

THE ROTHMANS TROPHY RACE MEETING



Including the first round of the

ROTHMANS FORMULA FORD CHAMPIONSHIP INGLISTON

Promoted by



14th APRIL 1974

Organised by

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

Official Programme 20p.

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

Lombard North Central
Banking • Instalment Credit • Leasing

20 DUBLIN STREET, EDINBURGH EH1 3RD
Telephone: 556 9591

Branches in Aberdeen, Ayr, Dundee, Dunfermline, Glasgow and throughout Great Britain



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 1974 season at Ingliston are:—

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

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

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

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

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

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.



The best tobacco money can buy.

Rothmans King Size—extra length, a finer filter and the best tobacco money can buy.

The taste that's chosen in 160 countries and on over 100 airlines.

The taste that's made Rothmans the world's largest selling King Size Virginia cigarette.

King Size flavour that really satisfies



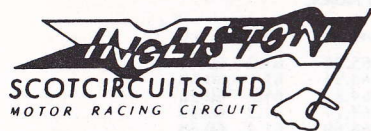
EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING.

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	Loia T212/FVA	50.2	73.86
Under 1150 cc	E LABINJOH	Fisher Spyder	52.2	71.03
CLUBMANS CARS				
M ROSS	Mallock U2 Mk X1B		51.8	71.58
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	J BLADES	Clan Crusader	55.8	66.45
SPECIAL SALOON CARS				
Over 1300 cc	A D NIVEN	Ford Boss Escort	53.0	69.96
1001-1300 cc	E M SMITH	Mini 1275 GT	54.0	68.67
Under 1000 cc	S A BELL	Mini Ford	54.6	67.91
PRODUCTION SALOON CARS				
(All Classes)	E LABINJOH	Alfa Romeo 2000 GTV	61.8	60.00
OUTRIGHT LAP RECORD				
T D REID	Brabham BT38/40		46.1	80.43



1974 TICKET ADVANCE BOOKING FORM

From _____
Of _____

Registered Office:
11 Murray Street
Duns
Berwickshire
40950 Edinburgh

Please supply me with the tickets detailed below:

VAT Registration No: 269 6904 08

		Adults 50p	Juvenile 30p	Grandstand 50p Block A B F South	Grandstand 75p Block D E	TOTAL £
12 May	No.					
	Value	.	.	.	.	
21 July	No.					
	Value	.	.	.	.	
18 August	No.					
	Value	.	.	.	.	
15 September	No.					
	Value	.	.	.	.	
13 October	No.					
	Value	.	.	.	.	

I enclose a cheque / Postal Order for

All prices VAT inclusive.

Please return this completed form with your remittance to Scotcircuits Ltd,
National Bank Chambers, Duns, Berwickshire

FIRE APPLIANCE SERVICES LTD

ST BOSWELLS

ROXBURGHSHIRE

Telephone 3233 or 3739

Associate Company: Fire Appliance Services (International) Ltd

OUR MONNEX DRY POWDER FIRE EXTINGUISHERS

SAFEGUARD THE INGLISTON MOTOR RACING
CIRCUIT AT EVERY MEETING

Distributors for Gravinor (Colnbrook) Ltd

For ALL your fire protection requirements from Hose Reels or Fire Extinguishers to Fixed Installations, Fire Escapes, Fire Alarms, Secondary Lighting, Fire/Smoke Stop Doors and Screens "Safeguard" Lightweight Rescue/Emergency or General Purpose Fire Appliance with crew of 3/4 and 100 gallons water plus HP Fog. These units are now operational with the Northern Ireland Fire Authority.

It's never won a race in its life.



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.

ZIEBART

VEHICLE RUSTPROOFING



Protection throughout the long winter nights

NEW CAR USED CAR

LET US CHECK IT

BEFORE RUST WRECKS IT

ZIEBART RUSTPROOFING offers a 10 year or 100,000 mile guarantee against rust in new cars.

We also offer a 5 year guarantee on used cars up to 2 years old or 20,000 miles (subject to inspection).

Contact your nearest ZIEBART RUSTPROOFING CENTRE

You'll find it in the Yellow Pages.

INGLISTON 1974

What then to look out for in the 1974 Scottish motor racing season? To begin with, the most obvious change to anyone having purchased this Programme will be the new programme format. Printing costs have been creeping steadily upwards during the past few years and 1973 saw a dramatic rise in these costs paralleled by the rise in the cost of living elsewhere. The position for 1974 looks like being even worse (if that were to be possible!) and it is certain that the cost of producing the programme on the same basis as last year will be uneconomic. The choice facing the editor, and Scotcircuits Ltd., was therefore a choice between raising the cost of the programme or trying to reduce its content with a view to retaining the existing price. After considerable thought, it was decided that the price should be left unchanged but that internal alterations would be necessary to try to reduce the size.

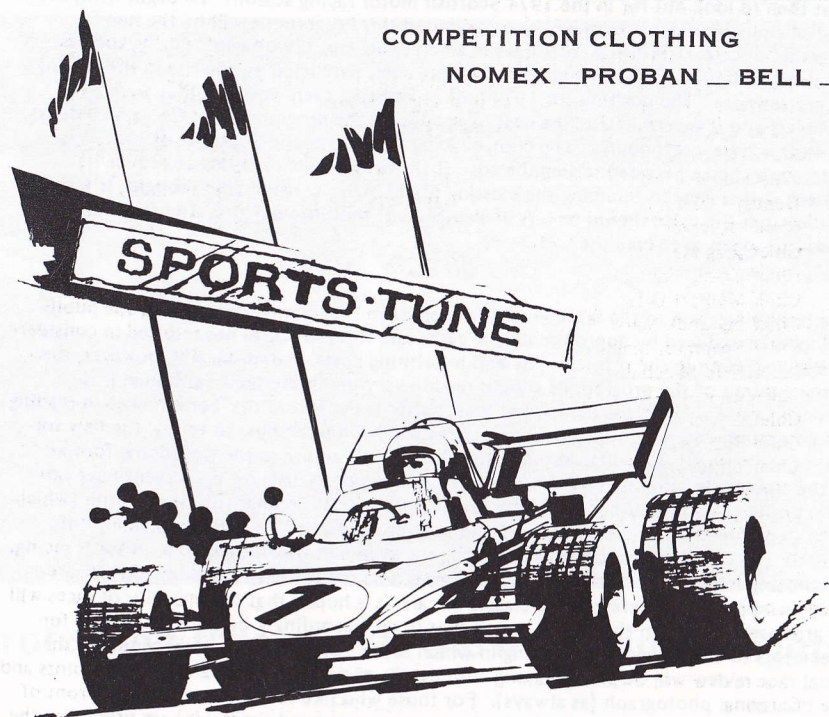
One basic alteration to the familiar style of Ingliston Programme has enabled the publication to be reduced by approximately 8 pages and this reduction has resulted in considerable savings both in the printers time and in printing costs. Paradoxically, however, the actual content of the programme should remain very much the same (although it is reduced in size). Unfortunately, what must suffer is the spectators' convenience in reading the programme but it is hoped that spectators will soon learn how to follow the new format of programme and will eventually find it as simple to use as the traditional format. In the current programme you will find that separate entry lists for each event have not been printed — on the other hand, the overall entry list of competitors at Ingliston (which is now contained on the centre spread and may be used as a "pull-out supplement" if desired) contains an extra column disclosing the events in which each competitor is racing. By allotting numbers to regular Ingliston competitors for the entire season, and by carefully numbering with reference to classes of cars, it is hoped that the majority of races will be grouped together in the entry list and that it will accordingly be a simple matter for spectators to determine who is racing in which event. Elsewhere in the programme the usual race review will be printed along with details of prize funds, championship points and the occasional photograph (as always). For those who like to have everything in front of them at the one time, the entry list (and race programme and timetable) are printed as the centre pages and these may be removed and read alongside the individual race reviews. While this system is naturally less convenient than the original format (which involved separate entry list for each race) spectators will no doubt appreciate that some economies in the programme had to take effect if its price was to remain static.

Apart from the changes to the programme, what else can we expect for 1974. As you will see from the information about the various championships BP are again running a round of the 1974 "Man of the Meeting" award at the July Ingliston Meeting and, since this award has frequently gone in the past to the driver who spends most of his time motoring sideways, you can imagine what July's racing will be like. Those who enjoyed the Group 2 race in August of 1973 will recall that last season was the last year in which the then existing Group 2 Formula was being run — the replacement British Championship for touring cars (which is based on highly modified Group 1 cars — very nearly Group 1½) is again coming to Ingliston in August of this year and, as a result, we expect to see a further confrontation between the hairy Chevvy Camaros, the BMWs, the Capris and all the rest of the best in British Saloon Car racing. In July, we also see a round of the new "Super Saloon" series with a race for the fastest saloon cars in Gt. Britain — now that Group 2 has been abolished, the Super Saloons will almost certainly prove to be the fastest saloon cars in the U.K. and this race for July could well be the race of the season. Also scheduled for July is a Team event for Clubmans cars and, although final Regs have yet to be discussed, we should expect to see a team of Clubmans cars from Scotland competing against teams from England and, perhaps, Ireland. All good partisan stuff!

