

INGLISTON

INGLISTON RACE CIRCUIT LTD.



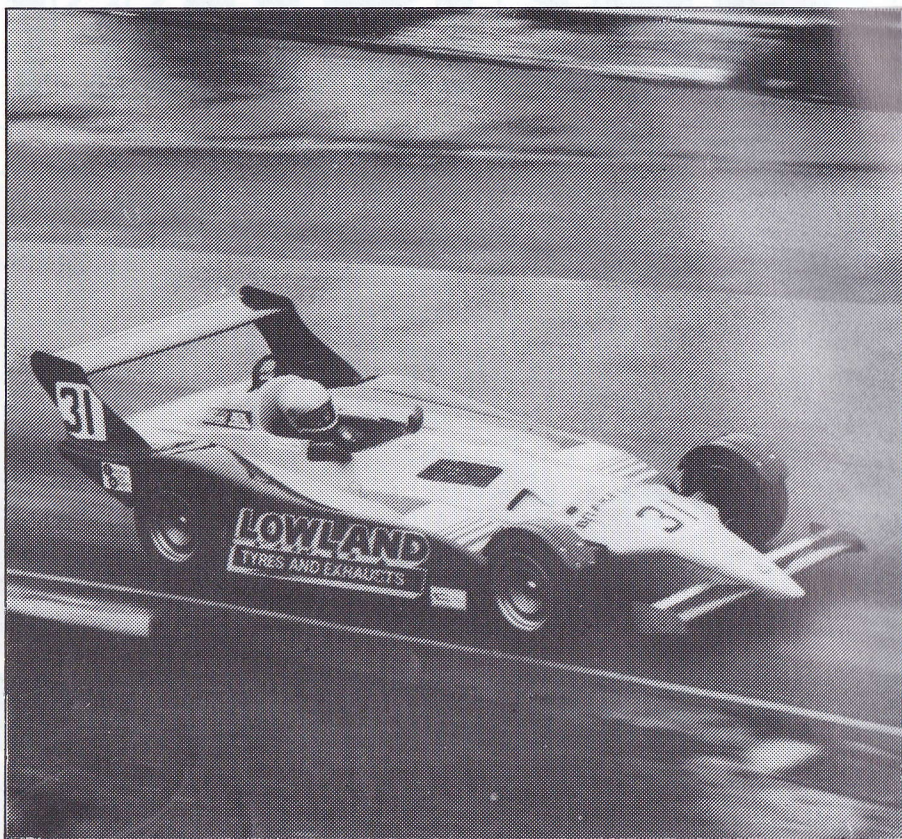
SUNDAY, 15th MAY, 1988



Organised by
THE SCOTTISH MOTOR RACING CLUB LTD.

OFFICIAL PROGRAMME — 50p

For Conditions of Admission see inside



THE CHOICE OF CHAMPIONS

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81-91 Dundee Street, Edinburgh EH11 1AW
Telephone 031-229 2297.

INGLISTON

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15th MAY, 1988

OFFICIALS AND CREDITS

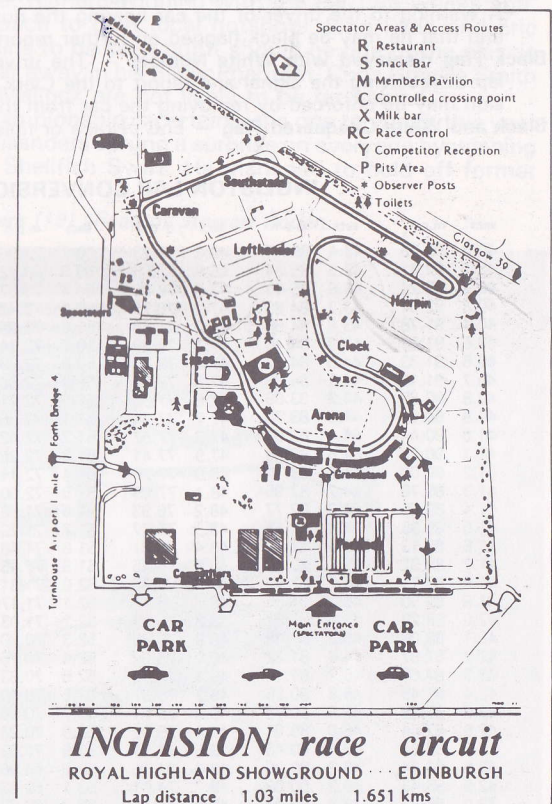
Steward for RAC: ; Clerk of the Course: W. Fenwick; Chairman of Race Committee: H. McCaig; Secretary of Meeting: ; Chief Marshal: P. Poole; Chief Observer: K. MacRae; Chief Flag Marshal: N. Clarke; Chief Track Marshal: W. Wilkie; Chief Medical Officer: Dr S. Brydon; Chief Paddock Marshal: G. McDonald; Chief Spectator Marshal: J. T. Redpath; Chief Grid Marshal: G. Montgomery; Starters: W. Struth, L. Haggart; Chief Pits Area Marshal: A. Harvey; Chief Timekeeper: Dr L. Jamieson; Chief Scrutineer: I. D. Bennie; Chief Steward: J. L. Romanes; Stewards for the Club: E. R. Herrald, A. H. B. Craig, J. A. Dick Peddie, W. Stein, R. Trail; First Aid: British Red Cross Society (Scottish Branch); Breakdown Equipment Staff: S.M.T., Ashfield Motors, Glasgow, Rosebank Recovery Service; Public Address: Kennedy of Lanark; Tyre Services: Lowland Tyres & Exhausts. Timekeeping Computer: Stockcare Computer Systems.

