Carlisle
114	J DRYDEN	Longman Mini	1293	Lundie
116	J H PATRICK	Colvend Mini	1293	Whitecross
117	R SNELSON/Euroscot Motor Services	Fiat 128	1300	Dunfermline
118	J McCLEMENTS/McMaster of Ballymoney	BLMC Mini	1299	Ballymoney
119	R HOLLOWAY	Mini Cooper 'S'	1293	Carlisle
121	R BRYANS	Ford Escort	1300	Ayr
123	R ROBERTSON	BLMC Mini	1293	Edinburgh

1st (£20) 2nd (£10) 3rd (£5)

Bonus of £10 for the fastest lap tosecs

**Round 2 of the Lombard North Central Scottish Saloon
Car Championship**

EVENT 5

Sports & Special GT Cars
12 Laps

3.55 pm

Over 1300 cc			
2	I McLAREN	Chevron B26/31	1990
3	A CHARNELL	Lola T212	1598
65	E LIDDELL/Jenscot Ltd	Jensen Healey	1973
67	M NUGENT	Lotus Elan	1800
69	P BAKER	Triumph GT6	1998
70	W STRUTH	Datsun 240Z	2398
72	P MacNAUGHTAN/James Baird	Chevron B23 FVC	1850
73	S WATSON	Gryphon C73/74	1600
75	N W MULLOY/Dalglish Baillie (Insurance)	Lotus 47 Europa	1558
77	A SMITH/Alex Smith Metals Ltd	Lotus Elan	1600
79	R MacNAB	Gryphon C74A	1600
80	R INCH/Dalglish Baillie (Insurance)	Mallock U2 X1B	1600
			Falkirk
			Ayr
			Kilmarnock
			Falkirk

1st (£20) 2nd (£10) 3rd (£5)

Up to 1300 cc			
74	E LABINJOH/Radio Forth/ Fisher's Garage(Edin) Ltd	Fisher Spider	1100
83	K G COLEMAN	Davrian	1260
85	K ALLEN/Alex Smith Metals	Clan Crusader	1147
87	A MACKINTOSH	Mallock U2 X1B	1000
89	R FORESTER-SMITH	Ginetta G4	1295
90	J KIRK/K & F Metals	Davrian	1111
93	A COOK	Diva 10G	1220
			Edinburgh
			Plains
			Crossford
			Penicuik
			West Calder
			Airdrie
			Edinburgh

1st (£20) 2nd (£10) 3rd (£5)

Bonus of £10 for fastest lap tosecs

Round 2 of the Carlsberg Special Super Sports Car Championship

Round 2 of the HARTLEY WHYTE CHAMPIONSHIP for Sports & Special
GT CarsTHE HARTLEY WHYTE CHAMPIONSHIP for Sports & Special
GT Cars

Car No	Driver	Car	Apr	May	July	Aug	Sept	Oct	Total
67	M NUGENT	Lotus Elan	7						7
85	K ALLEN	Clan Crusader	7						7
77	A SMITH	Lotus Elan	5						5
72	P MacNAUGHTAN	Chevron B23	5						5
74	E LABINJOH	Fisher Spyder	5						5
69	P BAKER	Triumph GT6	3						3
87	A MACKINTOSH	Mallock U2 X1B	3						3
11	K MILLAR	Chevron B19/21	2						2

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

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

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

THE CARLSBERG SPECIAL CLUBMANS SPORTS CAR
CHAMPIONSHIP

Car No	Driver	Car	Apr	May	July	Aug	Sept	Oct	Total
87	A MACKINTOSH	Mallock U2 MkX1B	9						9
84	J OLSEN	Mallock U2	6						6

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

Prize Fund — £100 — £50 — £30 — £20

Wake up to the right music, the important news.