INTERNATIONAL ACCESSORIES

COMPETITION CLOTHING

NOMEX — PROBAN — BELL —



CORBEAU • KONI • CIBIE • SPAX • BRITAX • ALEYBARS •
PADDY HOPKIRK • SPEEDWELL • GRAHAM HILL • MAMBA •
REVOLUTION • SUPERLITE • WOOLFRACE • FIBREGLASS PANELS
& A HOST OF SUPER ACCESSORIES • MANY AT REDUCED PRICES

10 BRANDON TERRACE • EDINBURGH • 556 - 3507

OFFICIALS AND CREDITS

Clerk of Course
Controller
Steward for R A C
Stewards for Club
Chief Marshal
Deputy Chief Marshal
Chief Observer
Chief Flag Marshal
Chief Track Marshal
Chief Medical Officer
Chief Paddock Marshal
Chief Spectator Marshal
Chief Grid Marshal
Starters
Chief Crossing Marshal
Chief Pits Area Marshal
Chief Timekeeper
Chief Scrutineer
Chief Lap Board Marshal
Commentator
Secretary of the Meeting
Competitor Reception
Results Processors
Judges of Fact

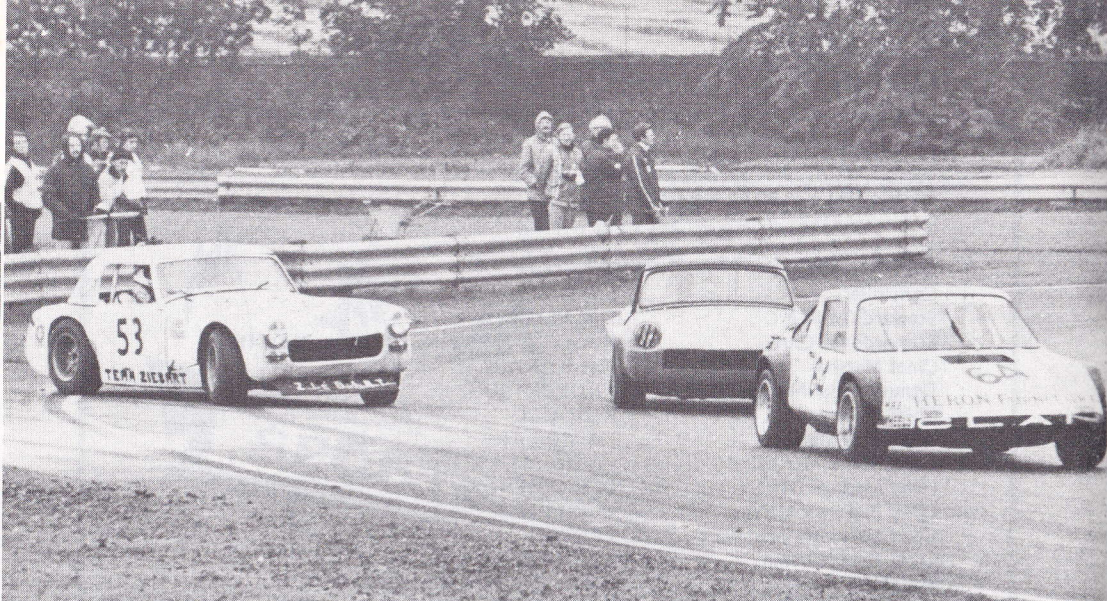
Chairman of Race Committee
Catering
First Aid

Fire Precautions
Breakdown Equipment & Staff

Outside Advertising
Car Parking
Photographers
Public Address
Press Liaison

W J STEIN
E R HERRALD
W N FENWICK
R KAY, W MARTIN, J A DICK PEDDIE
A H B CRAIG
J ROBERTSON
R TRAILL
J A MILLAR
I A DOUGLAS
Dr C M HENDRY
W POLLOCK
J PATON
G MONTGOMERY
J W MACMILLAN & W STRUTH
W J RUSSELL
P POOLE
Dr L JAMIESON
W CLELAND
G KERR
J W McINNES
A M LAMB
J GOOD
M MALCOLM and W CRABB
L BROWN, A BARCLAY, E LIDDELL,
T SLEIGH, A FLETCHER
J L ROMANES
STADIA CATERING SERVICES
THE BRITISH RED CROSS SOCIETY
(Scottish Branch)
THE SCOTTISH AMBULANCE SERVICE
FIRE APPLIANCE SERVICES LTD
JAMES ROSS & SONS LTD
APPLEYARD (EDINBURGH) LTD
MANSEFIELD MOTORS, LANARK
ROSSLEIGH LTD
VEITCH MOTOR COMPANY
AEROSIGNS (LONDON) LTD
NATIONAL CAR PARKS LTD
E BRYCE & A REDPATH
KENNEDY OF LANARK
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/9491



EVENT 1

2.20 pm

MODIFIED SPORTS CARS

10 Laps

While many of the old favourites are back in the Modified Sports Car race, there are one or two points of interest although the hottest tip of the day must be the all conquering Ginetta G4 of Morpeth's **John Absalom** (55). The current Modified Sports Car lap record holder with a time of 52.8 secs. in his old 1150 cc powered Ginetta, John has been campaigning a new 1800 cc Ford-engined Ginetta for over a year now and has hopes of repeating in the higher capacity class his sensational successes over the years in the up to 1150 cc class. Local opposition comes from **Alex Soutar** (56) from Dundee with his Vegantune Lotus Elan. One of the fastest competitors a couple of years ago, Alex had a less happy season last year but may come back into his own in 1974 with his car. Still amongst the higher capacity cars, one marque not seen before is **Mungo Clark's** (58) Datsun 240Z Samuri — both car and driver are new to the game although the car has been converted to race trim by the Samuri Motor Company. In the smaller capacity class, we see the return of the car which almost dominated the entire Modified Sports Car scene last year, the diminutive 998 cc **Clan Crusader**. This car, driven by **Johnny Blades** last year into 4th place in the Hartley Whyte Trophy Championship for Sports and Special GT cars, has now been acquired by **Ken Allen** (79), formerly famous for his Mini exploits. Both car and driver are well known at Ingliston and the combination may see a new string of successes for the now defunct Clan Crusader Company. **Reg Forrester-Smith** (82) fast becoming the grand-daddy of Ingliston drivers, returns with his Ginetta G4 with hopes of a successful season while **Lenzie's Don Rutherford** (81) starts his second season of motor racing with one win and and two seconds under his belt from 1973.

Over 1150 cc: 1st (£20)**55 (1)** 2nd (£10)**73 (3)** 3rd (£5)**56 (4)**

Up to 1150cc: 1st (£20)**79 (2)** 2nd (£10) 3rd (£5)

Bonus of £10 for the fastest lap to**55**..... **53.8**..... secs

EVENT 2

2.45 pm

FORMULA FORD CARS

10 Laps

With last year's Rothmans Formula Ford Champion, **Graham Cuthbert**, remaining remarkably silent at the time of writing, the spotlight for 1974 must turn on the three runners-up in last year's Championship. Of these, Kirkliston's **Stuart Lawson** (25) is the paper favourite, fielding as he does a split new Hawke DL11—Scholar while 3rd placed man last year, **John McGilvray** (24) from Oban places his faith in the 1974 model of Crossle. Perhaps the man to really watch for, however, is number 30, Edinburgh's **Andrew Jeffrey**, who is fielding a "works" entered Elden Mk 10C — in his first season of motor sport (1973) Andrew scored five wins and several places and put himself into 4th place in the Rothmans Championship. With a split new works supported Elden for 1974, Andrew will be a very hard man to catch. Out to do just that, however, is Perth's **Norman Dickson** (22) who has also invested in a split new Van Diemen RF74, the updated version of the 1973 winning model. Two other leading Ingliston lights also re-appear with brand new mounts — **Graham Hamilton** (49) also fields a brand new Van Diemen RF74 while Linlithgow's **Dave Steedman** (34) appears today at the wheel of the ex-Dave Brotherston Brabham BT28 with hopes of a new Hawke DL11 drive later in the season. With such new and competitive machinery at the circuit, we can expect to see a forcefully fought battle for early domination of the Formula Ford scene at Ingliston this year.

A host of Formula Ford entries discloses how popular this Marque of car has become with competitors. Theoretically a relatively inexpensive way of breaking into single-seater racing, Formula Ford racing is also acknowledged to be the first step on the ladder towards single-seater success and many Scots would seem to have opted for this class. Amongst them is an erstwhile member of the Scottish Go-Kart Team, **David Kerr** (38) from Chirnside and it will be interesting to note how he handles his Elden Mk 10A amongst the hardened FF contenders. Many other new drivers will be making their debut this afternoon in Fords and one of the joys of this time of the season is that there is always at least one new face which very quickly moves out of the "crowd" into the leading group. Who that will be is anyone's guess. Don't expect, however, to see all the drivers entered in this afternoon's race! With so many entries, and with the RAC only allowing 16 cars to start, we are weeding out the slower cars in this morning's practice so that only the best of the bunch will appear this afternoon. (That's the theory anyway!)

1st (£20)**25**..... 2nd (£15)**49**..... 3rd (£10)**32**..... 4th (£5)

Bonus of £10 for the fastest lap to**49**..... **53.8**.....secs

Round One of the Rothmans Championship for
Formula Ford Cars

Rothmans

The best tobacco money can buy

...when you know what you're doing

EVERY PACKET CARRIES
A GOVERNMENT HEALTH WARNING

ROTHMANS OF PALL MALL, one of the leading sponsors of sport in Scotland and one of the first big names outside the world of motoring to sponsor motor racing, extends a hearty welcome back to all interested in what Ingliston has to offer this year, representing the development of the finest in Scottish motor sport.

