

The

SHULMAN CARPETS

TROPHY RACE MEETING



8th APRIL, 1979

INGLISTON

Official Programme 30p

For Conditions 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

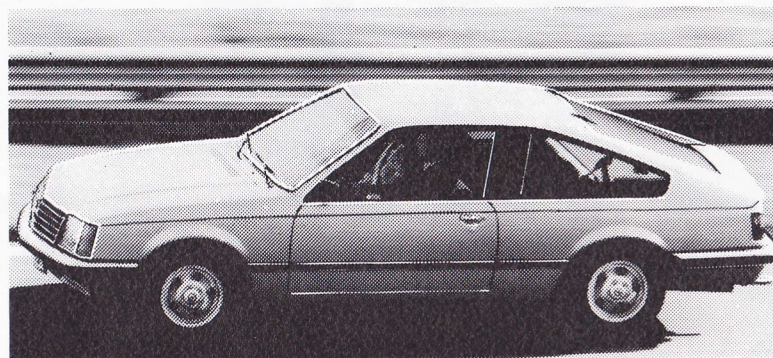
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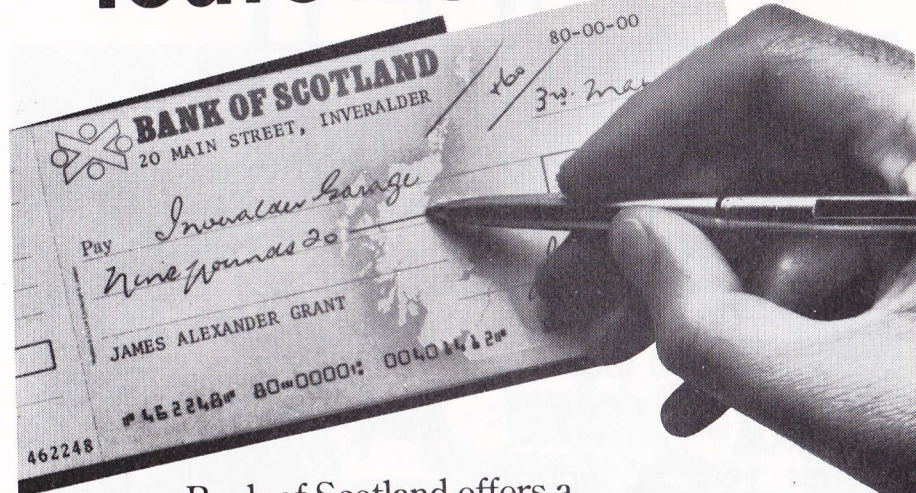
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INGLISTON LAP CONVERSION TABLE

secs	m.p.h.	secs	m.p.h.	secs	m.p.h.	secs	m.p.h.	secs	m.p.h.	secs	m.p.h.
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

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Oct 14	£	£	£	£	£	
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THE LOMBARD SCOTTISH SALOON CAR CHAMPIONSHIP, 1979

IF ONE were to be asked which of our regular sponsors is most readily identified with, and integrated into, the Ingliston circuit, the answer must surely be Lombard North Central. For over 15 years now Lombard have been staunch supporters of motor racing in Scotland, and much of this continued enthusiasm must be due to the efforts of their Scottish Director, Gordon Skilton, whose dedication to motoring has earned him the highest respect in racing circles. Chairman of the Royal Scottish Automobile Club, and a holder of the coveted Geoff Waugh Award for his services to motor sport in Scotland, Gordon is now one of the leading figures in the sport North of the Border. This will be, however, Gordon's last opportunity to determine the direction of Lombard's policy in Scotland, since he now retires from the Company, but Lombard's loss is our gain, since the free time which he will now enjoy enables Gordon to take up a post as Controller at the Ingliston circuit.

As traditional as Lombard's sponsorship of the Scottish Saloon Car Championship is the "2 heats and a final" format for special saloon car racing at Ingliston. This season should see no change to that format, nor to the rich pickings (a total estimated prize fund, including race prize money payable to special saloons during 1979, of over £2,500). Indeed, a quick calculation discloses that every single lap of saloon car racing at Ingliston this year will be costing over £12 on prize money alone! For Lombard, premier in banking, such sums of money may be commonplace, but in club motor racing circles it is certainly worth going for and, for 1979, it is fitting that Scotland's premier motor racing Championship looks like being one of the keenest contested yet, as a host of extremely potent cars prepare to do battle for the financial honours.

First of the two special saloon heats today is the Landmark Finale Trophy Race for "big" saloons. And "big" they are! Returning today for an afternoon's drive is the reigning Scottish Saloon Car Champion, Doug Niven, with last year's Championship car, the monster 5.1 litre Chevy Beetle (101). Both Doug and his former arch-rival (now a team-mate), Bill Dryden, are committed to a European Saloon Car season this summer with the works American Motors team, the Scottish drivers sharing a car in the 14-round European Champ-

While the "heavy brigade" captured the headlines last year, some of the closest and most forceful racing was seen in the 1-litre class.





Is Jimmy Robertson to be this year's Beetle-beater?

ionship, and we at Ingliston wish them the undoubted success they deserve. Sadly, date clashes have meant that neither driver will be able to attend every Ingliston meeting, and consequently Bill Dryden has not prepared a racing car for the UK this season. Dougal, on the other hand (and being the canny Scot he is) has kept the Beetle, so we can look forward to seeing him at Ingliston when he is in the country.

Prime opposition to Dougal comes, however, from Walter Robertson's D.F.V. powered VW Variant (105), an ex-Colin Hawkers car, Walter having decided that there is only one way to beat a mid-engined car, and that is to move your own engine back a bit! Last year's Championship runner-up, and the then undoubted 1-litre king, has moved up a couple of classes, John Kirk (104) now fielding one of Nick Whiting's 3.4 litre Escorts and already this season displaying a determination that will cause the other drivers to keep a weather-eye peeled for him. Forget not, either, the equally determined Jimmy Robertson, whose continually improving performances last season culminated in a win at Ingliston in September with his Robertson's of Cardenden Skoda Coupe (98).

