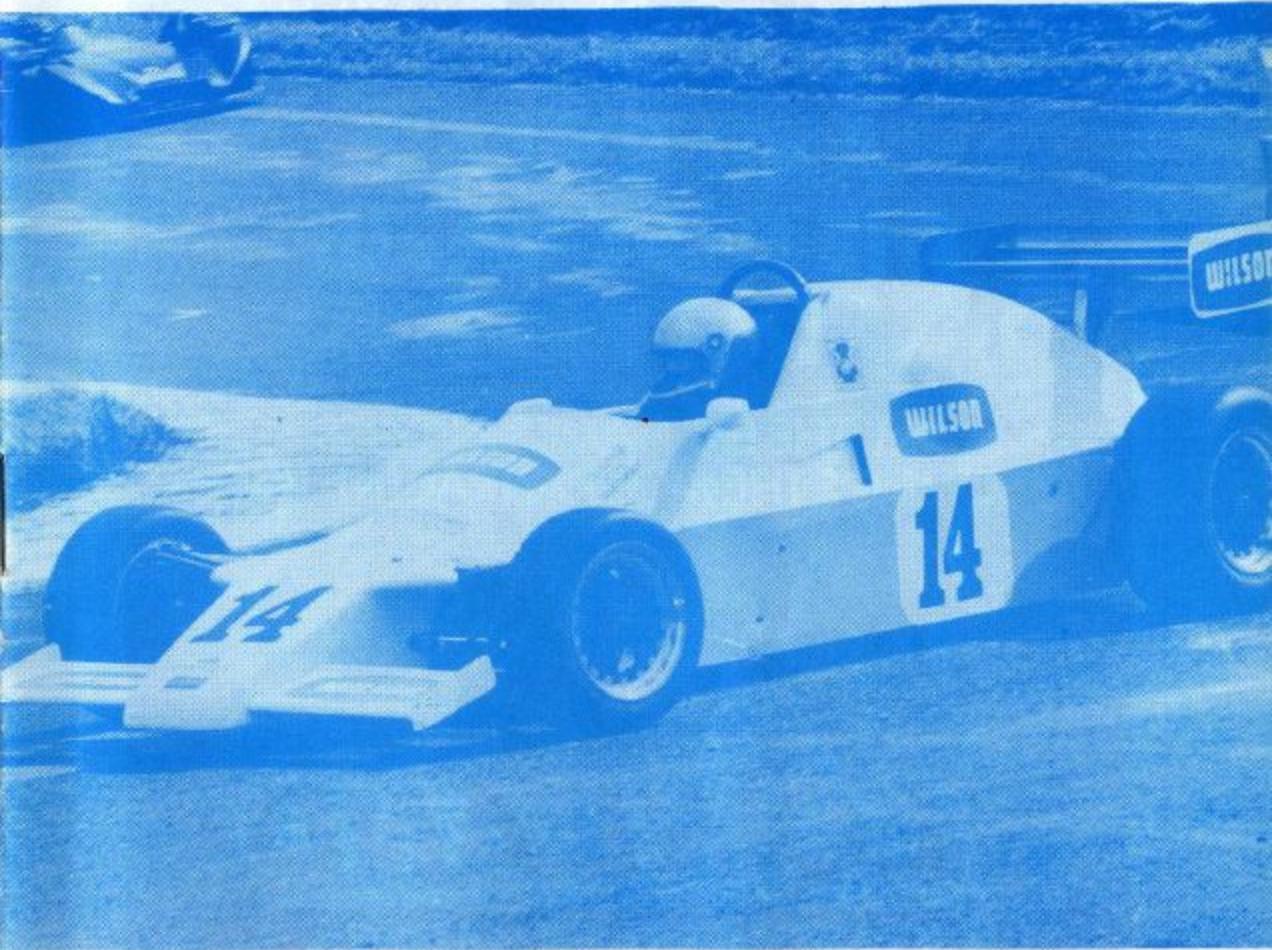


INGLIS顿

INGLIS顿 RACE CIRCUIT LTD.

THE JAMES WILSON U-BIX RACE MEETING



SUNDAY, OCTOBER 6th, 1985

Organised by
THE SCOTTISH MOTOR RACING CLUB LTD.

WILSON

OFFICIAL PROGRAMME — 50p
For Conditions of Admission see inside

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OFFICIALS AND CREDITS

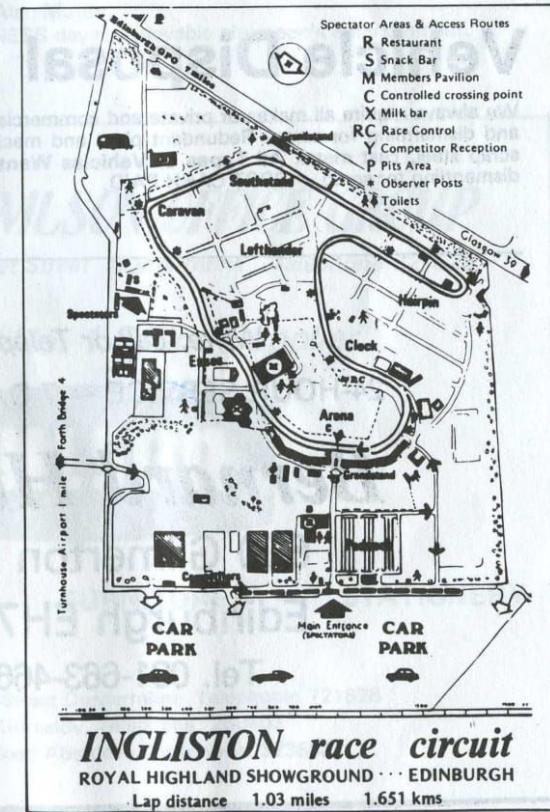
Steward for RAC: H. McNeill; Clerk of the Course: W. Fenwick; Chairman of Race Committee: H. McCaig; Secretary of Meeting: R. Bruce; Deputy SoM: I. W. Scott Watson; Chief Marshal: J. Robertson; Chief Observer: K. MacRae; Chief Flag Marshal: Dr J. A. M. Howe; Chief Track Marshal: W. J. Wilkie; Chief Paddock Marshal: G. MacDonald; Chief Spectator Marshal: A. Donald; Chief Grid Marshal: G. Montgomery; Starters: W. Struth, R. Traill; Chief Crossing Marshal: L. Haggart; Chief Pits Area Marshal: A. Harvey; Chief Timekeeper: Dr L. Jamieson; Chief Scrutineer: I. D. Bennie; Chief M.O.: Dr S. Brydon. Stewards for the Club: W. Martin, E. R. Herald, J. L. Romanes, J. A. Dick Peddie, A. N. B. Craig, J. McMillan, A. Lamb; First Aid: British Red Cross Society (Scottish Branch); Breakdown Equipment Staff: Arnold Clark Automobiles Ltd., S.M.T., Ashfield Motors (Glasgow); Rescue Units: S.M.M.C.; Ambulance: Castle Ambulance Services; Public Address: Kennedy of Lanark; Fire and Track Truck courtesy of Mowercare.