ROTHMANS, together with the circuit owners and race programme organisers, view the 1974 season with pent-up eagerness and confidence and feel there will be much in store throughout Ingliston's six-meeting calendar to provide the spectating public with plenty of thrills, excitement and stimulation.

The company's continued support will be demonstrated throughout the season by the Formula Ford Championship, the scenario last year for one of the tensest struggles seen at Ingliston when Scotland's two young, up-and-coming drivers Graham Cuthbert and Stuart Lawson fought it out for the ROTHMANS title.

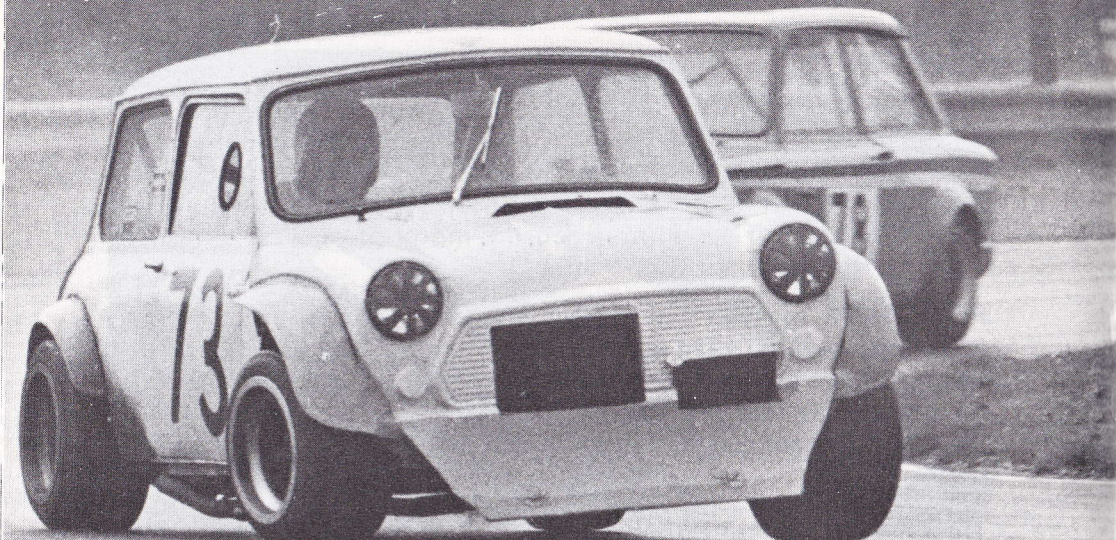
And in an effort to provide the new season with its best possible curtain-raiser, the company are sponsoring the main event of the afternoon's programme — the ROTHMANS TROPHY RACE.

The ROTHMANS allegiance to motor racing dates back to 1961. That year, the company, for the first time, sponsored a number of international race meetings. Since 1963, ROTHMANS have sponsored many motor racing championships, initially with support for sports cars at club level and later by involvement with Formula Ford in 1968.

The following year saw an extension to our activity with the sponsorship of another new Formula, Formula 5000 and, in addition the ROTHMANS banner has been in evidence at many of the motor racing circuits throughout Great Britain.

ROTHMANS' aim is to contribute in some measure towards creating increased opportunities for assisting the development of drivers — whether of established or of unproven ability — and their machinery alike.

And it is our sincere hope that your attendance at Ingliston today will be rewarded with a feast of exciting driving.



EVENT 3 3.10 pm

THE ROTHMANS TROPHY RACE

Heat 1 for Special Saloon Cars up to 1000 cc
10 Laps

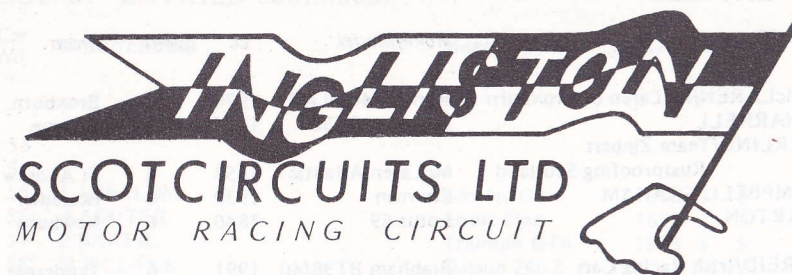
Without a shadow of doubt, the paper favourite for this, the first heat of the first round of the 1974 Lombard North Central Scottish Saloon Car Championship, must be the 1972 champion, **Sedric Bell** (111). After a sortie into single-seater racing last year, Sedric seems to have returned to his original love, the 1000 cc Mini and, with a new 16 valve Allen powered Mini, he will be out to improve his class lap record of 54.6 secs. With Sedric representing the North of England, Scotland has a healthy representation all of its own although the local drivers will be hard put to it to keep up with the flying Haltwhistlian (to coin a word). Kirkliston's **Ian Forrest** (112) with his Hillman Imp will be trying his hardest as will be Aberdeen's **Bill Donald** (113), a regular competitor at Ingliston for the last 3 years. Also with an Imp, Kirkcudbright's **Peter Pitman** (114) returns with a new car built over the winter season while, from Belfast, **George Windrum** (116) provides the "continental" challenge.

Whatever we may say, we still cannot help feeling that Sedric is the man for this race but don't forget that the first 5 home go forward to the Special Saloon car final (event 7) later this afternoon and we can expect to see the fur really flying then as Sedric's Mini comes to grips with the heavier machinery — needless to say, he has never disgraced himself in the past and, in the right conditions, one can even see the small 1000 cc Mini taking the chequered flag in the final!

1st (£20)111..... 2nd (£15)114..... 3rd (£10)113..... 4th (£5)112.....

Bonus of £10 for the fastest lap to111.....55.5..... secs

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



THE ROTHMANS TROPHY RACE MEETING

Sunday, 14th April 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 Track Open	2.20
2	A 9.10 B 9.35	Formula Ford Cars — 10 laps	A 10.10 Track Open B 10.35 Track Open	2.45
3	10.05	The Rothmans Trophy Race — Heat 1 for Special Saloon Cars up to 1000 cc — 10 laps	11.05 Track Open	3.10
4	10.30*	The Rothmans Trophy Race — Heat 2 for Special Saloon Cars over 1000 cc — 10 laps	11.30* Track Open	3.35
5	11.00	Special GT, Sports & Clubmans Cars — 10 laps	12.00 Track Open	4.00
6	11.30	The Edinburgh Students Charities Cup Race for Libre Cars — 15 laps	12.30 Track Open	4.25
7	—	The Rothmans Trophy Race for Special Saloon Cars — Final — 15 laps	—	4.55
	—	Presentation of Trophies	—	5.15*
8	10.30*	Production Saloon Cars and Special Handicap Race — 10 laps	11.30*	5.30
		Luncheon Interval		
	2.00	Drivers' Briefing in Scrutineering Bay		
	2.10	Marshals at posts. Clearance Report		

LIST OF ENTRIES

Car No	Driver/Entrant	Make/Model	cc	Event	From
1	I C McLAREN/McLaren of Broxburn	Rondel Motul M1	1970	6	Broxburn
2	A CHARNELL	Brabham BT38	1974	6	Balerno
3	I STIRLING/Team Ziebert Rustproofing Scotland	McLaren Atlantic	1658	6	St Andrews
4	J CAMPBELL GRAHAM	Chevron	1930	6	Bearsden
5	A BARTON	Lotus 69	1840	6	Newburn
6					
7	T D REID/Irish Racing Cars	Brabham BT38/40	1991	6	Tandragee
8	A PALMER	March 722	1600	6	Douglas
9	D N THOMSON/Thistle Metallics	GRD 273	1600	6	Glasgow
10	T DZIERZEK	Hawke Atlantic	1600	6	Kirkliston
11	J BARR	Lotus 69 Atlantic	1600	6	Edinburgh
12					
14					
15	C M M MUNRO	Vixen VB5	998	6	Afness
16	B HEFFRON	Ecosse Imp	998	6	Glasgow
17					
18					
19	G DALZELL/MacDonald Shand Properties	Van Diemen RF74	1600		Dumfries
20	R LEIGH	Mistral FF	1600		Manchester
21					
22	N DICKSON/Dickson Motors	Van Diemen RF74	1600	2 A 6	Perth
23	J SHERRY	Crossle 25F	1600	2 B 6	Lisburn
24	J MacGILVRAY	Crossle 25F	1600	2 A 6	Oban
25	S LAWSON/Belmont Garage (Edin) Ltd	Hawke DL11	1600	2 B	Kirkliston
26	C MacLEAN/Highland Racing Team/ Struie Motors Ltd	MRE	1600	2 A	Adross
27	G MUNDELL/Highland Racing Team/ Struie Motors Ltd	Royale RP3A	1600	2 B	Ardross
28	E JORDAN	Crossle 20F	1600	2 A 6	Dublin
29	P C MORRISON	Crossle 20F	1600	2 B 6	Inverness
30	A D JEFFREY/Elden International Racing	Elden Mk 10C	1600	2 A 6	Swanley
31	D BROTHERSTON	Hawke DL11	1600	2 B	Edinburgh
32	D A H HALL	Hawke DL11	1600	2 A	Edinburgh
33	C REEVES	Mallock U2Mk9B	1600	2 B	Larkhall
34	D STEEDMAN	Brabham BT28	1600	2 A	Linlithgow
35					
36	B GOWANS	Merlyn Mk 11	1600	2 B	Dalbeattie
37	A WILSON	Elden Mk 8	1600	2 A	Dumbarton
38	D KERR	Elden Mk 10A	1600	2 B	Edrom
39	A McKECHNIE	Rostron FF	1600	2 A	Lochgilphed
40	J MASSEY	Mistral FF	1600	2 B	Manchester
41	D LAIRD	Hawke DL9	1600	2 A	Cupar
42	H MacLEOD	Merlyn Mk 11A	1600	2 B	Wokingham
43	I E WILLIAMS	Alexis FF	1600	2 A	Cramlington
44	R H SIMPSON	Crossle 16F	1600	2 B	Garlieston
45	G FRANCHITTY	Hawke DL 11	1600	2 A	Whitburn
46	W N WILLIAMSON	Lotus 69F	1600	2 B	Jedburgh
47	D CAMPBELL	Hawke FF	1600	2 A	Ayr
48	G A PIRIE	Lotus 24	1600	2 B	Aberdeen
49	G HAMILTON/MacDonald Shand Properties	Van Diemen RF74	1600	2 A	Dumfries
50	J A ALLAN	March 708/18	1600	2 B	Whitburn
51					
52					

