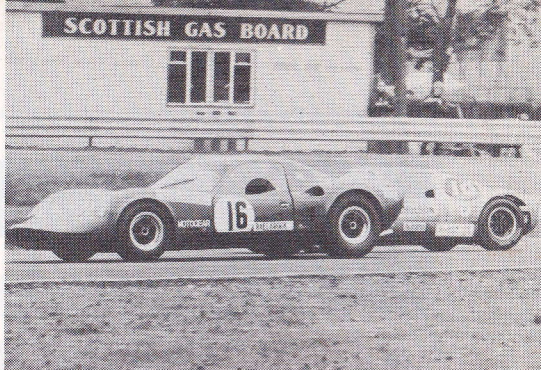
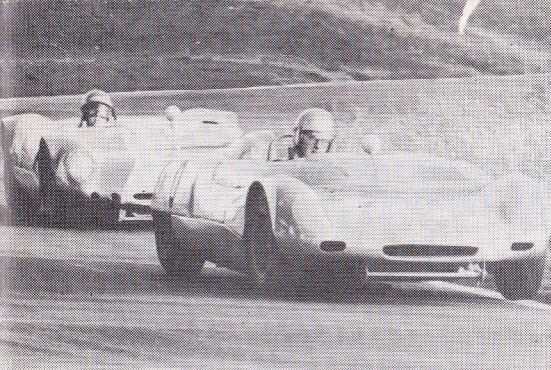




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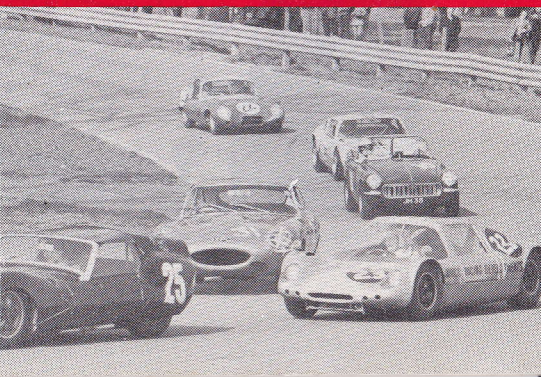
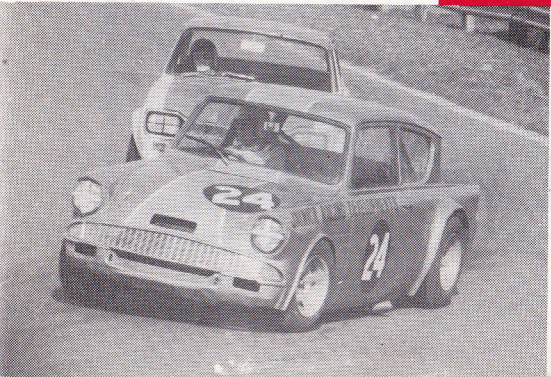
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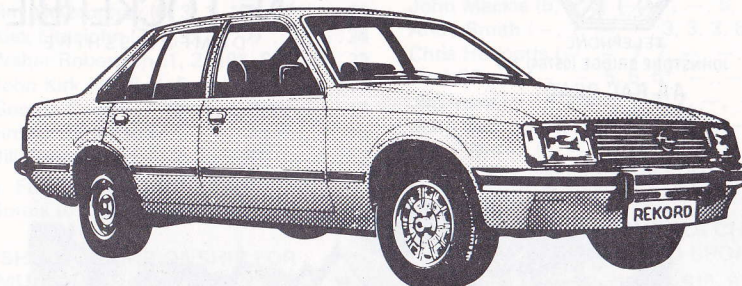
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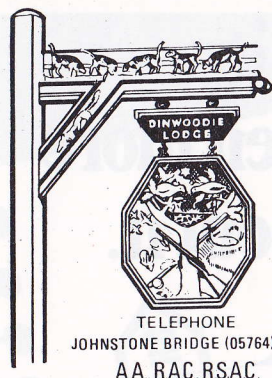
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### THE LOMBARD SCOTTISH SALOON CAR CHAMPIONSHIP

|                                                      | PTS |
|------------------------------------------------------|-----|
| 101 Dougal Niven (10*, 8*, 8*, 10*, 8) .36           |     |
| 141 Jim Pinkerton (11**, —, 7, 7, 9) . . . . .34     |     |
| 132 Ricky Gauld (10*, 1, 11**, 8*, —) . . . . .30    |     |
| 106 Ian Forrest (—, 5, 11**, 10*, 3**) . . . . .29   |     |
| 126 Jim McGaughay (6, 3, 1, 10*, 10*) . . . . .29    |     |
| 120 Alex Littlejohn (7, 5, 5, —, 7) . . . . .24      |     |
| 105 Walter Robertson (1, 2, 10*, 9*R, 1) . . . . .22 |     |
| 104 John Kirk (6*, 5, 4, 5, —) . . . . .20           |     |
| 140 George Coghill (7, 8*, 1, 1, 1) . . . . .17      |     |
| 98 Jimmy Robertson (7, 3, 5, —, —) . . . . .15       |     |
| 121 Bill Thompson (—, 2, 1, 2, 8*) . . . . .13       |     |