194 Radio Forth.

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

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

194

Radio FORTH

THE RADIO FORTH RACE for Production Saloon Cars 12 Laps

Over £1699

170	H VEITCH	Vauxhall Firenza	—£2300	Berwick
171	T MELDRUM/Team Zippo	Escort Mexico	—£2300	Guardbridge
172	W R MONTGOMERY	Vauxhall Firenza	—£2300	Perth
173	R KNOWLES	Escort Mexico	—£2300	Aberdeen
178	A J SMALL/Team Zippo	Ford Capri	—£2300	Leuchars
181	E LABINJOH/Radio FORTH/Fishers Garage (Edin) Ltd	Alfa Romeo 2000 GTV	£2300+	Edinburgh
183	J COOK/A Fleming	Alfa Romeo 1750 GTV	£2300+	Upper Largo

1st (£20) 2nd (£10) 3rd (£5)

Up to £1699

158	T IRVINE/GP Chatham	Honda Civic	—£1299	Edinburgh
159	D W CORBETT/Team Zippo	Simca Rallye One	—£1299	Gateshead
164	A I SMITH/Team Zippo	Mazda RX3 Coupe	—£1699	Balerno
165	C JONES/Team Zippo	Mazda RX3 Coupe	—£1699	Ratho
166	I A STIRLING/Leuchars Garage/ Ziebart Rustproofing	Avenger GT	—£1699	St Andrews

1st (£20) 2nd (£10) 3rd (£5)

Bonus of £10 for the fastest lap tosecs

Round 2 of the Radio FORTH Championship for Production Saloon Cars

THE RADIO FORTH CHAMPIONSHIP for Production Saloon Cars

Car No	Driver	Car	Apr	May	July	Aug	Sept	Oct	Total
175	G MARSHALL	Vauxhall Magnum	7						7
167	R LECKIE	Hillman Avenger GT	7						7
158	T IRVINE	Honda Civic	7						7
181	E LABINJOH	Alfa Romeo	5						5
177	J POLLOCK	Ford Capri	5						5
166	I STIRLING	Hillman Avenger GT	5						5
160	N A FRASER	Honda Civic	5						5
183	J COOK	Alfa Romeo	3						3
174	G WINDRUM	Ford Capri	3						3
164	A I SMITH	Mazda RX3 Coupe	3						3
159	D W CORBETT	Simca Rallye One	3						3
171	T MELDRUM	Escort Mexico	1						1
165	C JONES	Mazda RX3 Coupe	1						1

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.

THE BP SUPER VISCO RACE for Libre Cars 15 Laps

2	I McLAREN	Chevron B26/31	1990	Linlithgow
4	A BARTON	March 73/74B	1600	Newcastle
6	D N THOMSON/Thistle Metallics	Chevron B27 Swindon	1600	Edinburgh
7	N DICKSON/Dickson Motors	March 74B	1600	Perth
12	J S BAIRD	Chevron B23 FVC	1850	Edinburgh
15	A R SHARPE/Dalglish Baillie (Insurance)	Mallock U2 XIB	1600	Falkirk
16	A D JEFFREY/Saltyres	Chevron B25	1930	Dalkeith
18	R ROLLO	Lotus 69 Atlantic	1600	Prestonpans
22	J MACKIE	McLaren	1500	Kirkcaldy
27	J MacGILVRAY/Team Ziebart	Crossle 25F	1600	Oban
33	P MORRISON/Team Ziebart (GB)	Crossle 25F	1600	Inverness
54	D BAILLIE	Hawke DL11	1600	Glasgow
75	N W MULLOY/Dalglish Baillie (Insurance)	Lotus 47 Europa	1558	Falkirk

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

Bonus of £10 for the fastest lap tosecs

Round 2 of the BP Super Visco Scottish Libre Championship

THE BP SUPER VISCO SCOTTISH LIBRE CHAMPIONSHIP

Car No	Driver	Car	Apr	May	July	Aug	Sept	Oct	Total
4	A BARTON	March 73B	10						10
14	P McGARRITY	Chevron B29 Atlantic	7						7
19	K FILDES	Britannica Lotus	5						5
16	A JEFFREY	Chevron B25 FVC	4						4
10	R ROLLO	Lotus 69 BDA	3						3
27	J MacGILVRAY	Crossle 25F	2						2

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

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

EVENT 8

5.10 pm

THE ADAM WYLLIE MEMORIAL TROPHY RACE
for Special Saloon Cars — Final
15 Laps

Over 1300 cc

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

1001–1300 cc

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1st (£15) 2nd (£10) 3rd (£5)

up to 1000 cc

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1st (£15) 2nd (£10) 3rd (£5)