This meeting is held under the International Sporting Code of the FIA, the General Competition Rules and Standing Supplementary Regulations of the RAC, and the additional regulations and instructions issued by SMRC Ltd., Permit No. R0610/1.

COVER PHOTO: James Wilson in action on the track.

WARNING TO THE PUBLIC —
Car and Motorcycle Racing is dangerous and persons attending 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 (whether fatal or otherwise) however caused to spectators, ticket holders or officials.

*Championship Award
Presentation at
SMRC Dinner Dance,
Saturday, 16th
November.*



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U-BIXNESS '85

The James Wilson Office Group, whose head office is in Dunfermline, are delighted to be the sponsors of today's race meeting. This is in conjunction with U-BIX plain paper copiers, which the Wilson Group distribute.

We have chosen Ingliston to hold our U-BIXNESS '85 event, as a way of proving that you can mix business with pleasure. Nationwide U-BIX dealers are staging different events for U-BIXNESS, to create product awareness and also serve as a thank you to the many satisfied users.

As a result of over 70 years trading, we have established a large mixed user base throughout Scotland for the supply of all aspects of stationery, office furniture and machines.

The advent of the electronic office has enabled the company to fully pursue all aspects which include electronic typewriters, screen systems, word processing, micro-computers, copiers and communications.

All systems sold are ably backed up by our technical services division with mobile engineers throughout Scotland. A considerable amount of engineering resource is utilised in maintaining various types of office machines used offshore. Our list of clients include most of the major oil companies.

We are delighted to have entered in today's racing the James Wilson FF2000 race car driven by Dunfermline businessman, Alan Mutter.

We wish all attending the U-BIXNESS day an enjoyable afternoon's entertainment.

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Head Office 98 St. Margaret Street Dunfermline Telephone 721628

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TODAY'S OTHER SPONSORS

Robertson's of Edinburgh, manufacturers of meat products, are today's sponsors for the Road Sports Car Race. Robertson's of Edinburgh supply the lunchtime food provided to marshals and we are all very grateful for this service.

Marlboro, we are pleased to say, are back with us supporting the FF1600 race. They have been present at the event all year with their sales caravan behind the Grandstand and it is very pleasing to have their growing involvement with us.

Sportstune Motor Co. of Brandon Terrace, Edinburgh, one of our loyalist supporters, are again sponsoring the GT race. They have a sales stall opposite the Herdsman Restaurant and we recommend that you pay them a visit there or in their shop in town for all your car accessories.

The Luckpenny Restaurant are again providing the catering in the Herdsman Restaurant and the owner, Howard Fowler, is racing his Capri in the large road saloon car race.

Rossleigh of Perth are providing support for this year's annual Historic Car Race which includes a number of Jaguars — newer models may be seen in their Perth showrooms.

1986 INGLISTON

All events are open to spectators

30th March

20th April

11th May

17th August

7th September

28th September

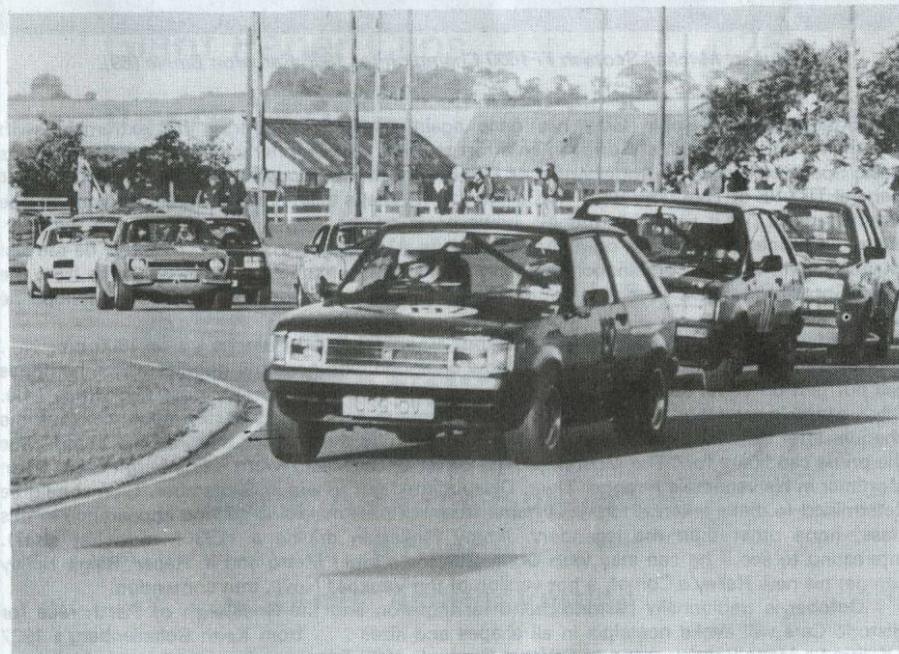
12th October

TODAY'S MEETING

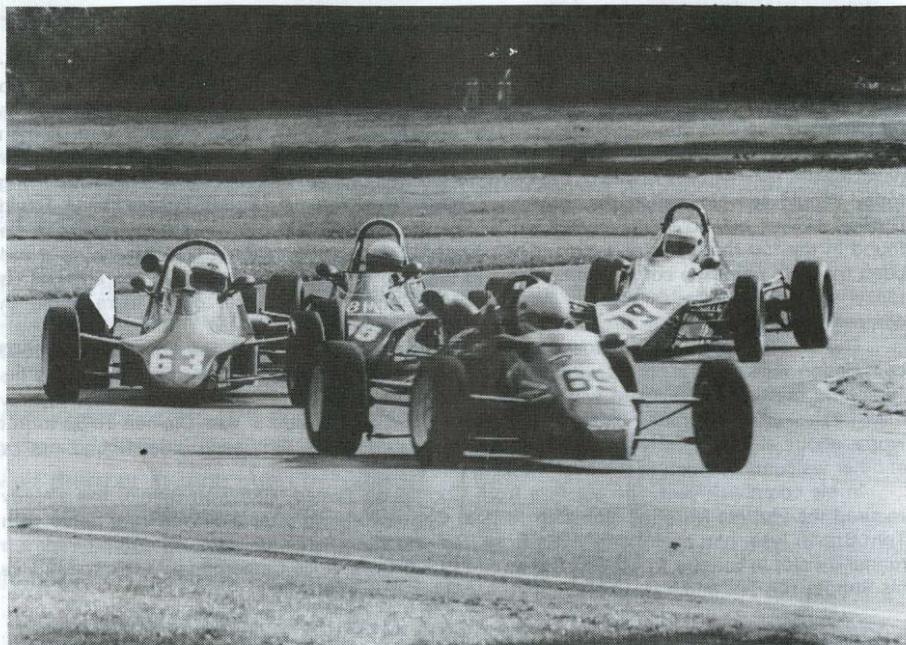
The final gathering of the season here at Scotland's Motorsport Mecca is the **James Wilson U-BiX** race meeting sponsored by the James Wilson Office Group, whose eponymous chief is no mean pilot of a Formula Ford 2000. James, however, will be vacating the driving seat today as his company is also putting up the loot for the FF2000 race in which Alan Mutter's Van Diemen will fly the corporate banner. Tom Brown, without a suitable car for the last few meetings, has nevertheless maintained his lead in the **Bernard Hunter Crane Hire** series and a decent placing today should see him clinch the Scottish FF2000 Championship. Ecurie Ecosse driver David Duffield is well behind in the points battle, but the blue Mondial is nowadays usually to be found in the top three so don't expect him to give Brown an easy time. Diplomatic David has been trying to persuade some leading lights in the Irish FF2000 contingent to come and join us today and, if he talks as well as he drives, the grid could contain some extra talent in competitive machinery.

