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The Radio Forth Championship

The Carlsberg Special Super Sports Car
Championship

The British Caledonian Airways
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The Northern Clubmans Champagne
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The AK Stevenson Trophy Championship

The BMRC Trophy Members
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ORGANISED BY



SCOTTISH MOTOR RACING CLUB LTD

THE ROSSLEIGH TROPHY RACE MEETING

13th APRIL 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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PLEASE REMEMBER THAT

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

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

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

13th April	Restricted Meeting	17th August	National Meeting
11th May	Restricted Meeting	14th September	Restricted Meeting
20th July	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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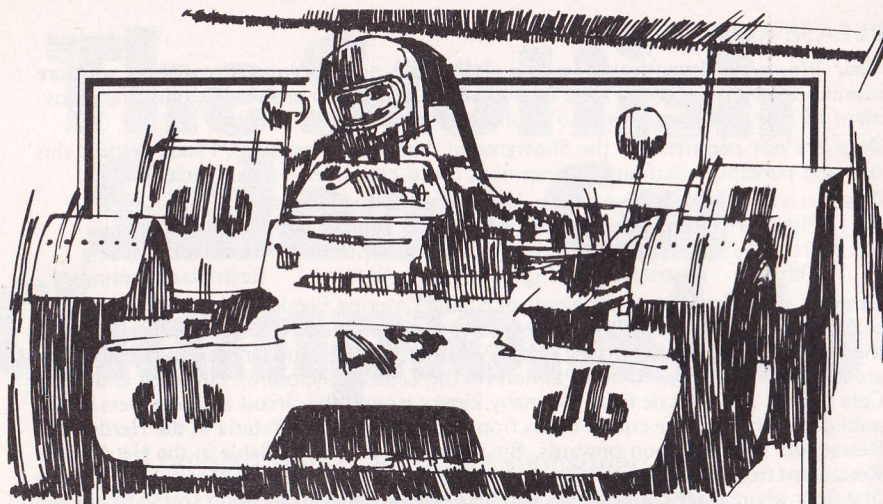
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When it comes to cars Dagleish Baillie is well worth watching — in more ways than one.

Our Mallock U2 is competing in numerous race meetings this year — six at Ingliston.

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USE BY Owner only; owner & spouse; any driver
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USE FOR Pleasure use/Business use (delete as necessary)

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

Please give separate details of all accidents and convictions — if applicable.

INGLSTON LAP CONVERSION TABLE

secs.	m.p.h.	secs.	m.p.h.	secs.	m.p.h.	secs.	m.p.h.	secs.	m.p.h.
45.0	82.40	49.0	75.67	53.0	69.96	57.0	65.05	61.0	60.79
45.1	82.22	49.1	75.52	53.1	69.83	57.1	64.94	61.1	60.69
45.2	82.04	49.2	75.37	53.2	69.70	57.2	64.83	61.2	60.58
45.3	81.85	49.3	75.21	53.3	69.57	57.3	64.71	61.3	60.49
45.4	81.67	49.4	75.06	53.4	69.44	57.4	64.60	61.4	60.39
45.5	81.49	49.5	74.91	53.5	69.31	57.5	64.49	61.5	60.29
45.6	81.32	49.6	74.76	53.6	69.18	57.6	64.38	61.6	60.19
45.7	81.14	49.7	74.61	53.7	69.05	57.7	64.26	61.7	60.10
45.8	80.96	49.8	74.46	53.8	68.92	57.8	64.15	61.8	60.00
45.9	80.78	49.9	74.31	53.9	68.79	57.9	64.04	61.9	59.90
46.0	80.61	50.0	74.16	54.0	68.67	58.0	63.93	62.0	59.81
46.1	80.43	50.1	74.01	54.1	68.54	58.1	63.82	62.1	59.71
46.2	80.26	50.2	73.86	54.2	68.41	58.2	63.71	62.2	59.61
46.3	80.09	50.3	73.72	54.3	68.29	58.3	63.60	62.3	59.52
46.4	79.91	50.4	73.57	54.4	68.16	58.4	63.49	62.4	59.42
46.5	79.74	50.5	73.42	54.5	68.04	58.5	63.38	62.5	59.33
46.6	79.57	50.6	73.28	54.6	67.91	58.6	63.28	62.6	59.23
46.7	79.40	50.7	73.14	54.7	67.79	58.7	63.17	62.7	59.14
46.8	79.23	50.8	72.99	54.8	67.66	58.8	63.06	62.8	59.04
46.9	79.06	50.9	72.85	54.9	67.54	58.9	62.95	62.9	58.95
47.0	78.89	51.0	72.71	55.0	67.42	59.0	62.85	63.0	58.86
47.1	78.73	51.1	72.56	55.1	67.30	59.1	62.74	63.1	58.76
47.2	78.56	51.2	72.42	55.2	67.17	59.2	62.64	63.2	58.67
47.3	78.39	51.3	72.28	55.3	67.05	59.3	62.53	63.3	58.58
47.4	78.23	51.4	72.14	55.4	66.93	59.4	62.42	63.4	58.49
47.5	78.06	51.5	72.00	55.5	66.81	59.5	62.32	63.5	58.39
47.6	77.90	51.6	71.86	55.6	66.69	59.6	62.21	63.6	58.30
47.7	77.74	51.7	71.72	55.7	66.57	59.7	62.11	63.7	58.21
47.8	77.57	51.8	71.58	55.8	66.45	59.8	62.01	63.8	58.12
47.9	77.41	51.9	71.45	55.9	66.33	59.9	61.90	63.9	68.03
48.0	77.25	52.0	71.31	56.0	66.21	60.0	61.80	64.0	57.94
48.1	77.09	52.1	71.17	56.1	66.10	60.1	61.69	64.1	57.85
48.2	76.93	52.2	71.03	56.2	65.98	60.2	61.59	64.2	57.76
48.3	76.77	52.3	70.90	56.3	65.86	60.3	61.49	64.3	57.67
48.4	76.61	52.4	70.76	56.4	65.74	60.4	61.39	64.4	57.58
48.5	76.45	52.5	70.63	56.5	65.63	60.5	61.29	64.5	57.49
48.6	76.30	52.6	70.49	56.6	65.51	60.6	61.19	64.6	57.40
48.7	76.14	52.7	70.36	56.7	65.40	60.7	61.09	64.7	57.31
48.8	75.98	52.8	70.23	56.8	65.28	60.8	60.99	64.8	57.22
48.9	75.83	52.9	70.09	56.9	65.17	60.9	60.89	64.9	57.13

INGLSTON LAP RECORDS

LIBRE CARS			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	54.1	68.54
PRODUCTION SALOON CARS				
(to be fixed on results of new classifications)				
OUTRIGHT LAP RECORD				
	T D REID	Brabham BT38/40	46.1	80.43

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It's funny, but every time someone wins a race or event, the oil company invariably comes along taking the lion's share of the kudos.

'What's-his-name wins on this or that oil'. You know the kind of stuff.

Quite a lot of people have won races using Super Visco-Static. (And why not, it's a good oil. You've probably seen the viscosity charts showing how it beats oil fatigue.)

But it occurred to us that a lot of

people put a lot of hard work into any kind of motor sport.

And to single out the oil for special praise is probably quite unfair.

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

Which is in the engine, doing an honest day's work.

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

It beats oil fatigue.

THE BRITISH CALEDONIAN AIRWAYS CHAMPIONSHIP FOR MODIFIED SPORTS CARS

British Caledonian Airways are very pleased to be sponsoring the Modified Sports Car Championship at Ingliston this year. In fact, this is the first motor racing sponsorship that British Caledonian has undertaken in the UK, and it is very fitting that it should be at Scotland's very own motor racing circuit. As well as Scotland of course, the voice of British Caledonian Airways can be heard all over the world; in places such as Kampala and Nairobi, Lagos and Kano, in Sao Paulo and Rio de Janeiro and in North America and Europe too.

British Caledonian Airways is a young airline yet with great traditions. It was formed in November 1970 when Caledonian Airways and British United Airways — two internationally respected names in aviation — merged to fulfil a dream shared by many in Britain and elsewhere, that the country should have a "Second Force" airline to run alongside the two State Corporations and capable of competing in a worldwide market. The task that BCAL set itself demanded efficiency and hard work and the ability to build a solid reputation, and BCAL did it through a policy of personal service which is now acclaimed everywhere.

During these past five years the airline has concentrated on establishing its routes as top prestige services. The BCAL Boeing 707s have been given the wide-bodied look through an intensive conversion programme which offers passengers a new standard of comfort with new decor, wider seats, easy-to-operate overhead control panels and luggage lockers. The 707s also offer full in-flight entertainment facilities including the latest films and a full range of music channels.

British Caledonian today operates nearly 450 flights a week to 34 destinations in 22 countries. The rampant lion of Scotland emblazons an all-jet fleet of Boeing 707 and BAC One-Eleven aircraft, and between them they carry more than 2½ million passengers a year. BCAL has come a long way in a comparatively short time. And it intends to go on. The theme of our advertising is "Let's Go" — and BCAL is doing just that.

THE CARLSBERG SPECIAL SUPERSPORTS CAR CHAMPIONSHIP

Other newcomers to the fold of sponsoring motor racing championships in Scotland are the providers of one of the most satisfying beverages with which to slake the dusty dry driver's throat after a race, Carlsberg Special. The Championship, too, is special, being the first ever supersports car championship native to Scotland. Supersports cars are what used to be known as Clubmans cars and, although the marque originated as a cheap club formula (and rather acquired the reputation of being a tatty class of car in the early days) the new breed of supersports cars are highly sophisticated pieces of machinery. Indeed, 1975 sees a sudden upsurge in interest in these cars at Ingliston (due no doubt to the sterling work put in by last year's SMRC Chairman, Alastair Mackintosh) since, quite apart from the Carlsberg Special Championship (which will run all season) there are also rounds of a Northern Championship and of the National British Supersports Car Championship scheduled for Ingliston. And, with lap speeds of about 47 to 48 seconds forecast for the fastest competitors, supersports may well be here to stay.