One of the most determined assaults on the Lombard Scottish Saloon Championship, however, comes from the Drabuie-sponsored Ian Forrest, who this season fields two cars in the same Championship. In the 1300 c.c. class he fields an 1190 c.c. Imp, against such powerful opposition as Eric Paterson's Ford BDH powered Robinson Imp (111) and Jim Pinkerton's evergreen Mini (114), while in the Victoria Carpets Trophy Race today his 998 c.c. Imp (127), will have to contend with the similar cars of Bill Thompson (121), Roy Knowles (122), Jim McGaughay (126), Ricky Gauld (132) and Dave Ogilvy (133), all leading contenders in 1978. Bearing in mind that the fastest five cars from each saloon car class qualify for today's final, The Crossley Carpets Cup Race, this will mean that Ian Forrest not only has two chances of qualifying if he qualifies with both cars he will also have a choice of car for the final. All Ingliston Championships being "drivers" Championships, and not "car" Championships, this is permissible and he will be able to score Championship points from the final regardless of which car he drives from meeting to meeting. The only thing he cannot do is to drive both cars in the same race!

THE HAMILTON & INCHES CHAMPIONSHIP FOR MODIFIED SPORTS CARS

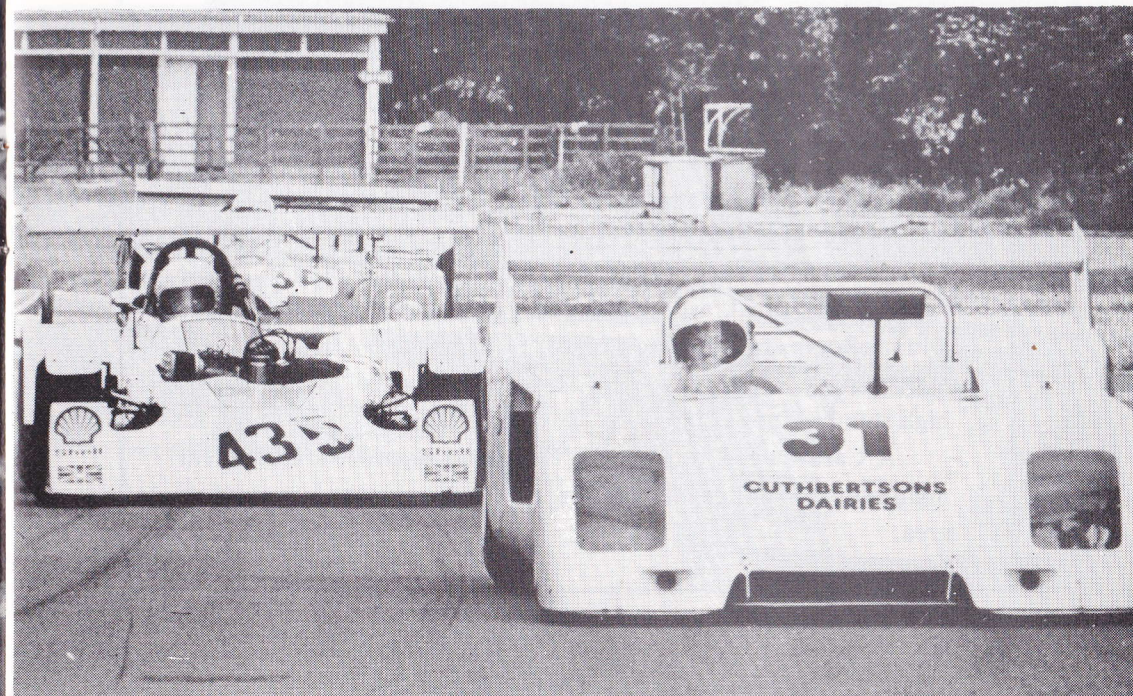
LEADING silversmiths in Scotland, Hamilton & Inches, return again to sponsor the 1979 Modified Sports Car Championship, thus extending as before, their many sporting links through their trophy making activities. (The Jim Clark Silver Helmet Award is but one outstanding example of the high craftsmanship of their work). Also stockists of the world-famous Heuer range of stop-watches and chronometers, Hamilton & Inches are able to help with the timing needs of sports such as motor racing, where fractions of a second count. Quite apart from this association with the world of sport, however, Hamilton & Inches remain one of the finest retail jewellers anywhere with an unrivalled selection of jewellery and silverware, clocks and watches, fine porcelain, cutlery and gifts of many kinds.

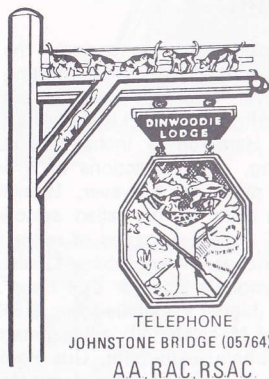
Last year, the winner of the impressive Hamilton & Inches Silver Jubilee Quaich was Dundee's John Fyda in his Agra Elan (152), but in this afternoon's Chrysler Cup Race John, now has to face up to Kenny Coleman's similar, though higher capacitated car (151) and the flying B Class Clubmans of Clive Reeves (38) and Roy MacNab (40) while determined "up to 1300 c.c." class opposition can be expected from John's team-mate, Gus Young, in the Agra Davrian (160). Watch out too for a late entry from the man who dominated the smaller class last season, Brian Stevenson.

THE DINWOODIE LODGE HOTEL CHAMPIONSHIP FOR CLUBMAN'S CARS

LAST season the Clubman's Class saw some of the finest racing at Ingliston and proved (if it was ever in doubt) that these cars are the closest thing that one can find to being "tailored" for the circuit. It was apparent, however, that the class, which had long been strong in the North of England and the Midlands, was dying out in its traditional homelands, and indeed last year's Scottish Clubman's fields were perhaps the best (and certainly the

Laurence Jacobsen's last sports car outing. Will the tables be turned on him by the Clubman's today?





