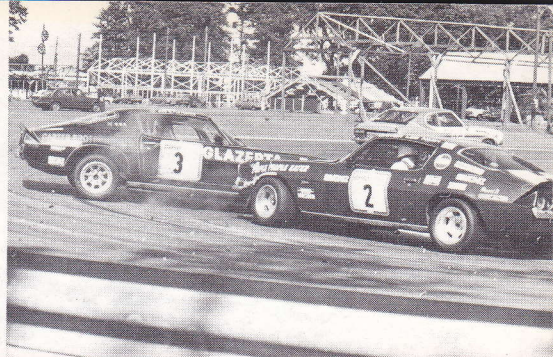
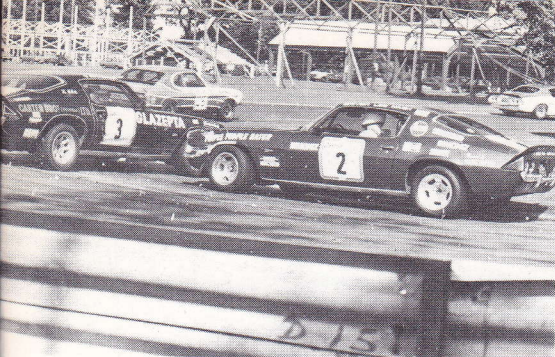
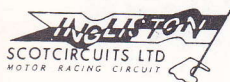




PROMOTED BY



National Bank Chambers
Duns Berwickshire

THE JOCK McBAIN

MEMORIAL TROPHY RACE MEETING

15th SEPTEMBER 1974

ORGANISED BY

S.M.R.C.
SCOTTISH MOTOR RACING CLUB LTD

Official Programme 20p



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

Remember to note in your diaries that 13th October is the last Scottish Motor Racing Meeting in 1974.

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 a.m. 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.

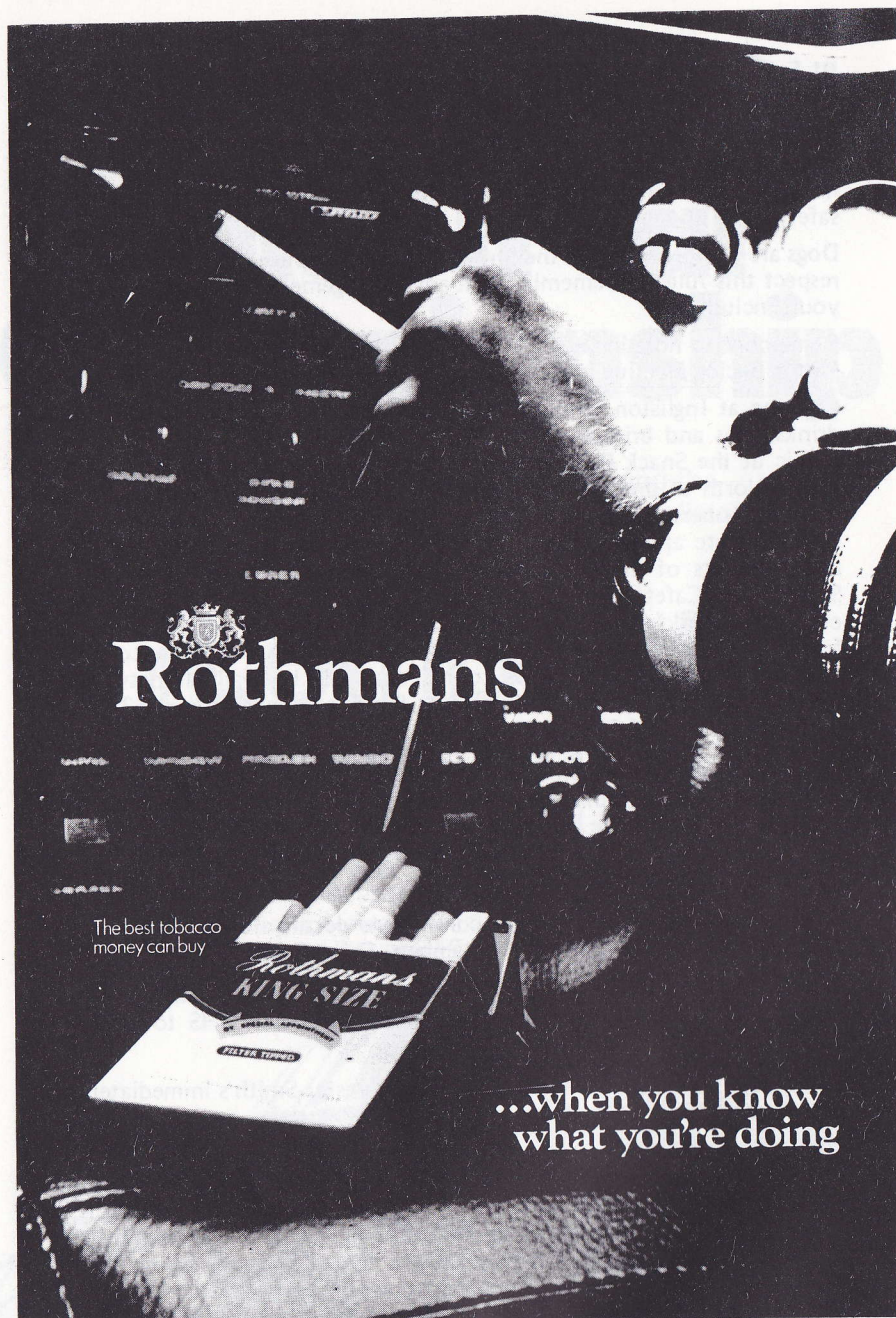
Programme advertising and sales concessions details are available from Scotcircuits Ltd, National Bank Chambers, Duns, Berwickshire.

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

Photographic goods are available from Reg Forester-Smith's immediately behind the Highland Grandstand.

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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INGLISHTON 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

INGLISHTON LAP RECORDS

LIBRE CARS			secs	mph
T D REID	Brabham BT38/40		46.1	80.43
FORMULA FORD CARS				
G CUTHBERT	Lotus 69F		53.2	69.70
SPECIAL GT and SPORTS CARS				
Over 1600 cc	J MILES	Chevron B19	48.7	76.14
Under 1600 cc	A CHARNELL	Lola T212/FVA	49.8	74.46
Under 1150 cc	E LABINJOH	Fisher Spyder	52.2	71.03
CLUBMANS CARS				
S RUSSELL	Mallock U2		50.8	72.99
HISTORIC RACING CARS				
J W S ROBERTS	Lotus 16		57.6	64.38
MODIFIED SPORTS CARS				
Over 1150 cc	J ABSALOM	Ginetta G4	52.8	70.23
Under 1150 cc	K ALLEN	Clan Crusader	54.2	68.41
SPECIAL SALOON CARS				
Over 1300 cc	W N A DRYDEN	Vauxhall Firenza	52.2	71.03
1001-1300 cc	E M SMITH	Mini 1275 GT	53.6	69.18
Under 1000 cc	S A BELL	Mini Ford	54.2	68.41
PRODUCTION SALOON CARS				
(All Classes)	E LABINJOH	Alfa Romeo 2000 GTV	61.8	60.00
OUTRIGHT LAP RECORD				
T D REID	Brabham BT38/40		46.1	80.43

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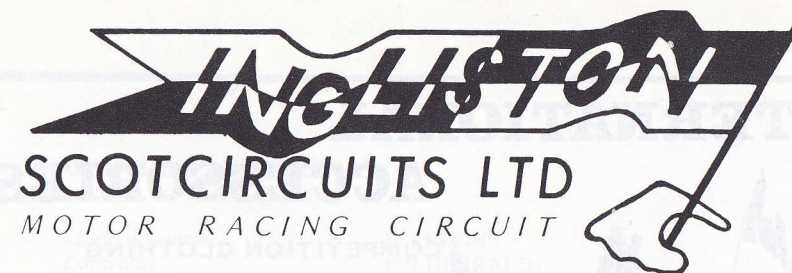
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THE JOCK McBAIN MEMORIAL TROPHY RACE MEETING — Sunday, 15th September 1974