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. 10300.

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.

1988 RACE DATES

17th July
14th August
4th September
25th September
16th October



Cover Photos: Top: April Clubmans' Outing. Below: Iain Gardner (145) being overtaken by Alister Cunningham.

FLAG SIGNALS

Races at Ingliston except the Historic Car event, are now started by Red/Green lights over the circuit. But also signalling to the drivers is by the use of flags round the circuit. The meaning of these signals is as follows:

Blue Flag, stationary — Another competitor is following you close by.

Blue Flag, waved — Another competitor is trying to overtake you.

White Flag — A service car or slow moving car is on the circuit.

Yellow Flag, stationary — Danger, no overtaking and slow down.

Yellow Flag, waved — Great danger, slow down, be prepared to stop. No overtaking.

Yellow Flag with Red Stripes, stationary — Slippery surface ahead.

Yellow Flag with Red Stripes, waved — Slippery surface imminent.

Green Flag — All clear, at the end of a danger area controlled by yellow flags. It can also be used to signal the start of a warm-up lap.

Black Flag — Immediately stop racing and proceed slowly and with maximum caution to pits or start line obeying marshal's instructions, and being prepared to stop should the track be blocked.

Black Flag at individual marshal's posts. The race has been stopped.

Black Flag with Orange Disc displayed with White Number — A warning of apparent mechanical failure or of a fire which might not be obvious to the driver. The car concerned *must* call at its pit for repairs on the next lap.

Black and White Rectangular Flag split diagonally and displayed with a White Number — A warning to the driver of the car bearing the number that his behaviour is suspect and that he may be black-flagged on further reports.

Black Flag displayed with White Number — The driver must stop at his pit within one lap of receiving the signal and report to the Clerk of the Course. A penalty of exclusion may be enforced by removing the car from the race by display of the black flag.

Black and White Chequered Flag — End of race or finish.