Bonus of £10 for the fastest lap tosecs

Round 2 in The Lombard North Central Scottish Saloon Car Championship

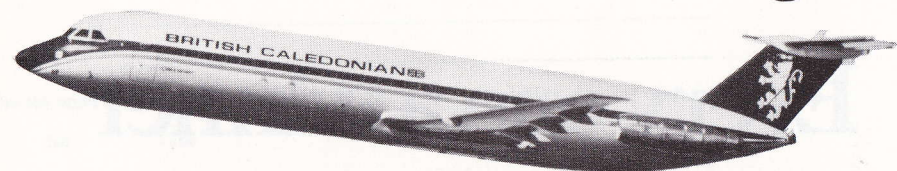
THE LOMBARD NORTH CENTRAL SCOTTISH SALOON CAR
CHAMPIONSHIP

Car No	Driver	Car	Apr	May	July	Aug	Sept	Oct	Total
105	A COLLIER	Skoda	8						8
118	J McCLEMENTS	BLMC Mini	8						8
143	J C FYDA	Hillman Imp	8						8
103	J EVANS	Jett Turbo RS2000	6						6
113	E M SMITH	Mini 1275GT	6						6
129	J FORREST	Forrest Imp	6						6
102	F GUNN	Ford Escort	4						4
116	J H PATRICK	Colvend Mini	4						4
137	K MILLAR	BLMC Mini	4						4
104	G WALKER	Vauxhall Firenza	3						3
115	J PINKERTON	Mini Cooper 'S'	3						3
135	B W McLEOD	Alval Mini 'S'	3						3
106	I T ROGERSON	Mini Cooper 'S'	2						2
117	R SNELSON	Fiat 128	2						2
133	A FLEMING	Alval Mini	2						2

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

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

To London: count our advantages.



1. Every weekday, British Caledonian offer you early morning departures from Glasgow (0750 and 0850) and Edinburgh (0800).
 2. So that you don't have to get up early to get your own breakfast, we'll serve you in flight.
 3. If you prefer to fly later, we have departures from both Glasgow and Edinburgh through the day.
 4. All flights offer a bar service to cheer you—and on weekdays hot meals at mealtimes to warm you.
 5. And you have the advantages of flying to Gatwick—London's most accessible airport. It has its own station under the airport concourse, just 40 minutes from Victoria Station in Central London.
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 7. Every British Caledonian flight is known as the business-man's special. Because you're special, we treat you that way.
 8. At our check-in desks (even at Victoria Station), you can choose your own seat on the 'plane—without having to rush for it.
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- To fly with your own airline, call your travel agent or your local British Caledonian office for a booking.

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JPS/M/75/9E

MIDDLE TAR

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

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SCOTTISH MOTOR RACING CLUB LIMITED

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

Office Use

CB Ref

Memb No:

INSIGNIA ORDER FORM

I, Mr/Mrs/Miss _____ Membership No _____

of _____

hereby apply for the following insignia:

VAT @ 8%
inclusive

No	Type		
_____	Car Badge	£2.25	£ :
_____	Windscreen Badge	£0.25	£ :
_____	Repeat Motif Tie	£1.10	£ :
_____	Blazer Badge	£2.75	£ :
_____	Overall Badge	£1.00	£ :
_____	Single Motif Tie	£1.10	£ :
_____	Lapel Badge	£0.40	£ :
_____	Cuff Links (pair)	£1.50	£ :
			£ :

My cheque/P O/Cash is enclosed for

TRACK TEST 1975

Subject Scottish Motor Racing Club Membership.

Technical Data Subscription for 1975 £4.00 unless payment is made by bankers order in which case a 10% reduction is made for the first year.

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

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

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

**Extras fitted as
Standard**

SMRC MEMBER

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

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

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

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

The right to purchase and display club insignia.

NON SMRC MEMBER

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

No discount on entry fees for drivers.

No access to either the MacRobert Pavilion or the bar.

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

No rights to purchase or display club insignia.