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A Caravan Site adjoins the Hotel and provides a convenient night stop for holidaymakers, or a base to tour the surrounding area.

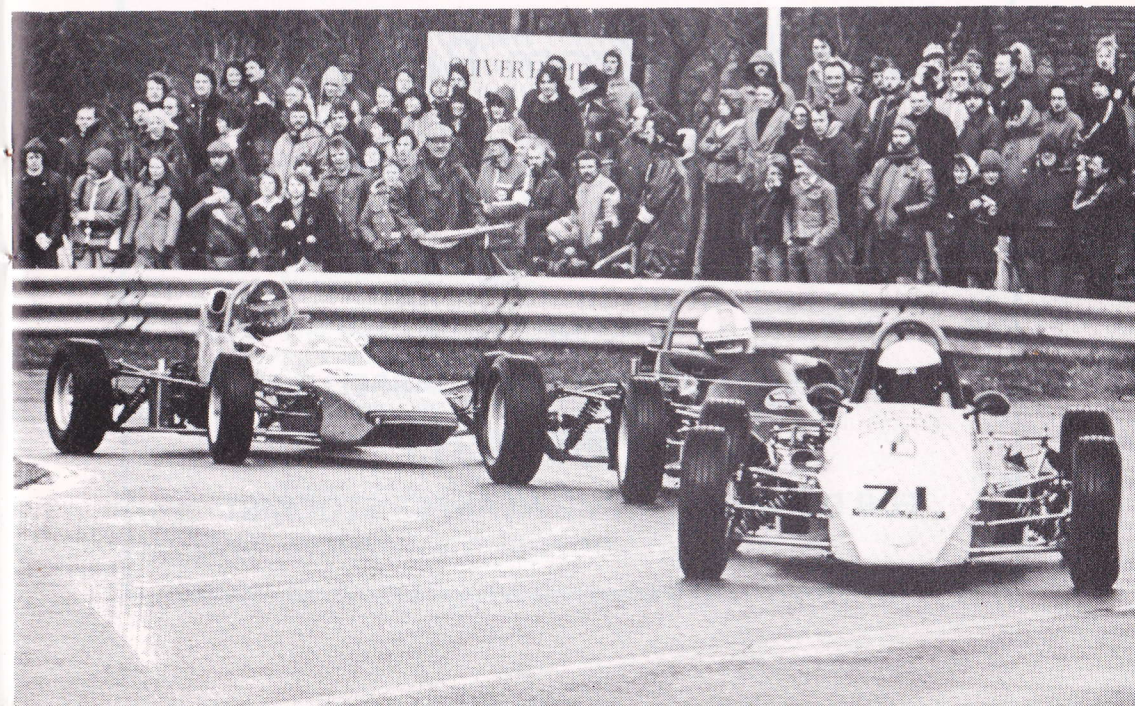
most competitive) to be seen North of the Wash. With the Southern circuits (which have neglected Clubman's cars for two years now) deciding to put on a major Championship to be run solely in the South this year things were looking black for the North until, in a break-through in inter-circuit relations, two independent circuits (Ingliston and Donington) got together to promote a joint Clubman's Championship. Sponsored by The Dinwoodie Lodge Hotel, near Lockerbie, the Championship will be of 10 rounds (6 at Ingliston and 4 at Donington), of which the best 8 scores will count. This combination between the two independent tracks marks something of a revolution in inter-circuit relationships, and we can only hope that the trend will be further consolidated to strengthen the hand of the "independents" in formulating racing policy annually with the R.A.C.

While the Dinwoodie Lodge Hotel Championship is limited to Clubman's Cars, today's Robertson's of Cardenden Trophy Race is open to all sports cars, a fact which did not escape Laurence Jacobsen's attention in entering his 2-litre Chevron B36 (25). Laurence, who gave up his own racing pleasure last year to give young Bryce Wilson his initial chance, will prove to be a hard man to catch, although the dreaded duo of Kenny Allen (33) and Andy Smith (34) will be out to do just that. Both established Clubman's Cars as being 2-litre killers last year, and both are mounted on top cars, while THE top Clubman's car of last year, Jim Stevenson's Mallock 18B, returns in the hands of Donald Laird (27). John Mackie (28) switches his B.D.G. engine for an A class Clubman's mill, which John Walker (36) turns out in one of the new 20Bs. An interesting line-up, which should get more interesting as the season progresses and more and more Midlands drivers start to head for Ingliston and the Dinwoodie Lodge Hotel Championship.

THE SHELL CHAMPIONSHIP FOR FORMULA FORD 1600 CARS

INGLISTON are delighted to be able to welcome Shell back, although this year in the guise of sponsors of the FF1600 Championship (and also as sponsors of the 1979 Shell "Man of the Year" Award). The Formula Ford Championship too takes on a new look under the Shell banner, allowing an opportunity for even fiercer competition in this class than has hitherto been impossible. The intention is that there will be two FF1600 races, the first

Yes, Formula Fords WERE as close as this last year!



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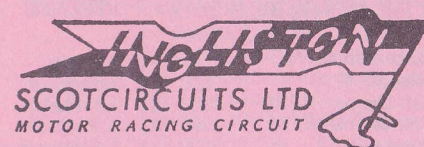
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THE SHULMAN CARPETS TROPHY RACE MEETING Ingliston — Sunday, 8th April, 1979

Promoted by
SCOTCIRCUITS LTD.

Organised by
THE SCOTTISH MOTOR RACING CLUB LTD.