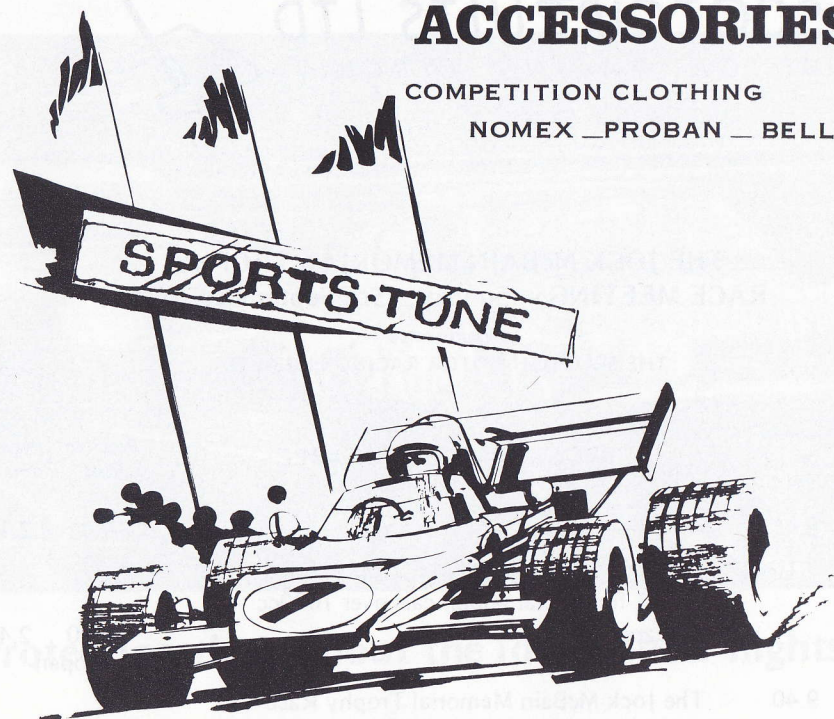
Organised by
THE SCOTTISH MOTOR RACING CLUB LTD

Event No	Scrutin before am	PROGRAMME & TIMETABLE	Practice time	Event time
1	8.45	Modified Sports Cars — 10 Laps	9.45	2.15
2	9.10	The Jock McBain Memorial Trophy Race — Heat 1 for special saloon cars over 1000cc — 10 Laps	10.10 Track open	2.40
3	9.40	The Jock McBain Memorial Trophy Race — Heat 2 for special saloon cars up to 1000cc — 10 Laps	10.40	3.05
4	10.05	Special GT, Sports & Clubmans Cars — 10 Laps	11.05 Track open	3.30
5	10.35	Production Saloon Cars — 10 Laps	11.35	3.55
6	11.00	Libre Cars — 15 Laps	12.00 Track open	4.20
7	—	The JOCK McBAIN MEMORIAL TROPHY RACE for Special Saloon Cars — Final — 15 Laps Presentation of Trophies	—	4.50 5.10
8	11.30	Formula Ford Cars — 10 Laps <i>Luncheon Interval</i>	12.30	5.25
	1.50	Drivers' Briefing in Scrutineering Bay		
	2.00	Marshals at Posts. Clearance Report.		

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Chief Pits Area Marshal
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Chief Scrutineer
Chief Lap Board Marshal
Commentator
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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.
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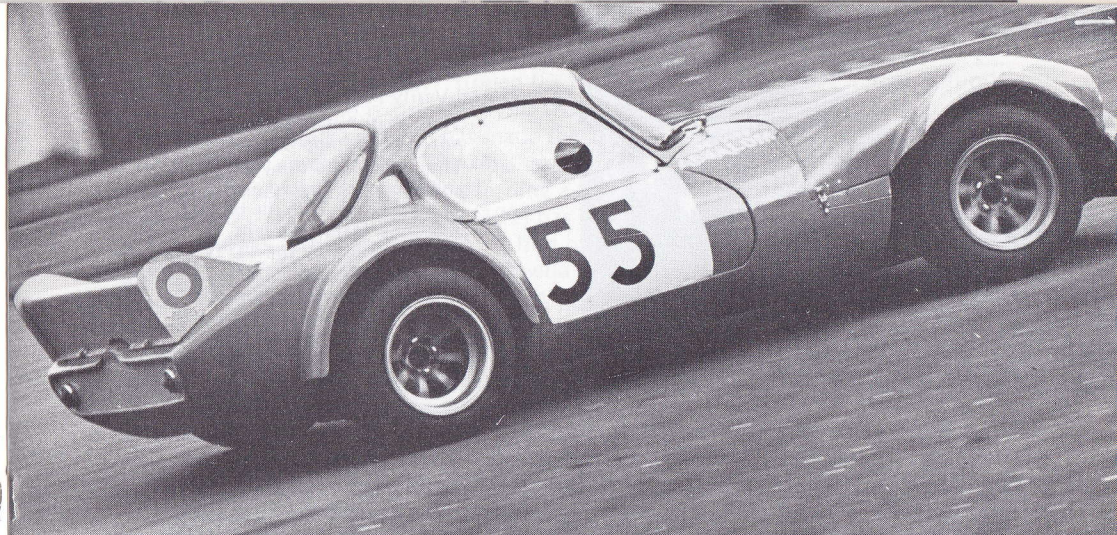
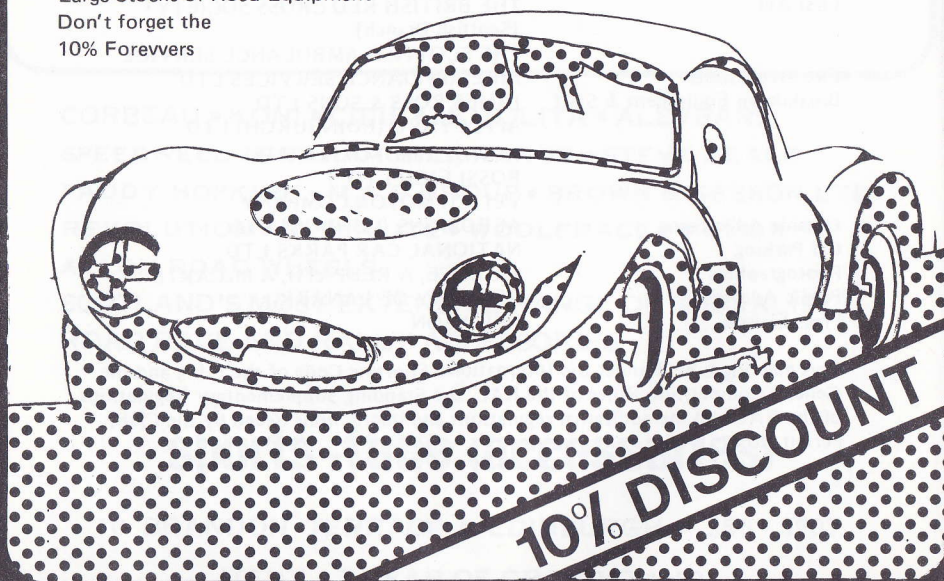
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A new slant on John Absalom at the August Race Meeting.

FOR YOUR DAYS ENJOYMENT

Following all the excitement with the Super Saloons in July and the Castrol Touring cars in August, Ingliston "relapses" back into the good old clubbie spirit for this afternoon's Race Meeting (forbye returning to the normal "cheaper" admission and grandstand charges!). That is not to say that this afternoon's racing will be in any way inferior to the racing seen at previous Race Meetings — indeed, today's Meeting should be on a par with those already held this year in April and May. The new format of running "club race meetings", as standard with the occasional "special event", seems to be meeting with the public's approval and, since we cannot run a special event every day, we have to have the odd Club Meeting like todays. However, today's is slightly more out of the ordinary in that it counts towards the Scottish National Speed Championship (a Championship which covers not only motor racing in Scotland but also all other forms of motor sports in the Country). Accordingly, many new faces will be seen at the circuit, these being competitors from Hillclimbs, Autocrosses etc. etc. keen to score as many points as possible in the national Championship.