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.	secs	m.p.h.
40.0	92.70	43.4	85.44	46.8	79.23	50.2	73.86	53.6	69.18	57.0	65.05		
40.1	92.47	43.5	85.24	46.9	79.06	50.3	73.72	53.7	69.05	57.1	64.94		
40.2	92.24	43.6	85.05	47.0	78.89	50.4	73.57	53.8	68.92	57.2	64.83		
40.3	92.01	43.7	84.85	47.1	78.73	50.5	73.42	53.9	68.79	57.3	64.71		
40.4	91.78	43.8	84.66	47.2	78.56	50.6	73.28	54.0	68.67	57.4	64.60		
40.5	91.56	43.9	84.46	47.3	78.39	50.7	73.14	54.1	68.54	57.5	64.49		
40.6	91.33	44.0	84.27	47.4	78.23	50.8	72.99	54.2	68.41	57.6	64.38		
40.7	91.11	44.1	84.08	47.5	78.06	50.9	72.85	54.3	68.29	57.7	64.26		
40.8	90.88	44.2	83.89	47.6	77.90	51.0	72.71	54.4	68.16	57.8	64.15		
40.9	90.66	44.3	83.70	47.7	77.74	51.1	72.56	54.5	68.04	57.9	64.04		
41.0	90.44	44.4	83.51	47.8	77.57	51.2	72.42	54.6	67.91	58.0	63.93		
41.1	90.22	44.5	83.33	47.9	77.41	51.3	72.28	54.7	67.79	58.1	63.82		
41.2	90.00	44.6	83.14	48.0	77.25	51.4	72.14	54.8	67.66	58.2	63.71		
41.3	89.78	44.7	82.95	48.1	77.09	51.5	72.00	54.9	67.54	58.3	63.60		
41.4	89.56	44.8	82.77	48.2	76.93	51.6	71.86	55.0	67.42	58.4	63.49		
41.5	89.35	44.9	82.58	48.3	76.77	51.7	71.72	55.1	67.30	58.5	63.38		
41.6	89.13	45.0	82.40	48.4	76.61	51.8	71.58	55.2	67.17	58.6	63.28		
41.7	88.92	45.1	82.22	48.5	76.45	51.9	71.45	55.3	67.05	58.7	63.17		
41.8	88.71	45.2	82.04	48.6	76.30	52.0	71.31	55.4	66.93	58.8	63.06		
41.9	88.50	45.3	81.85	48.7	76.14	52.1	71.17	55.5	66.81	58.9	62.95		
42.0	88.29	45.4	81.67	48.8	75.98	52.2	71.03	55.6	66.69	59.0	62.85		
42.1	88.08	45.5	81.49	48.9	75.83	52.3	70.90	55.7	66.57	59.1	62.74		
42.2	87.87	45.6	81.32	49.0	75.67	52.4	70.76	55.8	66.45	59.2	62.64		
42.3	87.66	45.7	81.14	49.1	75.52	52.5	70.63	55.9	66.33	59.3	62.53		
42.4	87.45	45.8	80.96	49.2	75.37	52.6	70.49	56.0	66.21	59.4	62.42		
42.5	87.25	45.9	80.78	49.3	75.21	52.7	70.36	56.1	66.10	59.5	62.32		
42.6	87.04	46.0	80.61	49.4	75.06	52.8	70.23	56.2	65.98	59.6	62.21		
42.7	86.84	46.1	80.43	49.5	74.91	52.9	70.09	56.3	65.86	59.7	62.11		
42.8	86.64	46.2	80.26	49.6	74.76	53.0	69.96	56.4	65.74	59.8	62.01		
42.9	86.43	46.3	80.09	49.7	74.61	53.1	69.83	56.5	65.61	59.9	61.90		
43.0	86.23	46.4	79.91	49.8	74.46	53.2	69.70	56.6	65.51	60.0	61.80		
43.1	86.03	46.5	79.74	49.9	74.31	53.3	69.57	56.7	65.40	60.1	61.69		
43.2	85.83	46.6	79.57	50.0	74.16	53.4	69.44	56.8	65.28	60.2	61.59		
43.3	85.63	46.7	79.40	50.1	74.00	53.5	69.31	56.9	65.17	60.3	61.49		

TODAY'S MEETING

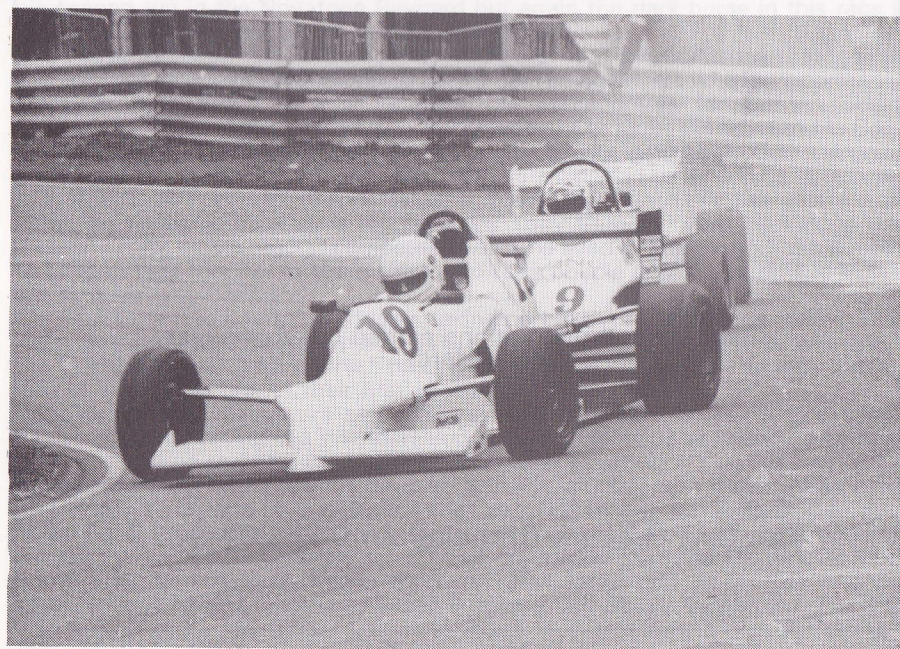
Today's race meeting must be the busiest and most varied in the history of Ingliston. Indeed this is an historic event as it happens to be the 150th race meeting held on the circuit, the first taking place in April 1965.