Event No.	Scrutiny before a.m.	PROGRAMME & TIMETABLE	No. of laps	Practice time a.m.	Event time p.m.
—		Chrysler Cavalcade			1.50
1	8.45	The Landmark Finale Trophy Race for Formula Ford cars.	10	9.45(A)	2.10
2	9.35	The World Carpets (USA) Cup Race for Special Saloons over 1000 c.c. (Heat 1 of the Crossley Carpets Cup Race)	10	10.35	2.35
3	10.00	The Robertson's of Cardenden Trophy Race for Sports Cars.	10	11.00	3.00
4	10.25	The Victoria Carpets Trophy Race for Special Saloons up to 1000 c.c. (Heat 2 of the Crossley Carpets Cup Race).	10	11.25	3.25
5	9.10	The Shell Championship Race for Formula Ford 1600 Cars.	12	10.10(B)	3.50
6	10.50	The Chrysler Cup Race for Modified Sports Cars.	10	11.50	4.15
7	11.15	The Mogil Motors Trophy Race for Libre Cars.	15	12.15	4.40
8	—	The Crossley Carpets Cup Race for Special Saloon Cars (Final).	15	—	5.20
		Presentation of Trophies			5.35
		1.45 All Marshals at posts, please.			
		1.50 Drivers' Briefing in Scrutineering Bay.			

EVENT

1

55

66

83

46

68

70

2.10 p.m.
10 laps

EVENT

2

NIVEN

J. ROBERTSON

W. ROBERTSON

KIRK

PINKERTON

LITTLEJOHN

2.35 p.m.
10 laps

THE LANDMARK FINALE TROPHY RACE for Formula Ford Cars

Car

No.	Driver/Entrant	Make/Model	c.c.	From
46	ADRIAN HAMILTON	Alexio F.F.	1600 (A)	Edinburgh
47	MARK PAULO	Van Diemen RF78	1600 (B)	Edinburgh
49	JOHN DUNN	Van Diemen RF76	1600 (A)	Kilmalcolm
55	PETER JAMIESON	Hawke DL12	1600 (B)	Laurieston
56	RICHARD KING	M.R.E.	1600 (A)	Fearn
60	DAVID DUFFIELD	Crossle 32F	1600 (B)	Linlithgow
63	DAVE MANNERS/Cooper Tools	P.R.S. RHO1	1600 (A)	Darlington
66	DEREK PALMER	Hawke DL11	1600 (B)	Lesmahagow
68	ALLAN BREMNER	Hawke DL15	1600 (A)	W. Kilbride
69	ROY LOW	Hawke DL19	1600 (B)	Linlithgow
70	NEIL CUTHILL	Hawke DL20	1600 (A)	Bonnybridge
71	IVAN ROBINSON	Crossle 35F	1600 (B)	Ballygowan
74	STUART LAWSON	P.R.S.	1600 (A)	Kirkliston
75	KEITH LAWRENCE	Van Diemen RF79	1600 (B)	Helensburgh
76	VIC COVEY/John Brown Racing/Business & Finance	Van Diemen	1600 (A)	Edinburgh
78	TOM PAULO	Hawke DL19	1600 (B)	Corstorphine
79	A. BOYLE/Lothian Distributors (bathgate)	Lotus 51	1600 (A)	Falkirk
80	DAVE STEEDMAN	Hawke DL19	1600 (B)	Linlithgow
81	NIGEL YOUNG	Van Diemen RF77	1600 (A)	Peebles
82	BRYAN GOWANS	Van Diemen RF78	1600 (B)	Dalbeattie
83	BOB BURGESS	Image F/F	1600 (A)	Mintlaw
84	GRAHAM MILLAR	Dulon MP17	1600 (B)	Bishopbriggs
89	DEREK McDONALD/McDonald School of Motoring	Merlyn Mk 29/30	1600 (A)	Edinburgh
90	GARY McDONALD/McDonald School of Motoring	Merlyn Mk 29/30	1600 (B)	Edinburgh
93	IAIN BOYD	Duletta GIS	1600 (A)	Musselburgh
94	GORDON MELVIN	Lotus	1600 (B)	Ballater
95	A. N. OTHER	March 708	1600 (A)	Linlithgow

THE WORLD CARPETS (USA) CUP RACE for Special Saloon Cars over 1000 c.c.

Over 1300 c.c.

96	ROBERT GRAY	Ford Capri	4900	Ardross
98	JIMMY ROBERTSON/Robertson's of Cardenden	Skoda Coupe	3400	Cardenden
101	DOUG NIVEN/Border Reivers	VW beetle Chevy.	5100	Whitsome
104	JOHN KIRK/D.W.S. Cash & Carry/All Car Equipe	Ford Escort	3400	Caldercruix
105	WALTER ROBERTSON/S.G. Baker/Sports Tune/Lothian Van Rental	D.F. V.W.	3000	W. Howgate

Up to 1300 c.c.

106	IAN FORREST/The Drambuie Liqueur Co. Ltd.	The Drambuie Imp	1190	Kirkliston
111	ERIC PATERSON	Robinson Imp	1300	Edinburgh
112	NORMAN WHITNEY	Mini Cooper S	1293	Edinburgh
114	JIM PINKERTON	Mini Cooper S	1293	Glasgow
115	IAN TULLOCH	BMC Mini	1293	Inverness
120	ALEXANDER LITTLEJOHN	Austin Cooper S	1300	Elgin

Heat 1 of the First Round in the Lombard Scottish Saloon Car Championship.

Class lap records: Over 1300 c.c. — Doug Niven (VW Beetle Chevrolet) 49.0 secs, 75.68 m.p.h. (20/8/78). 1001-1300 c.c. — E. M. Smith (Mini 1275 GT) & J. Dryden (Longman Mini) 53.6 secs, 69.18 m.p.h.