LIST OF ENTRIES continued

Car No	Driver/Entrant	Make/Model	cc	Event	From
53					
54					
55	J ABSALOM	Ginetta G4	1800	1	Felton
56	A SOUTER	Lotus Elan	1650	1	Dundee
57	P BAKER	Triumph GT6	1998	1	Stow
58	M B CLARK	Datsun 240 Z			
		Samuri	2400	1	Dumfries
59					
60					
61	P MacNAUGHTAN	Mallock U2Mk XIB	1600	5	Edinburgh
62	A CHARNELL	Lola T212	1594	5	Balerno
63	J HUGH	Gryphon C73	1600	5	Livingston
64	J CORFIELD/Bradshaw Plant Hire	Martin BM10/FVA	1598	5	Peterborough
65	J BAIRD	Mallock U2Mk XIB	1600	5	Edinburgh
66	E LABINJOH/Fishers Garage (Edinburgh) Ltd	Fisher Spyder	1570	5	Edinburgh
67	R MacNAB	Gryphon C4A	1600	5	Kilmarnock
68					
69					
70	K SHADE	MG Midget	1293	1	Edinburgh
71	R ROLLO	MG Midget	1293	1	Prestonpans
72	T IRVINE	AH Sprite	1275	1	Edinburgh
73	W L WOOD	MG Midget	1293	1	Edinburgh
74	A WOOD	MG Midget	1293	5	Edinburgh
75					
76					
77	K McCORMICK	Mallock U2Mk XIB	1000	5	Inverurie
78	R A ROSS	Nathan GT	999	5	Dundee
79	K ALLEN/Russel McIntosh	Clan Crusader	998	1	Crossford
80					
81	D RUTHERFORD	AH Sprite Mk 1	1147	1	Glasgow
82	R FORRESTER-SMITH/Marquis Motor Co	Ginetta G4	1098	1	West Calder
83	G R WILSON	MG Midget	1150	1	Helensburgh
84					
85					
86					
87					
88					
89	W N A DRYDEN/SMT	Vauxhall Firenza	2300	4	Edinburgh
90	A D NIVEN/Border Reivers	Boss Escort	5700	4	Whitsome
91	F GUNN	Ford Escort	1980	4	Milngavie
92	C SIMPSON	Ford Escort	1556	4	Monifieth
93	W ROBERTSON	Ford Capri	3000	4	Edinburgh
94	J S CALVERT/Hillcrest Used Cars	Ford Escort	1800	4	Seaham
95					
96					
97					
98					
99					
100					
101	J DRYDEN	BLMC Saloon	1293	4	Lundie
102	J VEITCH/Sportstune Accessories	Mini Arden 'S'	1293	4	Edinburgh
103	I T ROGERSON	Mini Cooper 'S'	1293	4	Rothbury
104	E M SMITH	Mini 1275 GT	1297	4	Carlisle

LIST OF ENTRIES continued

Car No	Driver/Entrant	Make/Model	cc	Event	From
105	I A BERTIE	Downton Mini	1293	4	Dundee
106					
107					
108					
109					
110					
111	S A BELL	Allen Mini	997	3	Haltwhistle
112	I FORREST	Forrest Imp	998	3	Kirkliston
113	W G DONALD	Hillman Imp	998	3	Tarland
114	P M PITMAN	Chrysler Imp	998	3	Kirkcudbright
115	G STUPPLE	Riley Elf Mk 1	998	3	Edinburgh
116	W G WINDRUM	Hillman Imp	998	3	Belfast
117	M LORIMER	Hillman Imp	998	3	S Queensferry
118	F LETHBRIDGE	Mini Cooper 'S'	970	3	Edinburgh
119	D J M FISHER	Hillman Imp	998	3	Dunoon
120	A SELLAR	Mini Cooper 'S'	999	3	Burntisland
121	A RITCHIE	Mini Cooper 'S'	999	3	Paisley
122					
123					
124					
125					
126	N G WHITNEY	Austin Mini	850	3	Edinburgh
127	J H PATRICK	Colvend Mini	850	3	Whitecross
128					
129					
130					
131					
132	A I SMITH	Simca Rallye 1	—£999	8	Balerno
133	C JONES	Sunbeam Imp Sports	—£999	8	Ratho
134					
135					
136					
137					
138	R LECKIE/Roy Thomson	Hillman Avenger GT	—£1249	8	Aberdeen
139	M SHAKSPEARE	Ford Escort GT	—£1249	8	Edinburgh
140	Mrs J BIRRELL/ Halesfield Motors (Telford) Ltd	Simca Rallye 1 FIRENZA	—£1249	8	Telford
141					
142	J. BIRRELL				
143	W.A. DRYDEN /SMT	Vauxhall Firenza	—£1599	8	Edinburgh
144	G. BIRRELL/Halesfield Motors (Telford) Ltd	Hunter GLS	—£1599	8	Telford
145					
146					
147					
148	E LABINJOH/Fishers Garage (Edinburgh) Ltd	Alfa Romeo 2000 GTV	£1600+	8	Edinburgh
149					
150					
151					
152					
153					
154					
155					
156					

EVENT 4

3.35 pm

THE ROTHMANS TROPHY RACE Heat 2 for Special Saloon Cars over 1000 cc 10 Laps

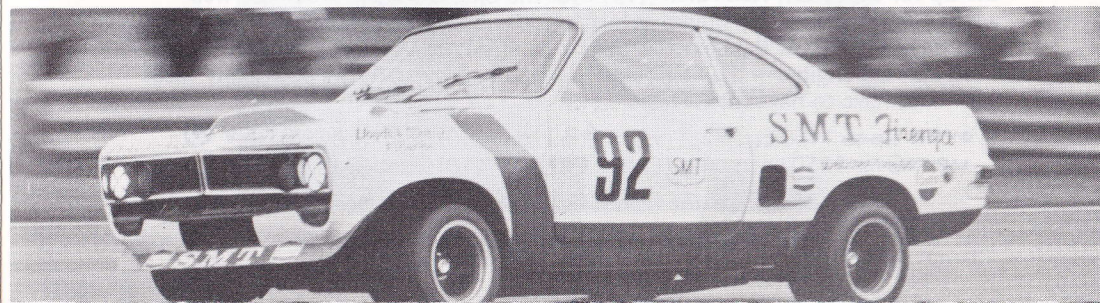
The entry list for today's "over 1000 cc" Saloon Car heat suggests that the premier class of racing at Ingliston for 1974 will almost certainly live up to its reputation. Heading the list is the 1973 Lombard North Central Scottish Saloon Car Champion, **Bill Dryden** (89), with the SMT Vauxhall Firenza with which he took the championship last year. The car has, however, been completely rebuilt over the winter months and will now appear both in new form and with more power. Arch-rival, **Doug Niven** (90), returns to the fray with the 5.7 litre Boss Escort which currently holds the Saloon Car lap record at Ingliston — two features are, however, of interest with regard to this car. To begin with, discerning spectators will note the re-appearance of the "Border Reivers", a team which originally entered Jim Clark in local Scottish events. The team has been re-formed to sponsor Dougal this season and makes a welcome re-appearance in motoring circles. As for the Boss Escort, not only have the mechanics of the car received attention over the winter, but so also have the aerodynamics of the car. Since the middle of last year, a team of graduates at Glasgow University, under the direction of Dan Wright, have been conducting tests on the Escort in a wind tunnel and their revolutionary results are incorporated in new aerofoils on the car — perhaps the most remarkable of these is an inverted aeroplane wing which has been slung below the car between the rear wheels. The theory is apparently simple — an ordinary aeroplane wing shape gives lift — if you turn it upside down, it gives down-thrust! Working on that principle the Glasgow University boffins have produced something entirely new in motor racing and, in testing, the idea showed distinct potential. Doug has been assured that the car will not take off although, to play safe, a special prize is being offered for the first driver to complete a lap at Ingliston in under 60 secs at 6 feet off the ground! As for speed, according to the Berwickshire News (so it must be true) the car is reputed to be capable of 210 mph — anyone got a handy 100 mile long straight to test the theory on?

