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INGLISTON



The Jim Clark Foundation Race Meeting

9th APRIL 1978

OFFICIAL PROGRAMME **30p**

FOR CONDITION OF ADMISSION SEE INSIDE

The Scottish Saloon Car Championship

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

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Could this be the year Doug Niven "beetles" back to Scottish Championship form?

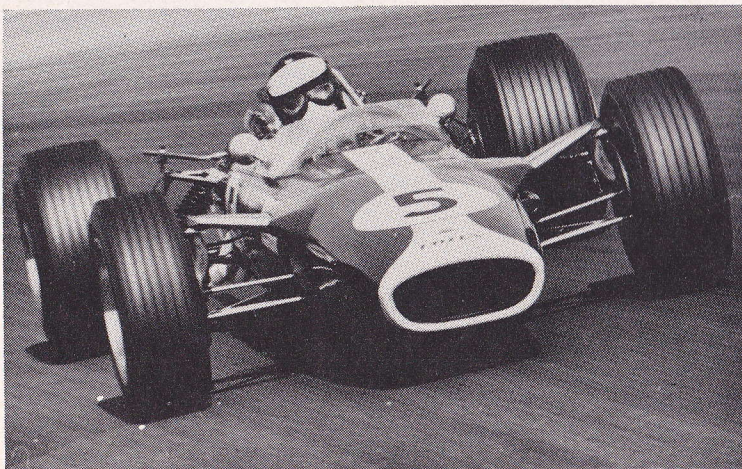
THE LOMBARD SCOTTISH SALOON CAR CHAMPIONSHIP 1978

If Ingliston, now entering its 14th full year of racing is Scotland's longest running motor racing circuit then Lombard North Central must qualify as the longest serving Scottish motor racing sponsors, they having been involved in the Ingliston circuit through the former Lombank even before the first racing car appeared on the track. Under the direction of their Scottish Director, Gordon Skilton, Lombard have over and over again proved themselves to be staunch friends to the sport and it must be said that, but for the help of such dedicated sponsors, it is unlikely that motor racing would exist north of the Border today, other than on a sporadic basis.

Gordon Skilton himself, a holder of the coveted Geoff Waugh Award for his services to Motor Sport in Scotland over the past two decades, is undoubtedly the moving force behind Lombard's involvement in Scottish motor racing. As an individual, however, Gordon has already immersed himself in matters motoring, being Chairman of the Royal Scottish Automobile Club, and his remarkable achievements in the field of Scottish motor racing and rallying (particularly on behalf of the International Scottish Rally) make him a welcome and respected figure at any event in Scotland.

For 1978, Lombard again sponsor the premier motor racing Championship at Scotland's circuit, the special saloon car championship. As always, the now traditional "heats and a final" format is retained, with heats being run at each Ingliston Race Meeting for all 3 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. As a refinement this year, however, a change in the method of choosing the grid positions for the final should eliminate the anomalies caused last year by the enormous speed differentials in the heats between the bigger saloons and their 1300 cc brethren. The system of scoring, pioneered in 1972, gives competitors in all classes an equal chance of reaping the rich pickings for 1978 (overall 1st-£300; 2nd-£200; 3rd-£100; 4th-£60; 5th-£40 and to the winner in each class, a bonus of £50). Add that magnificent championship prize fund to the race prize money payable to special saloons in 1978 and one arrives at a total estimated championship prize fund in excess of £2,500. On these figures, it is estimated that special saloon car racing is worth a cool £12.14 per lap in 1978. Scoring will be 7-5-3-2-1 in each class in the finals plus 1 for finishing each of the heats and final. As a tie-breaker (and to ensure that the rewards go to the most meritorious saloon car driver of the year) a further point will be awarded to any driver breaking the class lap record existing at the commencement of any race in which all three classes of eligible cars are competing simultaneously. Always premier in Banking, Lombard North Central's continued involvement with the Special Saloon Car Championship at Ingliston sees them as one of the premier Saloon Car Championship sponsors in the UK with a prize fund second to none.

THE JIM CLARK FOUNDATION



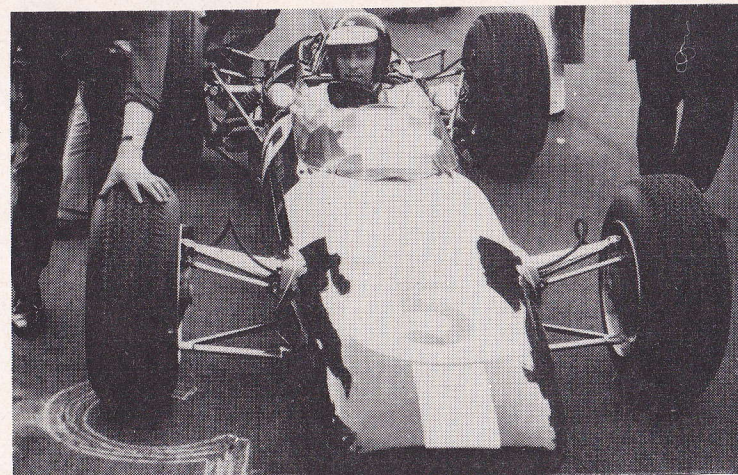
1967 British G.P., Silverstone

The Jim Clark Foundation was set up as a significant and lasting memorial to Jim Clark, OBE, twice World Champion Motor Racing Driver, who was killed in a race at Hockenheim, West Germany in April 1968, almost 10 years to the day. The object of the Foundation, an international charitable trust fund, is to promote and assist research into motoring safety, both on the road and the racing track. Although based in Britain, the Foundation operates on a world-wide basis and its 26 distinguished Patrons are drawn from seven European countries and the United States.

Among major projects carried out by the Foundation have been a full-scale investigation into the effects of aerofoils when fitted to racing cars; the fire-resistant qualities of clothing worn by Grand Prix drivers; safety aspects of motor cycle design; and a study of the causes of all Formula One accidents during a seven year period.

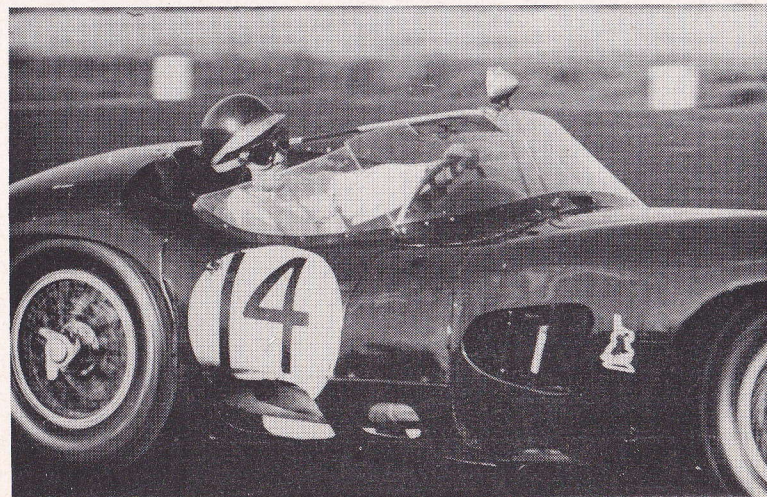


1959 Charterhall



1965 British G.P., Silverstone

In recent years the Foundation has been devoting much attention to motoring affairs north of the border. Two years ago the Jim Clark Foundation Award for services to Motoring in Scotland was inaugurated. This award is to be made annually, on the recommendation of the Scottish Motoring Writers, to the individual or organisation judged to have made the greatest contribution to motoring in Scotland. The 1976 Award, presented in Edinburgh in February, went to the Scottish Motor Trade Association for its Used Car Consumer Protection Scheme. For 1977 the award went to Dr Hugh Sinclair of Moffat for his part in creating G.P. emergency services for bringing the quickest possible medical aid to road accident casualties.