The smaller Ford-engined races kick off the meeting as usual with the Formula Ford 1600 consolation race. Last month's winner Kenny Brown will have had a busy time rebuilding his PRS after the first lap accident which took him and Mike MacPherson out of the final. A new man in this class is Dunfermline's Fraser Greenwood who fields a Van Diemen RF82 (don't worry about all these FF1600 type numbers, I can't tell the difference either!) and makes another welcome addition to the ever-swelling ranks.

In his comeback year, the big fella from Cornhill-on-Tweed, Cameron Binnie, has already secured the **Hubert Mitchell Scottish FF1600 Championship** after a season-long battle with Tom Brown (yes, him again) and Willie Rose. So, the aforementioned duo will do battle for the runner-up slot in today's **Marlboro Race for FF1600 Cars** while Cameron sits back and enjoys his Sunday run . . . and if you believe that, you'll swallow anything!



The man to beat in Road Saloon Cars over 1600 — Hugh Chalmers out in front in September Sunshine.



Hubert Mitchell Scottish FF1600 Champion for 1985 Cameron Binnie (69).

Expatriate Scot Robin Gray has once again threatened to bring his extremely swift Caterham 7 up from darkest Surrey in an effort to break Iain Gardner's hold on the Road Sports class. Sponsored today by **Robertson's of Edinburgh**, the race could go to the thunderous Data General TR7 V8 of Tam 'The Bam' McCallum . . . he keeps telling me he's going to win, so one day he's gotta get it right. My money, however, is on the Ziggi's Lotus Seven and the ever-cheerful Gardner whose press-on-regardless style is always a joy to behold. This may be the last chance to witness this combination in action as Iain has intimated that he might retire from the Road Sports class next year to give the rest of the entry a shot at the gold . . . I hope he reconsiders.

Gardner will be out again in the **Peugeot Race** for Road Saloons up to 1600 c.c. . . . appropriately driving his Peugeot 205 GTi now equipped with go-faster goodies which he hopes will put him on equal terms with the all-conquering Fiesta XR2s of Olly Ross and Bruce Lyle. Olly's example scratched with a diggy clutch last month and Bruce's hastily rebuilt car took the chequer after snatching the lead on the last lap. Fronting the field for the previous 11 laps was the prime candidate for "The Most Improved Driver of the Year Award", Edinburgh cabby Glen Mortimer in his venerable Avenger Tiger. Disappointed not to win in September, Glen should be determined to make amends today. A name from the past makes its second appearance in this class, none other than the legendary Jimmy Pinkerton driving a 1293 Mini (what else?). Interesting to see if he can stay with Doug Dawson's rapid Metro and if 'Racer' Ralph Halley can get his new Halley's Comet, a hot version of the Vauxhall Nova, into contention.

October is traditionally Historic month at Ingliston and the **Rossleigh of Perth** race for Historic Cars will evoke nostalgia in all shapes and sizes . . . from Keith Schellenberg's 1927 4½-litre Le Mans Bentley down to Stewart Gordon's 1932 Trice, a unique machine derived from a Morgan three-wheeler which looks and sounds like two speedway bikes welded together. In between Exosse boss Hugh McCaig enters his Jaguar XK140, while Campbell McLaren gives

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Steven Robertson leads the FF2000 field in September.

the earlier XK120 a run. John Fyda (the same one) has a 3½-litre Bentley and Roddy McPherson makes a welcome return in the 1953 Cooper Bristol. Charlie Munro, last year's winner, returns in his (relatively) modern Vixen-Imp but will only be racing for fun, leaving the loot and the glory for fastest of true Historics.

Meeting sponsors **The James Wilson Office Group** are in action again for the **U-BiX** race for Clubman and Libre cars. Back for this final round of the **Lowland Tyres & Exhausts** Scottish Sports Car Championship should be series leader John Fyda, after conquering Europe at Zandvoort last month. Kenny Allen's Dutch trip was less fruitful, a blown engine the only memento of the meeting, but the Lowland Tyres Vision is now back together and fit to fight. Eric Paterson let team-mate Frank Lethbridge do the winning whilst he was in Holland, but the Edinburgh veteran is back to show Frank who's boss and the Mallock 27, now beginning to benefit from a season's development work, should be well on the pace. The **U-BiX** race is also the final round of the Scottish Libre series and since Fyda and Allen head that chart as well, I won't bother to repeat myself, except that FF2000 runners are invited to join in the fun.

The final round of the Scottish GT series is of academic interest only to Ian Forrest, he pocketed the title ages ago. However, the Drambuie Imp is bound to feature strongly in the one-litre class with main opposition coming from Eric Munnoch and Ricky Gauld in the slipper little Davrians. The bigger bangers in this **Sportsttune Race** should once again be dominated by Jim McGaughay's wondrous Lancia-Toleman, already the *Motoring News* Transnational GT Champion. Ron Cummings' Esprit and Bill Paul's AC 3000ME will put up a fight but they'll all be watching for Ray Mallock who, finding some fuel left in the tanks of the Ecurie Ecosse C2 after its victorious Brands Hatch 1000, decided to run here today so the gas wouldn't go to waste. Ray won't be after the awards, since the Ecosse isn't strictly a GT car, but it's another opportunity to see this beautiful car in the kind of action that shook up the World Endurance Championship.

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S.M.R.C.

SCOTTISH MOTOR RACING CLUB LTD.

JAMES WILSON U-BIX RACE MEETING 6th October, 1985

Promoted by
INGLIS顿 RACE CIRCUIT LTD.

Organised by
SCOTTISH MOTOR RACING CLUB LTD.