The first race of the day is for modified sports cars and, as always, the out and out favourite must be Northumberland driver John Absalom (55) with his Ginetta G4. Although John has dominated the modified sports car scene at Ingliston this season, one "new" face (although, a well kent one to competitors and motor enthusiasts alike dating back to the old Charterhall days) is Eric Liddell (58) who will be racing one of the Jenscot Jensen Healeys. Although never before raced at Ingliston, it will be interesting to see how the 2 litre Jensen copes with the 1800cc Ginetta! In the small capacity class of the modsports race, Ken Allen is entered with the (we've said it before and we'll say it again) unbelievable Clan Crusader. At the last Ingliston Meeting in August Ken, who has been demolishing the class lap record all season, again knocked this sideways with a fantastic lap of 54.2 secs., a whole second quicker than his previous lap record. Unfortunately, however, the Crusader suffered a monumental smash at Croft on August Bank Holiday and it is to be hoped that Ken will be able to have the car rebuilt in time for today's Meeting.

The second race of the day, the first heat of the Jock McBain Memorial Trophy Race for Special Saloons, also sees the aftermath of the said August Bank Holiday Race Meeting at Croft! Both of the special saloon "front runners", Bill Dryden (89) and



Ingliston Sermon on the Mount (Drivers' Briefing - August)

And Verily I say unto thee

Thou shalt not clip the verges
nor shall ye jump the start;
Thou shalt heed the yellow flag
and keep well spaced apart;
Thou shalt observe the black flag
and obey within ten laps,
And heed ye well the VD flag
before your engine claps:
And as for all ye FF hordes
the Scrutineer will come —
And anyone who's bent his
will be straight out on his earhole

(for drivers' comments see later)

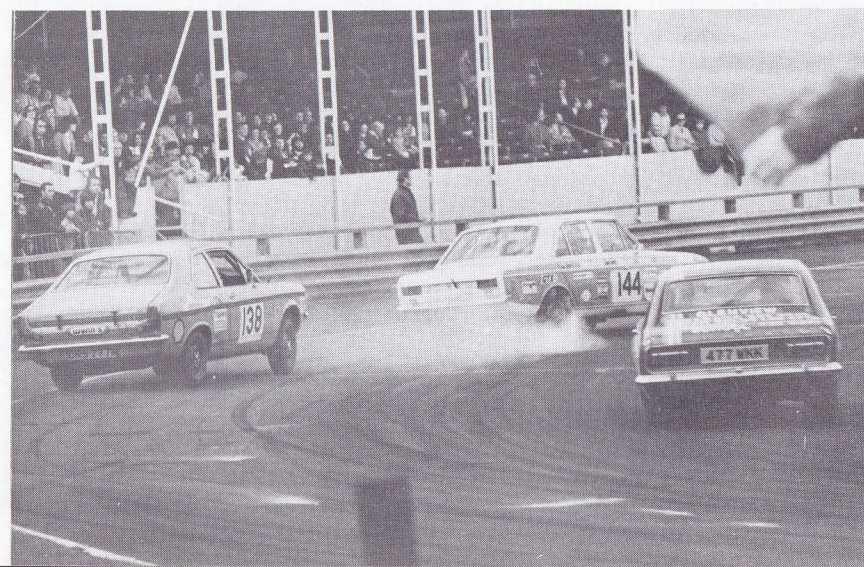
Dougal Niven (90), were involved in the entertainments at Croft that day. Apparently, although 25 of the 26 starters in the special saloon car event blasted off from the grid in dry conditions (and most were on slicks), on lap 5, as Bill Dryden put it, "everything just went black". The black clouds which had rolled in during the race promptly proceeded to pelt the track with a deluge of water, throwing in hailstones and lightning for good measure. So sudden and fierce was the freak storm that the race organisers at Croft immediately put out the red flag to stop the race but, for 23 of the 25 starters (poor old John Calvert, the 26th was pushed off the line even before the flag fell — or, not so poor, is you consider what happened later) "immediately" was several seconds too late. With Niven and Dryden fighting for the lead they were totally unprepared for the sudden downpour and both cars shot from the dry track straight onto a vast inch deep puddle of water at Barcroft. Both cars promptly aquaplaned, Niven (leading at the time) going straight over the bank and destroying the front end of the Border Reivers' 6 litre Escort. Dryden hit the bank at the same place an instant later and ricocheted off twisting the body shell and damaging all four wheels. Although neither driver was, fortunately, injured, both cars were extensively damaged.

The incident at Croft has, therefore, "put the cat amongst the pigeons" for today's Special Saloon car race. Although S.M.T. have been working like slaves and are hopeful of fielding the 2.3 litre Firenza today, the car will have been almost completely rebuilt and could well be subject to teething troubles. On the other hand, bearing in mind their past history, S.M.T. are past masters at rebuilding to win and the Firenza must start today's race as favourite. (Surely a couple of Irishisms if ever there have been!). Dougal Niven, on the other hand, is almost certain not to have the Border Reivers' Escort ready and he has accordingly gone back to his Scottish Championship days by borrowing Colin Simpson's Twin-Cam Escort to race. Although a reliable car, this is considerably down on power on the leaders and, unless something happens to both Dryden and John Calvert (94), all that Dougal can hope for is to finish with at least some points in the Championship! The man who stands to gain from the Croft incident is, however, the man who was "unfortunate" enough to be pushed off the start of that grid — none other than John Calvert with his BDA powered Ford Escort. Should S.M.T. have any trouble with their rebuilding exercise, John is the man who must benefit and, with 13 points to his credit in the Scottish Championship today (including one win in May), another win today could put him up amongst the leaders. One of the joint leaders of the Championship, however, and one of the two men now "tipped for the top" of the Lombard North Central Scottish Saloon Car Championship is Carlisle's Eric Smith (104) who has now caught up with the original leader, Jirn Dryden (101) on points. Not only has Eric three class wins to his credit, however, but he has also been demolishing the class lap record during the season, reducing this in August to 53.6 secs., a searing 69.18 m.p.h. for a 1300cc Mini.

One of the other men jointly "tipped for the top" in the Scottish Championship is Sedric Bell (111) who is also jointly in the lead of the Championship at the present time with 29 points and who has made the 1000cc saloon car class at Ingliston his personal domain this year. The small saloon car race follows the bigger capacity event and once again sees Sedric leading a fine list of entries. As the season has progressed Dundee's John Fyda (122) has been giving Sedric more than just a run for his money although John's Agra Imp has not been as reliable as he might have wished! One newcomer to Ingliston, who may well prove an interesting entrant, is Gerry Taylor (131) with his 997cc BDA powered Ford Anglia. Gerry, a "Fish'N Chip" man from Lichfield City, has already clocked up class lap records at Mallory Park, Silverstone and Longridge and it could be that the Ingliston circuit might be well suited to a BDA-powered 1 litre Anglia! As the man says, we can but wait and see. Also expected to be giving the front runners a good run for their money are Ian Forrest (112) and Peter Pitman (114) while one of the biggest surprises of the August Meeting returns in the form of Duncan Fisher (119). Duncan completely astounded everyone by leading Sedric for three laps in August until the effort proved too great for him and he came off at the hairpin! Should he settle down today, Duncan could prove to be one of the biggest surprises of the season and he will certainly be worth watching in this event.