1961 Charterhall

OFFICIALS AND CREDITS

Clerk of Course—R Traill : Chairman of Race Committee—J L Romanes : Secretary of the Meeting—A M Lamb : Chief Marshal—A H B Craig : Deputy Chief Marshal—J Robertson : Chief Observer—A Evangelisti : Chief Flag Marshal—J A Millar : Chief Track Marshal—J A Douglas : Chief Medical Officer—Dr M Carmichael : Chief Paddock Marshal—W Pollock : Chief Spectator Marshal—J Paton : Chief Grid Marshal—G Montgomery : Starters—J W MacMillan, W Struth : Chief Crossing Marshal—A Dick : Chief Pits Area Marshal—P Poole : Chief Timekeeper—Dr L Jamieson : Chief Scrutineer—I D Bennie : Chief Lap Board Marshal—G Kerr : Commentator—J W McInnes : Competitor Reception—J Ferguson : Steward for RAC—W Fenwick : Stewards for Club—W Martin, J A Dick Peddie, E R Herral : Results Processors—M Malcolm, D Allan : First Aid—The British Red Cross Society (Scottish Branch) : Breakdown Equipment & Staff—Ross Chrysler Dodge Ltd, Appleyard (Edinburgh) Ltd, Howden Motor Repairs, Rossleigh Ltd, Newbridge Garage Glasgow : Photographs by—E Bryce Public Address—Kennedy of Lanark : Press Liaison—J Swinton.

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 RS 0904/10.

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.

Catering at Ingliston is in the hands of D.S. Crawford who will be supplying snacks in both the Herdsman's Restaurant and the MacRobert Pavilion (SMRC Members only), both from 12 noon onwards. Breakfast will be available in the Herdsman's Restaurant from 9.30 am and, throughout the day, all the usual snacks, sandwiches, pies, hot drinks, cakes and the rest will be available from the many Snack Bars and kiosks around the circuit (the major Snack Bars being situated in the Herdsman's Restaurant and on the ground floor of the MacRobert Pavilion). The Club Bar, the licence of which has been extended to include all competitors and their mechanics is open in the MacRobert Pavilion from 12.30 to 9.30 pm continually and it is hoped a Public Bar will be open in the Herdsman's Restaurant between 12.30 to 2.30 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, while trackside advertising is handled by Aerosigns (London) Ltd, Europa Hall, 130-136 Maidstone Road, Sidcup, Kent DA14 5HS to whom enquiries should be made.

Racing 'goodies' are on sale by Sports-Tune at a side adjacent to the Highland Grandstand.

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 Chevette Ecosse Another winner from SMT

The custom-built Chevette Ecosse bears more than a passing resemblance to Pentti Airikkala's winning Dealer Team Vauxhall rally car. But you don't need a competition licence to drive it. And it's about a fifth of the cost!

JUST £3150 ON THE ROAD

Yes, that's all you pay for this very distinctive and versatile road car—based on the Chevette GL: one of Britain's best selling hatchbacks.

This all-inclusive price includes Car Tax and VAT, 12 month's road fund tax, delivery charges and Executive number plates.

LIMITED EDITION

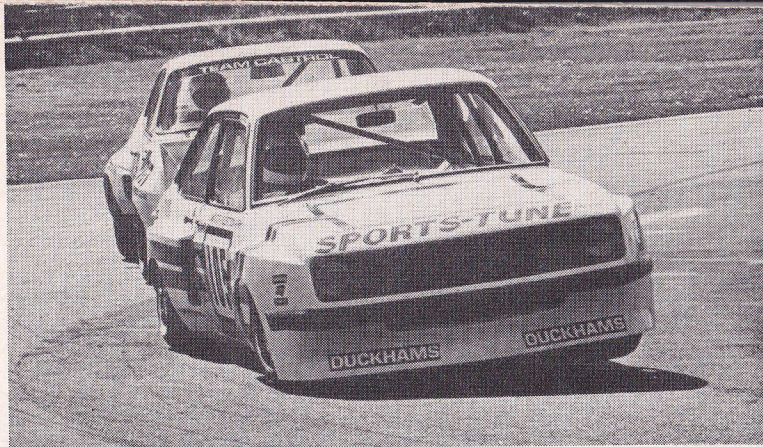
The Chevette Ecosse will appeal to the more discriminating driver. So our High Performance Centre in Perth is producing only a limited number. This will preserve their individuality. And yours.

SPECIFICATION

- Silver-grey metallic paintwork
- Front and rear spoilers
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- Tartan trim interior
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- Front disc brakes
- Reclining front seats and head restraints
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Is it to be Walter's BMW powered Ford for big saloons this year

FOR YOUR DAY'S ENJOYMENT

For all the protestations from our political leaders that Britain is now firmly on the road back to recovery, nevertheless all of us must be feeling the pinch at this point in time and we rather suspect that this general lack of "liquidity" could be reflected in motor racing, and particularly in the size of the grids which we see this year. Only time will tell, but there is always the encouraging thought that, when the quantity falls, for some perverse reason, the quality tends to rise, and that certainly is true of the entry today. Before dealing with that entry, however, let us throw our thoughts back for a period of exactly ten years, to that tragic day in April of 1968 when Jim Clark died. Now, almost exactly ten years to the day later, it is fitting that today's Race Meeting should be the second "Jim Clark Foundation Race Meeting" to be held, both in memory of one of the greatest racing drivers the world has ever seen, and as an opportunity of furthering the International work being carried on by that Foundation. Jim was of course one of the founder directors of Scotcircuits and was no stranger to Ingliston (although, curiously, the only time he raced here was in a Milk Float!). Accordingly, anything which will further the work of the Charitable Trust set up following Jim's death to honour his name is certain to receive Scotcircuits' fullest backing, and a substantial portion of today's "gate" will go to the Foundation. Scotcircuits are delighted too, that the Foundation's renewed interest in motor sport North of the Border has again rekindled the great affection and respect held for Jim Clark, not only amongst racing addicts, but also by Scots from all walks of life.

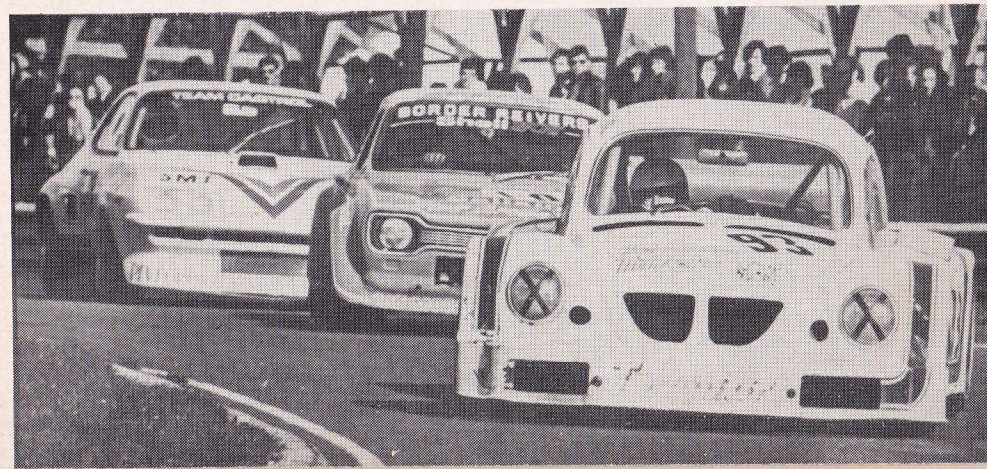
We must also acknowledge today the debts owed to the Ford Motor Company. During his life, Ford were (literally) behind Jim all the way, and following his death, that Company have continued to honour his name in many ways, frequently without any publicity whatsoever. It is as a result of their generosity that it has been possible for a financial arrangement to be made with the Jim Clark Foundation in respect of today's race meeting, an arrangement which would not have been so fully possible otherwise. Anxious too to promote the "best" in Saloon racing at the Scottish Circuit (a class of racing of which Jim was particularly fond), Ford have announced a special "one-off" £250 bonus to go to a Ford-bodied car winning the Special Saloon Car Final at Ingliston. The special bonus is available for today's race, and there are at least two Ford-bodied cars which could win this. Should they fail, however, it is believed that the bonus will remain for future meetings, highlighting Ford's generosity so far as Jim Clark is concerned.