As for the Carlsberg Special Supersports Car Championship, this will be run in conjunction with the usual Sports and GT races at Ingliston and points in these races will be awarded to the highest placed supersports cars in those events as follows:— 1st—9 : 2nd—6 : 3rd—4 : 4th—3 : 5th—2 : 6th—1. In each qualifying race the highest placed supersports car driver will receive £10 and, at the end of the season, the Championship pot will be divided as to 1st — £100 : 2nd — £50 : 3rd — £20. In all, a super special prize fund for a Carlsberg Special Championship.



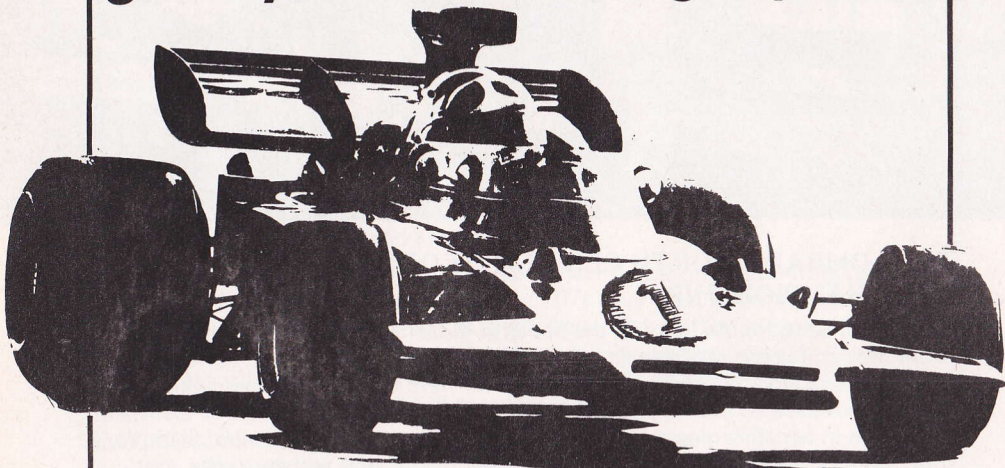
THE LOMBARD NORTH CENTRAL SCOTTISH SALOON CAR CHAMPIONSHIP

Once again Scotcircuits Ltd and the Scottish Motor Racing Club Limited, as promoters and organisers respectively of motor racing at Ingliston, are delighted that Lombard North Central, with whom they have both enjoyed an association that reaches back to the very start of motor racing at Ingliston, have re-affirmed their faith in Scottish motor sport by sponsoring the circuit's premier championship. As in 1973 and 1974, the major Trophy of the year will go to the class which has perhaps captured the public's imagination more than any other — the Special Saloons — and it is to the leading saloon car driver of the year that the coveted Lombard Challenge Cup will be presented. Without doubt, this emphasis on saloon cars at the Ingliston circuit meets with the whole hearted approval of Lombard whose Scottish director, Gordon Skilton (a name well kent to all those interested in Scottish motor sport), has for many years had an intimate involvement with rally saloons in the Border Rally, yet another example of Lombard's expanding interest in the sport.

For 1975 the Saloon Car Championship retains the original "heats and final" appearance, it being contemplated that heats will be run during each Ingliston Race Meeting for all the classes in the championship (up to 1000cc, 1001—1300cc and over 1300cc), the fastest five from each class (plus the next fastest car regardless of class) going forward to the final at each Meeting. The system of scoring, pioneered in 1972, gives competitors in each of these classes an equal chance of reaping the rich pickings for 1975 (overall 1st — £300: 2nd — £200: 3rd — £100: 4th — £60: 5th — £40 and in each class, 1st — £30: 2nd — £25: 3rd — £20: 4th — £15: 5th — £10). Add to that magnificent championship prize fund of £1000 a further £1440 (the estimated race prize money payable to special saloons in 1975) and it will easily be seen just why 1975 is likely to be one of the richest saloon years ever! On these figures, it is estimated that special saloon car racing is worth a cool £11.62 per lap in 1975! Scoring will be 7—5—3—2—1 in each class in the finals plus 1 for finishing each of the heat and final. As a tie-breaker (and to ensure that the rewards go to the most meritorious saloon car driver of the year) a further point will be awarded to any driver breaking the class lap record existing at the commencement of any race in which all 3 classes of eligible cars are competing simultaneously. Always premier in banking, Lombard North Central's continued involvement with the Special Saloon Car Championship at Ingliston sees them as one of the premier saloon car championship sponsors in the U.K.

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Deputy Chief Marshal	J ROBERTSON
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Chief Judge of Fact	L BROWN
Chairman of Race Committee	J L ROMANES
Catering	STADIA CATERING SERVICES
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Press Liaison	I DICKSON

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/10263

THE ROSSLEIGH TROPHY RACE MEETING
 Saturday/Sunday, 12th/13th April 1975

Scrutin before pm	Event No	PROGRAMME & TIMETABLE	Practice Time pm	Duration of Practice (mins)
Saturday 12th April (Practice Only)				
1.50	—	Competitor reception open for signing on	1.50	—
2.00	(3/10)	Super Saloon Cars (Practice 1)	2.40	20
2.15	(6/11A)	Formula Ford Cars (Practice A)	3.10	15
2.35	(6/11B)	Formula Ford Cars (Practice B)	3.35	15
3.00	(1)	Modified Sports Cars	4.00	15
3.25	(4)	Sports & Special GT Cars	4.25	15
(3.50)	(3/10)	Super Saloon Cars (Practice 2)	4.50	20
am	Sunday 13th April (Practice times)			am
8.45	(2)	Special Saloon Cars over 1000 cc	9.45	15
9.10	(7)	Supersports Cars	10.10	15
9.35	(5)	Special Saloon Cars up to 1000 cc	10.35	15
10.00	(8)	Production Saloon Cars	11.00	15
10.25	(9)	Libre Cars	11.25	15
(10.45)	(3/10)	Super Saloon Cars (Special Practice)	11.45	5
11.50	Driver's Briefing in Scrutineering Bay			

Sunday 13th April (Event times)

Event No		No. of laps	Race Time
1	Modified Sports Cars	10	12.00
2	Special Saloon Cars over 1000 cc	10	12.25
	Luncheon Interval		12.45

Event No	PROGRAMME & TIMETABLE (Contd)	No. of laps	Race Time
3	The Rossleigh Trophy Race for Super Saloon Cars— Part 1	12	2.00
4	Sports & Special GT Cars	10	2.25
5	Special Saloon Cars up to 1000 cc	10	2.50
6	Formula Ford Cars	10	3.15
7	The Edinburgh Students Charities Cup Race for Supersports Cars	12	3.35
8	The Radio Forth Race for Production Saloon Cars	10	4.05
9	The BP Super Visco Race for Libre Cars	15	4.30
10	The Rossleigh Trophy Race for Super Saloon Cars — Part 2	20	5.00
	Presentation of Trophies	—	5.25
11	Formula Ford Cars (Consolation race)	10	5.40



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.
6. Returning from London, check in at our Central London Air Terminal at Victoria Station. And let the train take you to the 'plane – departing Gatwick to Glasgow at 0755, 1455, 1955, or to Edinburgh at 0815, 1215, 1715, 2015 on weekdays.
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.
9. On board, our tartan-clad hostesses look after you with an attention that is envied throughout the world.

To fly with your own airline, call your travel agent or your local British Caledonian office for a booking.

LET'S GO
BRITISH CALEDONIAN
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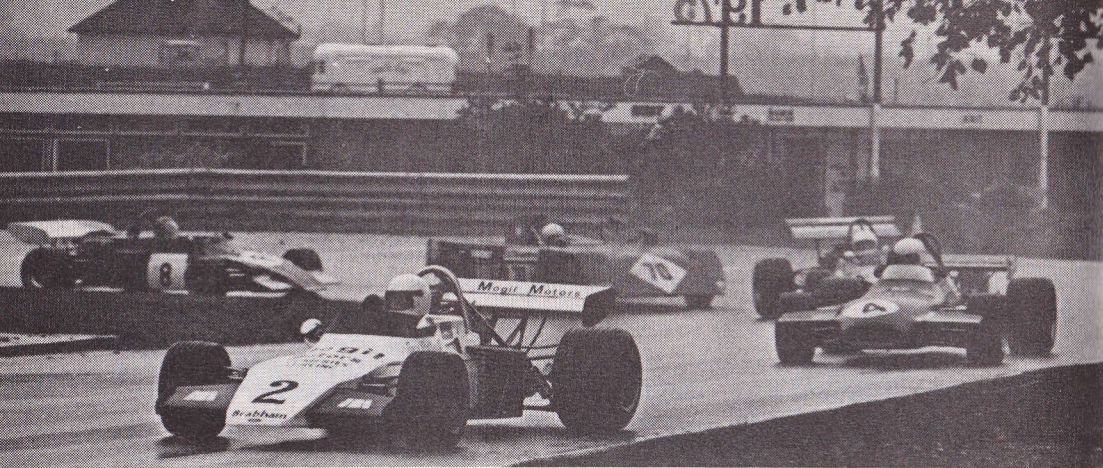
FOR YOUR DAY'S ENJOYMENT

Scotcircuits Ltd are delighted to welcome members of the public back to the next ten years of motor racing at Scotland's only RAC recognised motor racing circuit, Ingliston. A new ten year agreement having been reached with our friends, The Royal Highland & Agricultural Society, the future of motor racing in Scotland now seems assured and, indeed, several proposed improvements to the Ingliston circuit may well dramatically alter its shape, character and size over the next 2 or 3 years. That is for the future, however – what concerns us today is the present!

And that present is a remarkably exciting one with the main race of the day, The Rossleigh Trophy Race, being the first round in the Tricentrol Super Saloon Championship – a Championship catering for the fastest saloon cars in Great Britain. More will be said about that later, however. In the meantime, please do not forget that today is a "two-day" Meeting in that some of the practice sessions for Sunday's racing will have been held on Saturday afternoon. By the time you have arrived at the circuit on Sunday many of the cars you will be seeing this afternoon will already have been out on the circuit on the Saturday afternoon and this allows us to start today's racing at the earlier time of 12 noon with the Modified Sports Car race. With the retirement from racing of the acknowledged master of modsports racing at Ingliston, John Absalom, this race is wide open and could see a close battle between Eric Liddell's Jensen Healey (65), Mike Nugent's Lotus Elan (67) and the smaller capacity Elans of Alex Smith (77) and Alec Souter (81). Forget not, either, Ken Allen in the remarkable Clan Crusader (85) the car that was frequently second to John Absalom last season. The modsports race is followed by the first round in the 1975 Lombard North Central Scottish Saloon Car Championship and this sees the return of Doug Niven in the 5.7 litre Border Reivers Escort (101), this time up against new opposition from Jim Evans with his turbo-charged Ford (103), Alan Collier over from Ireland with the ex-John Turner 5 litre Skoda (105) and Alec Poole's 2 litre works-entered Skoda (111).