The next race of the day is for Sports and Special GT cars and, need we say it, the favourite must be Tony Charnell (62) with his Lola T212 FVA. Tony has already dominated the Hartley Whyte Championship for Sports and Special GT cars this year; indeed, he is almost unbeatable in this Championship now. However, as the season has been progressing, so too has the latest brainchild from the drawing-board of Edinburgh's Jack Fisher, the new 1570cc powered Fisher Spyder (66) driven by Ed. Labinjoh. Edward has done just about everything with this car bar win a race so far this year — he has achieved fastest lap in practice, he has led the race for several laps, but, unfortunately, he has not been able to maintain the pressure on the car. Indeed, Tony Charnell re-emphasised his dominance in August by thundering round in 49.8 secs., an average lap speed of 74.31 m.p.h. and equal to his existing lap record. Be that as it may, once the Fisher Spyder is finally sorted out, it will certainly be a force to be reckoned with and this afternoon could just be the Day. Also to be watched for are Les Aylott's BDA-powered Ardua Mk.4 (70) as also the amazing Ginetta of John Absalom (55). Indeed, these

What Production Saloon Car Racing





"A flak of fords?"

two drivers enjoyed a first class dice in August, Less Aylott managing to avoid the, as he puts it, "infamous lavatory" by about 1' 6"! (The lavatory in question is situated on the back straight just past Southstand and is fast becoming an Ingliston landmark!).

Following the GT event is the race for Production Saloon cars, a class which has suddenly come to the fore this year at Ingliston, producing some of the finest racing seen at the circuit. Nor was August an exception, the Production Saloon car race being one of the "races of the day" with Ed. Labinjoh (148) trying everything he knew in the Fisher's Garage (Edinburgh) Ltd. Alfa Romeo 2000 GTV to pass the flying Hunter of Bernard Unett (147). Behind these two came the dice of the meeting between husband and wife duet, Graham and Jenny Birrell, Graham (144) just pipping his wife (143) at the post. Indeed, this afternoon we can expect to see further excitements between the Alfa Romeo of Ed. Labinjoh and Jenny Birrell's Vauxhall Magnum while the rest of the pack slithers around behind! Certainly, 1974 has proved that Production Saloon cars can produce all the sideways and "all arms and elbows" racing that any spectator could wish to see. One newcomer who might perhaps merit a mention is Keith (Kipper) Wilson from Moffat (147) who fields for the first time ever a Ford Escort Mexico — although never having raced before, Keith has already made a name for himself in Karting, being both the West of Scotland and Border Kart Champion.

With the possibility of something rather exciting for Libre cars in October, the local drivers will be out to notch as many points as possible in the BP Super Visco Scottish Libre Championship this afternoon and all the leading contenders are here, led ably by Irishman Tommy Reid (7) with his Brabham BT38/40. In August Tommy made no mistake about the Libre race, dominating this from beginning to end, his nearest rival Tony Charnell (2) finishing approximately 7 secs. behind him in the ex-Graham Hill Brabham Ford. Not having as happy a day in August as he had in July was Broxburn driver, Iain McLaren (1) with his recently rebuilt Rondel Motul M1 but both the Scottish drivers will be determined to keep the flying Irishman behind them this afternoon, the Scottish Championship still being wide open at the top end and any of these three drivers could still win the overall crown. Although today's race will, therefore, be extremely important, the main Libre race of the year (even forgetting about any question of a special Libre event) is scheduled

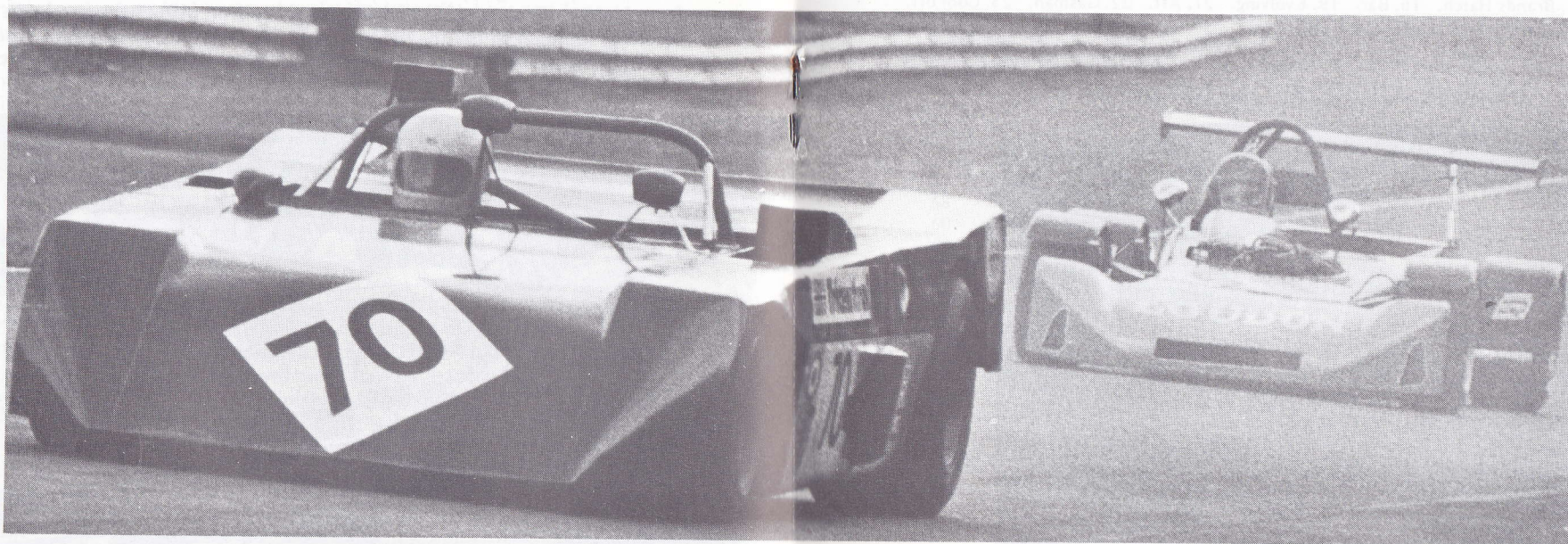
for October, the round of the Scottish Championship in October scoring "double points" and accordingly being the crucial one to win! Be that as it may, the Formula 2 single seaters of the three Championship front runners will doubtless be harried this afternoon by Andy Barton's Lotus 69 (now converted to Atlantic trim) and the GRD Atlantic of Glasgow's Doug. Thomson. All in all, all the ingredients for yet another Libre thrash to rival some of the fine racing seen from this class so far this year.

The title race of the day, The Jock McBain Memorial Trophy Race for special saloon cars, is scheduled for 4.50 p.m. and this is, of course, the final of the two special saloon car heats earlier this afternoon. The fastest five cars from each of the three classes represented in those two heats go forward to this final along with the next fastest car irrespective of class. In case any of you are "wondering why" should a car appear on the grid which did not in fact complete its heat, there is power in the Regulations to allow such a competitor to take part in the final providing no other qualifiers are available but, in such circumstances, the "non-heat-finisher" is not classified in the results, does not receive prize money and does not gain championship points. For all that, he still gets his race and this is, after all, what it's all about! Having said that, the action up front will almost certainly be between Bill Dryden's Firenza (89) and John Calvert's Escort (94) while, should anything at all happen to these cars (bearing in mind our earlier comments) we can expect to see a second group harrying the leaders mercilessly in the shape of Eric Smith (104), Sedric Bell (111) and, if he can get his Twin-Cam Escort motoring sufficiently sideways, Doug Niven (90). In a way, it is almost a shame that the Border Reivers are unable to field their 6 litre Escort this afternoon, especially having in mind the association between the late Jock McBain and the original Border Reivers' racing team (which started Jim Clark on his road to fame).

Following the presentation of the Jock McBain Memorial Trophy is the final race of the day for Formula Ford cars and this sees yet another mammoth entry led by a man who is now beginning to look like "Mr. F.F." at Ingliston, South African Kenny Gray with his Van Diemen Scholar (23). Kenny did not have everything his own way in August, however, since he found himself under intense pressure from Norman Dickson (22) and Graham Hamilton (49) at the last Ingliston Meeting, so much so that he spun away his chances of a win to allow the Perth based driver to score a fine win in the Meeting sponsored by his own sponsors

..... is all about.