PROGRAMME AND TIMETABLE

Event No.	Practice No.	Scrutiny before a.m.	EVENT	No. of laps	Practice time a.m.	Event time p.m.
PARADE OF SERVICE VEHICLES						
1	3/4	9.40 10.00	FF1600 CARS	12	10.10 10.30	1.45
2	1	9.00	ROBERTSON'S OF EDINBURGH RACE FOR ROAD SPORTS CARS	12	9.30	2.10
3	2	9.20	JAMES WILSON OFFICE GROUP RACE FOR FF2000 CARS	12	9.50	2.35
4	5	10.20	PEUGEOT RACE FOR ROAD SALOON CARS UP TO 1600 c.c.	12	10.50	3.00
5	3/4	9.40 10.00	MARLBORO RACE FOR FF 1600 CARS	12	10.10 10.30	3.25
6	9	11.40	ROSSLEIGH OF PERTH RACE FOR HISTORIC CARS	12	12.10	3.50
7	6	10.40	U-BIX RACE FOR CLUBMANS LIBRE CARS	12	11.10	4.15
8	7	11.00	SPORTSTTUNE RACE FOR GT CARS	12	11.30	4.40
9	8	11.20	LUCKPENNY RESTAURANT RACE FOR ROAD SALOON CARS OVER 1600 c.c.	12	11.50	5.05
Drivers' briefing will be held 15 minutes after the end of Practice 9.						
Marshals to Posts						
					9.15	1.30

AWARDS (Subject to SR11)

1st £44, 2nd £33, 3rd £22 in all classes.

EVENT

1

FF1600 CARS

47	IAN MORRISON/Kyle Double Glazing	Crossie/Nolan 32	(B)	1600	Gourock
48	TOM BROWN/Scottish Road Services	Van Diemen 2F79	(B)	1600	Cambuslang
49	BILL PIRIE	Crossie 25F	(B)	1600	Forfar
52	DAVID THOMAS/A.T. Engineering Services	Crossie 25F	(B)	1600	Greenock
53	KENNETH BROWN	PRS 78/79	(B)	1600	Glasgow
55	A. SIM	JBMSL Reynard 82	(B)	1600	Larkhall
56	DEREK ANDERSON	Royale RP26	(B)	1600	Edinburgh
58	IAIN COWIE	Van Diemen RF78	(B)	1600	Edinburgh
61	GUY CSONKA	Van Diemen RF82	(B)	1600	Aberdeen
62	ALEX KNOX/Lindraft Engineering	Van Diemen/Irwin	(B)	1600	Eldersley
63	WILLIE ROSS	Reynard 84	(B)	1600	Fyvie
65	NEIL COCHRANE/Toshiba Microwave Ovens	Lola T644E	(B)	1600	Cornhill
69	CAMERON BINNIE/Silverscreen	Van Diemen	(B)	1600	Falkirk
70	SCOTT GOODFELLOW	Hawke DL19	(B)	1600	Dunbar
71	DUNCAN HUGHES	Royale RP21	(A)	1600	Dunfermline
74	FRASER GREENWOOD	Van Diemen RF82	(A)	1600	Peterhead
76	COLIN HARPER	Van Diemen RF82	(A)	1600	Dunbar
77	LAURIE HUGHES	Van Diemen RF78	(A)	1600	Dunbar
79	ROY LOW	PRS 81F	(A)	1600	Linlithgow
80	RICHARD MITCHELL	PRS 80/81F	(A)	1600	North Berwick
85	EWEN BUCHAN	PRS 79/80	(A)	1600	Currie
87	HARVEY GILLANDERS/Cameron Industrial Services	Van Diemen RF85	(A)	1600	Aberdeen
91	COLIN BIRKBECK	Van Diemen	(A)	1600	Bearsden
93	ALISTAIR TAYLOR	Van Diemen	(A)	1600	Penrith
95	ANGUS McPHERSON	Crossie	(A)	1600	Larbert
97	ALEX FRASER	Crossie 50F	(A)	1600	Edinburgh
98	STEWART RODEN/The Byte Shop	Rotor JT3	(A)	1600	Milngavie
99	GEORDIE TAYLOR	Sparton FF80	(A)	1600	Kirkliston

A—Practice 3; B—Practice 4. Class Lap Record: T. Brown, 51.4 secs.

1st.....71.....2nd.....46.....3rd.....49.....

1.45 p.m.
12 laps

EVENT

2

ROBERTSONS OF EDINBURGH RACE FOR ROAD SPORTS CARS

121	ROBIN GRAY	Caterham 7	1600	Wellingham
122	KEITH SCOTT	MGB	1798	Edinburgh
123	DOUGIE ANDERSON	MGB GT	1798	Wishaw
125	IAIN GARDNER	Ziggy Lotus 7	1600	Bearsden
127	GRAHAM McCALLUM/Strata B.T.	Porsche	2700	Aberdeen
128	JOHN MACKIE	Lotus Elan	1600	Kirkcaldy
129	EDWARD CHESTER	Dutton Phaeton	1600	Norham
130	HAMISH OGILVIE	Caterham 7	1600	Broughty Ferry
131	RAYMOND STEWART	Clan	998	Penrith
132	BRENDAN MACKINVEN	Clan	998	Dunoon
133	ALLAN McGREGOR/Restore-A-Stone	Caterham 7	1600	Bearsden
135	BILL SHOOTER	Dutton Phaeton	1600	Glasgow
137	HOWARD PHILLIPS	Davrian Mk 5	998	Rothbury
138	TOM McCALLUM/Data General	TR7 V8	3528	West Linton
140	PETER JEFFREY/Bauteil Manufacturing	Lotus Europa TC	1598	Ellon
171	STAN 'THE CLAN' SHARE	Clan	1150	Ardentinny

Class Lap Record up to 1600 c.c.: I. Gardner, 57.1 secs. Over 1600 c.c.: R. Ealand and B. Hill, 58.4 secs.

1st.....125.....2nd.....121.....3rd.....128.....

2.10 p.m.
12 laps

EVENT

3

JAMES WILSON OFFICE GROUP RACE FOR FF2000 CARS
The final round in the BERNARD HUNTER CRANE HIRE SCOTTISH FF 2000 CHAMPIONSHIP

9	TOM BROWN/Scottish Road Services	TBA	2000	Cambuslang
11	CAMPBELL CHISHOLM/West End Hotel	Van Diemen	2000	Fort William
12	KEN LE MAY	Van Diemen RF87	2000	Paisley
14	ALAN MUTTER/James Wilson Office Group	Van Diemen	2000	Dunfermline
18	ROY WILSON	Reynard 81SF	2000	Dingwall
19	HARRY MINTY	Van Diemen 2FSR	2000	Peterhead
20	DAVID DUFFIELD/Ecurie Ecosse	Mondial	2000	Kirkliston

Class Lap Record: C. Stenhouse, 47.5 secs.

1st.....20.....2nd.....19.....3rd.....9.....

2.35 p.m.
12 laps

EVENT

4

(Practice
5)3.00 p.m.
12 laps

PEUGEOT RACE FOR ROAD SALOON CARS UP TO 1600 c.c.