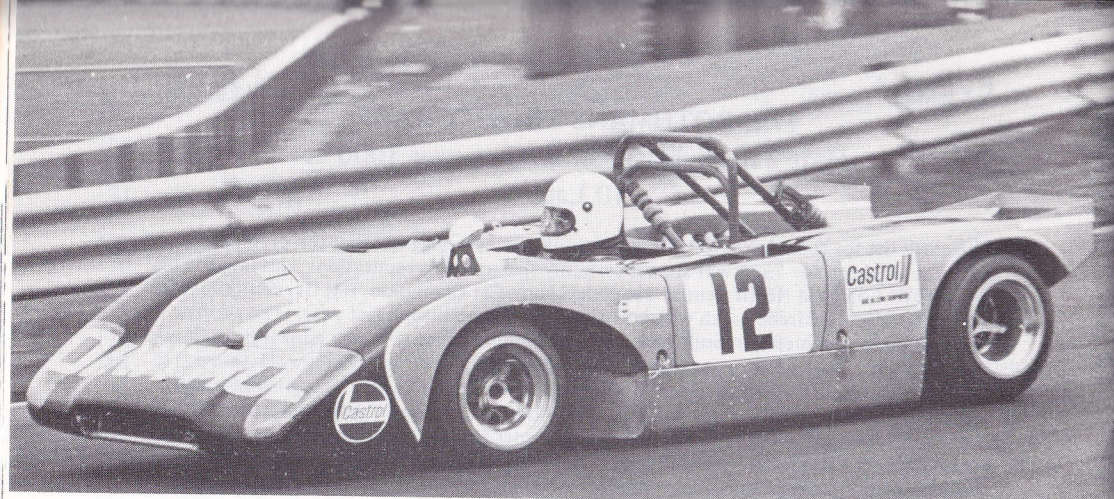
Two other Escorts join the fray this year. The most interesting of them is the ex-Gerry Edmonds Escort of **Frank Gunn** (91) who has installed a 2 litre Brian Hart BDA. **John Calvert** (94) brings his BDA powered Escort from England, a car which has already seen considerable success in the North. Down amongst the 1300 cc cars, the current 1300 cc lap record holder, **Eric Smith** (104), fields his incredible Mini 1275 GT which is running this year to a 16 valve Allen engine. **Jim Dryden** (101) the runner-up in last year's Championship, re-appears with the car which he raced so successfully last year in an effort to repeat the performance in 1974 while **Jimmy Veitch** (102), the current Ingliston high jump record holder (6'3½"), tries to get all his power on the ground for a change. All in all, a first class selection of talent for this, heat 2 of the first round in the Lombard North Central Scottish Saloon Car Championship of 1974.

Over 1300 cc : 1st (£20) ~~89~~ 2nd (£10) ~~90~~ 3rd (£5) ~~91~~ (4)
Up to 1300 cc : 1st (£20) ~~104~~ 2nd (£10) 3rd (£5)

Bonus of £10 for the fastest lap to ~~90~~ ~~53~~ 2...secs

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





EVENT 5

4.00 pm

SPECIAL GT, SPORTS AND CLUBMAN'S CARS 10 Laps

The entry for the Sports and Special GT race sees a collection of interesting machinery clustered around the 1600 cc mark. Last year's Championship winner (by a mile) returns with the Lola T212 FVA with which he dominated the October Meeting and **Tony Charnell** (62) will be intent on repeating his 1973 performance as quickly as possible. Things might not be so simple this year, however, since **John Corfield** (64) has now spent some time sorting out his Cosworth FVA powered Martin BM10 and feels that this should be a worthy opponent to Tony Charnell. Also out to go just that bit faster is the incredible Fisher Spider of **Edward Labinjoh** (66). For more years than the writer cares to remember this car has been an 1150 cc car (and, indeed, it presently holds the under 1150 cc lap record) but, for 1974, designer and builder Jack Fisher has injected a spot of power with a 1570 cc BDA engine. Just how the BDA top has been married to a mini bottom escapes the editor but, from a technical point of view, it will certainly be one of the cars to look at in the paddock — and knowing Jack Fisher, it will almost certainly be one of the cars to watch on the track as well.

Clubmans cars there are in profusion this year with Gryphons from **Jack Hugh** (63) and **Roy McNab** (67) and Mallocks from **Peter MacNaughtan** (61) and **Jim Baird** (65). Although not entered in this meeting, it should also be noted that the new RAC Regulations allow front engined 1600 cc Formula Ford cars to compete in Clubmans events as "1000 cc cars" (providing they fit mudguards) and we do know of one Formula Ford Mallock which is being converted on this basis. Competing in the "up to 1150 cc" class, these cars should be highly competitive and the tip for that class, **Ken Allen** (79) with the Clan Crusader, would be well advised to score as many points as he can today before having to contend with the converted FFs at the next Meeting. Thankfully, only front engined Formula Ford cars are eligible — if all FFs could compete, heaven knows how many races we would have to have for GT cars!

OVER UP to 1150 cc : 1st (£20) **.62** 2nd (£10) **.55** 3rd (£5) **.56 (4)**
UP TO OVER 1150 cc : 1st (£20) **.79** 2nd (£10) 3rd (£5)

Bonus of £10 for the fastest lap to **.62** **.50.6** secs

A round in the Hartley Whyte Championship

Pictured below is 18 year old Heather Paterson from Aberdeen, our Charities Queen for 1974. Heather, who is a first year student at Dunfermline College of Physical Education, enjoys travelling and meeting people and she'll certainly have plenty opportunities for both pursuits in her capacity as Charities Queen and First Ambassador for the Appeal. Today's Sponsors, Rothmans are baking and presenting to Scotcircuits Ltd., the promoters at Ingliston, a gigantic cake to honour Ingliston's 10th Birthday and that cake will be formally handed over to Heather this afternoon for distribution by the Charities Appeal amongst those most needy. Even before that, it is hoped to use the cake to raise even more money for the Appeal's charitable aims.

As Heather is the Ambassador so the committee are the Civil Servants. Since the commencement of the college year in October members of the committee have been drafted, designated responsibilities and hopefully have been pursuing their particular jobs in preparation for Charities Week. The week begins on April 21st with a sponsored walk around Edinburgh. Monday sees the crowning of the Charities Queen followed by a torchlight procession from the Castle to the Calton Hill for a fireworks display. The mid-week involves the mass of students both on and off the campus in stunts and border raids and in house to house collections while the Grand Finale is a Saturday spectacular. A cavalcade of colour in the form of the Floats Procession makes its way along Princes Street and The Bridges accompanied by enthusiastic collectors and headed by the Charities Queen.

The Ingliston Race Meeting held a week before the commencement of Charities Week is a valuable prelude to the afore mentioned events. It provides a first class promotion for our car competition, the biggest single money-spinner on our agenda. What better start to a fortnight of hard sales drive than a sunny afternoon in its natural surroundings. May I wish Ingliston convenor Ian Archibald and our sponsors Rothmans a very successful Race Meeting and I look forward to an equally successful Appeal.

Stuart Jebb P R O

Edinburgh Students Charities Appeal





EVENT 6

4.25 pm

THE EDINBURGH STUDENTS CHARITIES CUP RACE for Libre Cars 15 Laps

One of the most interesting developments at Ingliston for 1974 is the sudden upsurge in interest in Libre cars amongst local drivers. Certainly, very powerful machinery has found its way to Scotland and the North of England and 4 of the fastest cars are here this afternoon to take issue in the first round of the new BP Super Visco Championship. Almost certainly the main interest will come from cars Nos 1 to 7 (although it is emphasised that the numbering has not been allocated on a "seeding" basis). Last year's Championship runner up, **Iain McLaren** (1), who set the October race meeting alight with his superb drive behind **Johnny Blades**, fields for the first time in Scotland the ex-Jean-Pierre Jaussaud Rondel Motul M1 Formula 2 car. Powered by a Cosworth BDG engine, and in the hands of the 1973 Scottish Hill Climb and Sprint Champion, this car is a guy-powerful piece of machinery and could well put Iain on the way to clinching the championship which he so narrowly missed last year. The opposition comes from the ex-Graham Hill Formula 2 Brabham BT 38 driven by well-known Edinburgh driver, **Tony Charnell** (2). Tony was of course the GT Champion at Ingliston in 1973 and he has figured prominently in the Production Saloon Car Championship — on the odd occasion when he entered his Chevron (and, latterly, his Lola) in the Libre events, he displayed all the skills apparent from the old single-seater days and, with the ex-Graham Hill car at his disposal, he must be reckoned as one of the hot favourites for this Championship.

Another hot favourite is the ex-saloon car maestro, **Andy Barton** (5) who has acquired the 1973 Championship winning ex-Emerson Fittipaldi/ex-Johnny Blades Lotus 69 and, with its Cosworth BDE power unit, this car has already been showing its paces on the English circuits with Andy at the wheel. Once used to having the fresh air swirling about his face, he could be a real power to be reckoned with and our guess for this afternoon's race will be a closely fought battle between Andy, Tony, Iain and **Tommy Reid** (7). Not to be outdone, however, **J Campbell Graham** (4) from Glasgow fields his FVC powered Formula 2 Chevron while a greatly underrated driver, **Doug Thomson** (9) pits his new mount against the heavy machinery. Having spent a couple of years down in the 1000 cc Libre class, Doug has now acquired the ex-Wheatcroft/Roger Williamson GRD 273 which was the 1973 works car. Already, at Croft, he has put this 1600 cc BDA powered Formula 2 car out in front of the more powerful machinery of Iain McLaren and Andy Barton. While, therefore, we would look to the three Cosworth powered cars to be scrapping at the front, we would tip Doug Thomson as the dark horse of the race. Throw in a few Formula Atlantic cars and the odd FF car etc and you have the makings of a classic Libre season at Ingliston. All the more so since erstwhile Ingliston regular, Irishman **Tommy Reid** (7), hopes to get across the water to repeat some of his former glories while rumours also abound of the "best up and coming" Scottish driver of 1973, **Bob Leckie** (6), having a close look at some single seater machinery with, perhaps, the April meeting in mind!