"Who said anything about enjoying it!"





At the time of going to press, Twiggy Dryden had yet to find a car, his own 1975 mount still being in the course of preparation, but, by this afternoon, he may well appear at the wheel of the Dealer Team Vauxhall Fireza to be driven in the Super Saloon race by Gerry Marshall. In the small capacity class Eric Smith (113) and Jim Dryden (114) will re-fight their 1974 battle for domination of the Saloon Car Championship.

After lunch is the first part of the Super Saloon car race, this race being held in two parts (of 12 laps and 20 laps respectively). It is anticipated that most of the drivers will take things pretty easily for the first event merely trying to establish a good grid position from this race in preparation for the longer second part later this afternoon. The Super Saloons are followed by the Sports and Special GT event which sees a sudden "upsurge" in GT machinery with a host of 2-litre sports cars challenging for supremacy. The Chevron B23 of Peter MacNaughtan starts as the favourite on paper although Doug Baillie's Lola 212 FVC (8) and Keith Millar's Chevron B19/21 (11) could provide strong opposition. Have a look, too, at the vast host of Super Sports Cars (originally Clubmans!) in the line-up and you will see why this could be one of the best GT races in many years. And, to compound the "felony" don't forget that we can expect to see both Iain McLaren's and Tony Charnell's new Chevrons at the May Meeting also, just to ginger up today's field!

On to the Formula Fords and the first Scottish outing of MacDonald Shand-Ecurie Ecosse. Teammates Stu Lawson and G Dalzell field the team's two Formula Ford cars while, interested in doing a "Department Z" to them is Oban's John McGillvray (27) with the Crossle 25F which he campaigned so successfully during the latter part of last season. George Franchitti (28) has also acquired a new Formula Ford Hawke DL12 and he could become one of this season's front runners. As last year, the profusion of FF entrants make it desirable that 2 FF races be run and event 6 is therefore geared towards the fastest 16 competitors in this class. Those not qualifying for event 6 will of course have a chance to run in event 11.

Event 7, the Edinburgh Students' Charities Cup Race for Super Sports cars, is the second round of the Northern Clubmans Champagne Championship and sees a first class field of Super Sports cars assembled. Probably the favourite is Roy Edge with his Mallock Holbay, a driver who has already shown himself to be one of the fastest Clubmans drivers about this season. The Super Sports cars are divided into

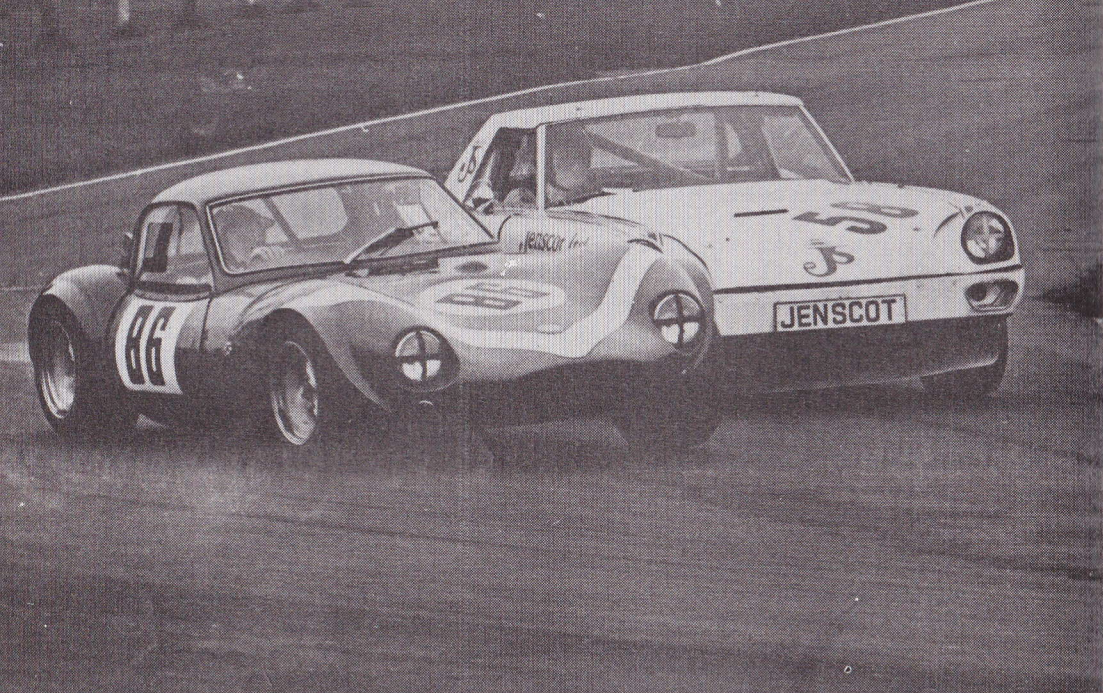
two classes — Class A for 1600 cc unmodified engines and Class B for 1600 cc Formula Ford engines — in the FF bracket comes the SMRC ex-Chairman, Alastair Mackintosh, with his Mallock U2, a car which he campaigned remarkably successfully last season. Indeed, today's Northern Clubmans round is almost entirely due to the tireless efforts of Alastair in promoting Super Sports car racing in Scotland and his efforts will doubtless be rewarded this afternoon. Indeed, Alastair has also arranged for the final round of the Northern Clubmans Champagne Championship to be held at Ingliston in October and, quite apart from this, a round of the National LEC Super Sports Car Championship will be held at Ingliston in July when the fastest Super Sports Cars in the country will be assembling north of the Border.

Production Saloon Car racing began to show distinct signs of promise last season and, for 1975, the intervention of Radio Forth will doubtless mean the final seal of approval is given to this class. A superb entry has assembled with a first class mixture of cars, ranging from Honda Civics, through Mazda RX3 Coupes, Hillman Avenger Gt, Ford Mexicos and Capris, Vauxhalls and Triumphs to Alfa Romeo. Last year's joint Championship winner, Ian Smith, pins his hopes on Mazda power this season and this car could be hard to beat in its class. Look out, however, for Gerry Marshall (whom failing, Andrew Cowan) in the Team SMT Magnum (175). Then straight on to the BP Super Visco race for Libre cars and perhaps the best entry to be seen at Ingliston in this class for about ten years! A vast number of Chevron 2 litre sports cars having been acquired over the winter in Scotland (last year's runner up in the Libre Championship, Iain McLaren, has one, as have Tony Charnell and Jim Baird), this could re-awaken the old sports car v F2 rivalry since the undisputed Libre Champion of Ingliston, Tommy Reid (1), is sticking to his preferred mount, the Brabham BT38/40 which he has raced so successfully over the past couple of years. Watch out, however, for Andrew Jeffrey (16) with the ex-Campbell Graham Chevron B25 FVC and John Calvert (17), an ex-saloon man who is now taking to a March 742 Ford. In Atlantics will be Andy Barton (March 73B), Doug Thomson (GRD 273), Norman Dickson (March 74B), Ted Dziersez (Hawke DL6A), Bob Rollo (Lotus 69 BDA) and Patsy McGarrity (Chevron B29). Patsy (14) was of course the winner of the October race at Ingliston, driving his Chevron superbly in appallingly wet conditions to completely trounce the Formula 2 opposition — how he will fare should it be dry today remains to be seen — should it be wet, however, he would be our man to tip.

Following the Rossleigh Trophy Race for Super Saloons (Part 2) — about which more later in this programme — comes a consolation race for Formula Ford cars, these being the Formula Fords who failed to qualify from practice for the main FF race earlier this afternoon. The final race is scheduled to finish at the back of 6.00 and then it's either home again to screw the bits together for the May Meeting at Ingliston or a fast dash for the Bar (if you happen to be an SMRC member!). See you at one or the other!

Ed Labinjoh's Alfa leads the production saloons — Ingliston, October 1974.





EVENT 2

12.25 pm

Special Saloon Cars
over 100 cc
10 Laps

Over 1300 cc				
100	W N A DRYDEN	Vauxhall Firenza	2300	Edinburgh
101	A D NIVEN/Border Reivers/ Sports Tune	Ford Boss Escort	5700	Whitsome
102	F GUNN	Ford Escort	1970	Milngavie
103	J EVANS	Jett Turbo RS2000	2996	Selby
104	G WALKER	Vauxhall Firenza	2300	Bathgate
105	A COLLIER	Skoda	5000	Bunclody
106	I T ROGERSON	Turbo Cooper 'S'	1810	Rothbury
107	R M CAIG	Escort BDA	1700	Borgue
108	C SIMPSON	Ford Escort	1598	Monifieth
109	R MILNE	Mini Cooper 'S'	1810	Kingswells
110	W ROBERTSON	Ford Capri	3000	Edinburgh
111	A POOLE/Derek McMahon Racing/ Dealer Team Skoda	Skoda S110R	2000	Milford