161	TBA/Martins Bar	Escort	1600	Aberdeen
143	ANDY JACKSON	Lotus Cortina '65	1558	Sunderland
144	R. J. MCKINNA/Manor Garage	Metro	1300	West Linton
145	IAIN GARDNER	Peugeot 205 GTE	1600	Bearsden
147	ALAN KEITH	Escort Harrier	1595	Montrose
148	CAMPBELL CAMERON	Fiat Mirafiori	1600	Oban
149	JOHN IRVINE/Edinburgh Sheraton	Golf GTI	1600	Newbridge
150	OLLY ROSS	Fiesta	1598	Helensburgh
153	'RACER' RALPH HALLEY/Halley Racing	Vauxhall Nova Comet	1300	Strathblane
157	DOUG DAWSON/Aberdeen Motors	MG Metro	1293	Kingswells
158	GLEN MORTIMER	Avenger	1598	Edinburgh
160	BRIAN BEVERLEY	Aston 1300 GT	1302	Scone
161	PETER MILLAR	Fiesta	1300	Rutherglen
162	STEPHEN JAPPY	Imp	998	Golspie
163	JIMMY FLEMING	Mini	1293	Glasgow
166	DEREK HASTINGS	Avenger	1600	Milngavie
167	JIMMY PINKERTON	Avenger	1600	Milngavie
168	SIMON EWING/Breval Technical Services	Toyota Celica	1588	Ayr

Class Lap Record: O. Ross, 60.3 secs.

1st.....150.....2nd.....145.....3rd.....158.....

EVENT

5

(Practice
3/4)3.25 p.m.
12 lapsMARLBORO RACE FOR FF1600 CARS
The final round in the HUBERT MITCHELL SCOTTISH FF1600 CHAMPIONSHIP

47	IAN MORRISON/Kyle Double Glazing	Crossie/Nolan 32	(B)	1600	Gourock
48	TOM BROWN/Scottish Road Services	Van Diemen 2F79	(B)	1600	Cambuslang
49	BILL PIRIE	Crossie 25F	(B)	1600	Forfar
52	DAVID THOMAS/A.T. Engineering Services	Crossie 25F	(B)	1600	Greenock
53	KENNETH BROWN	PRS 78/79	(B)	1600	Glasgow
55	A. SIM	JBMSL Reynard 82	(B)	1600	Larkhall
56	DEREK ANDERSON	Royale RP26	(B)	1600	Edinburgh
58	IAIN COWIE	Van Diemen RF78	(B)	1600	Edinburgh
61	GUY CSONKA	Van Diemen RF82	(B)	1600	Aberdeen
62	ALEX KNOX/Lindraft Engineering	Van Diemen/Irwin	(B)	1600	Eldersley
63	WILLIE ROSS	Reynard 84	(B)	1600	Fyvie
65	NEIL COCHRANE/Toshiba Microwave Ovens	Lola T644E	(B)	1600	Cornhill
69	CAMERON BINNIE/Silverscreen	Van Diemen	(B)	1600	Falkirk
70	SCOTT GOODFELLOW	Hawke DL19	(B)	1600	Dunbar
71	DUNCAN HUGHES	Royale RP21	(A)	1600	Dunfermline
74	FRASER GREENWOOD	Van Diemen RF82	(A)	1600	Peterhead
76	COLIN HARPER	Van Diemen RF82	(A)	1600	Dunbar
77	LAURIE HUGHES	Van Diemen RF78	(A)	1600	Dunfermline
79	ROY LOW	PRS 81F	(A)	1600	Linlithgow
80	RICHARD MITCHELL	PRS 80/81F	(A)	1600	North Berwick
85	EWEN BUCHAN	PRS 79/80	(A)	1600	Currie
87	HARVEY GILLANDERS/Cameron Industrial Services	Van Diemen RF85	(A)	1600	Aberdeen
91	COLIN BIRKBECK	Van Diemen	(A)	1600	Bearsden
93	ALISTAIR TAYLOR	Van Diemen	(A)	1600	Penrith
95	ANGUS McPHERSON	Crossie	(A)	1600	Larbert
97	ALEX FRASER	Crossie 50F	(A)	1600	Edinburgh
98	STEWART RODEN/The Byte Shop	Rotor JT3	(A)	1600	Milngavie
99	GEORDIE TAYLOR	Sparton FF80	(A)	1600	Kirkliston

A—Practice 3; B—Practice 4. Class Lap Record: T. Brown, 51.4 secs.

1st.....69.....2nd.....79.....3rd.....63.....

48-48

EVENT

6

(Practice
9)3.50 p.m.
12 laps

ROSSLEIGH OF PERTH RACE FOR HISTORIC CARS

1	HUGH McCAGI	Jaguar XK140 1956		Edinburgh
2	CAMPBELL McLAREN	Jaguar XK120 1954		Glasgow
3	KEITH MCLEOD	MGA 1958	1650	Edinburgh
4	CHARLES MUNRO	Vixen VB IV 1967	998	Alness
5	KIRK RYLANDS/Tipeen King Nicholson	HWM Jaguar 1955	3781	Carlisle
6	RODDY MCPHERSON	Cooper Bristol 1963	1971	Creiff
7	STEWART GORDON	Trice 1932	1100	Dalkeith
8	KEITH SCHELLENBERG	Bentley 1927	4398	Keith
9	CHRIS CHILCOTT	Frazer Nash 1926	1496	Aberdeen
10	PETER GRAHAM	Riley Special 1935	2443	Braco

Note: Car 4 is not running for any reward or prize.

1st.....4.....2nd.....5.....3rd.....8.....

8

4-8 wins of Pre-war class.

EVENT**7**

U-BIX RACE FOR CLUBMAN AND LIBRE CARS
Final round in the LOWLAND TYRES AND EXHAUSTS SCOTTISH
SPORTS CARS CHAMPIONSHIP AND SCOTTISH LIBRE SERIES

(Practice 6)**4.15 p.m.
12 laps**

3	JIMMY PATRICK	Mallock Mk 25	(A)	1700	Edinburgh
7	ANDY SMITH/Lowland Tyres & Exhausts	Vision V84B	(B)	1600	Crossford
26	KEITH BOWMAKER	Lola	(S)	2000	Newcastle
27	BILL DRUMMOND	Mallock	(A)	1700	Echt
31	KENNY ALLEN/Lowland Tyres & Exhausts	Vision V84A	(A)	1700	Crossford
33	BILL CARRI/Kars	Mallock 16/27B	(B)	1600	Leslie
35	REG FORESTER SMITH	Marquis Mallock	(A)	1700	Annan
41	D. McMILLAN	Haggis Speed	(B)	1600	
42	MIKE UPTON	Mallock 16B	(B)	1600	Bridge of Earn
43	FRANK LETHRIDGE	Mallock 16	(B)	1600	Edinburgh
44	ERIC PATERSON	Mallock 27	(A)	1700	Edinburgh

Note: The Libre race will include those FF 2000 cars who wish to run and for whom there is room on the grid
A—Clubman A; B—Clubman B; S—Sports 2000

Class Lap Records: Clubman A, J. Fyda, 45.1 secs; Clubman B, A. Smith, 49.8 secs; Sports 2000; N. Bridge, 49.3 secs; Outright; D. Duffield, 43.5 secs.