EVENT

3

1. STEVENSON

2. MACKIE

3. WALKER

4. FORESTER-SMITH

5. LAIRD

6. REEVES

3.00 p.m.
10 laps

EVENT

4

1. GAULD

2. MCGAUGHAY

3. COGHILL

4. MURRAY

5. MACLEOD

6. DUNN

3.25 p.m.
10 laps

EVENT

5

3.50 p.m.
12 laps

THE ROBERTSONS OF CARDENDEN TROPHY RACE for Sports Cars. Sports Cars to Class A Clubman's Cars

25	LAWRENCE JACOBSON/Cuthbertson Foods/Rosetta Fruit Juices	Chevron B36	2000	Glasgow
26	JOHN BARR/Nethan Valley Homes	Mallock Mk 19	1600	Callander
27	DONALD LAIRD	Mallock 18B	1600	Cupar
28	JOHN MACKIE	Mallock 18B	1600	Kirkcaldy
33	KENNY ALLEN	Mallock Mk 18	1600	Crossford
34	ANDY SMITH	Mallock 20B	1600	Ayr
35	REG. FORESTER-SMITH	Marquis Magnum	1600	W. Calder
36	JOHN WALKER	Mallock 20B	1600	Banff
38	CLIVE REEVES	Mallock U2 Mk 16	1600 (B)	Stonehouse
40	ROY MACNAB	Centaur Mk 17B	1600 (B)	Hurford
44	JIM SWORD	Mallock U2 Mk 16	1600 (B)	Elgin

The First Round in the Dinwoodie Lodge Hotel Championship for Clubman's Cars.

Class lap records: Sports Cars—R. Scott and I. McLaren (Chevron B26), J. Lepp (March 75S) 46.8 secs, 79.23 m.p.h. Clubman's Class A—K. Allen (Mallock) 47.8 secs, 77.57 m.p.h. (17/9/78). Class B—

THE VICTORIA CARPETS TROPHY RACE for Special Saloons up to 1000 c.c.

121	W. G. THOMPSON/Associated Tyre Specialists	A.T.S. Imp	998	Bowling
122	ROY KNOWLES	Chrysler Imp	998	Aberdeen
124	KEN MURRAY	Sunbeam Imp	998	Fraserburgh
126	JIM MCGAUGHAY	Hillman Imp	998	Lochgilphhead
128	BRIAN MacLEOD	Hillman Imp	998	Alness
129	IAN FORREST/The Drambuie Liqueur Co. Ltd.	The Drambuie Imp	998	Kirkliston
130	BOB LECKIE	Hillman Imp	998	Aberdeen
132	RICHARD GAULD	Hillman Imp	998	Insch
133	DAVID OGILVY/Sports-Tune Accs.	Sportstune Stiletto	998	Edinburgh
134	MARTIN DUNN	Hillman Imp	998	Evanton
135	IAN SHARP	Hillman Imp	998	Newtonhill
136	ROBERT MILNE	Devrian Imp	998	Aberdeen
140	GEORGE COGHILL	C.G. Imp	998	Halkirk
143	COLIN PHILIP	Hillman Imp	998	Ardesier
144	ROD MacLEOD	Hillman Imp	998	Stirling
145	RICHARD MITCHELL	Hillman Imp	998	North Berwick

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

Class lap record: J. Kirk (Imp) 52.6 secs, 70.49 m.p.h. (20/8/78)

THE SHELL CHAMPIONSHIP RACE for Formula Ford 1600 Cars

For the fastest 12 Championship registered Formula Ford Cars in practice plus the first 4 Championship registered finishers from Event 1.

Round 1 in the Shell Championship for Formula Ford Cars.

Class lap records: S. Lawson (Hawke DL19), D. MacLeod (Van Diemen 77) and C. Binnie (Van Diemen 78) 52.4 secs, 70.75 m.p.h.

RACE	In Events 3, 4, 6, and 8*	£25	£10	£5	per class
PRIZE	In Events 1, 2 and 5	£25	£15	£10	£5
FUNDS	In Event 7	£50	£25	£15	£10
* 1st overall — £25					

EVENT

6

FYDA

REEVES

STEVENSON

YOUNG

RITCHIE

IRWIN

4.15 p.m.

10 laps

THE CHRYSLER CUP RACE for Modified Sports Cars

Over 1300 c.c.

38	CLIVE REEVES	Mallock U2 Mk 16	1600 (B)	Stonehouse
40	ROY MacNAB	Centaur Mk 17B	1600 (B)	Hurford
150	J.A. HALL/Hall's of Broxburn	Lotus Europa	1800	Edinburgh
151	KENNY COLEMAN	Lotus Elan	1997	Airdrie
152	JOHN FYDA/Agra (Precision Engineering) Co.	Agra Lotus Elan	1910	Dundee

Up to 1300 c.c.

156	G. R. WILSON	Cox GTM	1275	Helensburgh
157	COLIN CRUICKSHANKS	MG Midget	1293	Nairn
158	ALAN RITCHIE	Davrian	1150	Paisley
159	STAN SHARE	Clan Crusader	1150	Ardentinny
160	ANGUS YOUNG/Agra (Precision Engineering) Co.	Agra Davrian Mk V	1074	Tealing
161	DOUG HAMILTON	Ginett GIS	998	Edinburgh

First Round of the Hamilton & Inches Championship for Modified Sports Cars.

Class lap records: Over 1300 c.c.—J. Fyda (Agra Elan) 51.0 secs, 72.71 m.p.h. (17/9/78);
Up to 1300 c.c.—K. Allen (Clan Crusader) 51.8 secs, 71.58 m.p.h.

EVENT

7

STEVENSON

HAMILTON

MUTER

ROBB

JACK

WALKER

4.40 p.m.