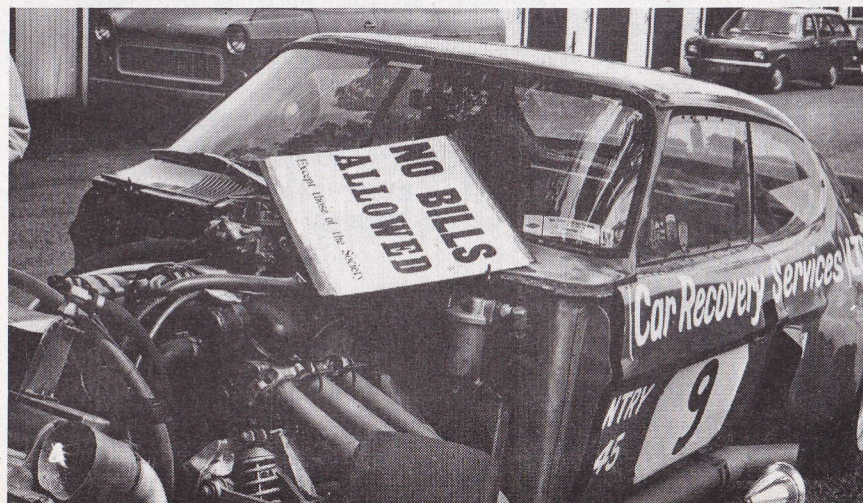
1st (£20) **105(1)** 2nd (£10) **103(2)** 3rd (£5) **102(4)**

1001-1300 cc				
113	E M SMITH	Mini 1275 GT	1297	Carlisle
114	J DRYDEN	Longman Mini	1293	Lundie
115	J PINKERTON	Mini Cooper 'S'	1293	Glasgow
116	J H PATRICK	Colvend Mini	1293	Whitcross
117	R SNELSON	Fiat 128	1300	Dunfermline
118	J McCLEMENTS/McMaster of Ballymoney	BLMC Mini	1299	Ballymoney
119	R HOLLOWAY	Mini Cooper 'S'	1293	Carluke
123	R G ROGERSON/Saltyres	BLMC Mini	1293	Edinburgh

1st (£20) **118(3)** 2nd (£10) 3rd (£5)

Bonus of £10 for fastest lap to **105/103** **60.0** secs

Round 1 of the Lombard North Central Scottish Saloon
Car Championship



EVENT 1

12.00 pm

Modified Sports Cars
10 Laps

Over 1300 cc				
64	A WOOD/J Absalom	Ginetta G4	1800	Morpeth
65	E LIDDELL/Jenscot Ltd	Jensen Healey	1973	Edinburgh
66	R HALLEY	Triumph GT6	1998	Milngavie
67	M NUGENT	Lotus Elan	1800	Poneroy
68	Miss J K DOBBS	Datsun 240Z	2393	Carrickfergus
69	P BAKER	Triumph GT6	1998	Stow
77	A SMITH/Alex Smith Metals Ltd	Lotus Elan	1600	Ayr
78	D B HALL	Lotus Elan	1558	Kelty
81	A SOUTER	Lotus Elan	1600	Dundee

1st (£20) **65(3)** 2nd (£10) **77(4)** 3rd (£5)

Up to 1300 cc				
85	K ALLEN/Alex Smith Metals Ltd	Clan Crusader	998	Lanark
86	I A WILKINSON/Scunthorpe Sheet Metal/Scunthorpe Construction Co	AH Sprite	1293	Crowle
88	R ROLLO	MG Midget	1275	Prestonpans
89	R FORESTER-SMITH	Ginetta G4	1295	West Calder
90	J KIRK/K & F Metals	Davrian	1111	Airdrie
91	G R WILSON	MG Midget	1147	Helensburgh

1st (£20) **85(1)** 2nd (£10) **90(3)** 3rd (£5)

Bonus of £10 for fastest lap to **85** **60.8** secs

Round 1 of the British Caledonian Airways Championship
for Modified Sports Cars

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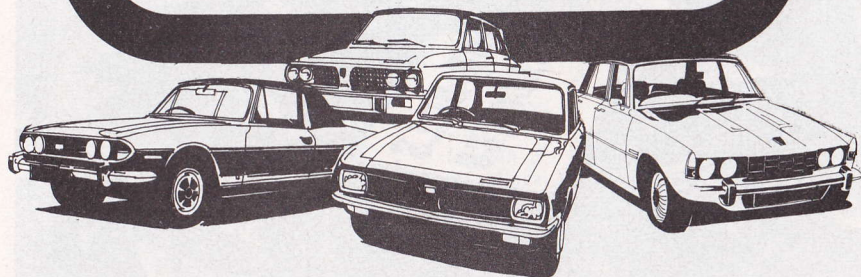
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EVENT 3

2.00 pm

THE ROSSLEIGH TROPHY RACE for Super Saloon Cars (Part 1) 12 Laps

Over 2500 cc

94	G R MARSHALL/Dealer Team Vauxhall	Vauxhall Firenza	2600	Shepreth
95	A MINSHAW/Manchester Liners Racing with Demon Tweeks	Daf 55 Marathon	4800	Chester
96	M BIRRANE/Adlards of Brixton	Ford Capri	5000	Brixton
101	A D NIVEN/Border Reivers/ Sports Tune	Ford Boss Escort	5700	Whitsome
103	J EVANS	Jett Turbo RS2000	2996	Selby
105	A COLLIER	Skoda	5000	Bunclody
Up to 2500 cc				
97	F HALL	Ford Escort BDA	2100	Stanford-le-Hope
98	N WHITING/Team Kent Messengers All Car Equipe	Ford Escort	1970	Sevenoaks
99	W N A DRYDEN/G Walker	Vauxhall Firenza	2300	Edinburgh
102	F GUNN	Ford Escort	1970	Milngavie
106	I T ROGERSON	Turbo Cooper 'S'	1810	Rothbury
111	A POOLE/Derek McMahon Racing/ Dealer Team Skoda	Skoda S110R	2000	Milford
113	E M SMITH	Mini 1275GT	1297	Carlisle
114	J DRYDEN	Longman Mini	1293	Lundie

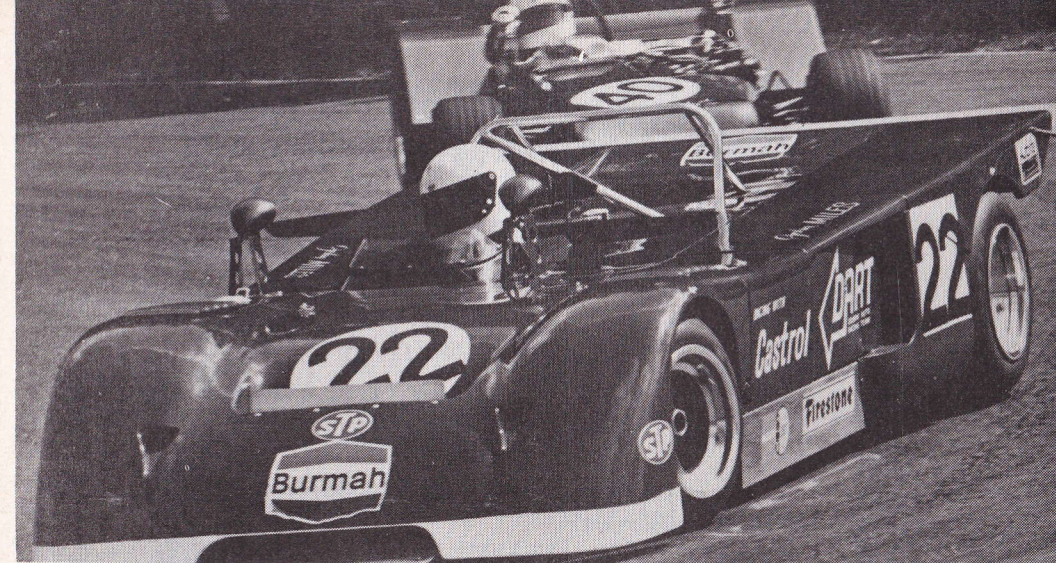
1st (£25) **!!!**..... 2nd (£20) **.94**..... 3rd (£15) **!0!**..... 4th-10th (£10) **.99**...

Bonus of £10 to highest placed "up to 2500 cc" car **....94**....

Round 1 of the Tricentral Super Saloon Championship

Nick Whiting in action - Ingliston, July 1974





If that's what it looked like then, what about today.

EVENT 4

2.25 pm

Sports & Special GT Cars 10 Laps

Over 1300 cc

8	D BAILLIE	Lola 212 FVC	1930	Glasgow
11	K MILLAR	Chevron B19/21	1790	Currie
56	B JOELL	Gryphon C4A	1600	Sheffield
59	C HART	Mallock X1C	1600	Sheffield
65	E LIDDELL/Jenscot Ltd	Jensen Healey	1973	Edinburgh
67	M NUGENT	Lotus Elan	1800	Poneroy
69	P BAKER	Triumph GT6	1998	Stow
72	P MacNAUGHTAN	Chevron B23	1850	Edinburgh
75	N MULLOY	Mallock U2 X1B	1600	Falkirk
76	K SHADE	Lotus Seven	1600	Edinburgh
77	A SMITH/Alex Smith Metals Ltd	Lotus Elan	1600	Ayr
79	R MacNAB	Gryphon C74	1600	Kilmarnock
X	E. LADINGTON	FISHER SPYDER 1570		

1st (£20) 77(3) 2nd (£10) 67(3) 3rd (£5) X(1)

Up to 1300 cc

83	G LAMBERT	Mallock U2 Mk 14B	1000	Burnley
84	J OLSEN	Mallock U2	1000	Clayton
85	K ALLEN/Alex Smith Metals Ltd	Clan Crusader	998	Lanark
87	A MACKINTOSH	Mallock U2 Mk X1B	1000	Penicuik
89	R FORESTER-SMITH	Ginetta G4	1295	West Calder
90	J KIRK/K & F Metals	Davrian	1111	Airdrie

1st (£20) 85(1) 2nd (£10) 3rd (£5)