Conclusion

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

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

SCOTTISH MOTOR RACING CLUB LIMITED

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

For Office Use

CB Ref

Memb. No:

APPLICATION FORM for 1975 MEMBERSHIP

Please complete in BLOCK CAPITALS throughout

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

of _____

_____ (Occupation)

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

____/____/1975

(Signature, please)

I wish to be considered as a Marshal at Ingliston ☐

please tick appropriate box

I wish to pay my subscription by the following method:—

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

ALL VAT INCLUSIVE AT 8%

BANKERS ORDER FORM - to be returned to SMRC

Your Bank's Name _____ To _____

Your Bank's Address _____ of _____

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

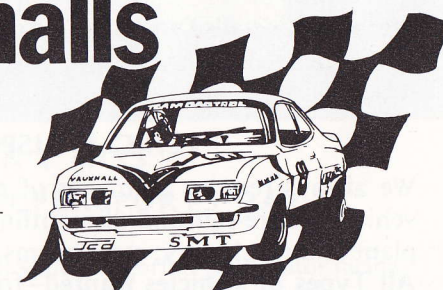
*Amount at B above in figures and words *£ _____ (_____)
to the Royal Bank of Scotland, Berwick-upon-Tweed (83—16—30) for the account of the Scottish Motor Racing Club Limited.

Your Name _____ Date _____

Your Address _____ Signature _____

Our Ref _____

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We rally Vauxhalls.

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mance Vauxhalls for the

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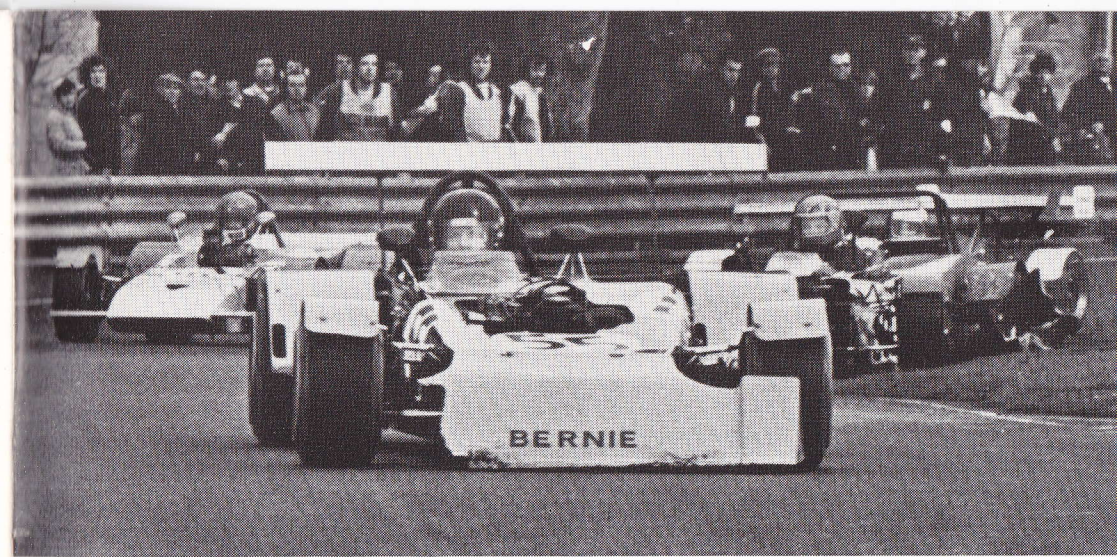
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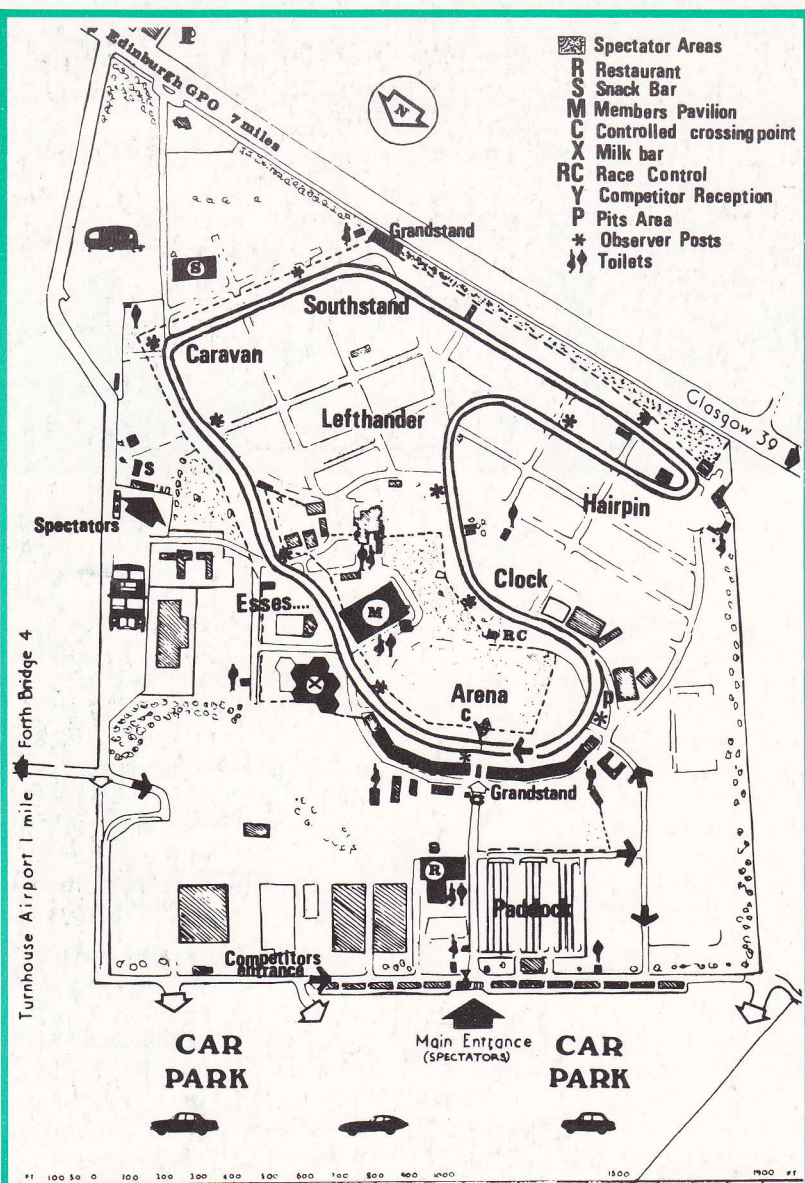
DON'T MISS INGLISTON SUPERSPORTS DAY