But down to business. There are three interesting races taking place today which are different from usual. One is for Formula Vee cars, one for the Clubmans Register and the other the Ecurie Ecosse Historic Motor Tour race which has brought one of the most remarkable entries of historic cars seen at Ingliston; or Scotland for that matter. We welcome the Formula Vee cars as they were one of the first National groups to race here at Ingliston back in the 1960s in the days when drivers like Nick Brittan and Jenny Nadin were the stars. Today's Formula Vees are a lot more interesting and exciting as you will see when they take to the track for the first time in nearly 20 years. For all of the drivers it will be new ground and so no one will have any distinct advantage and so it should be a good race.

The Clubmans Register drivers on the other hand are regular visitors and this round in the National Championship always brings the most important drivers. In recent years Paul Gibson's Vision cars have dominated but all of a sudden Richard Mallock and his father, Major Mallock, have come up with the Mallock 27SG which is proving to be very competitive, Richard winning with the car two weeks ago. Whether Richard will have the pace to beat local hotshots John Fyda and Eric Paterson with their Visions remains to be seen but it should be one of the classic battles with Tony Pouyenne not far away in his Silver Phantom, Chris Greville Smith and Chris Hart in Phantom and Mallock are not likely to be far behind.

The Silverscreen FF2000 Championship is certainly the one to watch this year and at the April meeting Harvey Gillanders sprung a surprise on everyone by winning hands down with his Claymore Shellfish Swift. He managed to hold off former

Harvey Gillanders (19) ahead of Stewart Roden.



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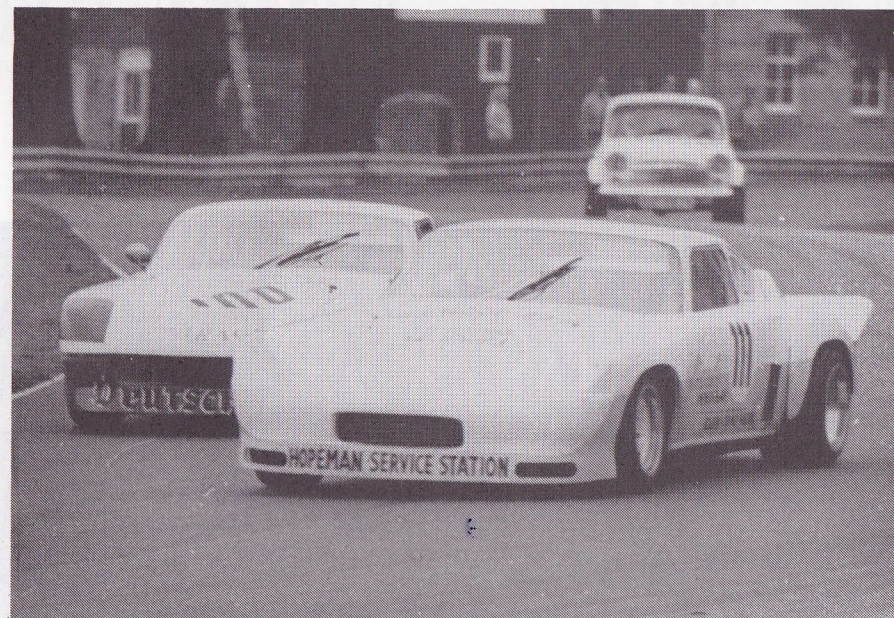
Race preparation for F. Ford, FF2000, Road Sports and Saloons

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The GTS of Steven Jefferies (111) and Olly Ross (100).