Bonus of £10 for fastest lap to 85/67 61.0.....secs

Round 1 of the Hartley Whyte Championship for Sports & Special GT Cars

Round 1 of the Carlsberg Special Super Sports Car Championship

EVENT 5

2.50 pm

Special Saloon Cars up to 1000 cc 10 Laps

126	W G DONALD	Hillman Imp	998	Tarland
129	I FORREST	Forrest Imp	998	Kirkliston
130	M SHAKSPEARE	Sunbeam Stiletto	998	Edinburgh
131	M FINDLAY	BLMC Mini	998	Arbroath
132	J McGAUGHAY	Hillman Imp	998	Lochgilphead
133	A FLEMING	Alval Mini	999	Upper Largo
134	P M PITMAN	Chrysler Imp	998	Kirkcudbright
135	B W McLEOD	Alval Mini 'S'	999	Edinburgh
136	D C SMITH	BMC Mini	1000	Dundee
137	K MILLAR	BLMC Mini	970	Invergowrie
138	G STUPPLE	Mini Cooper	998	Edinburgh
139	G LAMBERT/Lamart Signs Racing Team	Lamart Mini	999	Glasgow
141	G R RODGER	Leyland Mini	970	Edinburgh
142	G MELFIN	Ford Anglia 105E	997	Ballater
143	J C FYDA/Agra (Precision Engineering) Co	Hillman Imp	997	Dundee
144	A YOUNG	Mini Ford	1000	Dundee
148	G GRAY/J Jack, Skevedsring, Crane Hire, Evanton	Hillman Imp	998	Alness
149	J PHILP/Saltyres	BLMC Mini	997	Edinburgh
151	N G WHITNEY	Mini 850	850	Edinburgh
152	F M CARRUTHERS	Hillman Imp	850	South Queensferry

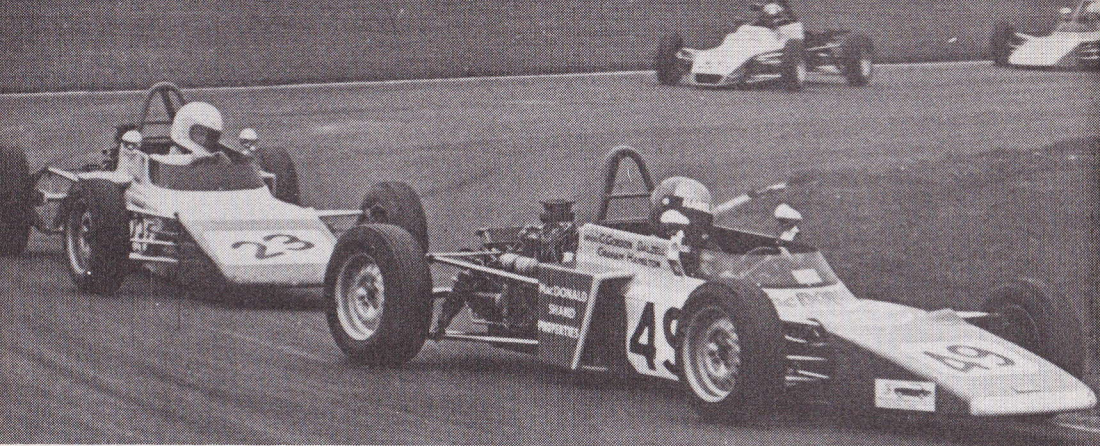
1st (£20) 143..... 2nd (£15) 129..... 3rd (£10) 137..... 4th (£5) 135.....

Bonus of £10 for the fastest lap to 143..... 61.2.....secs

Round 1 of the Lombard North Central Scottish Saloon Car Championship

Team Slippo?





EVENT 6

3.15 pm

Formula Ford Cars
10 Laps

25	S LAWSON/MacDonald Shand— Ecurie Ecosse	Hawke DL12	1600	Banquhar
26	G DALZELL/MacDonald Shand— Ecurie Ecosse	Van Diemen RF75	1600	Banquhar
27	J MacGILVRAY/Team Ziebart	Crossle 25F	1600	Oban
28	G FRANCHITTI/W N Mitchell & Sons Soft Drinks	Hawke DL12	1600	Bathgate
29	A LAWRIE	Elden 10C Minster	1600	Edinburgh
30	D BROTHERSTON	Hawke DL11	1600	Edinburgh
31	I STIRLING	Elden Mk8	1600	Glasgow
32	C MacLEAN	MRE 75F	1600	Alness
33	P MORRISON/Team Ziebart	Crossle 25F	1600	Inverness
34	A McKECHNIE	Rostron FF	1600	Lochgilphead
36	R H SIMPSON	Crossle 25F	1600	Newton Stewart
37	D LAIRD	Hawke DL9	1600	Cupar
38	W N WILLIAMSON/A F Shiels (Housing) Ltd	Van Diemen	1600	Jedburgh
39	A WILSON	Van Diemen RF74	1600	Dumbarton
40	D KERR	Elden Mk10A	1600	Blanterne
41	T TINGLE	Van Diemen	1600	Stockton
42	J McKENZIE	Lotus 69F	1600	Inverness
43	C REEVES	Mallock U2 Mk9B	1600	Stonehouse
44	D A H HALL	Hawke DL 11/12	1600	Barnton
45	B GOWANS	Merlyn Mk 11	1600	Dalbeattie
46	G MUNDELL	Royale RP16A	1600	Muir of Ord
47	A THOMAS	Palliser FF	1600	Aberdeen
48	H ACHESON	Crossle 20F	1600	Cookstown
49	J LEDLIE	Crossle 20F	1600	Banbridge
50	R PARSONS/S.E.R.T.	Crossle 25F	1600	Dundonald
51	V CORBETT	Crossle 16F	1600	Hillsborough
52	A THOMAS	Palliser WDF 1/3	1600	Aberdeen

1st (£20) 25... 2nd (£15) 29... 3rd (£10) 38... 4th (£5) 32...

Bonus of £10 for fastest lap to 32..... 57.1secs

Round 1 of the Bernard Hunter Crane Hire Formula Ford
Championship 1975

Edinburgh students are pleased to introduce you to this year's Charity Queen, Ruth Darnbrough. Ruth, who is a first year at Moray House College of Education lists her interests as travelling, particularly on the Continent, meeting new faces and in general just being busy. We feel that with assets like that she just can't fail in her job of promoting the appeal.

The preparation for the charities week was started last term by a committee which has representatives from most of the colleges in Edinburgh and the two universities. They have already raised funds by means of a sale of work, jumble sale, various dances and assisted at the Lady Provost's concert. During the week itself it is up to the student population and the generosity of the public to reach our target of £30,000.

The week begins with a sponsored walk, taking the air at Cramond as part of the route. On Monday, the traditional torchlight procession from the Castle to Calton Hill is begun by the official crowning of our Queen and ending with a spectacular display of fireworks. During the rest of the week the students, en mass will be involved in door-to-door collections, Border raids and many eye catching stunts. The Saturday procession of floats equals any oriental display for colour and imagination and follows a route along the Bridges and Princes Street. This is another opportunity of seeing Ruth and her attendants as her float will head the procession.

Today her job is to promote our car competition which I'm sure she will not find too difficult in this setting.

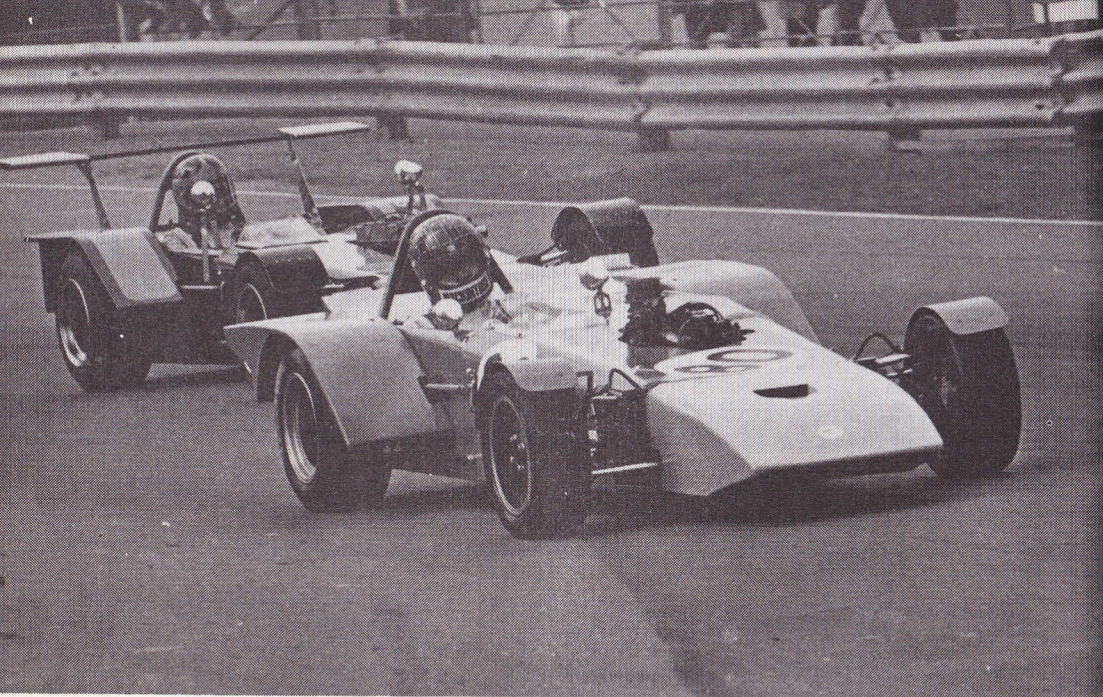
Finally our many thanks to Scotcircuits Ltd and to the sponsors Rossleigh for allowing our participation in this exciting sports day.

Karen McKechnie
Convenor

Graham Sykes
General Convenor



Courtesy of Edinburgh Evening News



Alastair Mackintosh striking fine form at Ingliston in 1974.

EVENT 7

3.35 pm

THE EDINBURGH STUDENTS CHARITIES CUP RACE
for Supersports Cars
12 Laps

Class A

15	A R SHARPE	Mallock U2 XIB	1600	Falkirk
54	D PATTLE/Wyvern Steel Tubes	Mallock U2 Mk 14	1600	Liverpool
55	R EDGE	Mallock Holbay	1600	Lugeley
56	B JOELL	Gryphon C4A	1600	Sheffield
57	T H WOOD	Magnum Holbay	1600	Clayton
58	M YOUDE	Hustler MTA	1600	Chester
59	C HART	Mallock XIC	1600	Sheffield
60	G STEVENSON	Mallock U2 Mk XIB	1600	Loughborough
61	J E MUIRHEAD	Mallock U2 Mk 14	1600	Lipon
79	R MacNAB	Gryphon C74	1600	Kilmarnock

1st (£20) **55(1)** 2nd (£10) **57(3)** 3rd (£5) **58(4)**

Class B

83	G LAMBERT	Mallock U2 Mk 14B 1000	Burnley
84	J OLSEN	Mallock U2	1000 Clayton
87	A MACKINTOSH	Mallock U2 Mk XIB 1000	Penicuik
92	K BROWN	Mallock U2 Mk XIB 1000	Doncaster

1st (£20) **57(3)** 2nd (£10) 3rd (£5)

Bonus of £10 for the fastest lap to **55** **54.6** secs

Round 2 of the Northern Clubmans Champagne Championship

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194 Radio Forth.