1st. 31 2nd. 23 3rd. 8

EVENT**8**

SPORTSTUNE RACE FOR GT CARS
The final round in the SCOTTISH GT SERIES

(Practice 7)**4.40 p.m.
12 laps**

79	RAY MALLOCK/Ecurie Ecosse	Ecosse C2		2300	Edinburgh
45	IAN FORREST/Drambuie Liqueur Co.	Drambuie Imp		998	Kirkliston
100	BILL KIDD/Ferguson Seacabs	Imp Stiletto		998	Inverurie
103	ERIC MUNNOCH	Davrian Mk 8		998	Fintyre
106	RON CUMMING/Claymore Shellfish	Lotus Esprit		3400	Brechin
108	BRIAN MCLEOD	Imp		998	Alness
109	EDDY BEERMAN	Skoda		1994	Glasgow
110	STUART GRAY	Halla Lotus Europa Special		1600	Edinburgh
111	DAVE FORSTER	Maguire Mini		998	Carlisle
113	DAVE MUNRO	Davrian Mk 7		998	Evanton
114	ROD MCLEOD/Alloa & District Motor Club	Davrian Mk 8		998	Tullybody
116	COLIN PHILIP	Imp		998	Ardesier
117	RICHARD GREEN	Davrian Imp		998	Harthill
118	BILL PAUL	AL 3000ME		1998	Dumbarton
119	RICKY GAULD/PPS Glass Fibre, Seafast Ltd.	Davrian Mk 7		998	Insch
120	BOB MILNE	Imp GT		998	Culter

Note: Car 79 is not running for any reward or prize.

Class Lap Record: Up to 1000 c.c., I. Forrest and H. Simpson, 50.7 secs., Over 1000 c.c., J. McGaughay, 46.5 secs

1st. 79 2nd. 1 3rd. 118 4th. 103

EVENT**9**

LUCKPENNY RESTAURANT RACE FOR ROAD SALOON CARS
OVER 1600 c.c.

(Practice 8)**5.05 p.m.
12 laps**

170	JIMMY MACRAE/Ecurie Ecosse	Chevette		2200	Lanark
172	IAN BRUCE/Ian Bruce Insurance, Beacon Waste Disposal.	Sunbeam Lotus		2200	Carlisle
173	RONNIE STAHL	Escort		2000	Newbridge
175	ROSS MILLIGAN	Opel Manta A		1900	Edinburgh
176	RAY MACDOWALL	Sunbeam Lotus		2200	Carlisle
177	THOMAS BELL	Capri		3000	Carlisle
178	ALASTER CUNNINGHAM	Escort		2000	Edinburgh
179	RONNIE IRVINE	Escort Mexico		1993	Helensburgh
181	ALISTAIR GRAY/Alloa & Dist. Motor Club	Escort		1993	Menstrie
182	HOWARD FOWLER/Luckpenny Restaurant	Capri		3000	Edinburgh
185	ALLAN SMITH	Chevette		2300	East Calder
186	GREGOR BEITH	Escort		2000	Drymen
189	GRANT STEWART	Kadett		1897	Falkirk
191	NORMAN INSCHE	Sunbeam Lotus		2200	Insch
193	KEN THOMSON/Essport Car Accessories	Escort		1993	Port Seton
197	KEVIN PICK	Dolomite Sprint		1993	Blackhall
198	RADDY SARAFILOVIC	Sunbeam Lotus		2200	Bearsden
199	LEWIS EMSLIE	Mazda RX7		2300	Aboyne

Class Lap Record: H. Chalmers, 58 secs.

1st. 172 2nd. 176 3rd. 177

CHANGES TO ENTRY LIST

Event 1/5	Add 46	Kevin McCormick	Sparton 80/81	1600(B)	Alford
	Add 59	Stuart Joss	Merlin MkII	1600(A)	Alford
	Correction	63 Willie Rose not Ross.			
	Out 80	Richard Mitchell.			
Event 2	Add 124	Andrew Doney	Ginetta G15	998	Edinburgh
Event 4	Add 165	James Mackay	Mini	1300	Edinburgh
Event 6	Add 11	John Fyda	Bentley 1934	3500	Dundee
	Add 12	Oliver Robinson	Cooper Bristol 1953	1971	Romsey
Event 7	Add 8	Les Duncan	Vision	1700(A)	Carlisle
	14	Alan Mutter from Event 3	Libre entry		
	23	Sandy Watson	Vision	1700(A)	Burntisland
	24	John Fyda/Agra	Mallock	1700(A)	Dundee
	32	Alex Dobbie	Mallock	1700(A)	Inverurie
Event 8	Out 108	Brian MacLeod	Lotus Sunbeam	2200	Banchory
Event 9	Add 195	Derek Ferguson	FES Lancia	1998	Lochgilphead
	Add 1	Jim McGaughay/FES/J.	Jack Crane Hire		

INGLISTON LAP CONVERSION TABLE

secs	m.p.h.								
40.0	92.70	43.4	85.44	46.8	79.23	50.2	73.86	53.6	69.18
40.1	92.47	43.5	85.24	46.9	79.06	50.3	73.72	53.7	69.05
40.2	92.24	43.6	85.05	47.0	78.89	50.4	73.57	53.8	68.92
40.3	92.01	43.7	84.85	47.1	78.73	50.5	73.42	53.9	68.79
40.4	91.78	43.8	84.66	47.2	78.56	50.6	73.28	54.0	68.67
40.5	91.56	43.9	84.46	47.3	78.39	50.7	73.14	54.1	68.54
40.6	91.33	44.0	84.27	47.4	78.23	50.8	72.99	54.2	68.41
40.7	91.11	44.1	84.08	47.5	78.06	50.9	72.85	54.3	68.29
40.8	90.88	44.2	83.89	47.6	77.90	51.0	72.71	54.4	68.16
40.9	90.66	44.3	83.70	47.7	77.74	51.1	72.56	54.5	68.04
41.0	90.44	44.4	83.51	47.8	77.57	51.2	72.42	54.6	67.91
41.1	90.22	44.5	83.33	47.9	77.41	51.3	72.28	54.7	67.79
41.2	90.00	44.6	83.14	48.0	77.25	51.4	72.14	54.8	67.66
41.3	89.78	44.7	82.95	48.1	77.09	51.5	72.00	54.9	67.54
41.4	89.56	44.8	82.77	48.2	76.93	51.6	71.86	55.0	67.42
41.5	89.35	44.9	82.58	48.3	76.77	51.7	71.72	55.1	67.30
41.6	89.13	45.0	82.40	48.4	76.61	51.8	71.58	55.2	67.17
41.7	88.92	45.1	82.22	48.5	76.45	51.9	71.45	55.3	67.05
41.8	88.71	45.2	82.04	48.6	76.30	52.0	71.31	55.4	66.93
41.9	88.50	45.3	81.85	48.7	76.14	52.1	71.17	55.5	66.81
42.0	88.29	45.4	81.67	48.8	75.98	52.2	71.03	55.6	66.69
42.1	88.08	45.5	81.49	48.9	75.83	52.3	70.90	55.7	66.57
42.2	87.87	45.6	81.32	49.0	75.67	52.4	70.76	55.8	66.45
42.3	87.66	45.7	81.14	49.1	75.52	52.5	70.63	55.9	66.33
42.4	87.45	45.8	80.96	49.2	75.37	52.6	70.49	56.0	66.21
42.5	87.25	45.9	80.78	49.3	75.21	52.7	70.36	56.1	66.10
42.6	87.04	46.0	80.61	49.4	75.06	52.8	70.23	56.2	65.98
42.7	86.84	46.1	80.43	49.5	74.91	52.9	70.09	56.3	65.86
42.8	86.64	46.2	80.26	49.6	74.76	53.0	69.96	56.4	65.74
42.9	86.43	46.3	80.09	49.7	74.61	53.1	69.83	56.5	66.51
43.0	86.23	46.4	79.91	49.8	74.46	53.2	69.70	56.6	65.51
43.1	86.03	46.5	79.74	49.9	74.31	53.3	69.57	56.7	65.40
43.2	85.83	46.6	79.57	50.0	74.16	53.4	69.44	56.8	65.28
43.3	85.63	46.7	79.40	50.1	74.00	53.5	69.31	56.9	65.17