Champion Stewart Roden with his ANC Scotland Reynard. Tom Brown will again be aiming to make a comeback in FF2000, the reigning FF2000 Champion having his second run in the Novafone Reynard but again the dark horse in this race is young Robert Thomson with yet another Reynard.

The smaller Formula Ford class, for 1600 c.c. cars is split into two categories, the Tom Brown Junior Championship contenders being drivers who have competed in fewer than three seasons whereas the Macandrews for Citroën Senior Championship is open to all drivers. In the latter, Cameron Binnie with his Sony Centres/Silverscreen Van Diemen had a close win but the signs are that it is going to be a much more closely contested Championship than before. Regular visitors to Ingliston will note a lot of new names in the FF1600 class and this year we are happy to welcome back on a regular basis Tony Gemmell with his Falcon Van Diemen. Tony was a regular competitor when he lived in Edinburgh but his move to London kept him out of the mainstream for a couple of years and he is slowly working his way back in.

There are two interesting drivers taking part in the FF1600 race today, Dave Allen and Steve McWilliams with their Crossles. Dave and Steve were winners of the Irish Budweiser Award which has given them the opportunity to race outside Ireland and this is one of their first ventures.

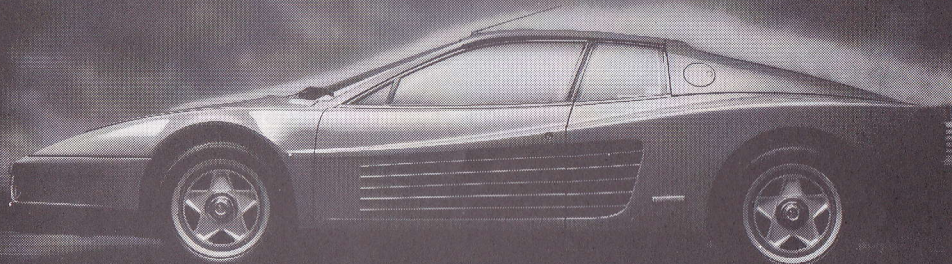
The road car events are as hectic as usual and with the Ecurie Ecosse/MF Industrial Manta racing in a Thundersaloons event it will not be taking part today. However, the up to 1600 c.c. class is as busy as usual with a raft of Fiestas led by Glen Mortimer with his Body Shop car and Alistair Hart with his car. Watch out for Lindsay Mann with his Avaenger as he has been running well so far this season. In the Road Sports Car event John Peace is making his debut with the Stonecraft Fireplaces Ginetta G27 but he has a lot of opposition from the Duttons of Keith Scott, Dougie Anderson, Kenny McGlynn, Neil Miller and Kevin Pick and the Westfields of Robert Bremner, Russell Paterson and Raddy Sarafilovic. This has

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INGLISTON

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S.M.R.C.

SCOTTISH MOTOR RACING CLUB LTD.

Ingliston, Sunday, 15th May, 1988

Promoted by
INGLISTON RACE CIRCUIT LTD.

Organised by
SCOTTISH MOTOR RACING CLUB LTD.

PROGRAMME AND TIMETABLE

Event No.	Event Time	Practice No.	Practice Time	Scrutiny before	EVENT	No. of laps
	1.20				DISPLAY LAP BY ECURIE ECOSSE HISTORIC TOUR CARS	1
	1.30				SERVICE VEHICLE PARADE	1
1	1.45	1	9.00	8.30	ROAD SALOON CARS UNDER 1600 cc	12
2	2.05	2	9.20	8.50	TECHNICAL FABRICATIONS TROPHY RACE FOR CLUBMAN REGISTER CARS	12
3	2.30	3	9.40	9.10	ROAD SPORTS CARS	12
4	2.50	4	10.00	9.30	FORMULA V CARS	12
5	3.15	5	10.20	9.50	ROAD SALOON CARS OVER 1600 cc	12
6	3.35	6	10.40	10.10	RHAS TROPHY RACE FOR FF1600 CARS	12
7	3.55	7	11.00	10.30	CLUBMAN AND SPORTS CARS	12
8	4.20	8	11.20	10.50	GT CARS	12
9	4.45	11	12.20	11.50	HISTORIC CARS (Handicap)	10
10	5.10	9	11.40	11.10	FF2000 CARS	12
11	5.35	10	12.00	11.30	MODIFIED SPORTS AND SALOON CARS	12
			8.15		MARSHALS SIGNING ON OPEN	
	1.30		8.45		MARSHALS ON POST ready to start racing	
			12.45		DRIVERS' BRIEFING in Scrutineering Bay	

EVENT

1

ROAD SALOON CARS UNDER 1600 c.c.