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

194

THE RADIO FORTH RACE for Production Saloon Cars

Radio Forth

10 Laps

Over £1699	J. POLLOCK	CAPRI		
171	T MELDRUM/Team Zippo	Escort Mexico	-£2300	Guardbridge
172	W R MONTGOMERY	Vauxhall Firenza	-£2300	Perth
173	R KNOWLES	Ford Mexico	-£2300	Aberdeen
174	G WINDRUM/Team Zippo	Ford Capri	-£2300	Belfast
175	G MARSHALL/Team SMT	Vauxhall Magnum	-£2300	Edinburgh
176	R CLARK/Slant Eyed Racing Team	Triumph Dolomite Sprint	-£2300	Holywood
183	J COOK/A Fleming	Alfa Romeo	£2300+	Upper Largo
X	CADIN JON	ALFA		
	1st (£20) 175(1)	2nd (£10) X(2)	3rd (£5) Y(3)	174(4)
Up to £1699				
158	T IRVINE/G P Chatham	Honda Civic	-£1299	Edinburgh
159	D W CORBETT/Team Zippo	Simca Rallye 1	-£1299	Gateshead
163	N A FRASER/Ravensraig Service Station (Greenock)	Honda Civic	-£1699	Greenock
164	A I SMITH/Team Zippo	Mazda RX3 Coupe	-£1699	Balerno
165	C JONES/Team Zippo	Mazda RX3 Coupe	-£1699	Ratho
166	I STIRLING/Leuchars Garage/ Ziebart	Hillman Avenger BT	-£1699	St Andrews
L	R. LECKIE			
	1st (£20) L	2nd (£10)	3rd (£5)	
	Bonus of £10 for the fastest lap to X 65:0 secs			

Round 1 of the Radio Forth Championship for Production Saloon Cars

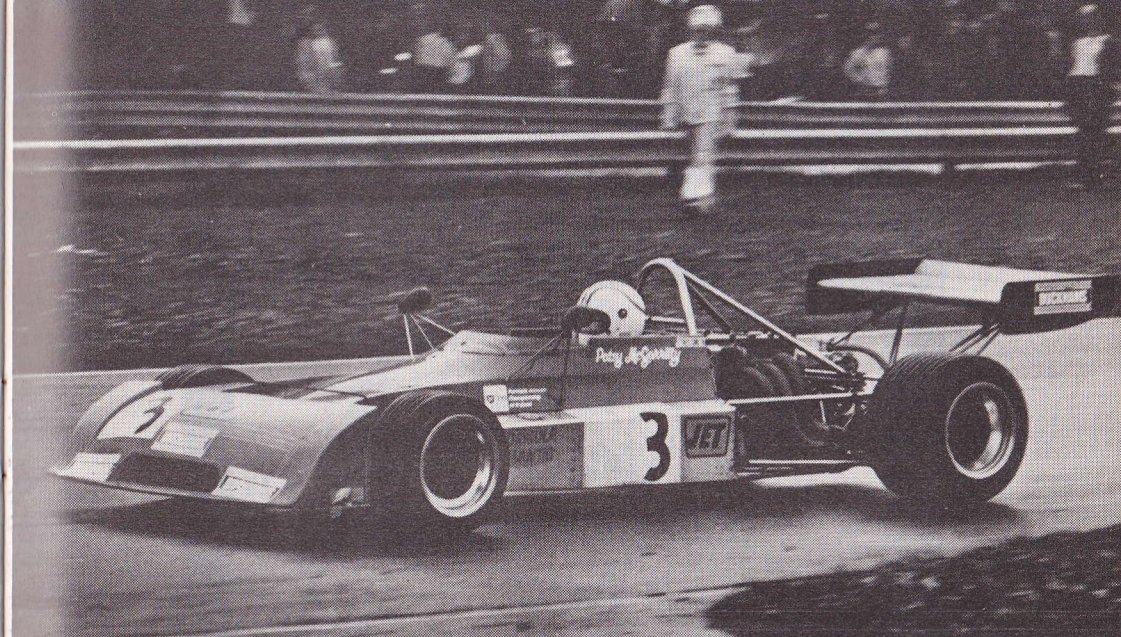
194 RADIO FORTH

Radio Forth is new. It's independent radio and, above all, it's *local* radio. We started broadcasting on January 22nd and we reckon we're already pretty successful. (our first audience survey — after only four weeks on air — showed that 62% of the population had already tuned in at some time. Half a million Scots can't be wrong! We're interested in motor racing at Ingliston because we are interested in everything that happens in our area — East Central Scotland — and we want to get involved in and support local interests and activities of all kinds.

Other motor sport activities in which we are involved are rally-cross at Knock Hill, where Radio Forth sponsored last Sunday's meeting, and stock car racing (or more specifically "Hot Rods") at Cowdenbeath each Sunday, where Radio Forth's white, orange and black car, a race-tuned 1800 cc Ford Escort driven by Scottish Hot Rod Champion Dave Philips, is a dramatic sight on the very tight stadium circuit.

About Radio Forth itself. We broadcast on 194 metres medium wave, 1546 KHz medium wave and 96.8 MHz VHF in stereo from 6 am to midnight Monday to Friday and 7 am to 1 am at weekends. News, information, community features, discussions and items of local interest are important elements of the programming, but music is also important and is generally quality, popular music of many styles, not just Top 40 "pop", whilst we explore other areas ranging from classical to big bands, especially in the evenings.

There is much, much more, and we believe Radio Forth has something for most people. If you've never listened yet — why not tune in?



THE BP SUPER VISCO RACE for Libre Cars

15 Laps

X	K. FIELDS	LOTUS		
1	T D REID	Brabham BT38/40	1991	Tandragee
4	A BARTON	March 73B	1600	Newburn
6	D N THOMSON	GRD273 Atlantic	1600	Edinburgh
7	N DICKSON/Dickson Motors	March 74B	1600	Perth
8	D BAILLIE	Lola 212 FVC	1930	Glasgow
9	T DZIERZEK	Hawke DL6A	1600	Kirkliston
10	R ROLLO	Lotus 69 BDA	1600	Prestonpans
11	K MILLAR	Chevron B19/21	1790	Currie
12	J S BAIRD	Chevron B23	1850	Edinburgh
14	P McGARRITY	Chevron B29 Atlantic	1600	Belfast
15	A R SHARPE	Mallock U2 XIB	1600	Falkirk
16	A JEFFREY	Chevron B25 FVC	1930	Dalkeith
17	J S CALVERT/Hillcrest Used Cars	March 742 Ford	1970	Seaham
18	R J BROWN	Lotus 69 F3	1600	Bridge of Don
21	G HAMILTON/MacDonald Shand— Ecurie Ecosse	March 753	1986	Dumfries
22	J MACKIE	McLaren M4A	1600	Kirkcaldy
23	C M M MUNRO/J Jack, Skvedsring, Crane Hire, Evanton	Vixen VB IV	998	Alness
27	J MacGILVRAY/Team Ziebart	Crossle 25F	1600	Oban
33	P MORRISON/Team Ziebart	Crossle 25F	1600	Inverness
54	D PATTLE/Wyvern Steel Tubes	Mallock U2 Mk 14	1600	Liverpool
	1st (£20) 4	2nd (£15) M.1	3rd (£10) X	4th (£5) 16
	Bonus of £10 for the fastest lap to 4 48:5 secs			

Round 1 of the BP Super Visco Scottish Libre Championship

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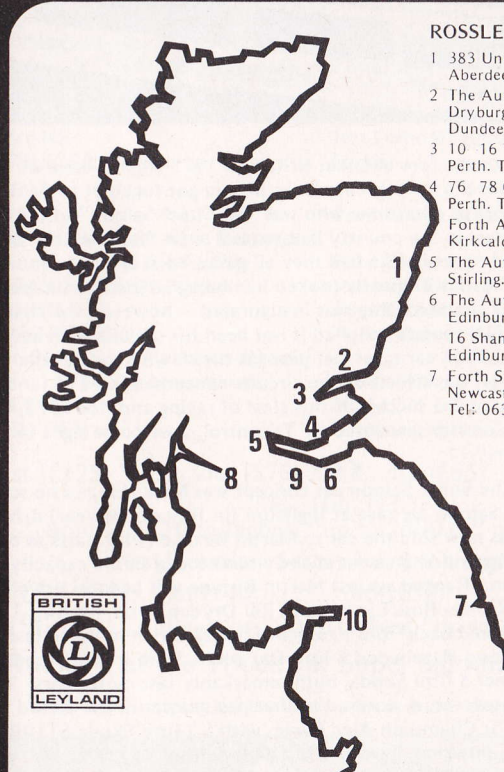
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“Super Saloon” racing came to the fore in Great Britain in 1973 when a band of the leading Special Saloon car drivers from the various circuits in Britain got together to fight it out amongst each other in an effort to determine who was “Mr Super Saloon” of the U.K. Until that time, the fastest saloon cars in the country had tended to be “fragmented” amongst their various local circuits and never before had they all gathered at the one venue to determine who was “top dog”. The idea originally looked like being an instant success and, for 1974, a new Super Saloon car championship was inaugurated — however, the championship “petered out” after the first few rounds and, had it not been for circuits such as Mondello and Ingliston running Super Saloon car races last year (at their own expense) the whole idea could well have died. However, the efforts of the circuits concerned in 1974 (and of the drivers themselves) have ensured the success of this class of racing and, for 1975, we see the advent of a ten round championship sponsored by Tricentrol, a welcome sight to all those addicted to the “hairy bangers”.