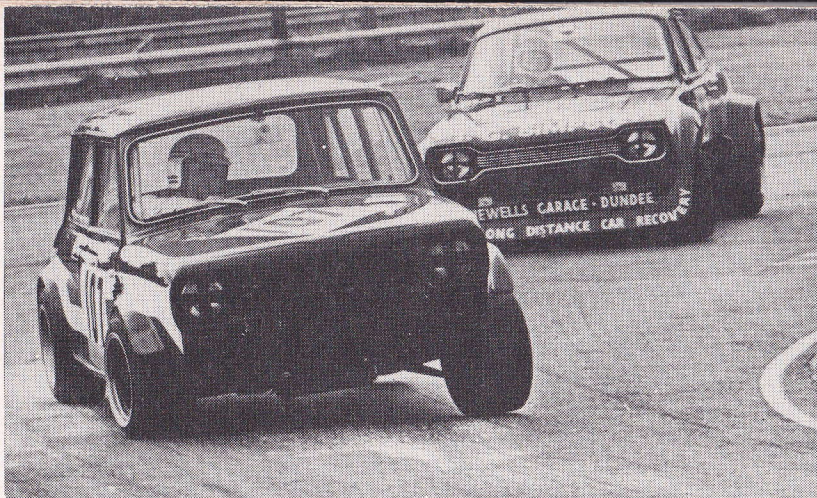
And speaking of Jim, the winner of the coveted Jim Clark Memorial Award for 1977 is present today, in the shape of another of Scotland's "giants" in motor sport, Andrew Cowan. Generously donated in 1969 by Jim's parents for presentation to a Scot for outstanding achievements in the field of motor sport, the Award has only been presented on four occasions. Twice Jim's successor as World Champion motor racing driver, Jackie Stewart, has humbly accepted this honour and, in 1976 Scotcircuits' Chairman, John Romanes, received this highest public recognition of his outstanding achievement in keeping Scottish motor racing alive over the past decade (an achievement now seen in perspective when one considers that Ingliston is now the longest ever serving permanent Scottish track). While the fourth recipient has only infrequently been seen on the racing track, with six wins to his credit in the Southern Cross Rally, and having dominated both London-Sydney Marathons, there is no one who can deny that Andrew Cowan is undoubtedly the world's leading endurance rally driver. Now the first Freeman of the District of Berwickshire (as Jim was the first Freeman of the Burgh of Duns), Andrew is the most recent in an impressive line of Scottish world beaters in motor sport. Today, Andrew will be starting the odd race or two, perhaps presenting the odd Trophy or two, he will be treating the Edinburgh Students' Charities Personality to a nerve-racking "tour de circuit", and will also be chatting to commentator Jimmy McInnes. Welcome back to Ingliston, Andrew!

At one time, it was thought that Andrew would also be carrying out the demonstration drive of a car on deflated Dunlop "Denovo" tyres, a demonstration run being held this afternoon at about 3.30 pm, to show the public the amazing properties of this tyre, and its safety potential. However, Dunlop felt that, with the celebrated Andrew Cowan driving the car, members of the public may feel that it was his skill controlling the vehicle, so that none of the credit would go where it was due, to the tyre itself! Accordingly, an anonymous driver will be taking to the track in a car with a deflated "Denovo" tyre on it, to drive round the track at speed and simulate the type of performance which one could expect with these tyres, in the event of a "blow out". Should be interesting!

And if members of the public feel that the above might be just a bit too dangerous for their tastes, don't worry, quite a few new safety measures have been taken at the Circuit over the winter months, to fall in line with modern RAC track safety requirements. Extra barrier has been erected (including double barrier in places), existing barrier has been lowered to take account of new designs of motor car, spectator areas have been re-located, all measures designed to make motor racing even safer for the spectating public—but, just on a

..... or Doug Niven's hybrid Beetle?





Is Big Jim Dryden going to blow off the 1300s

cautionary note, don't let that fool you into thinking that spectating at motor racing events is a safe pastime. There will always be an element of risk and all spectators should be constantly alert for the unforeseen happening.

There is nothing unforeseen about the entry in today's **Jock McBain Memorial Trophy Race** (sponsored by John McBain & Son Limited), where, in the second heat, Doug Niven (101) starts as out and out favourite in the 5 litre VW Beetle Chevrolet with which Mick Hill won the Saloon Car Final last September, and Dougal himself dominated the Saloon racing at Ingliston last October. Already this season Doug has scored wins at each of Croft and Silverstone, taking lap records in the process at each circuit, his Silverstone win on Easter Monday being from the 3.4 litre Escort of Nick Whiting, driving perhaps the fastest Ford-bodied car in Britain this year. Nick had hoped to be present today, to mop up the Ford £250 bonus, but, sadly, our race meeting clashes with a round in the English Saloon Championship which Nick is following—however, he fully intends coming North later this year, when he will be able to take on, on home territory, his main Ford-bodied rival, in the form of Walter Robertson with the BMW-powered Ford RS 2000 (105). Along with Bill Dryden's Firenza (100), and Jim Robertson's Turbo-charged Escort (98), Walter will provide the main opposition to Dougal today while, in the 1300 cc class, Jim Dryden (107), Dave Farrer (109), Jim Pinkerton (114) and Ian Rogerson (118) will undoubtedly be renewing their 1977 rivalry. In the first heat of the **Jock McBain Memorial Trophy Race**, and the very first part of the 1978 Lombard Scottish Saloon Car Championship, Ian Forrest (129) will be hoping for better Championship luck this year, again with stiff opposition from Roy Knowles (122), Duncan Fisher (123), Jim McGaughay (126), Bill Thompson (121), Rick Gauld (132) and, sneaking into Saloons from Modsports, the always impressive John Kirk (137), who was last heard muttering quietly to himself in a corner that he might drop a 2-litre "mill" into his Imp if he likes the handling well enough!

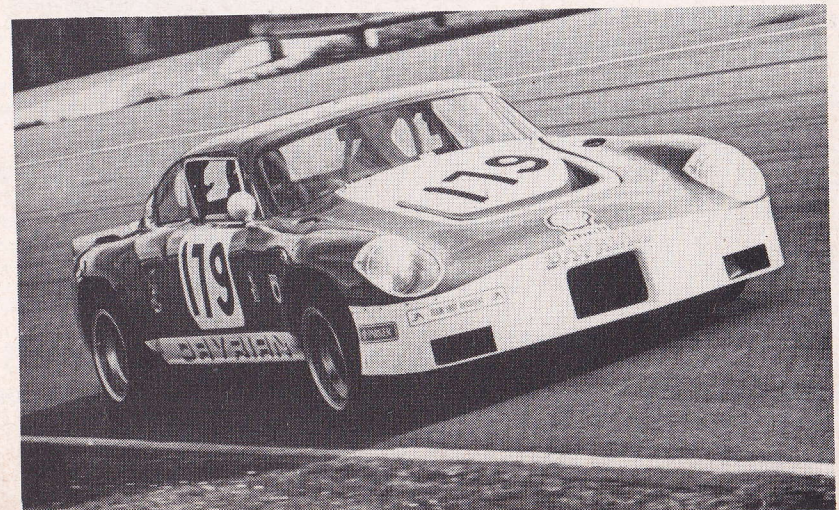
For the **Edinburgh Dairies Trophy Race** for F2000/Sports Cars, favourite must be Iain McLaren (21), now resplendent in a split-new Chevron B36 2-litre Sports Car. However, don't write off the rest of the field just yet, since Ken Allen (43) showed his mettle last year by piloting a Clubmans Car to the front of the Sports Car races, and this season, with a split-new Mallock Mk 19, he will undoubtedly be a force to be reckoned with. There are magnificent Mallocks too from Andy Smith (34), Jim Stevenson (39) and newcomer John Walker (36) while, in a hybrid, John Mackie may well be a man to keep an eye on with his BDG-powered Gryphon. No "hybrids" are allowed, however, in the **Alexanders of Edinburgh Trophy Race** in which Stu Lawson (74), with a split-new Hawke DL 20F, tries for a hat-trick of Formula Ford Championships, he being the 1976 and 1977 Champion. With a similar car, Bathgate's George Franchitti (71) will be trying to thwart him, while some rather fascinating opposition could well be coming from Andrew Jeffrey (53) and Chris Lawson (77) (both in 1978 Van Diemens), Peter Shand (59) (in a Saracen, a new

make to Ingliston) and Linlithgow's David Duffield (60) (in this season's Crossle). All in all, an interesting Formula Ford 1600 entry, to make this a race worth watching.