142	DEREK HASTINGS	Imp	998	Edinburgh
149	JOHN IRVINE/SCB Vehicle Dismantlers	Scirocco GTI	1600	Newbridge
150	IAIN COWIE	Toyota Corolla GT	1600	Edinburgh
153	JONATHAN GILBERT	Fiesta	1600	Edinburgh
154	KENNETH HARKINS/Wheels Auto Rent Ltd.	Mini	1312	Newbridge
155	ALISTAIR McCARTER	Cooper S	1340	Culloden

Practice 7	39 BILL WOOD 44 ERIC PATERSON 30 LAWRENCE JACOBSEN	Mallock 27SC Vision V87 Chevron B16	(A) 1700 (A) 1700 (Sp) 2000	Edinburgh Edinburgh Glasgow
A = 'A' Clubman; B = 'B' Clubman; Sp = Sports.				
3.55 p.m. 12 laps	Class Lap Records: 'A', J. Fyda, 45.1 secs, 82.22 mph; 'B', A. Smith, 49.4 secs, 75.06 mph; S, K. Allan 45.4 secs, 81.67 mph.			
	1st..... ⁴⁴	2nd..... ³⁰	3rd..... ³⁹	

EVENT

8

GT CARS.

ROUND 3 IN THE TOWN & COUNTRY CAR RENTALS CHAMPIONSHIP.

Practice 8

45 IAN FOREST/Drambuie Liqueur Co.

Drambuie Imp

998

Kirkliston

105 BRIAN FLETCHER

Davrian Mk8

998

Mintlaw, Peterhead

107 KENNY COLEMAN

Esprit

998

Gartness, Nr Airdrie

116 COLIN PHILIP

Imp

998

Ardersier

117 BRIAN MACLEOD

Maguire Stiletto

998

Invergordon

100 OLLY ROSS

Davrian Mk7/8

998

Helensburgh

111 STEVEN JEFFERIES

Davrian

998

Hopeman,
Moray

102 BOB JAMIESON/Novaphone

Davrian

998

Edinburgh

112 KEN MURRAY

Davrian

998

Fraserburgh

Class Lap Record: I. Forrest, 50 secs.

4.20 p.m.

12 laps

1st.....107.....

2nd.....45.....

3rd.....111.....

EVENT

9

ECURIE ECOSSE HISTORIC TOUR RACE (handicap).

Practice 11

4.45 p.m.

10 laps

NAME	MOTOR CLUB	CAR	YEAR	c.c.
11 R. McPHERSON	VSCC	Frazer Nash Targa Florio	1953	1971
12 V. LINDSAY	VSCC	Jaguar D-Type	1956	3442
14 J. LINDSAY	VSCC	Alfa Romeo Monza	1932	2000
15 L. LINDSAY	VSCC	Jaguar XK150 Special	1959	3442
3 B. BIRD	ACOC	AC Cobra Le Mans	1964	4727
18 M. JOHNSTON	UAC	Frazer Nash Targa Florio	1952	1998
19 NIGEL CORNER	VSCC	Jaguar Lightweight E-Type	1963	3781
20 NEIL CORNER	VSCC	Frazer Nash Le Mans	1952	1990
21 J. WOODLEY	HSCC	Willment Climax	1959	1500
17 K. RYLANDS	VSCC	HWM Jaguar	1955	3781
22 THE EARL OF MEXBOROUGH	Porsche OC	Porsche Carrera Lightweight	1974	3000
23 C. RIDES	VSCC	HWM Jaguar	1952	3781
69 J. FOSTER	HSCC	Jaguar XK120	1950	3442
24 A. DE CADENET	VSCC	Alfa Romeo Mille Miglia	1931	2300
25 P. AGG	VSCC	Jaguar C-Type	1953	3442
26 C. CRABBE	BRDC	Ferrari Daytona Group 4	1972	4390

1st.....23..... 2nd.....25..... 3rd.....3.....

EVENT

10

FF2000 CARS.

ROUND 3 IN THE SILVERSCREEN CHAMPIONSHIP.