One of the prime movers in the Super Saloon car concept was Mick Hill and he was indeed the winner of the first Super Saloon car race at Ingliston (in July of last year) driving, aptly, his Tricentrol Capri. Mick has now sold the car to Martin Birrane (who starts as one of today’s favourites) although he will be present at the circuit today in the capacity of technical consultant to Martin. Ranged against Martin Birrane will be local drivers Dougal Niven (in the 6-litre Border Reivers Boss Escort) and Bill Dryden (who, his own 1975 car not being ready as yet, has “hired back” the Vauxhall Firenza which he raced last year). Alan Minshaw fields the ex-Tony Hazelwood 5-litre Daf while, from Ireland, comes Alan Collier with the ex-John Turner 5-litre Skoda, both remarkably fast motor cars. The official works Skoda entry, however, is reserved to that past master of the closed top four-wheelers, ex-British Saloon Car Champion Alec Poole, with a 2-litre Skoda S110R. Alec, and the “heavy brigade” will, however, have to keep a very close eye peeled for “Mr Vauxhall” himself, the mighty Gerry Marshall with his 2.6 litre Dealer Team Vauxhall Firenza. Gerry, in a flamboyant drive, pulled himself back up to second place in last year’s Super Saloon car race at Ingliston, just pipping Mick Whiting’s 2-litre Escort at the line and these two can be relied upon to give a repeat performance today. All in all, an entry list giving a recipe for instant excitement.

The format of today’s Rossleigh Trophy Race, which provides a race of a minimum of 50 km. (as required by the Tricentrol Super Saloon Championship) is in two parts of 12 laps and 20 laps respectively. The overall results (counting towards the Tricentrol Championship) will be calculated on the aggregate of the race times for each competitor in each part. Part 1, of 12 laps duration is, however, likely to see merely a relaxed build-up for the second part, most of the competitors almost certainly taking an opportunity of husbanding their cars throughout this event — indeed the real importance of Part 1 is in establishing the grid positions for Part 2. The 20 lap Part 2, however, will see the fastest saloons in Great Britain going all out to win the coveted Rossleigh Trophy and to state their claim to the pole position in the Tricentrol Championship. In the event of any competitor failing to finish Part 1 or, indeed, not even starting that part (!), provision is allowed in the Regulations to enable such competitor to take part in the 2nd part of the race (although starting from the back of the grid).

THE ROSSLEIGH TROPHY RACE
for Super Saloon Cars — (Part 2)
20 Laps

Over 2500 cc					
93	P STRAWSON	Ford Capri	5000	London	
94	G R MARSHALL/Dealer Team Vauxhall	Vauxhall Firenza	2600	Shepreth	
95	A MINSHAW/Manchester Liners Racing with Demon Tweeks	Daf 55 Marathon	4800	Chester	
96	M BIRrane/Adlards of Brixton	Ford Capri	5000	Brixton	
101	A D NIVEN/Border Reivers/ Sports Tune	Ford Boss Escort	5700	Whitsome	
103	J EVANS	Jett Turbo RS2000	2996	Selby	
105	A COLLIER	Skoda	5000	Bunclody	
Up to 2500 cc					
97	F HALL	Ford Escort BDA	2100	Stanford-le-Hope	
98	N WHITING/Team Kent Messengers- All Car Equipe	Ford Escort	1970	Sevenoaks	
99	W N A DRYDEN/G Walker	Vauxhall Firenza	2300	Edinburgh	
102	F GUNN	Ford Escort	1970	Milngavie	
106	I T ROGERSON	Turbo Cooper 'S'	1810	Rothbury	
111	A POOLE/Derek McMahon Racing/ Dealer Team Skoda	Skoda S110R	2000	Milford	
113	E M SMITH	Mini 1275 GT	1297	Carlisle	
114	J DRYDEN	Longman Mini	1293	Lundie	

1st (£125) ~~94~~..... 2nd (£70) ~~103~~... 3rd (£35) ~~98~~.... 4th (£20)
5th—10th (£10)

Bonus of £10 to highest “up to 2500 cc” car~~98~~.....

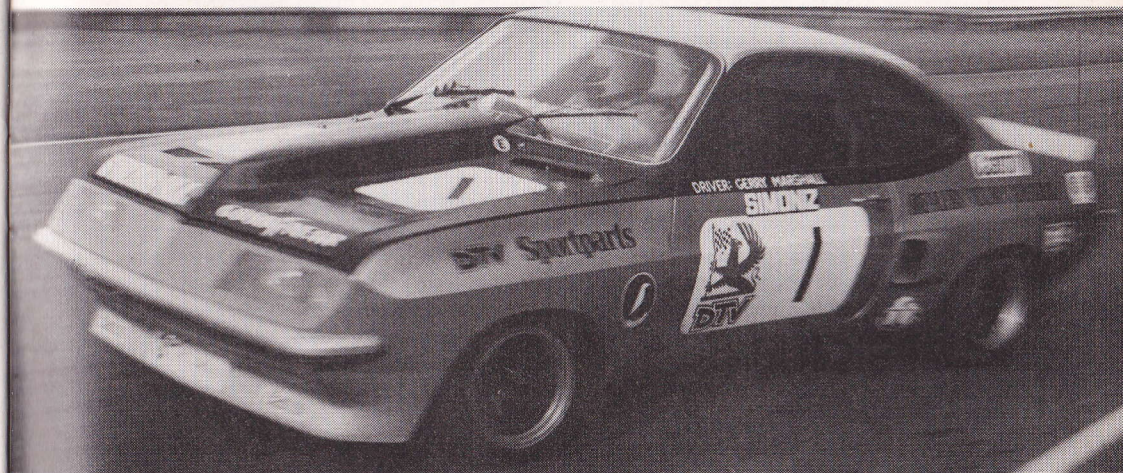
Overall results of parts 1 & 2 (on aggregate)

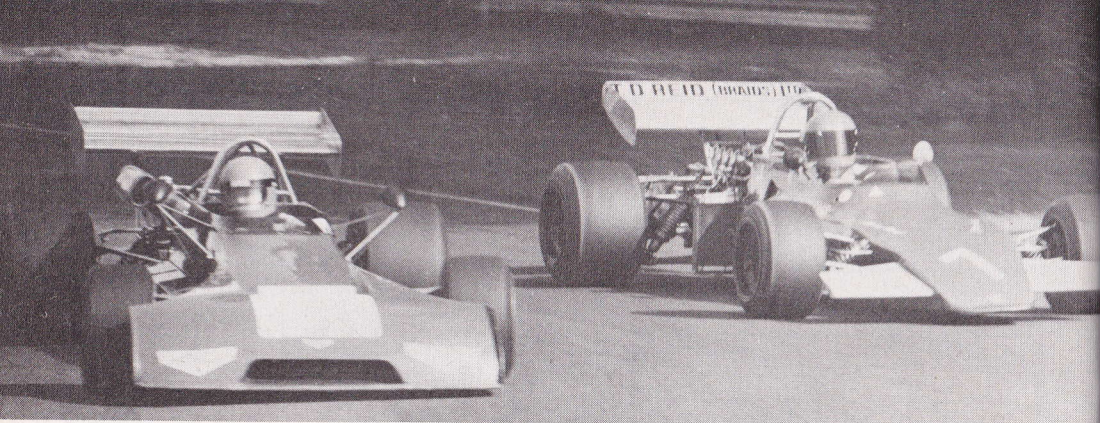
1st (£50) ~~94~~.... 2nd (£40) 3rd (£30) 4th (£20)

5th (£10) Bonus of £30 to highest “up to 2500 cc” car

Round 1 of the Tricentrol Super Saloon Championship

Big Gerry focussing on the super saloon lead — Ingliston, July 1974.





THE BP SUPER VISCO SCOTTISH LIBRE CHAMPIONSHIP 1975

No strangers to motor sport at Ingliston, or indeed elsewhere, BP reassume the mantle of sponsors for the 1975 Scottish Libre Championship. For the current year, however, BP are extending their 1974 involvement in Ingliston by including in their 1975 plans the sponsorship of all six qualifying races in the 1975 Scottish Libre Championship making this year a libre grand slam for them. Indeed, this is the first time ever that a Scottish motor racing sponsor has contracted to sponsor not only a championship but also all the qualifying races therein and the innovation may prove to be a popular one for others to follow.

1975, too, could prove to be THE year of years in Scottish libre racing since, even before entries for the first Ingliston meeting close, the rumours thrashing around the motoring grapevine auger exceeding well for this class of car. Last year's Championship winner, Tommy Reid, will almost certainly be back again in his faithful F2 Brabham, a car which (like its driver! — sorry, Tommy, not meant really) is perhaps becoming somewhat long in the tooth although still indecently fast, while the runner up, and one of Scotland's main hopes for a Scottish libre champion for the first time since Willie Forbes upheld the native honour in 1969, (Iain McLaren) is reputed to have acquired the ex-Jody Schecter Chevron 2-litre sportscar and will be aiming to take the 1975 crown by storm with this new mount. The grapevine has also attributed 2-litre Chevrons to Tony Charnell and Peter MacNaughton while Andy Barton has stuck to the single seaters with a new March 73B Atlantic. Moving up from Formula Ford are three of the younger up-and-coming stars — Graham Hamilton in the Macdonald Shand Ecurie Ecosse March 753 F3 car, Norman Dickson in a very fast March 74B Atlantic and Doug Baillie in a Lola 212 FVC while one of the unluckiest libre competitors of 1974, Doug Thomson, seeks a happier season with his very potent GRD 273 Atlantic. In all, one of the most exciting libre prospects yet!

The attractive prize fund of (£300 — £200 — £100 — £60 — £40 with a bonus of £50 to the highest placed "up to 1600 cc competitor) will also provide a firm incentive to local Libre drivers and the new Championship rules will mean that the championship will remain "wide open" until the very end of the season. While all Libre events will score towards the Championship (scoring being 9 — 6 — 4 — 3 — 2 — 1 plus 1 for finishing each race) and the best 5 out of 6 scores will count, the final round of the Championship, scheduled for 12th October 1975, will carry double points and this could well prove to be the decider. The Championship will be open to all single-seater cars (including FF cars), Sports, Clubmans and GT cars. Certainly, with the magnificent prize fund, the return of more highly competitive machinery to Scotland, and the provision of double points being awarded in the Final qualifying round, we would expect to see one of the closest fought Libre Championships for many years.