George Smith (146) tries a new direction in the small road saloon race.

The hottest news in the Luckpenny Restaurant Race for the Over 1600 Road Saloons is of the Who-Drives-What? variety. With Hugh Chalmers and David Leslie driving Thundersports at Brands Hatch this weekend and Jimmy McRae honouring his Shell Oils commitment it seemed that the Ecosse Chevette might be toiling for a driver. But Robin Gray is here today for the Road Sports race and Hugh McCaig decided that he's just the man for the job. So Robin's name joins the list of Scottish drivers on the side of the Ecurie Ecosse caravan. Erstwhile Nova pilot Andrew Jeffrey takes over the controls of the 3-litre Capri normally drive by race sponsor and circuit caterer Howard Fowler, but with Chalmers away, expect Ian Bruce's Sunbeam to angle for that elusive win. If his Chevette holds together in practice, farmer Allan Smith could give Gray and Bruce their biggest headache . . . remember his sensational debut in the wet when he and eventual winner David Leslie were separated by not much more than a coat of paint? Well, since then Allan has been toiling with his engine but he must surely be due some better luck by now . . . he could provide the surprise of the meeting.

CHRIS JOHN

NINIAN SANDERSON

It is with sadness that we record the death on 1st October of Ninian Sanderson, who made his last public appearance at Ingliston last July in the Michael Nairn-owned ex-Ecurie Ecosse D-type Jaguar.

Racing for Ecurie Ecosse, Ninian, with Ron Flockhart, won at Le Mans in the short-nosed Jaguar in 1956 and finished second in 1957 with John Lawrence. He ended his racing career at Le Mans in the early 1960s driving an A.C. Cobra with Peter Bolton.

We extend our sympathy to his wife and two daughters.

CHAMPIONSHIP POINTS WITH 1 ROUND TO GO

Scottish GT Series

1st.....	I. Forrest	70 pts
2nd.....	J. McGaughay	41 pts
3rd...	E. Munnoch	38 pts
4th.....	R. Gauld	33 pts
5th...	J. Bothamley	32 pts
6th...	R. Cumming	30 pts

Scottish Libre Series

1st.....	J. Fyda	51 pts
2nd.....	K. Allen	38 pts
3rd...	E. Paterson	31 pts
4th.....	R. Wilson	15 pts
5th....	R. Forester	
	Smith	13 pts
6th...	A. Houston	10 pts

Bernard Hunter Crane Hire Scottish FF2000 Championship

1st.....	T. Brown	50 pts
2nd.....	H. Minty	46 pts
3rd....	K. Le May	30 pts
4th....	D. Duffield	22 pts
5th....	R. Wilson	20 pts
6th...	S. Robertson	19 pts

Lowland Tyres & Exhausts Scottish Sports Car Championship

1st.....	J. Fyda	59 pts
2nd.....	K. Allen	49 pts
3rd....	A. Smith	42 pts
4th...	K. Bowmaker	31 pts
5th....	M. Upton	28 pts
6th...	E. Paterson	23 pts

Hubert Mitchell Scottish FF1600 Championship

1st.....	C. Binnie	124 pts
2nd.....	T. Brown	118 pts
3rd....	W. Rose	114 pts
4th.....	A. Sim	91 pts
5th....	R. Low	90 pts
6th...	H. Gillanders	88 pts

John Nicholson Trophy for Sports Cars and Sports 2000

1st.....	B. Ness	18 pts
2nd.	K. Bowmaker	16 pts
3rd....	N. Bridge	9 pts
4th...	L. Jacobsen	6 pts
5th....	G. Young	6 pts

A. K. Stevenson Clock for Most Wins in 1985

J. Fyda.....	5
H. Chalmers.....	5
I. Gardner.....	5

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APPLICATION FORM FOR 1986 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 to run until 31st December, 1986, and agree, if elected, to be bound by the Memorandum and Articles of Association for the time being.

..... / / 1986
(Signature, please)

I wish to be considered as a Marshal at Ingliston: YES/NO (delete as appropriate)

My Cheque/P.O. is enclosed made up as follows:

Annual Subscription — Racing Member (£15) £ :

Ordinary Member (£10) £ :

£ :

WANTED MARSHALS

If you would like to join our team of marshals for 1986 then please fill in the form below and send it off to **Chief Marshal Jim Robertson, 3 Bellwood Road, Milton Bridge, Penicuik, Midlothian.**

Name

Address

.....
would like to marshal at Ingliston in 1986.

Marshalling experience

Age if under 18 Parents permission is required if under the age of 18.

I Parent/Guardian of the above-named, give

..... permission for him/her to assist at Ingliston Race Meetings.

Signature Date

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A power-packed, excitement-packed performance machine with a newly-developed 1.6 litre 105 bhp (PS-DIN) fuel injected engine. You're at 60 mph in 9.2 seconds and can reach a top speed of 118 mph. Super stylish and very economical, the Peugeot 205 GTI **£7,145*** is a real sensation.

£7,145*

305 GTX



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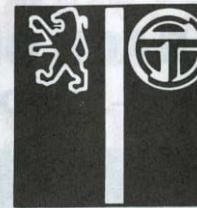
505 GTI



For sheer excitement, the Peugeot 505 GTI is a stunner. Breathtaking in its looks, with alloy wheels, low-profile tyres, lowered suspension and rear spoiler. Breathtaking in its performance too with a new 2165 cc fuel-injected engine. And giving an unbelievably comfortable ride. **£10,495***

£10,495*

*Excluding delivery and number plates.



PEUGEOT TALBOT SPORT

With another tremendous win in this year's 1000 Lakes Rally, Peugeot have taken the 1985 World Rally Championship for both Manufacturers and Drivers.

Timo Salonen was yet again the outright winner in the Evolution 2 Peugeot 205 T16 and is confirmed as this year's World Champion, having won 5 out of the 9 events so far completed.