Practice 9

1	TOM BROWN	Reynard SF88	2000	Cambuslang
3	TBA/Campbell Chisholm	Swift	2000	
5	ROBIN BROWN	Reynard SF86	2000	Linlithgow Bridge
6	KEITH WHICKHAM	Reynard SF86	2000	Whitburn, Tyne & Wear
7	ERIC MUNNOCH/Novafone	Reynard SF86	2000	Airth
8	STUART GRAY/MacTaggart & Mickel Ltd.	Reynard 87SF	2000	Edinburgh
9	STEWART RODEN/ANC (Scotland) Ltd.	Reynard	2000	Glendevon, Winchburgh
14	DAVID HEEPS	Reynard	2000	Lochgelly
16	SCOTT GOODFELLOW	Lola T582	2000	Brightons, Falkirk
19	HARVEY GILLANDERS	Swift DB88	2000	Peterhead
20	DAVID DUFFIELD	Reynard SF86	2000	Kirkliston
21	LAWRENCE JACOBSEN	Reynard SF84	2000	Glasgow
22	ROBERT THOMSON	Reynard	2000	Edinburgh
23	GORDON WILSON/Formula One Motor Store	Van Diemen RF88	2000	Renfrew

5.10 p.m.

12 laps

Class Lap Record: C. Stenhouse, 47.5 secs, 78.06 mph.

1st.....19

2nd.....9

3rd.....20

EVENT 11

Practice 10

5.35 p.m.
12 laps

MODIFIED SPORTS & SALOON CARS. ROUND 3 IN THE SPORTSTONE CHAMPIONSHIP.

162 JAMES MACKAY	Davrian Mk8	Sp	998	Edinburgh
168 SIMON EWING	Avenger	Ss	1598	Milngavie
169 HAMISH IRVINE/SCB Vehicle Dismantlers	Scirocco GTI	Ss	1600	Newbridge
186 COLIN SIMPSON	Escort	SL	2100	Dundee
125 RUSSELL PATERSON/Clarendon Office Cleaning	Westfield 7SE	Sp	1598	Edinburgh
129 RADDY SARAFILOVIC	Westfield 7	Sp	1600	Bearsden
130 GORDON CLARKE	Sylva	Sp	1598	Milngavie
144 DAVID HARKES	Ultima	Sp	2664	Edinburgh
158 GLEN MORTIMER/The Body Shop	Fiesta	Ss	1600	Edinburgh
174 GEOFF WILLIAMS	Mini	Ss	1275	Edinburgh
145 IAIN GARDNER/Aitken Motorsport/AVA Turbo Systems	BMW 745i	SL	3500	Glasgow
157 JOHN McINTYRE	Chevette	SL	2300	Helensburgh
177 TOM BELL	Sierra	SL	2000	Carlisle
181 TOM McCALLUM	Capri	SL	2994	West Linton
188 LEWIS EMSLIE	Mazda RX7	SL	2400	Maryculter
100 OLLY ROSS	Davrian Mk7/8	Sp	998	Helensburgh
111 STEVEN JEFFERIES	Davrian	Sp	998	Hopeman, Moray
172 IAN FORREST/Novaphone	Davrian	Sp	998	Kirkliston
178 ALASTER CUNNINGHAM	Opel Manta	SL	2400	Edinburgh
180 NEIL FISHER	Imp	Sp	998	Dunoon

Sp = Sports Cars; SL = Saloons over 1600 c.c.; Ss = Saloons under 1600 c.c.
Class Lap Records: Sp, M. Dunn, 52.9 secs; Ss, R. MacDowall, 55.9 secs; Sl, H. Chalmers, 52.2 secs.

1st.....¹⁷² 2nd.....¹¹¹ 3rd.....¹⁷⁷

become one of the most competitive classes at Ingliston and should lead to some fun.

In the over 1600 class we are likely to see a repeat of the battle between Iain Gardner's Aiken Motor Sport/AVA Turbos BMW and Alaster Cunningham's Manta — which is likely to be a late entrant — but since the disappointment of the last meeting Tom Bell has been able to get a new engine for his Ford Sierra Cosworth and he is likely to show his true potential.

In the GT race all the cars are 1000 c.c. models save Ron Cummings' Simpson Motors/Claymore Shellfish Lotus Esprit so with something like a 2.5 litre engine advantage Ron is likely to win this one. The battle for second is likely to be another cliffhanger and Iain Forrest is hoping for better reliability this time out.