In the Shell Race for Production Saloons, Ray Moore (149) must be one of the favourites with his Opel Commodore but watch out for Hamish Irvine (143) who has adopted the old adage "if you can't beat them, join them" by fielding a similar car. In the 2000 cc class, Andrew Jeffrey (162) (the 1977 Production Saloon Car Champion) returns with his Championship-winning Dolomite Sprint, but a strong contingent of Opel Kadetts is headed by current class lap record holder, Graham Birrell (155). Graham is of course also remembered for his many F2 exploits at the turn of the decade, and if you are looking for Formula 2 racing, what better than "The Edinburgh Students' Charities Cup Race" this afternoon. Last year's Scottish Libre Champion, Iain McLaren (1) fields the Championship-winning Chevron B35, although Iain himself would be first to admit that this car was fading competitively by the end of the season. By that time, the running was being made by Bob Rollo (5) and Andy Barton (3), both of whom are entered today, Andy this time in a single-seater car designed and built by himself. Just how the "Barton JTB3" will perform today will be one of the more fascinating points to note, but keep a weather eye peeled for newcomer Bryce Wilson (2) who has already beaten Andy at Croft (and that during Bryce's first motor race!). Although Andy may have had fuel starvation problems on that occasion, Bryce's victory was none the less impressive for all that, since he beat several other experienced competitors most convincingly, and thereby justified the faith shown in this ex-karting 17-year old by Lawrence Jacobsen, who was so impressed with Bryce when he gave him a test drive at the end of last year, that he passed on to Bryce his entire sponsorship for 1978. Look out too for ex-Saloon man Colin Simpson in a March (4) as also Jimmy Jack in the ex-Dicksons of Perth March 772 BMW(6) and Dave Muter in his ever-green Lotus 69 (8), although this year sporting a new BDG "mill". In short, with seven Formula 2 cars in this race, all the indications are for an excellent season of Libre racing, and it will be interesting to note just how competitive John Mackie's BDG-powered Gryphon is amongst that lot!

The day's sport is rounded off by the Modified Sports Car Event, after which will be the announcement of today's "Shell Man of the Meeting", Shell having put up six such Awards to be presented at each of the six Ingliston Race Meetings this year. To cap that, Shell have also put up a "Shell Man of the Year" Award, to be announced after the October Race Meeting at Ingliston, the winner receiving both an appropriate Trophy and a prize of £200. For our next race meeting on 7th May, however, **Burmah** it is who will be hogging the limelight, as principal sponsors, and, with a distinct possibility of Nick Whiting being up in Scotland to take on Doug Niven's Beetle then, that is not a race meeting to be missed. We will look forward to seeing you then again!

..... and will Davrians dominate the Modsports?



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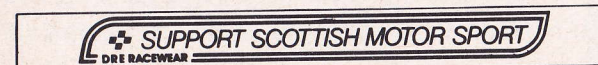
THE MOWER CARE CHAMPIONSHIP for F2000/Sports Cars

For 1978, the Edinburgh firm of Mower Care take over the new "Formula" innovated last year at Ingliston, and known as "Formula 2000/Sports Cars". This new grouping of cars which was tried out at Ingliston as an experiment last year comprised a mixture of Sports Cars (with particular preference for 2-litre Sports Cars), Clubmans Cars and Formula Ford 2000 Cars. Last season, the resultant amalgam produced close and exciting racing, along with a new "pool" of highly competitive vehicles for Libre races. Accordingly, Scotcircuits are delighted that Mower Care of 24 Morrison Street Lane, Edinburgh are carrying on the good work by sponsoring this Championship this year, especially looking to the exciting entry for today's F2000/Sports Car event, which sees a considerable upsurge in the competitive Clubmans machinery to be seen at Ingliston this year.

Proprietor of Mower Care is none other than John Cairns, an accredited RAC Timekeeper and, indeed, one of the Ingliston timekeeping team. The Championship itself follows the same format as for 1977, the only difference being that, for 1978, Sports 2000 Cars (which are effectively FF 2000 Cars with a Sports Car bodywork) are classed in the same category as Formula Ford 2000 Cars, which is only sensible.



Car Sticker 8" x 4" 25p



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EDINBURGH STUDENTS CHARITIES APPEAL

Hello folks — as you can see from the programme today's Libre event is for the Edinburgh Students Charities Appeal Cup. This trophy is presented every year and it gives us a chance to publicise our Appeal to you.

As you probably saw when you came in, we are running a car competition again this year. The prize car is a Morris Marina 1.3 Special — I hope you have already bought a ticket.

Charities week is from 23rd to 29th April and as well as the old favourites such as the Torchlight Procession and the Floats Procession we have many dances and unusual events (have you ever tried to Hoover Princes Street?).

This year our mascot is Sir Escalot—so look out for him around Edinburgh from 23rd to 29th April and help him to help us to make our target of £25,000.

May Cunningham

General Convener

BENEFICIARIES 1978

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EDINBURGH COUNCIL FOR SOCIAL SERVICE—CAB SERVICE FOR THE
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SAVE THE CHILDREN FUND—NIDDRIE

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SCOTTISH SPASTICS APPEAL

ST. JOSEPHS HOSPITAL

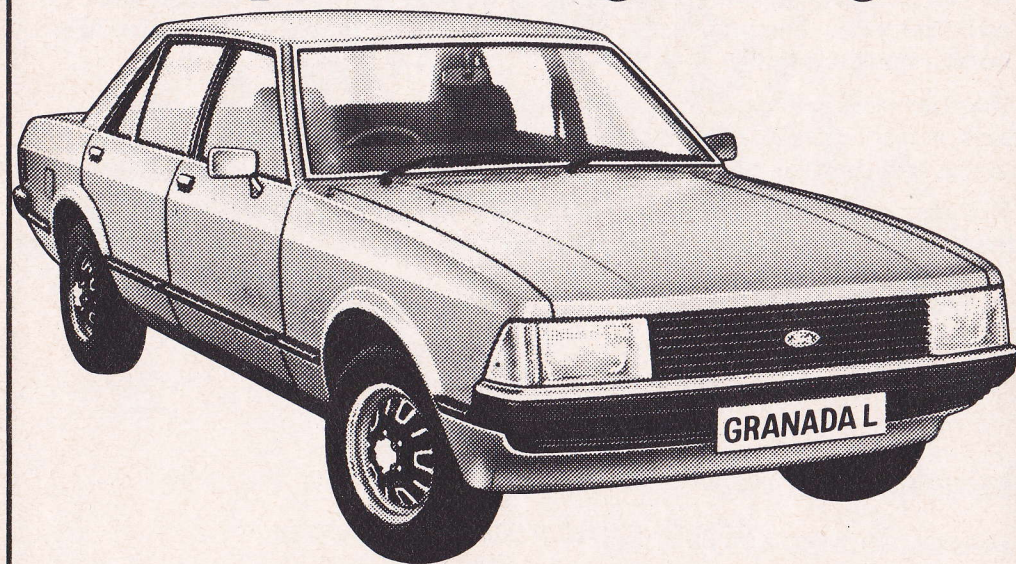
TALBOT ASSOCIATION



Charities Personality 1978

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Emphasis on engineering



Some of the important features the engineers built into the new Ford Granada.

1. Ford's 18 stage body protection process protects your investment inside and out.
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4. 2.0 litre OHC engine combines performance with efficiency. The new 2.3 litre V6 engine with manual transmission gives DIN fuel consumption of 26.7 mpg*.

However handsome a car may look it's what the eye can't see that determines how durable it will be and how well it will perform.

Drop in and see us and we will give you the whole story.