15 laps

THE MOGIL MOTORS TROPHY RACE for Libre Cars

Formula Atlantic Cars

1	GRAHAM HAMILTON/Cuthbertson's Foods/Rosetta Fruit Juices	Chevron B29	1600	Moffat
4	BOB POTTS	Technic 773	1600	Cramlington
7	RUSSELL PATERSON	March 743	1600	Bearsden
8	DAVE MUTER	Barton JTB3	1600	Seghill
9	TED DZIERZEK/A.D. Television Surveys (Scotland) Ltd.	Chevron B25/27	1600	Kirkliston

Libre Cars

11	NORMAN DICKSON/Dickson's of Perth/Gleneagles Helicopters	March 792	2000	Perth
12	COLIN RICHARDSON	March	1840	Peebles
14	RON CUMMING	Brabham DT38	1800	Kemnay
15	STEWART ROBB	March 75B	1970	Blairlogie
16	JIMMY JACK/Jack Crane Hire — Evanton	March BMW 772	1970	Alness
17	GEORGE McMILLAN	Chevron B35	2000	North Berwick
23	ROBIN SMITH/Smith & Jones Racing	Ensign MNO2	3000	Newmains
25	LAWRENCE JACOBSEN/Cuthbertson's Foods/Rosetta Fruit Juices	Chevron B36	2000	Glasgow
26	JOHN BARR/Nethan Valley Homes	Mallock Mk 19	1600	Callander
28	JOHN MACKIE	Mallock 18B	1600	Kirkcaldy
33	KENNY ALLEN	Mallock Mk 18	1600	Crossford
34	ANDY SMITH	Mallock 20B	1600	Ayr
35	REG FORESTER-SMITH	Marquis Magnum	1600	W. Calder

The First Round in the Lothian Chemical Company Ltd. Formula Libre Series.

Class lap records: Class and outright lap record—A. Barton (March 722B) 44.6 secs, 83.14 m.p.h. (17/9/78). Formula Atlantic—J. WALKER 1.600

EVENT

8

5.20 p.m.

15 laps

THE CROSSLEY CARPETS TROPHY RACE for Special Saloon Cars —FINAL

For the fastest 5 cars from each Class in Events 2 and 4, plus one.

Round 1 in the Lombard Scottish Saloon Car Championships.

- 1) NIVEN 2) J. ROBERTSON 3) KIRK 4) GAULD
5) COGHILL 6) MCGAUGHAY

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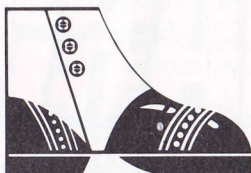
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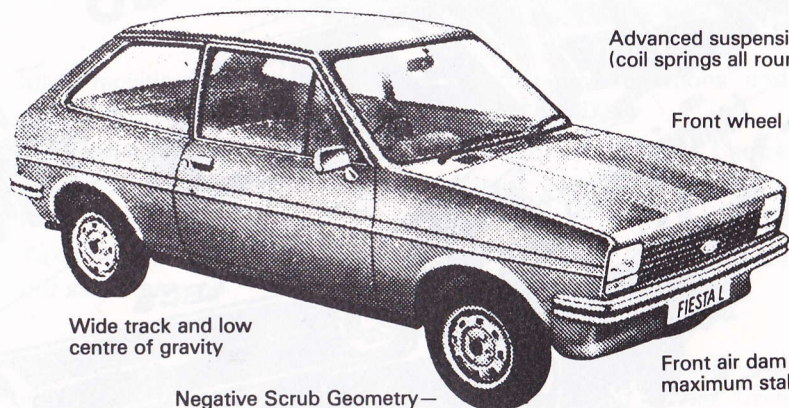
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of which today is the Landmark Finale Trophy Race at 2.10. While this race will not count towards the Shell Championship the second race, The Shell Championship Race at 3.50 p.m. will. With so many Formula Fords entered today, two separate practice sessions will be held, and the 12 fastest FF competitors in practice will automatically qualify for the Shell Championship race. All other competitors, however, will require to compete first in the Landmark Finale Trophy Race, and only the first 4 registered drivers from that race will qualify to join the back of the grid for the Shell Championship Race. (Remember, while we can practice 20 cars at a time at Ingliston, we can only race a maximum of 16.) Thus, any driver failing to qualify for the Championship counting race on practice times alone will have a "second bite at the cherry" in event 1 today — a fact guaranteed to add an edge to the front of that field!

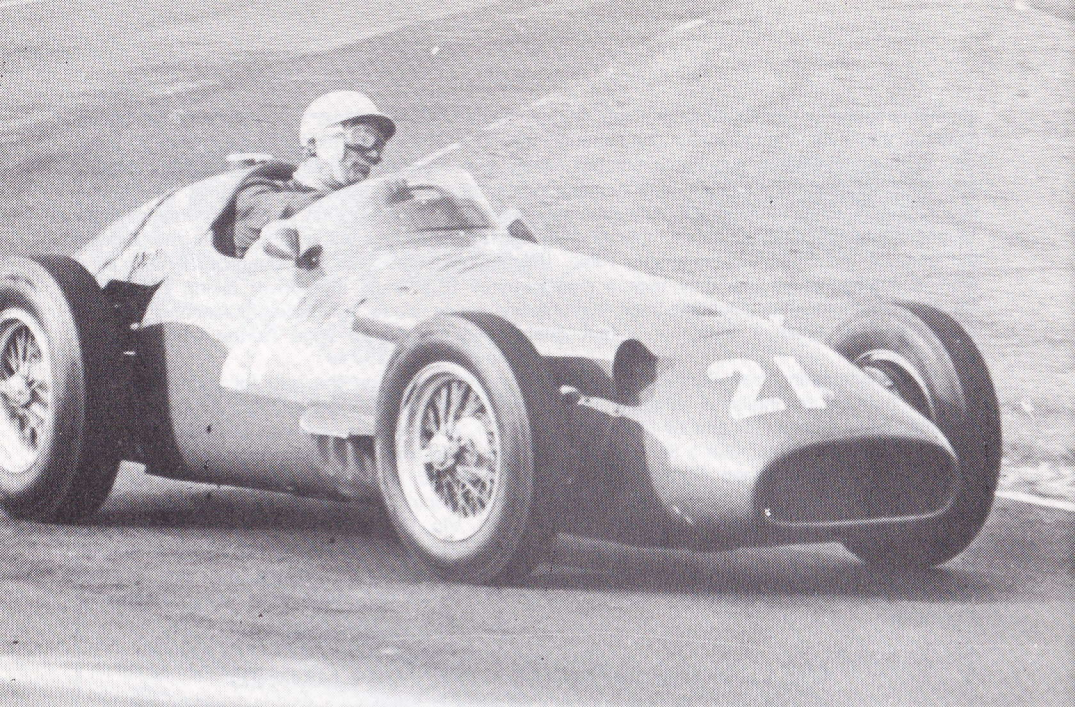
Some interesting new Formula Ford machinery is arrayed on the grid for us today, also. Newest marque to Ingliston is the P.R.S., two of these cars being entered by past FF maestro, Stu Lawson (74) and by Dave Manners (63), while a split new Van Diemen is piloted by 5th place man in last year's Scottish FF Championship, the fast improving Keith Lawrence. David Duffield re-affirmed himself as a tough man to beat last season in his Crossle 32F (60) while Roy Low might also be well worth keeping an eye on in his Hawke DL19 (69). Likewise, Neil Cuthaill (Hawke DL20) (70). Vic Covey (Van Diemen) (76), Dave Steedman (Hawke DL19) (80), and Bryan Gowans (Van Diemen RF78) (82) have a wealth of racing experience between them, while Ivan Robinson (71) wheels out one of the newer Crossle 35Fs. As always with the Formula Fords and interesting confrontation is promised!