1st (£20) ...**7**... 2nd (£15) ...**1**... 3rd (£10) ...**9**... 4th (£5) **5**

Bonus of £10 for fastest lap to ...**7**... **47.3** secs

A round in the BP Super Visco Scottish Libre Championship

EVENT 7

4.55 pm

THE ROTHMANS TROPHY RACE for Special Saloon Cars — Final 15 Laps

Those of you who are not familiar with the Ingliston system of heats and a final in Special Saloon Car races should note that the fastest 5 cars finishing in each class from events 3 and 4 this afternoon, together with the next fastest car irrespective of class, all go forward to this race to battle for points in the coveted Lombard North Central Championship. Not only has the championship monetary prize fund been substantially increased this year (to a total of £1000) but it will also be noted that prize money is payable to over 50% of the cars on the grid — all good reasons why this tends to be one of the best races of the day with the fastest saloon cars of the day taking issue.

Naturally, it will be very difficult to decide just who is going to be in this event since the entry list depends entirely upon the placings in the earlier saloon car heat this afternoon. However, one point should perhaps be explained. While the prize money and championship contenders are the fastest 5 from each class etc. as above stated, it sometimes happens that a car which does not finish its heat is allowed to compete in the final. This can only happen where all other qualifiers have been given the opportunity of racing and if, after that, it is found that there is still space on the grid, there is provision to allow a car which has not completed its heat to race in the final. Such cars racing in the final do so on the understanding that they are not eligible for any championship points, nor will they receive any prize money. In short, they are racing for fun only and their inclusion in the final in no way affects the overall championship position.

Over 1300 cc:	1st (£15) ... 89	2nd (£10) ... 90	3rd (£5)
1001 — 1300 cc:	1st (£15) ... 104 (3)	2nd (£10)	3rd (£5)
Up to 1000 cc:	1st (£15)	2nd (£10)	3rd (£5)

Round One of the Lombard North Central Scottish Saloon Car Championship



PRODUCTION SALOON CARS & SPECIAL HANDICAP EVENT

10 Laps

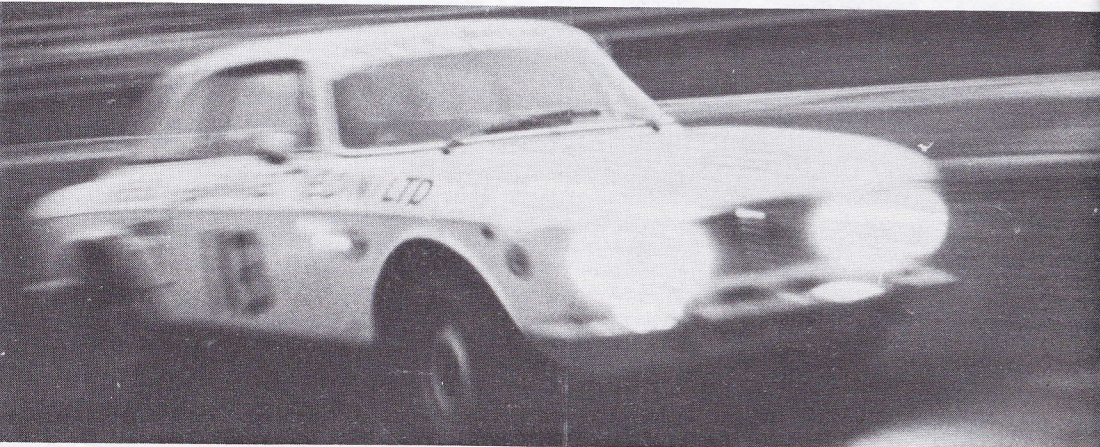
Like last year, the first local Production Saloon Car event looks like being slightly disappointing from the entries point of view, there being only eight entries at the date of going to print. However, to keep the class alive, the race is being combined with a special handicap event and it is hoped that further production saloon cars will be forthcoming later in the season. Basically, production saloons are really standard saloon cars that you can buy from the showroom with only minor modifications being allowed from a safety point of view (such as the fitting of a rollbar etc.). Anyone interested? Those that have been interested include one of the up-and-coming single-seater stars of 1973, Aberdeen's Bob Leckie (138) with a Hillman Avenger GT while S.M.T. enter the fray with a Vauxhall Firenza in the hands of 1973 Special Saloon Champion, Bill Dryden (143). The main opposition will be the current lap record holder, Ed Labinjoh (148) with the ex-Stan Clark Alfa Romeo 2000 GTV which was campaigned by Ed and Jack Fisher so successfully last year.

As for the special handicap event, we really don't know too much about this at the present time. Entries for the event will not close until 3.30 pm this afternoon and thereafter the handicappers will be furiously arranging time handicaps. All the production saloons will be started from the front of the grid as a separate race but they will also, for handicap purposes, be given a handicap credit of 1 lap and, if appropriate, a further time advantage. Thereafter, the cars will be started in pairs at varying time intervals (based on the handicap) and the first over the line after 10 laps is the winner! Could be rather fun and is certainly something worth staying on for after the presentation of awards.

Handicap: 1st (£20) **61 (4)** 2nd (£15) 3rd (£10) 4th (£5)

Production Saloons : Up to £1249: 1st (£15) 2nd (£5)
£1250 and over 1st (£15) **144 (1)** 2nd (£5) **143 (2)**

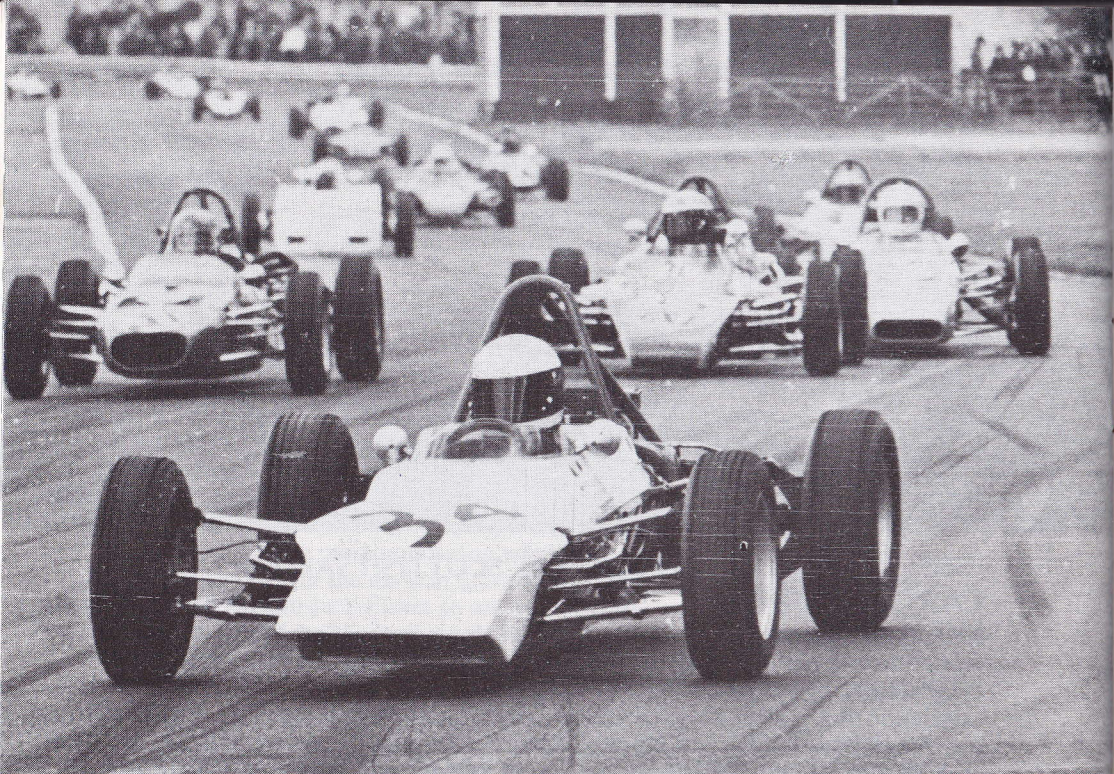
A round in the Zeibart Championship for Production Saloon Cars.



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, 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 1974 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 1000 cc, 1001 — 1300 cc and over 1300 cc), 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 richer than ever pickings for 1974 (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 1974) and it will easily be seen just why 1974 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 1974! 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 the race. Always premier in banking, Lombard North Central's continued involvement with the Special Saloon Car Championship at Ingliston sees then as one of the premier saloon car championship sponsors in the U.K.



THE ROTHMANS CHAMPIONSHIP for Formula Ford Cars

Following a tense struggle between Scotland's two young, up-and-coming drivers, Graham Cuthbert and Stuart Lawson in the 1973 Rothmans Championship for Formula Ford Cars, Carreras Rothmans are again to sponsor the 1974 Scottish Formula Ford Championship. Quite apart from this welcome return to the Formula Ford scene in Scotland, however, Rothmans are also sponsoring this Race Meeting to provide a curtain raiser to the 1974 motor racing season in Scotland. All in all, a king-sized slice of the motor market and one for which all Scottish enthusiasts should be immensely grateful.