Following the traditional "Highland Show" lay-off in June motor racing returns to Ingliston again on 20th July with the *first ever* National Supersports car championship round to be run in Scotland. Hosting a round of the National L.E.C. Clubmans Sports Car Championship, with sponsorship from Castrol, and combining this with a repeat of last year's popular International (4-Nations) Challenge Race for Supersports cars, Ingliston on the 20th of July will be awash in the fastest Clubman's cars in the U.K., cars which, if on form, could take on (and have — remember Ray Mallock a couple of years back) and beat some of the most powerful libre machinery yet seen at the circuit. With a probability of over 32 of these cars at the race track in July the meeting is certain to be an instant success with spectators and competitors alike.

July, too, should see Dougal Niven settling down in his new mount while, by then the machinations of SMT should have resulted in a demonly fast Firenza (or whatever?) for Bill Dryden. With both drivers charging up to Ingliston hot from the Supersaloon round at Silverstone the day before (along with who knows which other Scottish Championship registered drivers — such as Alec Poole (Skoda), Arthur Collier (Skoda) and Jim Evans (Jett Turbo RS 2000)) the saloons will be back in fine form while, providing a further "International" flavour, July could also see the first Scottish round of the proposed Scotland v. Ireland Challenge Series of Production Saloon Car Races. Add to that the usual exciting mixture of single seaters, open wheelers and hard tops and you have all the ingredients for yet another "Supersports" day at Ingliston.

DON'T FORGET — INGLISTON — Sunday 20th July — 2.00 pm

*BE SURE OF YOUR SEAT IN THE STAND —
ADVANCE BOOKING FORM INSIDE*



- Spectator Areas
- R** Restaurant
- S** Snack Bar
- M** Members Pavilion
- C** Controlled crossing point
- X** Milk bar
- RC** Race Control
- Y** Competitor Reception
- P** Pits Area
- *** Observer Posts
- T** Toilets

INGLISTON race circuit

ROYAL HIGHLAND SHOWGROUND · · · EDINBURGH

Lap distance 1.03 miles 1.651 kms

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