Finally there are the cars taking part in the Ecurie Ecosse Historic Tour. Though all of the cars taking part in the tour, which have a value of nearly £4-million, will be parading round the circuit before the opening of the meeting, those who choose to race provide a diverse lot and to cover any discrepancies it will be a handicap event. The man likely to be the most spectacular in what is certainly the most exciting sounding car is Colin Crabbe with his Group 4 Ferrari Daytona. This is the ex-Maranello Concessionaires car which won the Kyalami long distance race in the early 1970s and could well be on scratch. The battle between the Monza Alfa Romeo of James Lindsay and the Mille Miglia model of Alain de Cadenet should be one of the highlights and it is many years since a C-type Jaguar like Peter Aggs' has raced in Scotland.

All told an exciting meeting in store.

The next race meeting at Ingliston is 17th July. This time-gap is because from 19th June to 22nd June the RHAS hold the Royal Highland Show — fun for all the family, particularly on the opening Sunday.



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TIMEKEEPING CHANGES

Over the last six months an EDINBURGH based computer company have been busy developing a computerised results and positioning system.

The system is aimed at speeding up the production of starting grid positions which are based on the results of the practice events. All the events which are to take place on racing day are set up within the computer software, and a printout can be produced from the practice events, to show the FULL starting grid layout. After the event a listing of final positions is produced, showing how each car has performed, in a presentable format.

One of the major advantages of the system is that when there is more than one practice for an event, it is able to produce times and positions per class as well as an amalgamated result. David and Ian Holmes, of STOCKCARE COMPUTER SYSTEMS in conjunction with Dr Lewis Jamieson, the Chief Timekeeper for Ingliston and Knockhill, have been working on the system to speed up the production of starting grid positions from the results of the practice events. Between the three of them they are able to input and produce all the necessary information. Their system is also designed to be able to hold the results of all the events for the season and will be able to trace any driver's performance over the year.

The computer that they are using is the latest Apricot Xen-i 386 with its speedy 80386 processor coupled with 45Mb of Winchester hard disk to give a large amount of storage for holding results for a long time. David and Ian Holmes can be contacted on 031-440 2822 or 031-440 2746.



Iain Gardner and Alaster Cunningham had a very close race in April!

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APPLICATION FORM FOR 1988 MEMBERSHIP

PLEASE COMPLETE IN BLOCK CAPITALS THROUGHOUT

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 1988 and agree, if elected, to be bound by the Memorandum and Articles of Association thereof for the time being.

...../...../198
(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:

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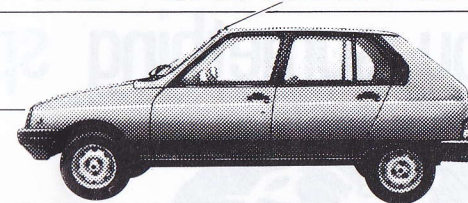
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Members proposing new members may obtain £2 credit from Club if the following is completed:

Full Member's Name

Full Member's Number

A GREAT

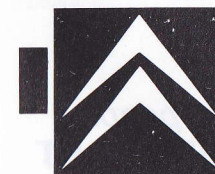


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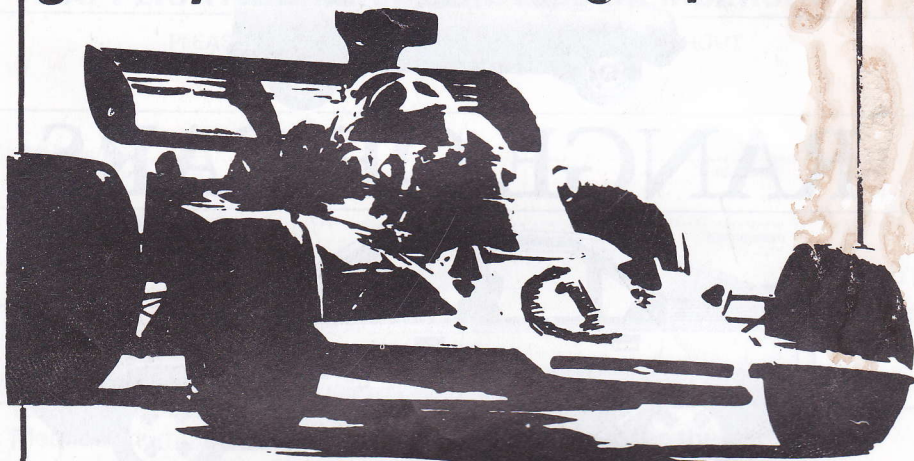


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