*Ford computed



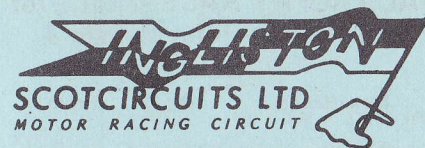
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S.M.R.C.
SCOTTISH MOTOR RACING CLUB LTD.

THE JIM CLARK FOUNDATION RACE MEETING Ingliston—Sunday 9th April 1978

Promoted by
SCOTCIRCUITS LIMITED
Organised by
THE SCOTTISH MOTOR RACING CLUB LTD

Event No.	Scrutin before am	PROGRAMME & TIMETABLE	No of laps	Practice time am	Event time pm
1	8.30	The Jock McBain Memorial Trophy Race— Heat 1 for Special Saloon Cars up to 1000 cc (Sponsored by John McBain & Son Ltd)	10	9.30	2.00
2	8.55	The Edinburgh Dairies Trophy Race for Formula 2000/Sports Cars	10	9.55	2.25
3	9.20	The Jock McBain Memorial Trophy Race— Heat 2 for Special Saloon Cars over 1000 cc (Sponsored by John McBain & Son Ltd)	10	10.20	2.50
4	9.45	The Alexanders of Edinburgh Trophy Race for Formula Ford 1600 cars	10	10.45	3.15
		<i>Demonstration Run on deflated Dunlop "Denovo" Tyre</i>			3.30
5	10.10	The Shell Race for Production Saloon Cars	10	11.10	3.45
6	10.35	The Edinburgh Students Charities Cup Race for Libre Cars	15	11.35	4.10
7	—	The Jock McBain Memorial Trophy Race for Special Saloon Cars (Final) (Sponsored by John McBain & Son Ltd)	15	—	4.35
		Presentation of Trophies			4.55
8	11.00	Modified Sports Cars	10	12.00	5.05
	1.40	<i>Drivers' Briefing in Scrutineering Bay</i>			
	1.50	<i>All Marshals at posts, please.</i>			

EVENT

1

1. THOMPSON
2. GAULD
3. M'GAUGHAY
4. KNOWLES
5. KIRK
6. BUCHAN

2.00 pm
10 laps

THE JOCK McBAIN MEMORIAL TROPHY RACE—Heat 1 for Special Saloons up to 1000 cc (Sponsored by John McBain & Son Ltd)

Car No	Driver/Entrant	Make/Model	cc	From
121	W G THOMPSON/Associated Tyre Specialists	ATS Imp	998	Bowling
122	R KNOWLES	Sunbeam Stiletto	998	Aberdeen
123	D FISHER	Hillman Imp	998	Dunoon
126	J McGAUGHAY	Hillman Imp	998	Lochgilthead
127	R MACDONALD	Hillman Imp	998	Glasgow
129	I FORREST/The Drambuie Liqueur Co Ltd	The Drambuie Imp	998	Kirkliston
132	R GAULD	Sunbeam Imp	998	Insch
137	J KIRK	Chrysler Imp	998	Caldercruix
138	E BUCHAN	Hillman Imp	998	Currie
139	N MacPHAIL	Longman Mini	850	Livingston
140	G COGHILL	Sunbeam Imp	998	Halkirk

Heat 1 of the First round in the Lombard Scottish Saloon Car Championship

Class lap record: S A BELL (Mini Ford) 54.1 secs, 68.54 mph.

EVENT

2

1. McLAREN
2. CHARNELL
3. SMITH
4. MACKIE
5. REEVES
6. MACNAUGHTAN

2.25 pm
10 laps

THE EDINBURGH DAIRIES TROPHY RACE for Formula 2000/ Sports Cars

21	I McLAREN	Chevron B31	1970	Broxburn
24	P MacNAUGHTAN	Chevron B23	1850	Edinburgh
34	A SMITH	Mallock Mk 18B	1600	Ayr
35	R FORRESTER SMITH	Marquis Magnum	1600	West Calder
36	J WALKER/Agra (Precision Engineering) Co	Mallock Mk 18	1600	Banff
37	B BURGESS	Mallock Mk 17B	1600	Peterhead
38	C REEVES	Mallock U2 Mk 16	1600	Stonehouse
39	J STEVENSON	Mallock Mk 18B	1600	Inverurie
43	K ALLEN	Mallock Mk 19	1600	Crossford
44	J MACKIE/Agra (Precision Engineering Co)	Gryphon (BDG)	1800	Kirkcaldy
45	D McDONALD	Mallock Mk 16	1600B	Edinburgh

The First round in the Mower Care Championship for F2000/Sports Cars.

Class Lap Records: Sports Cars—R SCOTT and I McLAREN (Chevron B26), J LEPP (March 75S) 46.8 secs, 79.23 mph, FF2000—S LAWSON (Hawke DL 16) 50.8 secs, 72.99 mph. Clubmans—G. FRISWELL (Mallock Hart U2) 48.6 secs, 76.30 mph)

EVENT

3

OVERALL
1. ROBERTSON (105)
2. DRYDEN
3. NIVEN
4. ROBERTSON (95)
5. FARRER
6. MACDONALD

UP TO 1300CC
1. FARRER
2. WHITNEY
3. COLVIN

THE JOCK McBAIN MEMORIAL TROPHY RACE—Heat 2 for Special Saloons over 1000 cc (Sponsored by John McBain & Son Ltd)

98	J ROBERTSON	Ford Escort Turbo	2900	Cardenden
100	W N A DRYDEN/Team SMT/ Pinegrove	Vauxhall Firenza	2300	Edinburgh
101	A D NIVEN/Borders Reivers	WV Beetle Chevrolet	5000	Whitsome
105	W ROBERTSON/S G Baker Group/ Sportstune Accessories	Ford RS2000	1998	W. Howgate
107	J DRYDEN	MAE Longman Mini	1297	Lundie
108	D COLVIN	Mini Cooper S	1293	Livingston
109	D A FARRER	Ford Escort	1297	Brampton
112	N G WHITNEY	Mini Cooper 'S'	1293	Edinburgh

EVENT 3 (continued)

114	J PINKERTON	Leyland Mini	1293	Glasgow
115	J R TULLOCH	Mini Cooper 'S'	1293	Inverness
118	I ROGERSON	Ford Escort BDA	1300	Rothbury
119	S COOPER	Mini Cooper 'S'	1293	Fordoun

Heat 2 of the First Round in the Lombard Scottish Saloon Car Championship.

Class Lap Records: Over 1300 cc—J EVANS (AET Skoda) 49.9 secs, 74.31 mph. 1001—1300cc—E M SMITH (Mini 1275 GT) & J DRYDEN (Longman Mini) 53.6 secs 69.18 mph.

2.50 pm
10 laps

EVENT

4

1. JEFFREY
2. SIMPSON
3. FRANCHITTI
4. LOW
5. LAWRENCE
6. LONGMORE

3.15 pm
10 laps

THE ALEXANDERS OF EDINBURGH TROPHY RACE for Formula Ford 1600 Cars

50	D LAIRD	Van Diemen RF77	1600	Cupar
51	R COVE	Crossle 25F	1600	Aberdeen
52	R AITKEN	Hawke DL 11	1600	E Linton
53	A D JEFFREY/The Hope Scott Garage Ltd	Van Diemen RF78	1600	Currie
54	I C BOYD	Dulon LD4	1600	Musselburgh
55	P JAMIESON	Hawke DL12	1600	Falkirk
56	R D S KING	MRE FF1600	1600	Fearn
57	G STUPPLE	Royale RP 16	1600	Edinburgh
59	P J SHAND	Saracen 78F	1600	Glasgow
60	D A DUFFIELD/Old Court Scotch Whisky	Crossle 32F	1600	Linlithgow
61	R H SIMPSON/Fortrum Farm Chemicals Ltd	Crossle 25F	1600	Isle of Whithorn
63	D MANNERS/Cooper Tools	Hawke DL19	1600	Darlington
67	G McMILLAN	Hawke DL 19	1600	N Berwick
68	A BRENNER	Lola T440E	1600	W Kilbride
69	R A LOW	Crossle 25F	1600	Linlithgow
71	G A FRANCHITTI/W Mitchell Soft Drinks/Dalmen Motors	Hawke DL 20FF	1600	Bathgate
74	S LAWSON	Hawke DL 20F	1600	Kirkliston
77	C LAWSON	Van Diemen RF78	1600	Ponteland
79	A BOYLE/Lothian Distributors	Lotus 51	1600	Falkirk
86	M LONGMORE	Hawke DL11	1600	Lochmaben

Round 1 of the Canonmills Tyre Centre Formula Ford Championship.