Prize Fund: £300, £200, £100, £60, £40.  
£50 Bonus to Class Winner.

### THE SHELL CHAMPIONSHIP FOR FORMULA FORD 1600CARS

|                                                  |  |
|--------------------------------------------------|--|
| 74 Stu Lawson (10, 11*, 11*, 11*, —) . . . . .43 |  |
| 75 Keith Lawrence (6, 6, 3, 6, 9*) . . . . .27   |  |
| 60 David Duffield (6*, 8, 6, 5, 6) . . . . .26   |  |
| 48 Tom Brown (—, —, 5, 2, 10) . . . . .17        |  |
| 71 Ivan Robinson (4, 4, 4, 4, —) . . . . .16     |  |
| 69 Roy Low (3, 3, 2, 3, 5) . . . . .14           |  |
| 63 Dave Manners (8, —, —, —, —) . . . . .8       |  |
| 58 Cameron Binnie (—, —, 8, —, —) . . . . .8     |  |
| 86 Martin Longmore (—, —, —, 8, —) . . . . .8    |  |
| 82 Bryan Gowans (2, 2, 1, 1, 2) . . . . .7       |  |
| 47 Mark Paulo (1, 1, —, —, 4) . . . . .6         |  |
| 72 Arnie Black (—, 5, —, —, —) . . . . .5        |  |

Prize Fund: £250, £100, £75, £50, £25.

### THE LOTHIAN CHEMICAL COMPANY LTD. FORMULA LIBRE SERIES: Organised by Scottish Motor Racing Club.

|                                                 |  |
|-------------------------------------------------|--|
| 11 Norman Dickson (—, —, 8*, 9*R, 8*) .25       |  |
| 5 Andrew Jeffrey (—, 8*, 9*, 3, 5) . . . . .25  |  |
| 4 Bernie Hunter (—, 5, 5, —, 8*) . . . . .18    |  |
| 17 George McMillan (3, 8*, 5, 2, —) . . . . .18 |  |
| 16 Jimmy Jack (5, 5, 1, —, 5) . . . . .16       |  |
| 1 Graham Hamilton (6, 3, —, 5, —) . . . . .14   |  |
| 15 Stewart Robb (7, —, —, —, 3) . . . . .10     |  |
| 3 Andy Barton (—, 1*, —, 8*R, —) . . . . .9     |  |
| 8 Dave Muter (4*, —, 2, —, —) . . . . .6        |  |
| 18 Bob Leckie (—, —, 3, 3, —) . . . . .6        |  |
| 26 John Barr (2, 2, 2, —, —) . . . . .6         |  |

Trophies: 4Kr, 3Kr, 2Kr, 1Kr.

### THE DINWOODIE LODGE HOTEL CHAMPIONSHIP FOR CLUBMANS' CARS

|                                                      |  |
|------------------------------------------------------|--|
| Clive Reeves (7*, 7*, 3, —, 3, 7*, 5*R, 3, 7*) .42   |  |
| Jim Stevenson (8*, 8*, 1*, —, 7, 9*R, —, 8*) .41     |  |
| Dave Orchard (—, —, 7, 5, 5, —, 5, 5, —) . . . . .27 |  |
| Glenn Eagling (—, —, —, 8*, 8*, —, —, 7, —) .23      |  |
| John Mackie (5, 5, 3, —, —, —, 5, —, 3) . . . . .21  |  |
| Andy Smith (—, 1, —, —, 3, 3, 3, 8*, 2) . . . . .20  |  |
| Chris Hodgetts (—, —, 7, 7, —, —, —, 5, —) .19       |  |
| Paul Gibson (—, —, 5, 5, 6*, —, —, 3, —) . . .19     |  |
| Jim Irwin (—, —, 5, 2, 1, 3, 7, —, —) . . . . .18    |  |
| John Barr (—, 2, —, —, —, 7, 1, —, 5) . . . . .15    |  |
| John Walker (3, —, 2, —, —, 5, —, —, —) . . .10      |  |

Prize Fund: £200, £100, £60, £40.