As for the Championship itself (which again, judging from the number of F.F. entries, looks like being another scorcher) the rules and regulations follow those for previous years with points being awarded in all F.F. 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 has been considerably improved 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 enable Rothmans to light up the Scottish Ford scene!

THE HARTLEY WHYTE CHAMPIONSHIP for Special GT, Sports and Clubmans Cars

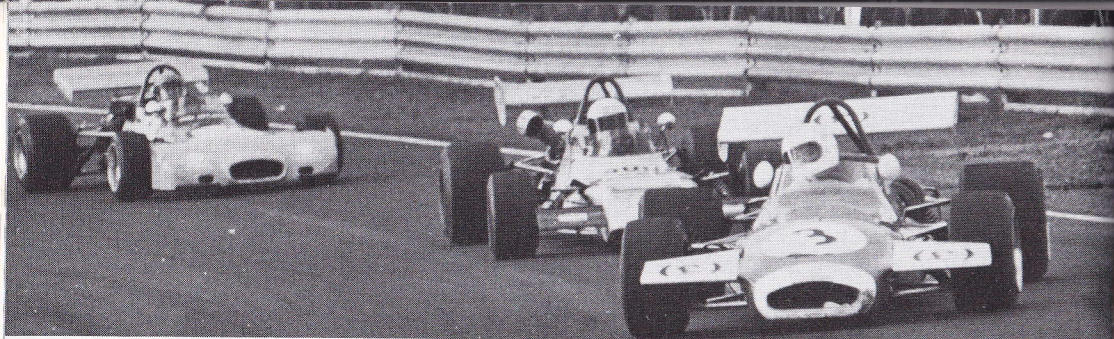
Those long time friends of the sport in Scotland, Major & Mrs. Hartley Whyte, again sponsor the Special GT and Sports Car Championship at Ingliston for 1974. The Championship itself, however, has been modified for the current year to allow the modified sports car competitors in the Championship a better opportunity of participating in the greatly enhanced championship prize fund. The Championship itself is open to Special GT, Sports (including modified sports), Clubmans and Formula 1200 cars and, once again, points are scored for each of the three classes (up to 1150 cc, 1151 — 1600 cc and over 1600 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 Rothmans 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.

THE ZIEBART CHAMPIONSHIP for Production Saloon Cars

Ziebart's initial involvement in Scottish Motor Racing came in the 1973 motor racing season with their sponsorship of Ian Stirling's Ginetta 15. Having seen the Production Saloon Car class at Ingliston blossom during the 1973 season, however, and with all the indications over the winter of being a first class battle in this class for 1974, Ziebart the car rustproofing experts have announced to Scotcircuits Ltd. their intention to sponsor the 1974 Production Saloon Car Championship and their entry to the lists of Ingliston Sponsors is welcomed with considerable pleasure.

With such distinguished sponsorship, the prize fund in the Championship has been substantially increased and now stands at a total championship prize fund (excluding the normal race prize money at Ingliston) of £375 divided as follows:— 1st — £125: 2nd — £75: 3rd — £50: 4th — £25 with a further prize of £25 to the highest placed competitor in each of the four price classes. Cars eligible are basic production saloon cars (Regs. are available from National Bank Chambers, Duns if any members of the public are interested) divided into four price classes — (a) up to and including £999 (white roof), (b) £1000 up to and including £1249 (green roof), (c) £1250 up to and including £1599 (blue roof) and (d) £1600 and over (red roof). Points are awarded in each class of each class of each race at Ingliston of 7-5-3-2-1 and the best four scores for any competitor during the season will be counted. Judging from the rumours flying around Scotland over the winter "lay off", this year should provide Ingliston spectators with Production Saloon Car racing on a par with that displayed at the monumental Group 1 thrash in October, 1973.



THE BP SUPER VISCO SCOTTISH LIBRE CHAMPIONSHIP 1974

No strangers to motor sport at Ingliston, or indeed elsewhere, BP assume the mantle of sponsors for the Scottish Libre Championship in 1974, an extension of their former sponsorship which is greatly welcomed by Scotcircuits Ltd. Not only are Super Visco sponsoring the Libre Championship, however, but BP are also repeating the "Man of the Meeting" Award which proved to be so successful at last year's July Race Meeting. For July, 1974, the award will be re-presented and there can be no doubt that the "Man of the Meeting" award scheme helps to turn the spotlight on to deserving young drivers both at Ingliston and elsewhere in Gt. Britain. A big attraction of the scheme (which has rounds at racing circuits throughout the U.K.) is that winning drivers do not have to wait for the end of the season long championship and do not even necessarily have to win races. A BP appointed panel of motoring journalists on the spot, plus a company representative, choose a Man of the Meeting at each of the specified list of fixtures, one which will be the July Ingliston Meeting. The lucky recipient gets a Trophy, rally jacket and petrol vouchers and at the end of the season the panel meets to choose a BP Super Man of the Year who receives a further special award.

While the "Man of the Meeting" award is limited to the July Meeting alone at Ingliston, the Super Visco Scottish Libre Championship extends over the whole 1974 motor racing season in Scotland and, with several new Formula 2 and Formula Atlantic cars appearing North of the Border, there is a very real chance that 1974 will see a Scottish driver winning the Libre Championship for the first time since Willie Forbes upheld Scotland's native honour in 1969. While Iain McLaren and Bob Leckie came so close last year, the honours finally fell to North of England's Johnny Blades — with both Iain McLaren and Tony Charnell sporting highly competitive Formula 2 machinery, and Doug Thomson driving one of the fastest Formula Atlantic cars in the country, 1974 could be the year to see Scotland back on top again.

A greatly enhanced 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 slight modification of the 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 13th October, 1974, 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 enhanced 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 Championship for many years.

SCOTTISH MOTOR RACING CLUB LIMITED

Registered Office: National Bank Chambers Duns

2440 Edinburgh

VAT Reg No: 270 4631 74

Office Use

CB Ref

Memb No:

INSIGNIA ORDER FORM

I, Mr/Mrs/Miss _____ Membership No _____

of _____

hereby apply for the following insignia:

No	Type	Price				
		Net	VAT	Gross		
_____	Car Badge	@ £1.78	£0.17	£1.95	£	:
_____	Windscreen Badge	@ £0.14	£0.01	£0.15	£	:
_____	Repeat Motif Tie	@ £1.00	£0.10	£1.10	£	:
_____	Blazer Badge	@ £2.28	£0.22	£2.50	£	:
_____	Overall Badge	@ £1.54	£0.06	£0.70	£	:
_____	Single Motif Tie	@ £1.00	£0.10	£1.10	£	:
_____	Lapel Badge	@ £0.23	£0.02	£0.25	£	:
_____	Cuff Links (pair)	@ £1.10	£0.10	£1.20	£	:
My cheque/P O/Cash is enclosed for					£	:

TRACK TEST 1974

Subject Scottish Motor Racing Club Membership.

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

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

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

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

Extras fitted as Standard

SMRC MEMBER

NON SMRC MEMBER

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

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 (1974 Adults £5, Juveniles £4).

The right to purchase and display club insignia.

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

No access to either the MacRobert Pavilion or the bar.

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

No rights to purchase or display club insignia.

Conclusion

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

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

SCOTTISH MOTOR RACING CLUB LIMITED

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

For Office Use

CB Ref

Memb. No: _____

APPLICATION FORM for 1974 MEMBERSHIP

Please complete in BLOCK CAPITALS throughout

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

(Occupation)

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

_____/_____/1974

(Signature, please) _____

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

Cash/PO/Cheque
enclosed ☐Bankers Order made out below ☐

This Year

Future years until
further notice

Annual Subscription	£3.64	£3.64	£3.64
First year discount	—	0.37	—
	£3.64	£3.27	£3.64
Entrance Fee	1.00	Nil	Nil
	£4.64	£3.27	£3.64
VAT @ 10%	0.46	0.33	0.36
	£5.10	£3.60	£4.00

Family Membership — see enclosed
application form

£ _____ A £ _____ B £ _____

BANKERS ORDER FORM — to be returned to S M R C

Your Bank's Name To _____
Your Bank's Address of _____

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

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

Your Name _____ Date _____
Your Address _____ Signature _____
_____ Our Ref _____

What we've done for our winning Firenza...

we can do for your car

To make that SMT Firenza lead past the chequered
flag so many times, a lot happens underneath the
bonnet . . . before it reaches the track.

And it all gets into first gear at the SMT Central
Machine Shop in Roseburn Street.

With an investment of over £60,000 in new
machines we can and do undertake balancing of
crankshafts, flywheels and prop shafts as well as
crankshaft regrounding, cylinder block reboring, cylinder
head and valve refacing, valve re-cutting and machining
of discs and flywheels.