Class Lap Record: S LAWSON (Hawke DL19) & D MacLEOD (Van Diemen 77), 52.4 secs, 70.76 mph.

EVENT

5

OVERALL
1. HALLEY
2. JEFFREY
3. BIRRELL
4. IRVINE
5. COVEY
6. CROMER
OVER 2000CC
1. IRVINE
2. COVEY
UP TO 2000CC
1. HALLEY
2. JEFFREY
3. BIRRELL

3.45 pm
10 laps

The Shell Production Saloon Car Race

141	A J SMALL	Ford Capri II	2994	Leuchars
143	H IRVINE/Sports Car Breakers/ Fife Motor Spares	Opel Commodore	2800	Newbridge
146	V COVEY/John Brown Racing/ Kitchenplan)	Mazda RX2 Coupe	2292	Edinburgh
149	R MOORE	Opel Commodore GSE	2800	Belfast
154	C McLAREN	Opel Kadett GTE	1897	Glasgow
155	G BIRRELL	Opel Kadett GTE	1897	Glasgow
157	R HALLEY	Opel Kadett GTE	2000	Milngavie
162	A D JEFFREY/Hope Scott Garage Ltd	Triumph Dolomite Sprint	1998	Currie
164	R RITCHIE	Triumph Dolomite Sprint	1998	Paisley
165	A J CROMAR	Alfa Romeo 2000 GTV	1966	Anstruther

A round in the Shell Production Saloon Car Championship.

Class Lap Records: Over 2000 cc—R MOORE & A MINSHAW (Opel Commodore) 62.4 secs, 59.42 mph. Under 2000 cc—G BIRRELL (Opel Kadett) 62.8 secs, 59.04 mph.

EVENT

6

THE EDINBURGH STUDENTS CHARITIES CUP RACE for
Libre Cars

1	I McLAREN/McLaren of Broxburn/Iain McLaren Caravans	Chevron B35	1970	Broxburn
2	B WILSON/Cuthbertson Foods/ Rosetta Fruit Juices	Chevron B29	1998	Glasgow
3	A A BARTON	Barton JTB3	1975	Newburn
4	C SIMPSON/Agra (Precision Engineering) Co	March 73B	1800	Monifeith
5	R ROLLO/Rollo Builder	March 75B	1975	Tranent
6	J JACK/J Jack Crane Hire, Evanton)	March 772 BMW	1980	Evanton
14	J BAIRD	Chevron B23	1850	Edinburgh
34	A SMITH	Mallock Mk 18B	1600	Ayr
35	R FORRESTER SMITH	Marquis Magnum	1600	West Calder
38	C REEVES	Mallock U2 Mk16	1600	Stonehouse
39	J STEVENSON	Mallock Mk 18B	1600	Inverurie
43	K ALLEN	Mallock Mk 19	1600	Crossford
44	J MACKIE/Agra (Precision Engineering) Co	Gryphon BDG	1800	Kirkcaldy

4.10 pm

15 laps

EVENT

7

THE JOCK McBAIN MEMORIAL TROPHY RACE for Special
Saloon Cars (Final)

Sponsored by John McBain & Son Ltd
(For the fastest 5 cars from each class in Events 1 and 3)

The First Round in the Lombard Scottish Saloon Car Championships

4.35 pm

15 laps

EVENT

8

Modified Sports Cars

Over 1300 cc				
171	K SHADE	Lotus Seven	1600	Edinburgh
172	W A STRUTH	Jensen Healey	1973	Crossford
173	J FYDA/Agra (Precision Engineering) Co	Agra Elan	1800	Dundee
175	G McDONALD	Mallock Mk16	1600 B	Edinburgh
177	D HALL	Lotus Europa	1800	Edinburgh
179	D McDOWELL	MGB	1788	Newton Abbey
Up to 1300 cc				
181	B STEVENSON	Davrian	998	Glasgow
182	K COLEMAN	Davrian	998	Plains
183	A RITCHIE	Davrian Mk6	998	Paisley
184	S SHARE	Clan Crusader	1150	Ardentinny
185	A YOUNG/Agra (Precision Engineering) Co	Agra Davrian MK V	1150	Tealing

First round in the Hamilton & Inches Championship for Modified Sports Cars.

Class Lap Records: Over 1300 cc J FYDA (Agra Elan) 51.4 secs, 72.14 mph. Up to
1300 cc—K ALLEN (Clan Crusader) 51.8 secs, 71.58 mph.

5.05 pm

10 laps

RACE PRIZE FUNDS

In Events 3, 5, 7* and 8

£25 — £10 — £5 per class* (1st overall £25
—if Ford Bodied, bonus of £250 to winner.

In Events 1, 2 and 4

£25 — £15 — £10 — £5

In Event 6

£50 — £25 £15 — £10

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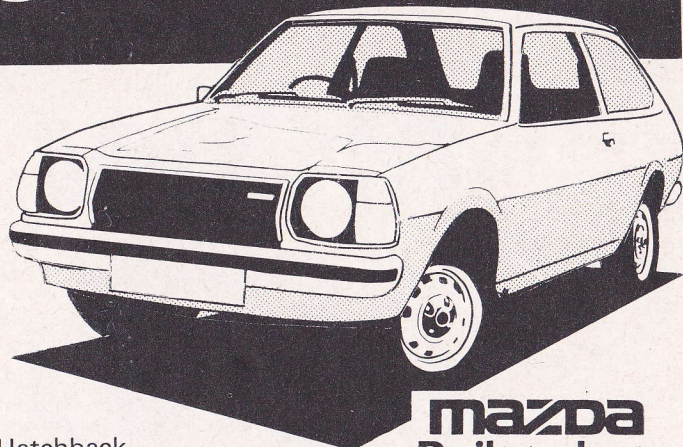
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INGLISTON LAP CONVERSION TABLE

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

RACE PRIZE FUNDS

In Events 3, 5, 7 and 8

£25 — £10 — £5 per class* (1st overall £25
—if Ford Bodied, bonus of £250 to winner.

In Events 1, 2 and 4

£25 — £15 — £10 — £5

In Event 6

£50 — £25 £15 — £10

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DATE	Adults No. £1 ea	Juveniles No. 50p ea	South Stand No. 50p ea	Stand D-E No. £1 ea	Stand A-B-F No. 75p ea	TOTAL
Apr 9	£	£	£	£	£	
May 7	£	£	£	£	£	
July 23	£	£	£	£	£	
Aug 20	£	£	£	£	£	
Sept 17	£	£	£	£	£	
Oct 15	£	£	£	£	£	

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THE CANONMILLS TYRE CENTRE FORMULA FORD CHAMPIONSHIP 1978

Formula Ford 1600, the class of single-seater racing car designed as an "entrance school" to single-seater racing for aspiring World Champions, has certainly caught the imagination amongst younger Scottish drivers. When one recalls that Emerson Fittipaldi leapt out of Formula Ford racing cars straight into Formula 1, the attractions of this class become obvious and many a would-be racing driver looks to this Formula as a "relatively" cheap and competitive introduction to the sport. It is not, however, just as easy as all that for a complete novice to reach the top even in this form of racing, which is sometimes felt to be the most competitive about, and last year, experience told yet again when Stu Lawson swept the boards in Formula Ford racing North of the Border and clinched the 1977 Scottish FF1600 Championship, his second FF Championship in as many years. Trying for the hat trick, Stu's opposition this year looks even tougher than ever, in a Championship sponsored for the first time by the Canonmills Tyre Centre. Not content with their already superb service to the public, Canonmills Tyre Centre now make their first sortie into motor racing, a sortie welcomed by Scotcircuits Ltd, and the tyre experts will be moving a degree further to the ultimate in specialisation by providing racing as well as road tyres.