THE LOTHIAN CHEMICAL COMPANY LIMITED FORMULA LIBRE SERIES

UNDOUBTEDLY the main topic of conversation amongst motoring enthusiasts in Scotland over the winter months has been the transference of control in Scotcircuits Ltd., the

Outgoing Chairman John Romanes, handing over control of Scotcircuits.





New Scotcircuits Chairman Graham Hamilton, captured during his last competitive drive.

company promoting motor racing at Ingliston, by John Romanes to Graham Hamilton. To lose the expert guidance of John's hand at the helm is a sad blow to Scottish motor sport, but John felt that the time had come for him to make way for fresh blood, and we are confident that his successor (already known to many racing fans from his drives in the re-vitalised Ecurie Ecosse team) will bring a new and capable touch to the promotion of racing in Scotland. One could fill this programme with praise for the retiring Scotcircuits Chairman, who has become a legend in his own time, but suffice it to say that Scottish Motor Racing owes no person a debt of gratitude greater than that owed to John Romanes, holder of both the Geoff Waugh Memorial Award and (along with Jackie Stewart and Andrew Cowan) one of the only three recipients of Scotland's highest motoring award, the Jim Clark Award for outstanding achievement in the sport by a Scot. That there is motor racing today in Scotland is John's greatest achievement.

While John may have retired from Scotcircuits, however, you can't put a good racing man down and we accordingly welcome John back today, in a personal capacity as one of our Club Stewards, and in a business capacity as the Managing Director of Lothian Chemical Company Ltd., sponsors of this year's Libre series. Started in 1915 to make TNT, Lothian Chemicals moved into other chemical manufacture (particularly formaldehyde) at the end of the war and in recent years have branched out into the recovery and recycling of industrial solvents and chemicals. An erstwhile single seater driver himself, John knows there's only one thing better than brass to a racing driver and that's gold! A pot of 10 Krugerrands therefore ensures one of the closest Libre Championships ever this year, today's Mogil Motors Trophy Race setting the pattern with Robin Smith (23) providing the first Formula 1 car to raise its voice in anger during a race at Ingliston. Main opposition to Robin's Ensign MNO2 will come from reigning Scottish Libre champion Norman Dickson's F2 March 792 (11), while ex-Formula Ford warrior George McMillan fields an F2 Chevron B35 (17), strongly challenged by Jimmy Jack (16) in the March BMW 772 with which Ed Cheever surprised us all last September. Watch out too for the Clubmans of Kenny Allen (33) and Andy Smith (34), both of whom will be poised to capitalise

on any mistakes made by the drivers of the theoretically faster Formula 2 cars. And with Midlothian Insurance Brokers repeating their £1000 Speed Challenge for the first 85 m.p.h. lap, everyone will be right on the limit!

For the first time ever this year Libre Championship caters for different classes of cars, a separate class being provided for Formula Atlantic and F3 cars. With Andy Barton, Norman Jeffrey and Bernie Hunter all expected to be contesting the third British Formula Atlantic Championship round at Silverstone today, main contender for the Atlantic class today is quite likely to be Scotcircuit's new Chairman, Graham Hamilton, in the Chevron B29 (1) but don't be at all surprised if one or two leading Irish Atlantic competitors turn up out of the green to give Graham's other Scottish rivals some immoral support! And, when Andy, Norman and Bernie return later this year, this class should come aight! In the meantime, however, the first Atlantic car home today will receive the Edinburgh Students' Charities Cup, and you will doubtless notice the presence of Students' Charities collectors in the crowds today. Might we ask you to be generous and donate freely — their causes are all extremely worthy and have our wholehearted support.

"TARGET" ON INGLISTON — 6th MAY!

PATRICK MOWER, star of the TV series "Target", and the richest Group 1 Race in Europe, that's the line-up for Ingliston on Sunday, 6th May. Those of you bemoaning the fact that there is no regular production saloon car racing at Ingliston this season can take succour from the thought of the best of Group 1 (Saloon) racing in Britain battling out a Pentax-sponsored £3000+ 30-lapper at Ingliston next time out. Throw in TV personality Patrick Mower, a full race card of Scottish Championship events and a lucky programme competition (the winner will be treated to a trip around the circuit with Scottish Saloon ace Tom Walkinshaw) and you have a "must" for all the family. (And, speaking of lucky programmes, there are no prizes for spotting the deliberate mistakes in this one!)

*And guess who's coming back to Ingliston in July?
(No, it's not Chris John!)*



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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 0404/2.