(Dickson's of Perth). The Formula Ford races have, in fact, become quite a "dog fight" up at the front end of the field and we can look for some exciting racing between Kenny Gray (23), Norman Dickson (22), Stu Lawson (25), Graham Hamilton (49) and Andrew Jeffrey (30). One man who has suddenly "rocketed" out of obscurity is Number 32, Duncan Hall from Edinburgh with his Hawke DL11 Scholar. A new engine fitted before the August Race Meeting suddenly saw him coming home in sixth place and Duncan could well be one of the "dark horses" to look out for this afternoon.

That's it then, the end of the second last motor race meeting in Scotland this year. Don't forget that the last race meeting to be held north of the Border is scheduled for 13th October when (providing sponsorship negotiations in course at the time of going to press are successfully concluded) something really special will be happening! Quite apart from anything on the "great" scale, October sees the Scottish round of the Scottish/Irish Production Saloon Car Challenge series and, if there is room on the "card", the traditional historic car thrash. Looking forward to seeing you all again then.

Now, for those of you (like the Ed) who were unable to finish last month's crossword, here's what you've all been waiting for — the answers

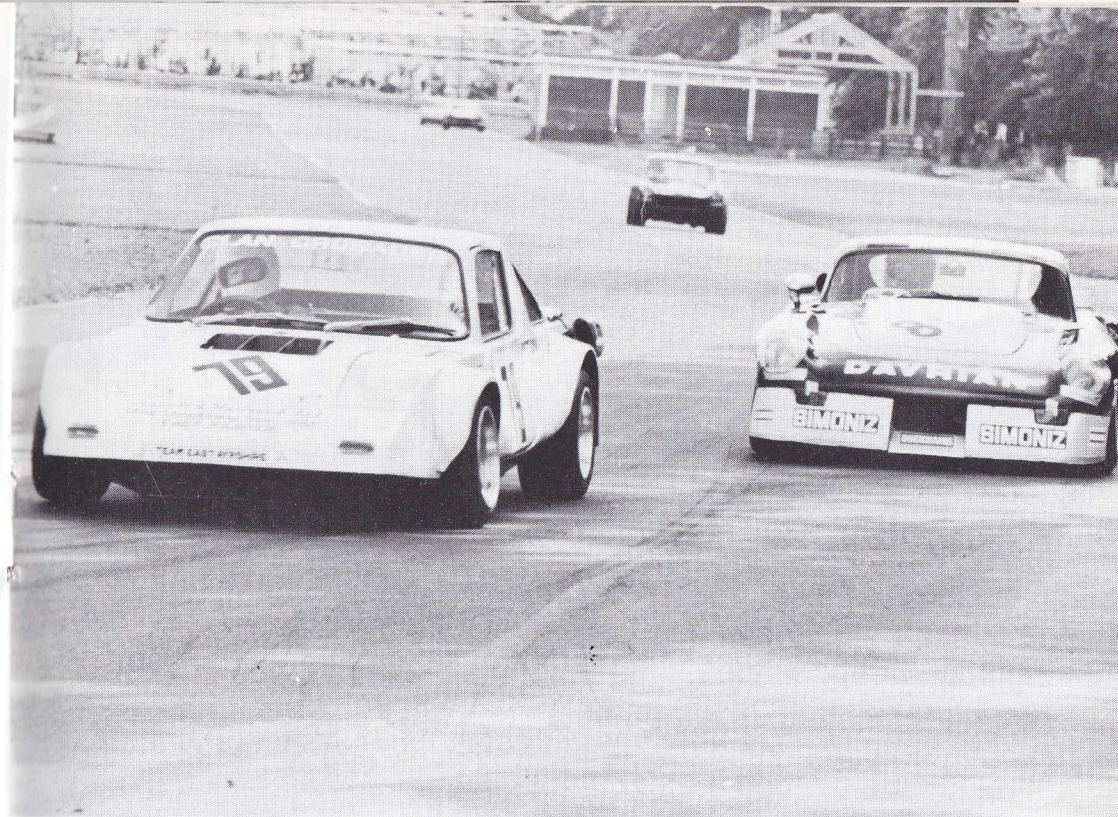
ACROSS

1. Range Rovers. 8. Coil. 9. Tarzan. 12. Iran. 13. Lair. 14. Nor. 15. Mirabeau. 17. Indian. 18. Retired. 20. Changes. 24. Monaco. 26. Off to sea. 28. Leo. 29. Sped. 31. Talc. 32. Domino. 33. G-Man. 34. Targa Florio.

DOWN

2. Avon. 3. Galore. 4. Retinue. 5. Very rich. 6. Real. 7. Firm promise. 8. Carrot. 10. Nazi. 11. Brands Hatch. 16. Bar. 19. Evolving. 21. Aft. 22. Gasman. 23. Cool off. 25. Need. 27. Fangio. 30. Dora. 31. Taxi.

"Where's dis 'ere guy Romanes, next . . ."



Kenny Allen (79) finding things not quite as easy as usual! — Ingleston, August 1974.

EVENT 1

2.15 pm

MODIFIED SPORTS CARS — 10 Laps

55	J ABSALOM	Ginetta G4	1800	Felton
56	A SOUTER	Lotus Elan	1600	Dundee
57	P BAKER	Triumph GT6	1998	Stow
58	E LIDDELL	Jensen Healey	1973	Edinburgh
60	D B HALL	Lotus Elan	1558	Kelty
69	A SMITH	Lotus Elan	1600	Ayr
71	R ROLLO	MG Midget	1293	Prestonpans
72	T IRVINE	AH Sprite	1293	Edinburgh
73	I A WILKINSON/Sportspares	AH Sprite	1275	Bury
75	D RUTHERFORD	Ginetta G4	1600	Lenzie
79	K ALLEN/Russell & McIntosh Ltd.	Clan Crusader	998	Carluke
82	R FORESTER-SMITH	Ginetta G4	1098	W Calder
83	G R WILSON	MG Midget	1147	Helensburgh
84	D McDONALD	Ginetta G4	1098	W Calder

1st (£20) 2nd (£15) 3rd (£10) 4th (£5)
 Bonus of £10 for the fastest lap to secs.



Eric Smith smiles his way via a new lap record to the top of the Scottish Saloon Car Championship — Ingliston, August 1974.

EVENT 3

3.05 pm

THE JOCK McBAIN MEMORIAL TROPHY RACE Heat 2 for Special Saloon Cars up to 1000cc — 10 Laps

111	S A BELL	Allen Mini	997	Carlisle
112	I FORREST	Forrest Imp	998	Kirkliston
113	W G DONALD	Hillman Imp	998	Tarland
114	P M PITMAN	Pitman Imp	998	Kircudbright
115	G STUPPLE	Riley Elf Mk III	998	Edinburgh
116	G WINDRUM	Hillman Imp	998	Belfast
117	M LORIMER	Hillman Imp	998	S Queensferry
119	D J M FISHER	Hillman Imp	999	Dunoon
120	A ALEXANDER	Austin Cooper	850	Northwood
121	W I FORREST/Archbold Dale Ltd.	CSE Imp	998	Edinburgh
123	A FLEMING	Alval Mini	999	Upper Largo
124	D C SMITH	BMC Mini	999	Dundee
125	J PHILP	Mini Saloon	999	Edinburgh
126	N WHITMEY	Mini 850	850	Edinburgh
127	B W McLEOD	Alval Mini	999	Edinburgh
128	I McD. GARDNER	Mini Saloon	998	Milngavie
129	G R RODGER	Leyland Mini	850	Edinburgh
130	K MILLAR	Mini 970 'S'	970	Invergowrie
131	G TAYLOR/Swish Curtain Tracks Racing Team	Ford Anglia	997	Lichfield City

1st (£20) 2nd (£15) 3rd (£10) 4th (£5)
Bonus of £10 for the fastest lap to secs.

Peter Pitman heads the mob round Lefthander — Ingliston, August 1974.