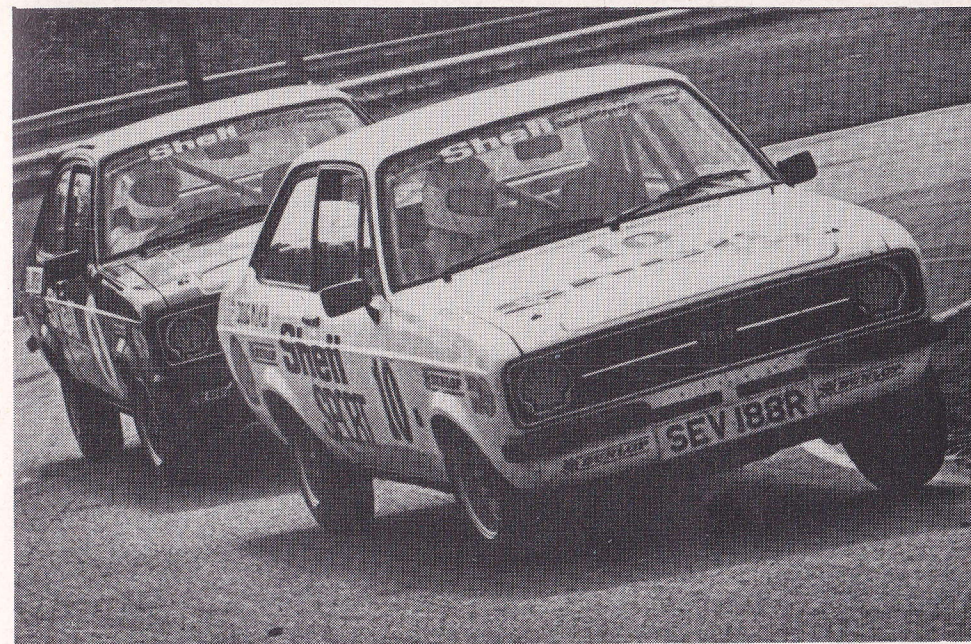
During the year, there will be six qualifying FF1600 races at Ingliston, of which drivers may count their best four scores towards the Canonmills Tyre Centre FF Championship. Scoring in each qualifying event will be as to 9-6-4-3-2-1 and, in addition to the Canonmills Tyre Centre Trophy to be presented to the winner, will be cash awards of £250-£100-£75-£50-£25 overall. With such incentives, it is little wonder that the 1978 Canonmills Tyre Centre Championship is so popular with aspiring racing drivers.

THE HARTLEY WHYTE & SHEILA WHYTE AWARDS FOR THE MOST PROMISING DRIVERS, 1978

With the sad death of the late Major Hartley Whyte early in 1977 Scottish Motor Racing lost one of its longest serving friends. With his wife, Sheila, Hartley Whyte had been a sponsor for more years than many care to remember and, even before his sponsorship days, Hartley too was a spirited performer in motoring events. In 1976 Major and Mrs Whyte first sponsored the Awards for the most promising drivers at Ingliston, as an encouragement to the "younger" (in stature, if not in age!) drivers who perhaps required more encouragement than their more experienced and successful brethren. These Awards were typical of the stature of the Hartley Whytes, who have always been keen to encourage the newcomer in the sport and, for 1978, Mrs Whyte has generously intimated the continuation of the Awards, but this year with increased prize funds. No more fitting memorial to the late Major Hartley Whyte could be found.

As in the past, the principal Award will go to the driver competing at Ingliston during 1978 who shall be adjudged the most promising and deserving (emphasis to be placed on both words) driver there and the panel of judges, in making that decision, are to have regard not only for driving skill and relative improvement during the season (especially bearing in mind the relative competitiveness of vehicles) but also for general attitudes to the sport, good sportsmanship and other matters which may include such factors as whether or not a competitor has substantial outside assistance etc. In short, not only must the winner of the Award be deserving, he (or she) must also be fully deserving and be a person who will put the first prize of £200 to good use in furthering his/her interest in the sport. The winner will moreover receive the Hartley Whyte Award. To the runner-up goes the Sheila Whyte Award and a cash prize of £100.

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Doug Niven & Bill Dryden enjoy a bit of sport during the Shellsport Escort Race at the last Jim Clark Foundation Race Meeting

The Shell Production Saloon Car Championship 1978

Ingliston are delighted to be able to welcome Shell back again to Scotland's only (indeed, Britain's only!) 5-star circuit, as sponsors of the Production Saloon Car Championship for 1978. Needing no introduction to motorist and non-motorist alike, Shell repeat their backing of the class of car which has been progressively growing in popularity in Scotland—the production saloons—an apt choice since these cars are probably the closest of all the cars on the racing tracks to the family saloons driven by us lesser mortals on the open road. Not content with sponsoring the Championship itself, as in 1976 and 1977 Shell go one stage further by adding their name to each of the six Club Production Saloon Car Races to be held at Ingliston this year. The Championship itself looks set to rival, if not surpass, that run last year (again sponsored by Shell) the new system of classing cars (based on capacity rather than price classes) promising even fiercer competition for the top of the Championship table.

The Shell Men of the Meeting Awards

A new departure this, for Ingliston, and certainly on a regular basis, and bringing further support from our long time friends at Shell. The idea is that, at all 6 of the race meetings to be held at Ingliston this year, an Award will be made to the driver adjudged to be the most outstanding and most deserving of the title "Shell Man of the Meeting". Along with the title at each meeting will go a £25 prize and, at the end of the year, the panel of judges (all representatives of the Press) will select a "Shell Man of the Year" from amongst the drivers racing at Ingliston during 1978, to whom will go the "Shell Man of the Year Trophy" and a prize of £200.

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THE HAMILTON & INCHES CHAMPIONSHIP FOR MODIFIED SPORTS CARS 1978

Hamilton & Inches, the sponsors of this year's Modified Sports Car Championship, already have extensive connections with sport in general and motor sport in particular through their trophy-making activities. As leading Scottish silversmiths they have been commissioned over the years to produce many important trophies, such as the "Scotsman" Trophy, the Jock McBain Memorial Trophy, the SMRC "Jaguar" award, and the Silver Helmet, which was commissioned by the family of the late Jim Clark, and is presented for outstanding achievements by a Scot in the Sport (having been presented last year to Andrew Cowan on winning his second "Marathon").

Another sporting link is that, as stockist of the world-famous Heuer range of stop-watches and chronometers, Hamilton & Inches are able to help with the timing needs of any sport where fractions of seconds count—particularly motor racing.

Quite apart from their association with the world of sport, Hamilton & Inches remain one of the finest retail jewellers anywhere, with an unrivalled selection of jewellery and silver-ware, clocks and watches, fine porcelain, cutlery and gifts of many kinds.

THE MIDLOTHIAN INSURANCE BROKERS SPEED CHALLENGE

When Midlothian Insurance Brokers Limited of 104b Raeburn Place, Edinburgh issued their initial speed challenge mid-way through the 1976 season, there were those amongst the "critics" who were unkind enough to suggest that that company were on a pretty safe bet, having limited their challenge to the remaining two race meetings in 1976! There were even those who suggested that the company would not repeat the challenge in 1977, when there was a chance of the £1,000 prize having to be paid out! When they did that too, the unkind amongst us whispered that "no way would we see it again in 1978". However, to silence their critics, and to honour their commitment to Scotcircuits as made last season (but, primarily because they are keen followers of the sport and, like all other Ingliston sponsors wish to be more fully involved), Midlothian Insurance Brokers Limited have re-issued their speed challenge for the whole of the 1978 motor racing season at Ingliston.