THE BERNARD HUNTER CRANE HIRE FORMULA FORD CHAMPIONSHIP 1975

It is with particular pleasure that Scotcircuits Ltd welcome Bernard Hunter back to Ingliston, but this time in the guise of the sponsor of the 1975 Scottish Formula Ford Championship. Bernie Hunter will be well known to established regulars at the circuit as, latterly, the pilot of a Lotus 69 Atlantic in 1972 and, more famously, as the dogged driver of a Formula Ford Hawke DL2A (and, before that, Merlyn 11A and Lotus 51 respectively) between 1969 and 1971. During his 3 years

of FF driving Bernie scored a considerable number of successes, coming third in the 1969 Scottish FF Championship, and it was a sad loss to Scottish club racing circles when the tragic death of his father forced Bernard to leave competitive sport aside for the pressures of the family business. Happily, Bernard's success in motor sport has been equalled in the field of commerce and it is therefore singularly appropriate that his return to motor racing is in the shape of the sponsor of the Formula Ford Championship, a class of car with which his name is still linked competitively.

As for the Championship itself (which again, judging from the number of FF entries, looks like being another scorcher) the rules and regulations follow those for previous years with points being awarded in all FF races on a 9—6—4—3—2—1 basis (the best four scores throughout the season count). As in all other championships, the championship prize fund was considerably improved each year to a hearty £375 divided as follows:— 1st — £150 : 2nd — £100 : 3rd — £50 : 4th — £35 : 5th — £25 : 6th — £15 and, with so many Formula Fords now based in Scotland, this could well be the spark needed to make the Bernard Hunter Crane Hire Championship the finest yet.

THE HARTLEY WHYTE CHAMPIONSHIP FOR SPECIAL GT, SPORTS AND CLUBMANS CARS

Those long time friends of the sport in Scotland, Major & Mrs Hartley Whyte, again sponsor the Special GT and Sports Car Championship at Ingliston for 1975. The Championship itself is open to Special GT, Sports (including modified sports), Clubmans, Supersports and Formula 1300 cars and points are scored for each of the two classes (up to and over 1300 cc) in each race at Ingliston on the basis 6—4—2—1 plus 1 for finishing each race (unless there are less than three cars starting in any one class in which case the points for that class alone will be 4—2). The best four scores during the season will count. The overall cash awards will be exactly the same as for the Bernard Hunter Crane Hire Championship but there will be additional bonuses of £30, £20, £15 and £10 payable to the four highest placed modified sports car competitors in the Championship.

We would again like to take this opportunity of publicly acknowledging the debt which Scottish Motor Sport owes to Major and Mrs Hartley Whyte. Like Lombard North Central (and Lombank before them), the Hartley Whytes have been associated with Scotland's only motor racing circuit since the early days and it is chiefly thanks to the efforts of sponsors like them that motor racing still exists in Scotland today.



Every one a winner



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___	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

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

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Standard**

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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.

Conclusion

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

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.

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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 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:—

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		This Year	Further years until further notice
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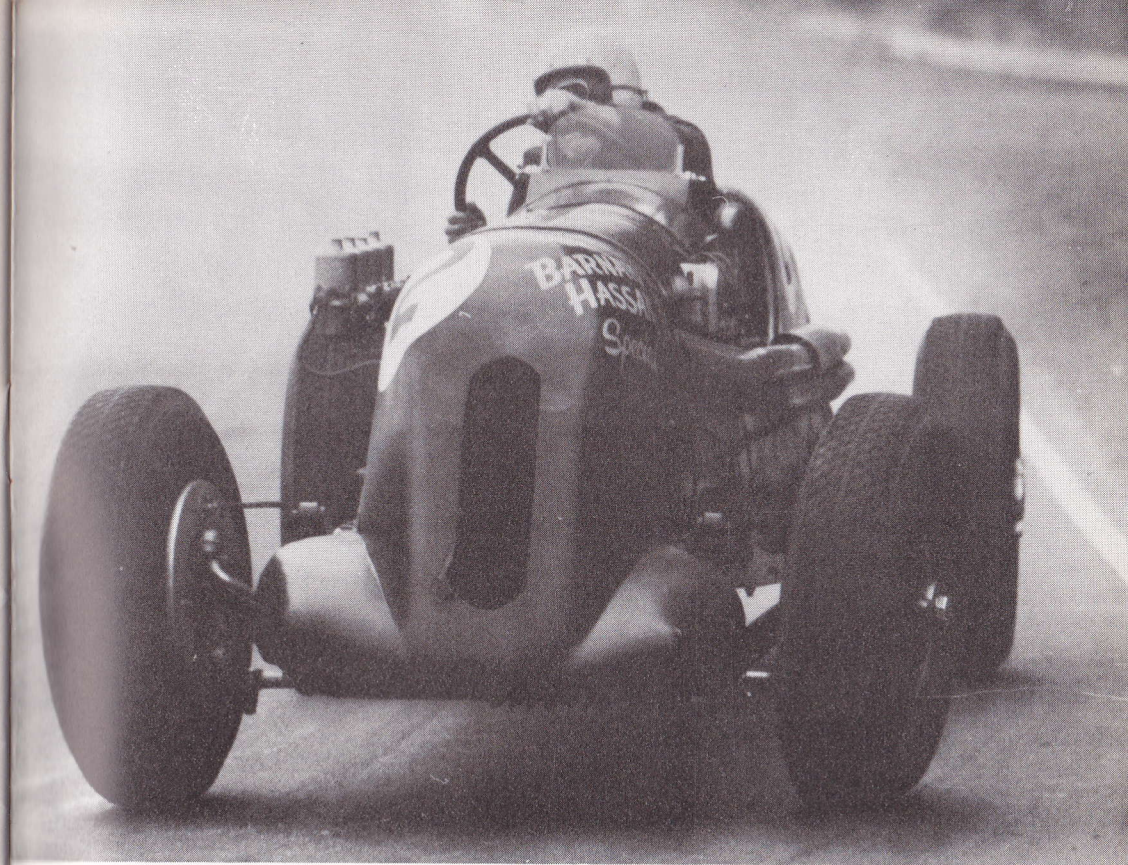
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Why not **BLAST OFF** for Ingliston again on Sunday, 11th May and enjoy a repeat performance of today's excitements.

The May Meeting will almost certainly see Dougal Niven's massive V8 Escort coming to grips with Bill Dryden's Firenza in the Special Saloon car events while, in Production Saloons, Dougal's slithery BMW will be trying to make it a double against the massed Mazdas and Jenny Birrell in the SMT Magnum.

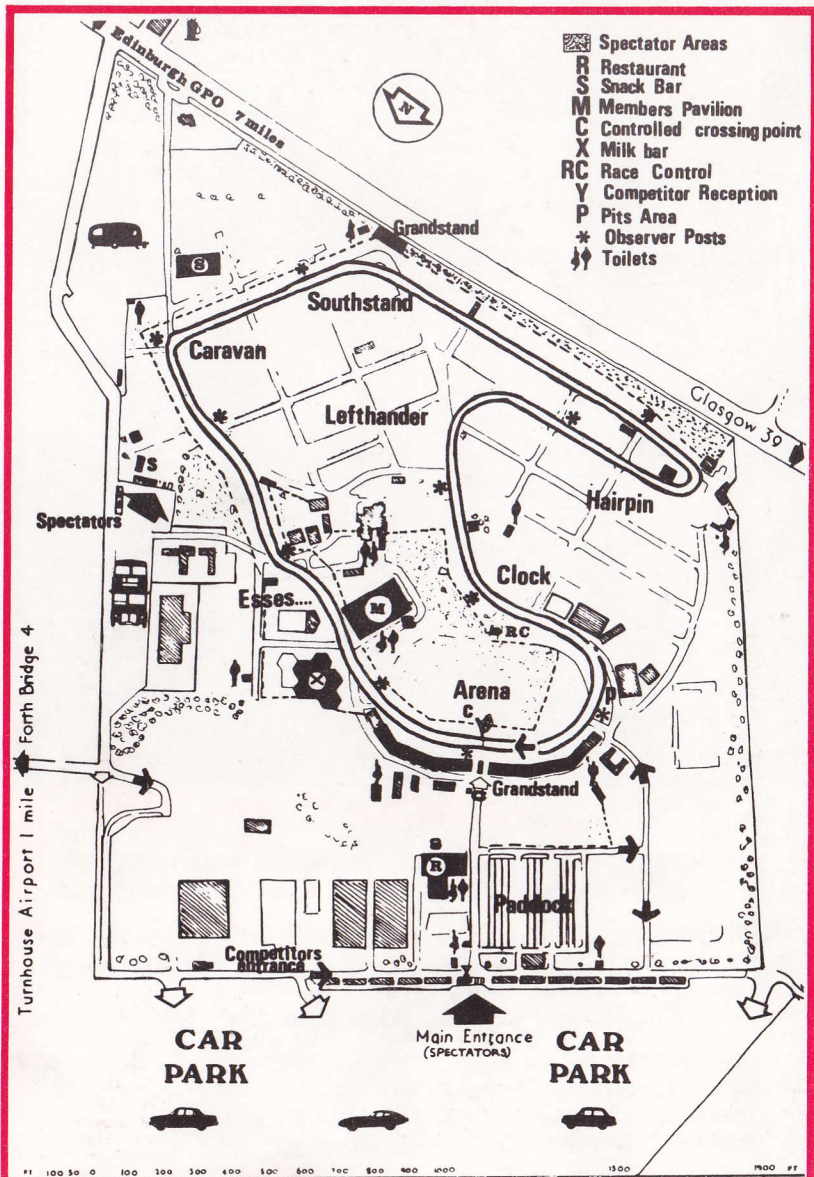
On the Libre front we can expect to see the new crop of "Scottish" Formula 2s fighting for points in the prestigious Scottish Libre championship while another enormous entry of Formula Fords is on the cards for the "cut-and-thrust" world of 1600cc Ford single seater motoring.

Add to that a full programme of racing as the 1975 season of motor racing in Scotland really gets off the ground and you have several good reasons why you

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