EVENT 2

2.40 pm

THE JOCK McBAIN MEMORIAL TROPHY RACE Heat 1 for Special Saloon Cars over 1000cc — 10 Laps

Over 1300cc				
89	W N A DRYDEN/SMT	Vauxhall Firenza	2300	Edinburgh
90	A D NIVEN	Ford Escort TC	1556	Duns
91	F GUNN	Ford Escort	1970	Milngavie
93	W ROBERTSON	Ford Capri	3000	Edinburgh
94	J S CALVERT/Hillcrest Used Cars	Ford Escort BDA	1850	Seaham
1st (£20) 2nd (£10) 3rd (£5)				
1001 - 1300cc				
101	J DRYDEN	Longman Mini	1293	Lundie
103	I T ROGERSON	Mini Cooper 'S'	1293	Rothbury
104	E M SMITH	Mini 1275 GT	1297	Carlisle
105	E W M McQUEEN	Mini Cooper 'S'	1293	Elgin
106	R MILNE	Mini Cooper 'S'	1293	Kingswells
107	J H PATRICK	Colvend Mini	1293	Whitecross
109	R EDWARD	Downton Mini	1293	Tealing

1st (£20) 2nd (£10) 3rd (£5)
Bonus of £10 for the fastest lap to secs.



EVENT 4

3.30 pm

SPECIAL GT, SPORTS & CLUBMANS CARS — 10 Laps

Over 1300cc

55	J ABSALOM	Ginetta G4	1800	Felton
56	A SOUTER	Lotus Elan	1600	Dundee
57	P BAKER	Triumph GT6	1998	Stow
58	E LIDDELL	Jensen Healey	1973	Edinburgh
60	D B HALL	Lotus Elan	1558	Kelty
61	P MacNAUGHTAN	Mallock U2 MkXIB	1600	Edinburgh
65	J BAIRD	Mallock U2 MkXIB	1600	Edinburgh
66	E LABINJOH/Fisher Garage (Edinburgh) Ltd.	Fisher Spyder	1570	Edinburgh
67	R MacNAB	Gryphon C4A	1600	Kilmarnock
69	A SMITH	Lotus Elan	1600	Ayr
70	L AYLOTT/RAF MSA	Ardua Mk4	1594	Cottesmore
75	D RUTHERFORD	Ginetta G4	1600	Lenzie

1st (£20) 2nd (£10) 3rd (£5)

Up to 1300cc

71	R ROLLO	MG Midget	1293	Prestonpans
76	K McCORMICK	Mallock U2 MkIIB	1000	Inverurie
78	R A ROSS	Nathan GT	998	Dundee
79	K ALLEN/Russell & McIntosh Ltd.	Clan Crusader	998	Carlisle
80	A MACKINTOSH	Mallock U2 MkXIB	1600	Penicuik
82	R FORESTER-SMITH	Ginetta G4	1098	W Calder
83	G R WILSON	MG Midget	1147	Helensburgh

1st (£20) 2nd (£10) 3rd (£5)

Bonus of £10 for the fastest lap to secs.

THE HARTLEY WHYTE CHAMPIONSHIP
for Sports & Special GT Cars

Driver	Car	No	Apr	May	July	Aug	Sept	Oct	Total
A Charnell	Lola Ford T212	62	7	7	7	7			28
J Absalom	Ginetta G4	55	5	5	5	5			20
K Allen	Clan Crusader	79	7	—	5	7			19
A Mackintosh	Mallock U2 Mk XIB	80	—	5	7	5			17
R A Ross	Nathan GT	78	3	3	3	3			12
E Labinjoh	Fisher Spyder	66	—	7	—	3			10
L Aylott	Ardua Mk 4	70	—	—	5	5			10
D Morton	Lotus Elan	60	—	5	3	—			8
P MacNaughtan	Mallock U2 Mk XIB	61	5	—	—	2			7
D Rutherford	A H Sprite Mk 1	81	5	2	—	—			7
P Baker	Triumph GT6	57	—	—	3	3			6

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

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

EVENT 5

3.55 pm

PRODUCTION SALOON CARS — 10 Laps

Up to £1249

132	I SMITH/Team Zippo	Simca Rallye 1	—£999	Balerno
133	C JONES/Team Zippo	Sunbeam Imp		
		Sport	—£999	Ratho
134	N MACKAY	Morris Minor	—£999	Glasgow
138	R LECKIE	Hillman Avenger		
		GT	—£1249	Aberdeen
139	M SHAKSPEARE/Team Zippo	Ford Escort GT	—£1249	Edinburgh
141	D CORBETT	Ford Escort GT	—£1249	Dunston

1st (£20) 2nd (£10) 3rd (£5)

Bonus of £10 for the fastest lap to secs.

Over £1249

143	Mrs J BIRRELL/SMT	Vauxhall		
		Magnum	—£1599	Edinburgh
145	T MELDRUM	Ford Mexico	—£1599	Elie
147	K WILSON	Ford Mexico	—£1599	Moffat
148	E LABINJOH/Fishers Garage (Edinburgh) Ltd.	Alfa Romeo		
		2000 GTV	£1600+	Edinburgh
152	M F MENZIES	Ford Escort		
		RS 2000	£1600+	Inverness
154	H A VEITCH	Vauxhall Firenza		
		Sport	—£1599	Berwick

1st (£20) 2nd (£10) 3rd (£5)

Bonus of £10 for the fastest lap to secs.

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	7			28
R Leckie*	Hillman Avenger GT	138	7	7	7	7			28
A I Smith*	Simca Rallye I	132	7	7	7	7			28
Mrs J Birrell*	Vauxhall Magnum	143	5	7	7	5			24
M Shakspeare	Ford Escort GT	139	5	5	5	5			20
G Birrell	Hillman Hunter GLS	144	7	—	5	7			19
C Jones	Sunbeam Imp Sports	133	5	—	5	—			10
T Meldrum	Ford Mexico	145	—	5	—	—			5
R Birley	Ford Capri 3000 GT	150	—	—	—	5			5
J Donald	Ford Lotus Cortina	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*

EVENT 6

4.20 pm

LIBRE CARS — 15 Laps

1	I C McLAREN/McLaren of Broxburn Ltd.	Rondel Motul M1	1990	Broxburn
2	A CHARNEILL	Brabham Ford	1970	Dumfries
5	A BARTON	Lotus 69 Atlantic	1600	Newburn
7	T D REID/Irish Racing Cars	Brabham BT38/40	1991	Tandragee
9	D THOMPSON/Thistle Metalics	GRD 273	1600	Glasgow
10	T DZIERZEK	Hawke Atlantic	1600	Kirkliston
11	J BARR	Lotus 69 BDA	1600	Edinburgh
12	R LECKIE	Brabham BT 35	1800	Aberdeen
14	A C GOODFELLOW	Cooper T90	5000	Falkirk
15	C M M MUNRO	Vixen VB5	998	Alness
22	N DICKSON/Dickson's of Perth	Van Diemen RF74	1600	Perth
24	J MacGILVRAY/Team Ziebart	Crossle 25F	1600	Oban
29	P MORRISON	Crossle 20F	1600	Inverness
30	A D JEFFREY/Elden International Racing	Elden Mk10	1600	Balerno
66	E LABINJOH/Fishers Garage (Edinburgh) Ltd.	Fisher Spyder	1570	Edinburgh
70	L AYLOTT/RAF MSA	Ardua Mk 4	1594	Cottesmore

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

Bonus of £10 for the fastest lap to secs.

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			34
I C McLaren	Rondel Motul M1	1	7	5	10	5			27
A Charnell	Brabham BT 38	2	—	10	5	7			22
J Barr*	Lotus 69 Atlantic	11	3	3	4	2			12
D N Thomson	GRD 273	9	5	—	—	4			9
A Barton	Lotus 69 F2	5	4	4	—	—			8
P C Morrison	Crossle 20F	29	2	1	1	1			5
L Aylott	Ardua Mk 4	70	—	—	1	3			4
T Dzierzek	Hawke Atlantic	10	—	2	2	—			4
P Barak	Brabham BT 36	6	—	—	3	—			3
C M M Munro	Vixen VB 5	15	1	1	1	—			3
J MacGilvray	Crossle 25F	24	—	1	1	1			3
A D Jeffery	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 1600cc" Competitor*.