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 a.m. 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 p.m.

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 a.m. on race days.

Details of Programme Advertising are available from Scotcircuits Ltd., National Bank Chambers, Duns, Berwickshire (Duns 3222), while details of trackside advertising and sales concessions are available from Scotcircuits Ltd., Bath Place, Moffat (Moffat 20550).

Racing 'Goodies' are on sale by DRE at a site adjacent to the Highland Grandstand, and in the Paddock.

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.



*Come and visit Mine Host,
Ian Forrest,*

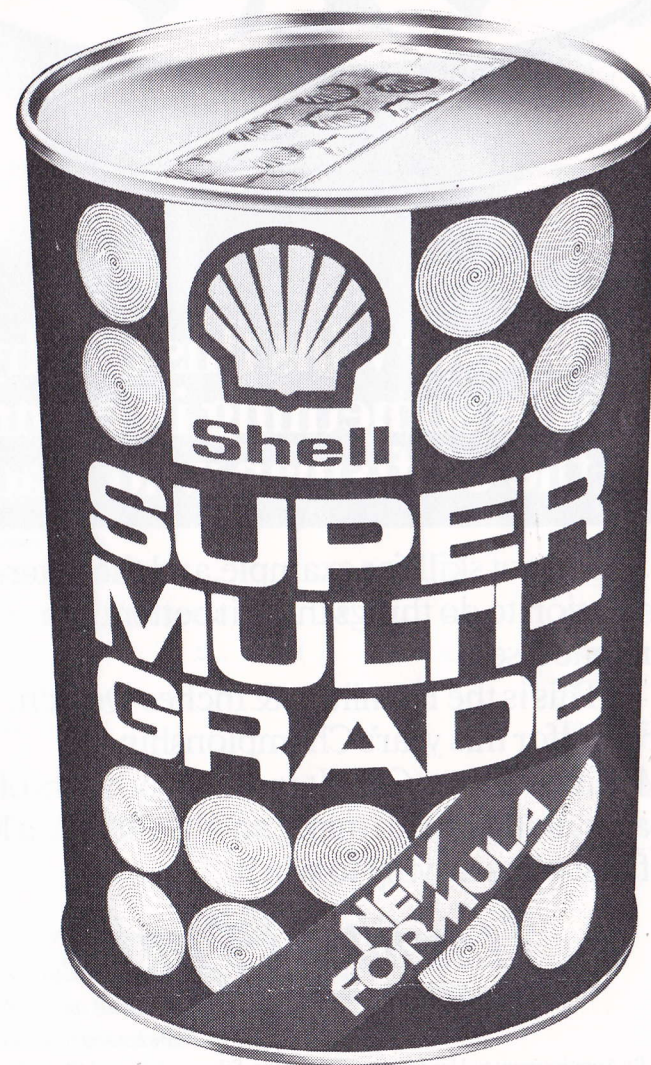
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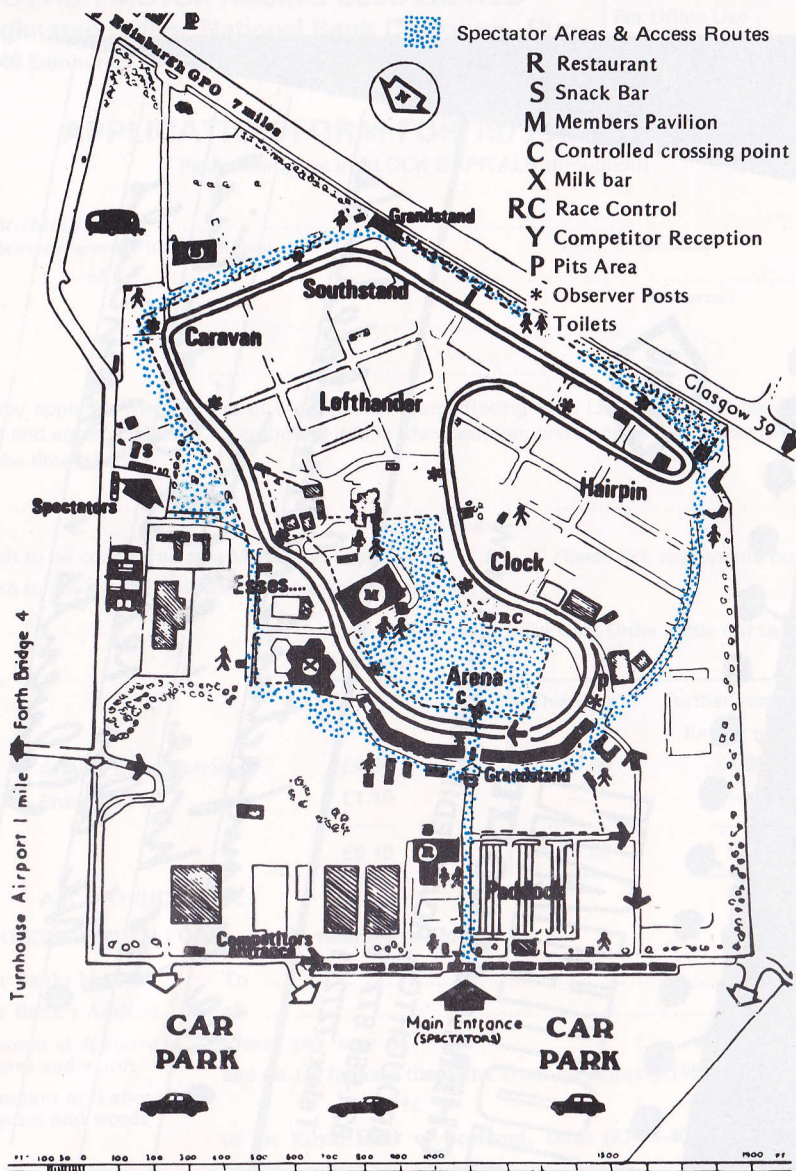
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