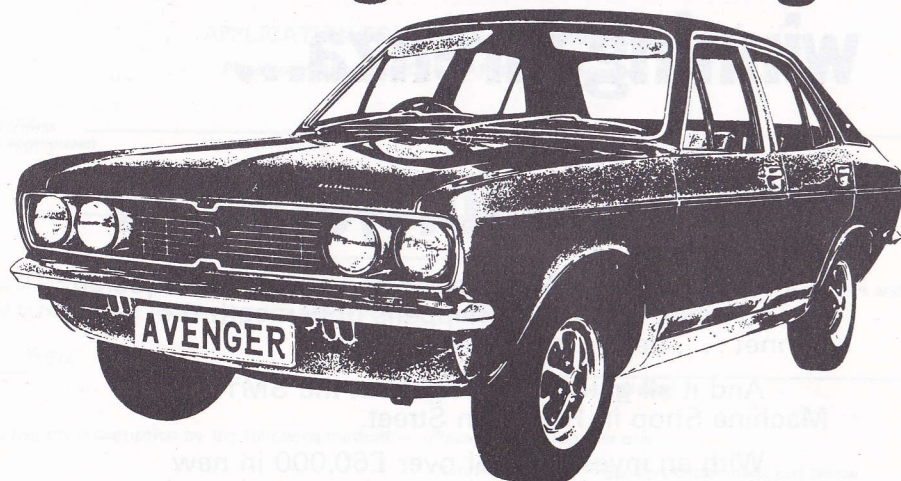
Call in or ring us for a quote. We offer a 48-hour
turn around on most jobs.



Roseburn Street, Edinburgh.
Tel: 031-229 2488



Why don't you slip into something more exciting?



There's no reason you should be driving a boring family saloon.

Especially when you could be behind the wheel of one of Chrysler's exciting new Avengers.

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

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

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

locks, longer life exhaust system, pre-engaged starter for quick starts in cold weather, collapsible steering wheel, and an all new 4-speed automatic transmission option by Borg-Warner.

Alternators, the most efficient way to keep the battery charged, are standard in all models.

Whether it's the sporty, high performance GLS or GT, the sturdy spacious and versatile Avenger Estate, two or four-door roomy models, Avenger has a car just for you.

Come in to your Chrysler dealer and try one on.

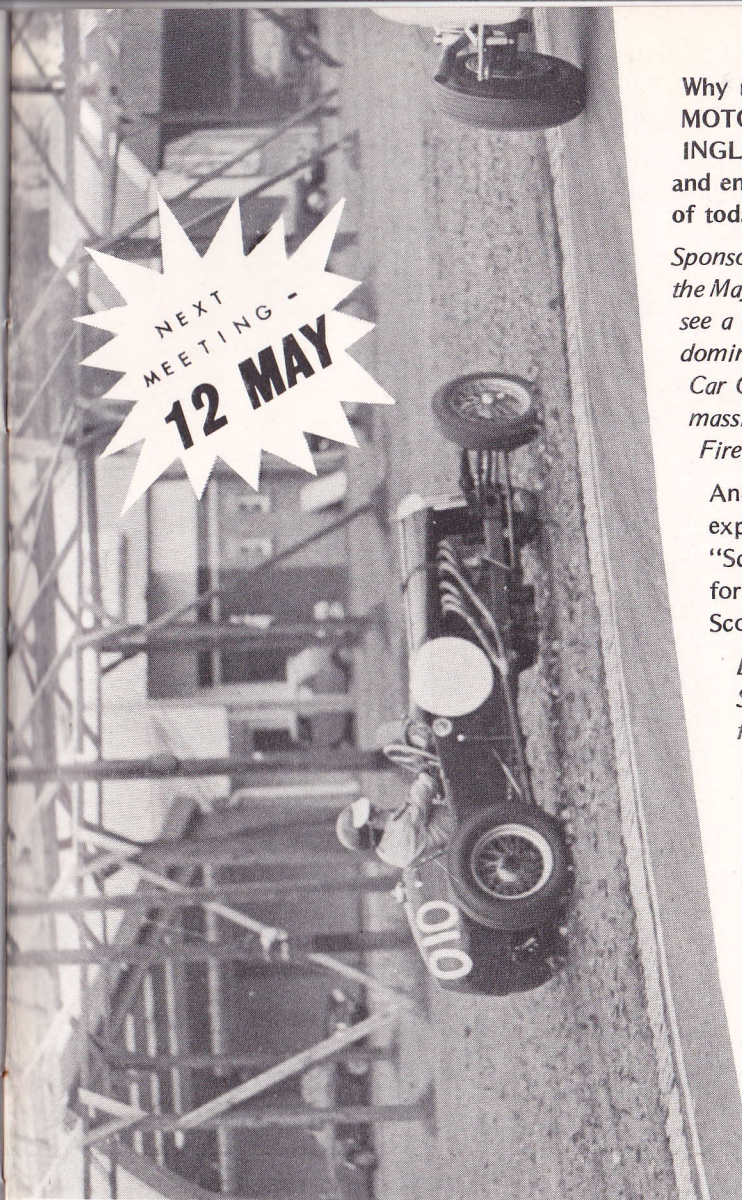
Avenger'74

Go Chrysler'74
JAMES ROSS & SONS
(MOTORS) LTD.

Lochrin, Tollcross, Edinburgh, 3

Telephone: 031-229 1555

AUTHORISED DEALER  **CHRYSLER**
UNITED KINGDOM



Why not s-l-i-d-e off to the next **MOTOR RACE MEETING AT INGLISTON** on Sunday 12 MAY and enjoy a repeat performance of today's excitements?

Sponsored by CALOR TRANSPORT the May Meeting will almost certainly see a resumption of the battle for domination of the Special Saloon Car Class between Dougal Niven's massive V8 Escort & Bill Dryden's Firenza.

And on the Libre front we can expect to see the new crop of "Scottish" Formula 2s fighting for points in the upgraded Scottish Championship.

By May the local Production Saloon Car Class should be firmly established too and there should also be an enormous number of Formula Fords on hand as local drivers gain the experience that could well set them on the way to becoming the Jackie Stewarts of 1980!

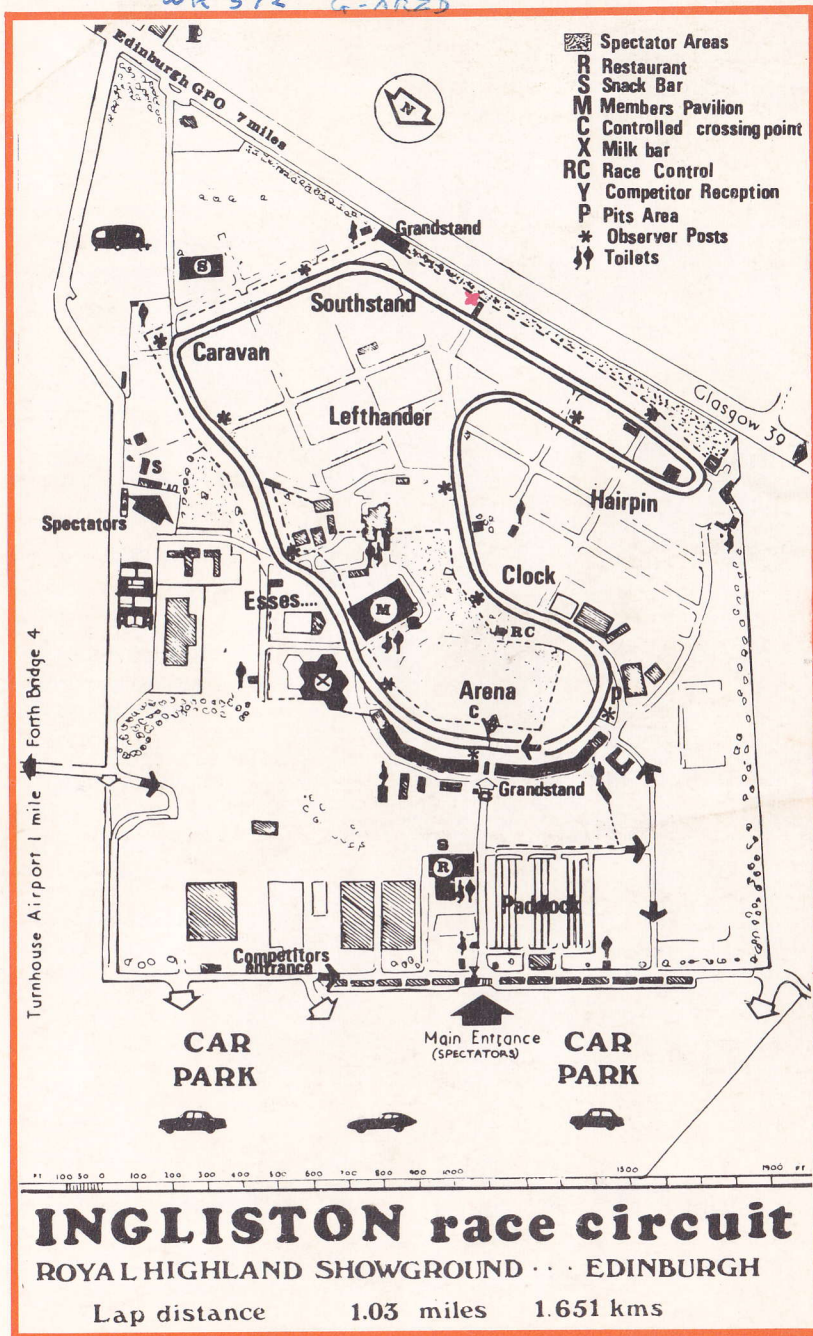
You never know but if time permits there might also be another 'now he is leading — now he's not' handicap race.

All good reasons why you

DON'T FORGET — INGLISTON — Sunday 12th MAY — 2.00 p.m.

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

G-ADVY G-AXSW
 WP-930 G-ARZS
 WK 572 G-ARZD



LAYOUT BY ESSPRINT LTD, DUNS.
 PRINTED BY FEATHERHALL PRESS LTD, EDINBURGH.