EVENT 7

4.50 pm

THE JOCK McBAIN MEMORIAL TROPHY RACE
for Special Saloon Cars — Final — 15 Laps

over 1300 cc

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.....			

1st (£15) 2nd (£10) 3rd (£5)

1001 - 1300cc

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.....			

1st (£15) 2nd (£10) 3rd (£5)

up to 1000cc

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1st (£15) 2nd (£10) 3rd (£5)

Bonus of £10 for the fastest lap to secs

THE LOMBARD NORTH CENTRAL SCOTTISH SALOON
CAR CHAMPIONSHIP

Driver	Car	No	Apr	May	July	Aug	Sept	Oct	Total
S A Bell	Allen Mini	111	9	2	8	10			29
E M Smith	Mini 1275 GT	104	10	1	8	10			29
J Dryden	BLMC Saloon	101	7	9	6	7			29
A D Niven	Ford Boss Escort	90	8	2	8	7			25
W N A Dryden	Vauxhall Firenza	89	9	1	—	10			20
J Pinkerton	Mini Cooper 'S'	100	—	7	4	5			16
W G Windrum	Hillman Imp	116	5	1	2	7			15
J S Calvert	Ford Escort	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
I T Rogerson	Mini Cooper 'S'	103	1	5	2	3			11
J H Patrick	Colvend Mini	107	—	4	3	4			11
W G Donald	Hillman Imp	113	4	4	3	—			11

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

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

EVENT 8

5.25 pm

FORMULA FORD CARS — 10 Laps

22	N DICKSON/Dickson's of Perth	Van Diemen RF74	1600	Perth
23	K GRAY	Van Dieman Scholar	1600	Otley
24	J MacGILVRAY/Team Ziebart	Crossle 25F	1600	Oban
25	S LAWSON/MacDonald Shand Properties	Hawke DL11	1600	Dumfries
27	G MUNDELL/Rod Coates	Royale RP16A	1600	Alness
28	D TAYLOR	Lotus 61X	1600	Perth
29	P MORRISON	Crossle 20F	1600	Inverness
30	A D JEFFREY/Elden International Racing	Elden Mk10	1600	Balerno
32	D A H HALL	Hawke DL11	1600	Edinburgh
33	C REEVES	Mallock U2 Mk9B	1600	Larkhall
36	B GOWANS	Merlyn MkII	1600	Dalbeattie
37	A WILSON	Elden Mk8	1600	Dumbarton
38	D KERR	Elden Mk10A	1600	Duns
39	A McKECHNIE	Rostron FF	1600	Lochgilphead
41	D LAIRD	Hawke DL9	1600	Cupar
44	R H SIMPSON	Crossle 25F	1600	Newton Stewart
45	G FRANCHITTI/W.N. Mitchell & Son's Soft Drinks	Hawke DL11	1600	Bathgate
46	W N WILLIAMSON	Lotus 69F	1600	Jedburgh
49	G HAMILTON/MacDonald Shand Properties	Van Diemen RF74	1600	Dumfries
53	J MACKENZIE/Highland Racing Team	Lotus 69F	1600	Alness
Supplementary Entries				
20	I STIRLING	Elden Mk8A	1600	Glasgow
21	G A PARKINSON	Beattie P6000F	1600	Surbiton
42	H MacLEOD	Merlyn Mk11/11A	1600	Lochgilphead

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

Bonus of £10 for the fastest lap to secs.

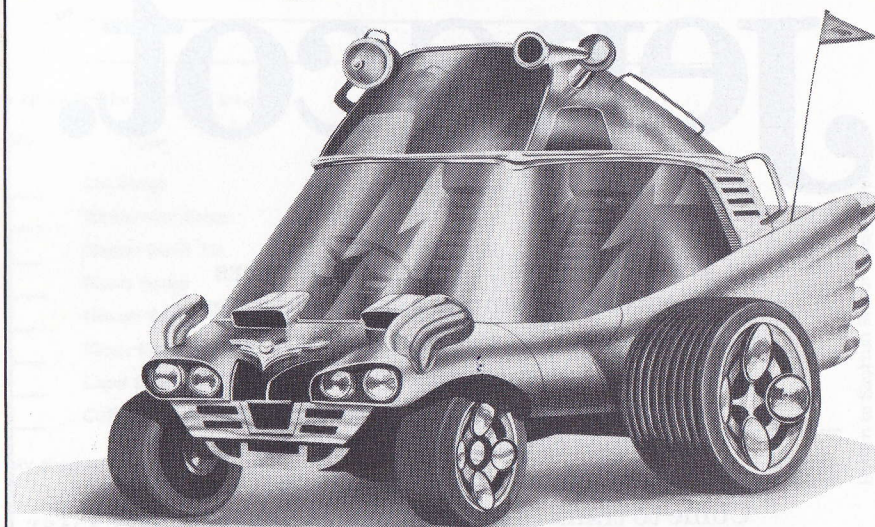
THE ROTHMANS CHAMPIONSHIP for Formula Ford Cars

Driver	Car	No	Apr	May	July	Aug	Sept	Oct	Total
K Gray	Van Diemen RF 74	23	—	9	9	4			22
N Dickson	Van Diemen RF 74	22	—	—	6	9			15
S Lawson	Hawke DL 11 Scholar	25	9	2	3	—			14
G Hamilton	Van Diemen RF 74	49	6	—	2	3			11
A D Jeffrey	Elden Mk 10C	30	—	—	—	6			6
A Wilson	Elden Mk 8	37	3	3	—	—			6
D A Hall	Hawke DL 10	32	4	—	—	1			5
J Sherry	Crossle 25F	52	—	—	4	—			4
C MacLean	MRE 73F	26	—	4	—	—			4
D Steedman	Hawke DL 11	34	—	—	—	2			2
P C Morrison	Crossle 20 F	29	1	1	—	—			2

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

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

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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	@ £0.54	£0.06	£0.60	£	:
_____	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

Subject Scottish Motor Racing Club Membership.

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

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

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

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Extras fitted as
Standard

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

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No access to either the MacRobert Pavilion or the bar.

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

The right to purchase and display club insignia.

No rights to purchase or display club insignia.

Conclusion

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

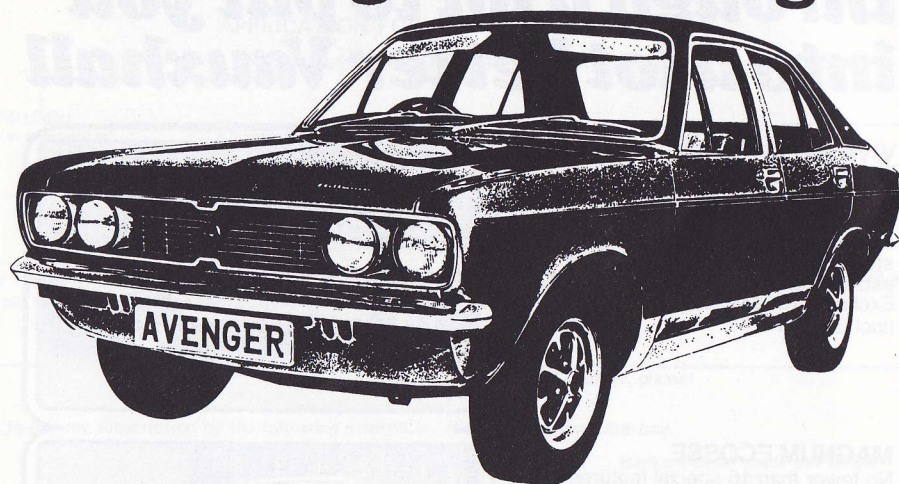
Return to Scottish Motor Racing Club Ltd
together with your remittance at
National Bank Chambers, Duns, Berwickshire, TD11 3DG.