Peugeot Talbot Sport also achieved its aim in this, our first, full year of competition by taking the Championship with two rounds still to go. Since its first win on last year's 1000 Lakes Rally, the 205 T16 has now won no less than 10 out of the 12 events entered — an incredible success story and a real credit to our cars, the drivers and the full PTS team.

Peugeot power, precision and performance are legendary, through the years of success under the toughest conditions to be encountered in motor sport. The formula has been brought to a new pitch of perfection in the 205 GTi — a super-efficient package in the modern idiom. Small, compact, but as spacious inside as a much bigger car. Powerful, eager and as responsive as a thoroughbred always will be. A pleasure to drive, effortless, but taut and accurate at holding its line through any bend.

The Peugeot 205 GTi is the car for the driver who above all else enjoys spirited motoring for its own sake, but also appreciates — and demands — fully integrated design in terms of looks and comfort, as well as sheer get up and go.

To further enhance the sheer power of the Peugeot 205 GTi, the team that developed the all-conquering Peugeot 205 Turbo 16 rally car have also produced a performance kit to give the standard 205 GTi road car a power increase to over 125 bhp from that of 105 bhp on the already impressive standard road car.

The Peugeot 205 then, is the latest in a long and proud pedigree dating back to 1760 when Jean Pierre Peugeot opened a textile factory. Diversification took place in 1810 to include steel production and further expansion followed into the manufacture of saw blades, farm tools and sewing machines. The first Peugeot bicycle was produced in the 1850s and in 1889 Armand Peugeot exhibited the first Peugeot steam-powered car at the Paris World Fair. Two years later the first Peugeot car was sold and in 1894 six Peugeot cars took part in the first ever car competition achieving joint first place, therefore starting a tradition in motor sport which is still prevalent today.

Now, more than 1.6 million cars a year are bought from Peugeot Talbot, making it one of the largest manufacturers in Europe and one of the leaders in Diesel technology. The diesel engine has come a long way since Rudolph Diesel produced the first compression-ignition engine in 1893. Peugeot were among the first to recognise diesel engine potential and with over fifty years experience with diesels, the Company were instrumental in refining the technology and ironing out the snags — the modern Peugeot diesel being the equal — and in many cases better — of the petrol engine.

The Peugeot Talbot model range offers you, the customer, the ultimate in vehicle choice from the 3-door 205 and Samba to the prestigious Peugeot 505 GTI. You have the choice of saloon, estate or hatchbacks. Petrol or Diesel engines. Manual or Automatic. Turbo charged, fuel injected or naturally aspirated engines.

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KNOCKHILL'S RACE OF THE YEAR

NEXT SUNDAY — 13th OCTOBER



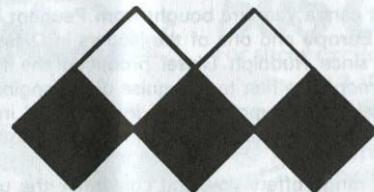
The Jock Taylor Trophy Meeting in memory of Scotland's world champion sidecar driver. A huge meeting of star riders in the last event of 1985, with Grand Prix stars Steve Webster, Derek Bailey, and Scotland's own Donnie McLeod and Niall McKenzie, with Paul Tinker on the works Armstrongs compete against Scottish Champions Bill Davie and Howard Selby — plus a strong entry from England and Ireland — 150 entries. Practice all day Saturday, 10 a.m. - 6 p.m.

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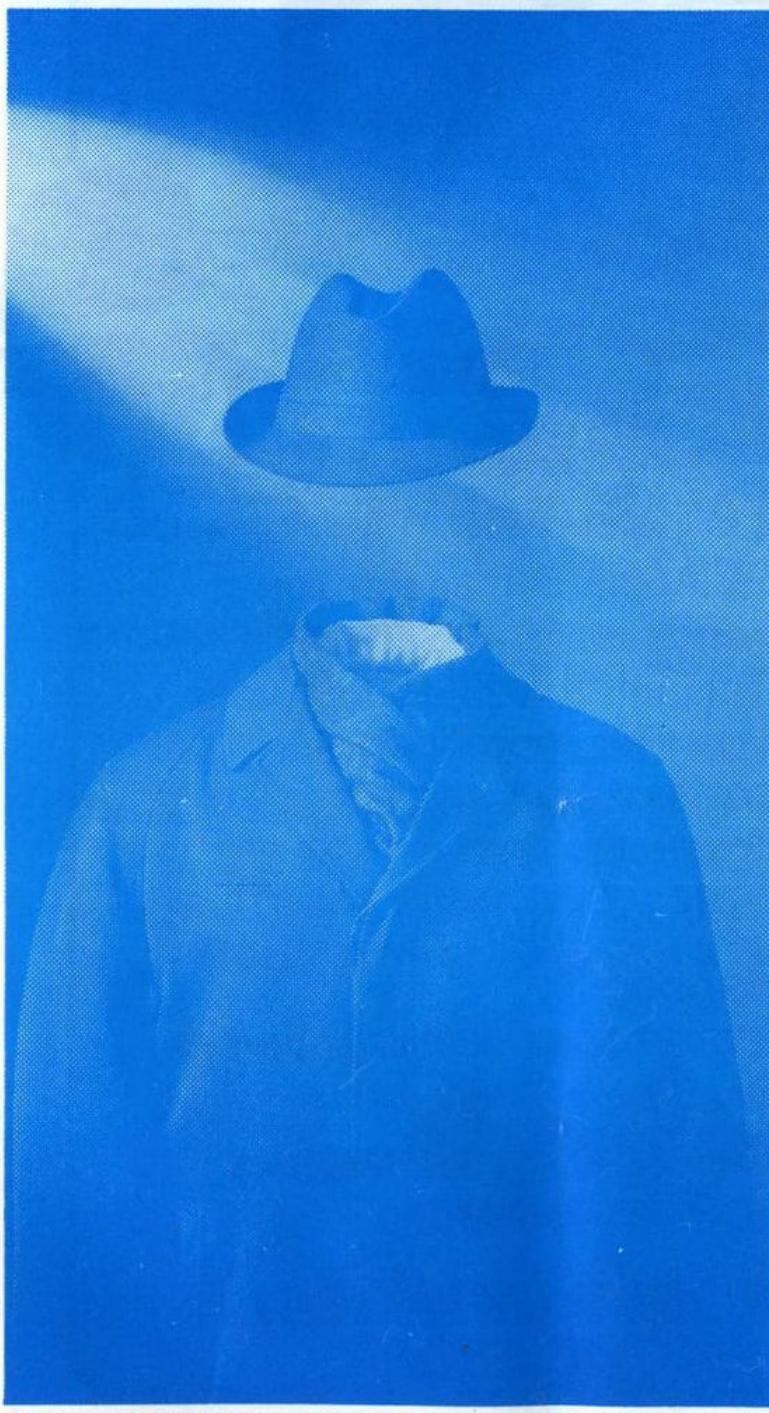
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