The challenge is a simple one, namely, that Midlothian Insurance Brokers Limited shall pay £1,000 to the first driver to complete a lap during a race at Ingliston during 1978 at an average speed of not less than 85 mph. That average speed must be measured by reference to one single lap at Ingliston and may not be measured by reference to any overall average speed achieved over any greater distance than one single lap at the circuit. Although the 85 mph "barrier" may not sound particularly fast, one must remember that this is an average speed and, to achieve it, the cars endeavouring to do so will need to be travelling almost twice as fast down the back straight! Indeed, the "barrier" set up by this challenge is almost exactly two seconds faster than the existing outright lap record at the circuit although there are many who now believe that this speed could well be possible during the course of 1978, given the right car, the right driver and the right track conditions. Certainly, by re-issuing the challenge for 1978, Midlothian Insurance Brokers have posed a fascinating question which may, or may not, be answered by the end of the year.



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will have something in common
with the craftsman who made it.

A lot of skill, for example, and the determination to do things that bit better than anyone else.

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SCOTTISH MOTOR RACING CLUB LIMITED

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

Office Use

CB Ref

Memb No:

INSIGNIA ORDER FORM

I, Mr/Mrs/Miss _____
of _____

Membership No _____

hereby apply for the following items of Insignia. All prices are VAT inclusive at current rate.
When ordering Tee or Sweat Shirts please indicate size required.

No. Ordered	Type	Unit Price	Order Value						
_____	Car Badge	£4.00	£ :						
_____	Windscreen Badge	£0.50	£ :						
_____	Repeat Motif Tie	£2.50	£ :						
_____	Blazer Badge	£3.50	£ :						
_____	Overall Badge	£1.50	£ :						
_____	Single Motif Tie	£1.00	£ :						
_____	Lapel Badge	£0.50	£ :						
_____	Cuff Links (pair)	£1.50	£ :						
_____	Tee Shirt	<table border="1"><tr><td>ExS</td><td>S</td><td>M</td><td>L</td><td>ExL</td></tr></table>	ExS	S	M	L	ExL	£3.00	£ :
ExS	S	M	L	ExL					
_____	Sweat Shirt	<table border="1"><tr><td>S</td><td>M</td><td>L</td><td>ExL</td></tr></table>	S	M	L	ExL	£5.50	£ :	
S	M	L	ExL						
_____	Key Ring	£1.50	£ :						
_____	Car Decal	£0.50	£ :						

My cheque/PO/Cash is enclosed for

£ :

Membership of SMRC is open to all at £4.00 per annum (and a joining fee of £1.10 unless the subscription is paid by Bankers Order). The advantages of membership are—a copy of the Club monthly magazine Wheelspin, the right to wear any of the insignia detailed above, free entry to the Paddock at Ingliston, free entry to the MacRobert Pavilion at Ingliston, discount on race entry fees and season tickets for Ingliston. Social events and a Dinner Dance are also organised for club members.

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

For Office Use
CB Ref
Memb. No:

APPLICATION FORM for 1978 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 calendar year 1978 and agree, if elected to be bound by the Memorandum and Articles of Association thereof for the time being.

____/____/1978

(Signature, please)

I wish to be considered as a Marshal at Ingliston ☐

Please tick appropriate box

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

	Cash/PO/Cheque enclosed <input type="checkbox"/>	Bankers Order made out below <input type="checkbox"/>	
		This year	Further years until further notice
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Entrance Fee	£1.10	—	—
	£5.10	A £4.00	B £4.00

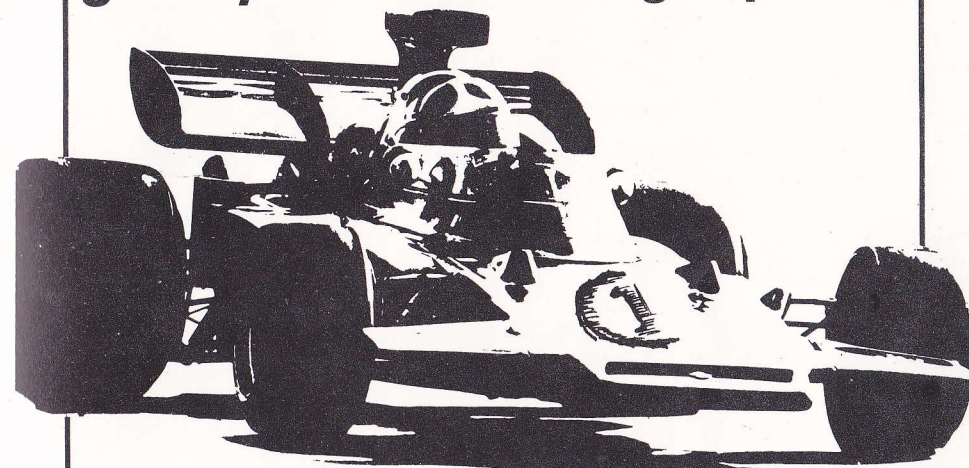
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†Amount at A above in Please pay now t£ _____
figures and words and on 1st January thereafter from 1st January 1979.
*Amount at B above in *£ _____
figures and words to the Royal Bank of Scotland, Duns (83-18-40) for the account of the
Scottish Motor Racing Club Limited.
Your Name _____ Date _____
Your Address _____ Signature _____
_____ Our Ref _____

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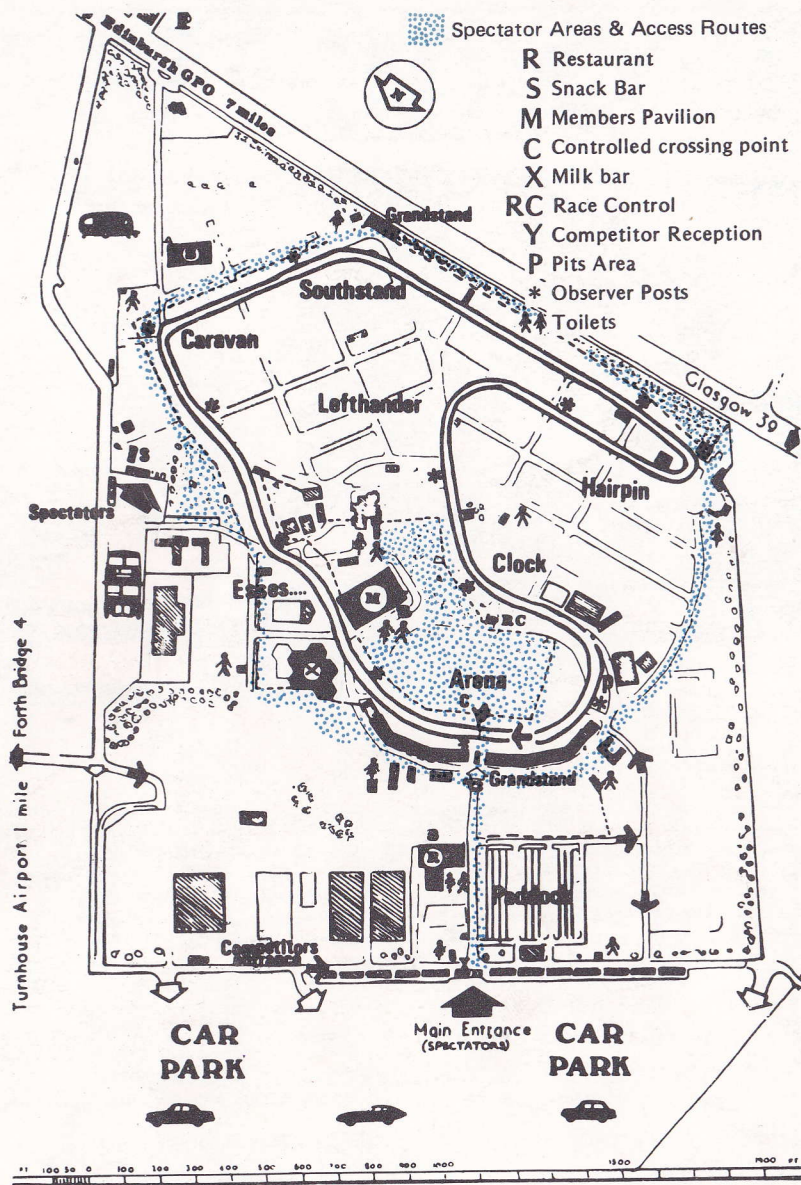
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