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Our Ref:

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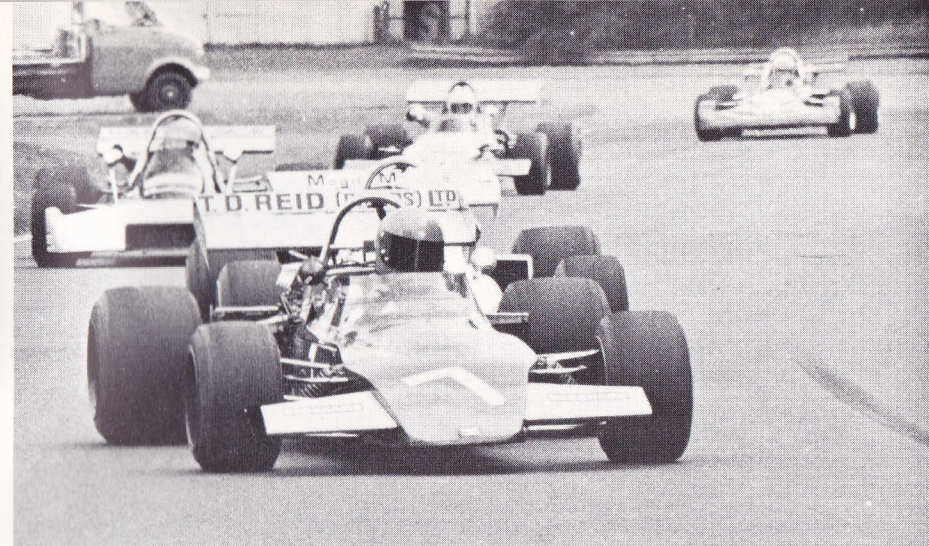
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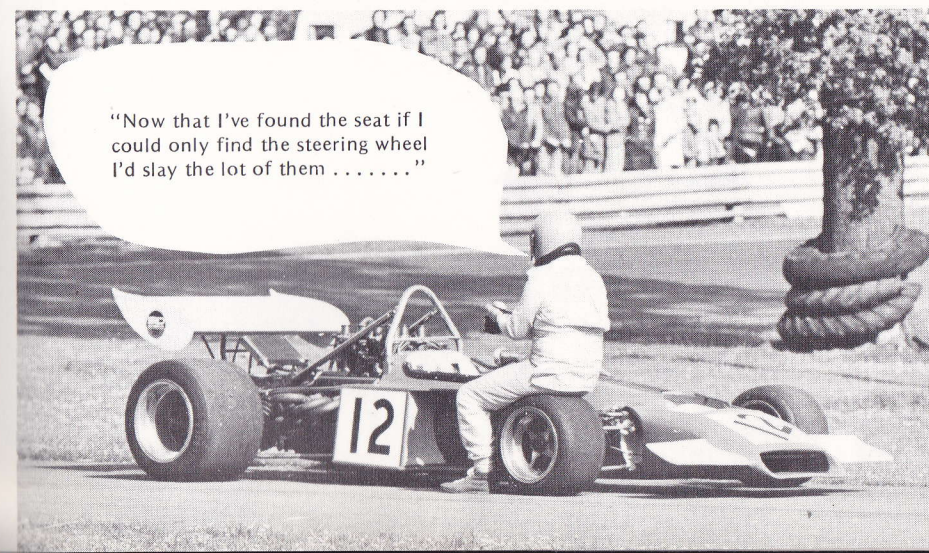


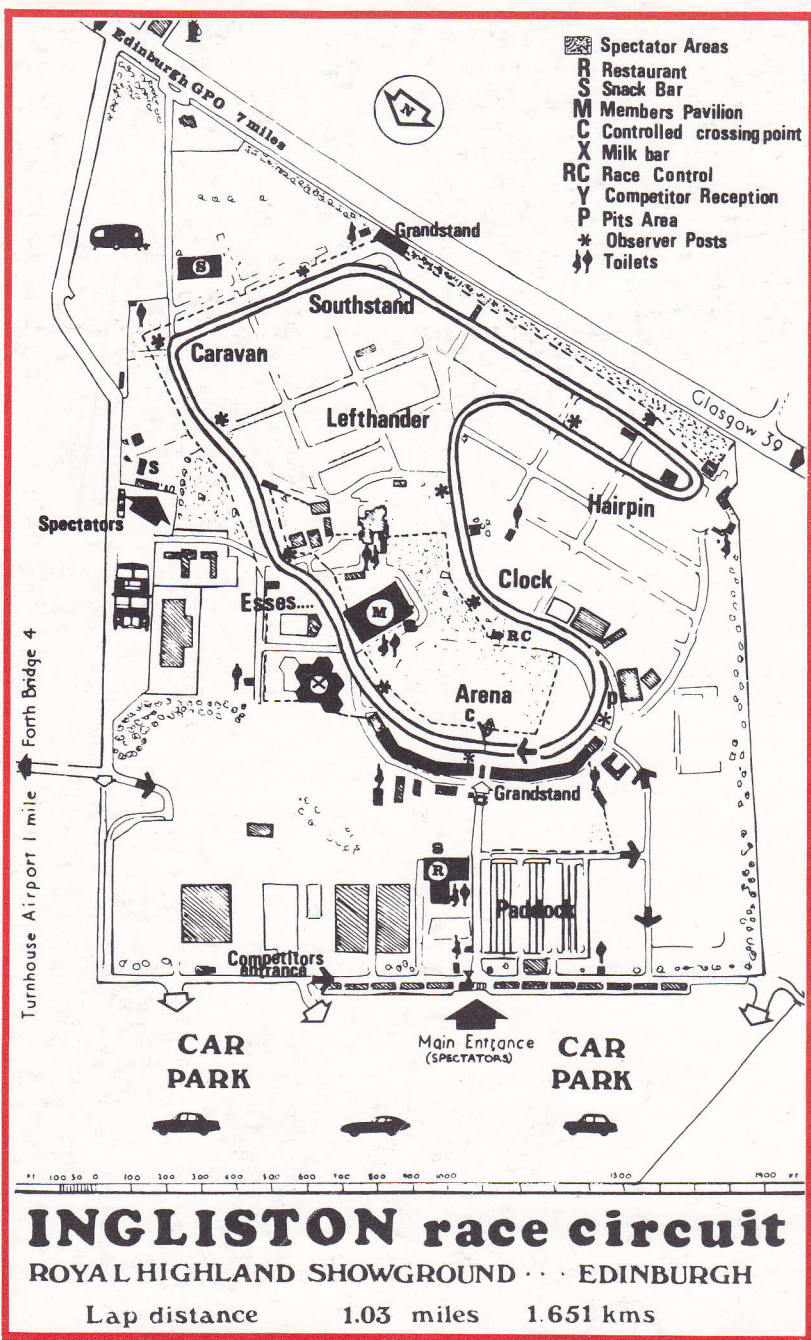
Tommy Reid, Tony Charnell, Iain McLaren, Andy Barton and Doug Thomson thunder round lefthander at the start of the Libre race in August, a sight which might just see the odd variation or two for October with the vague (sorry, but at the stage of going to press it's little more than that) possibility of something just a bit special for our next race meeting at Ingliston on 13th October. So far as the Libre Class is concerned, October will be THE meeting in any event with the Championship Libre race scoring double points towards the BP Super Visco Championship. Quite apart from that, however, it is hoped that the biggest Libre race ever run at Ingliston will be a-happening on 13th October since frantic 'behind-the-scenes' work has been going on throughout the season in an effort to see the 10th season of Motor Sport at Ingliston go out in style with the nearest thing to a Grand Prix that has hit Scotland yet. Although everything is "up in the air" at the present time (and the only "certainty" about the event at present is that the first prize will be £1000) watch your local and motoring papers for further details. Certainly, if it's going to come off, you'll hear about it!

Notwithstanding that, the SMRC have been in touch with Hesketh Racing and are hopeful of bringing James Hunt up to the circuit in October to do a demo in the F1 Hesketh! Teddy Bears apart, October also sees the closing rounds in all the Scottish motor racing Championships and a guarantee of thrills and spills for all. Why not pop along for the last Scottish motor racing meeting before the winter lay-off.

DON'T FORGET – INGLISTON – 13th OCTOBER – 2 p.m.

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