### THE HAMILTON & INCHES CHAMP- IONSHIP FOR MODIFIED SPORTS CARS

|                                                     |  |
|-----------------------------------------------------|--|
| 152 John Fyda (8*, 8*, 8*, 9*R, 8*) . . . . .33     |  |
| 163 Brian Stevenson (8*, 5, 8*, 8*, 8*) . . . . .32 |  |
| 160 Angus Young (5, 8*, 5, 5, 5) . . . . .23        |  |
| 38 Clive Reeves (5, 5, 5, 5, 3) . . . . .20         |  |
| 39 Jim Irwin (3, —, 3, 3, —) . . . . .9             |  |
| 158 Alan Ritchie (3, —, 3, —, 2) . . . . .8         |  |
| 159 Stan Share (2, 3, 2, 1, —) . . . . .8           |  |
| 162 Roy Wilson (—, 2, —, 3, 3) . . . . .8           |  |

Prize Fund: £100, £50, £30, £20.

### GENERAL CHAMPIONSHIP SCORING RULES

- Where run in classes, per class: 1st 7, 2nd 5, 3rd 3, 4th 2, 5th 1 (plus 1 for finishing each part where run as a two-part race or in heats and a final): Subject to a minimum of three registered starters per class.
- Where run as a single class: 1st 10, 2nd 8, 3rd 6, 4th 5, 5th 4, 6th 3, 7th 2, 8th 1.
- In all cases bonus points for race fastest lap (marked \* in Championship Tables).
- In all cases, bonus points for bettering class lap record (marked R in Tables).
- In event of ties, highest number of highest placings rule.
- In all bar Dinwoodie Lodge Championship, best 4 scores only to count (Dinwoodie, best 8).



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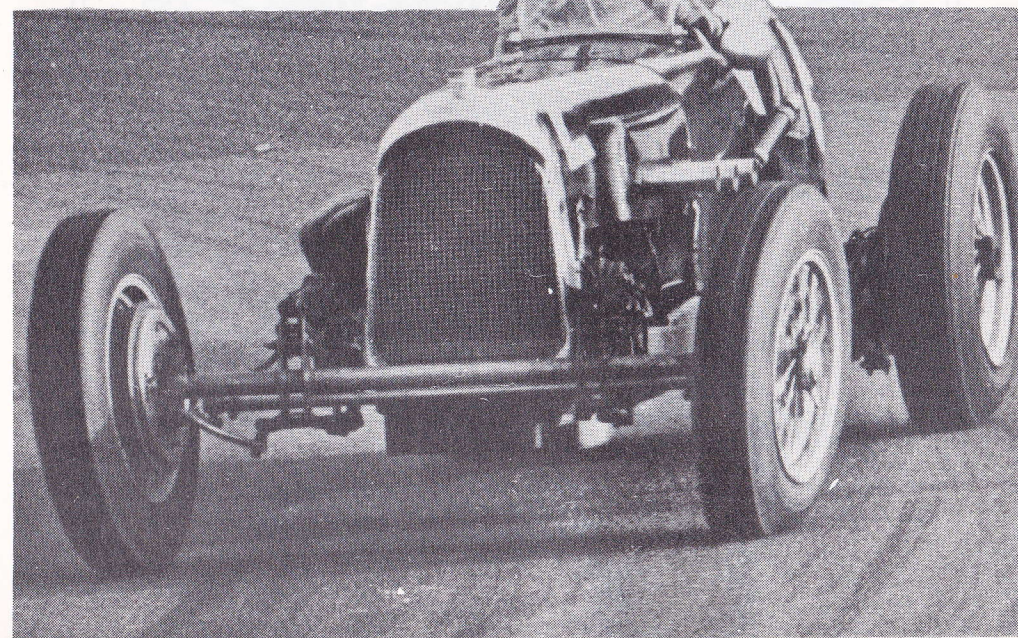
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## INGLISTON LAP CONVERSION TABLE

| 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 | 74.01  | 53.5 | 69.31  | 56.9 | 65.17  | 60.3 | 61.49  |





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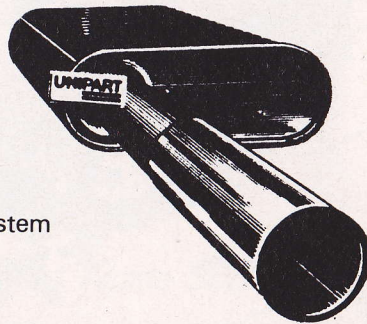
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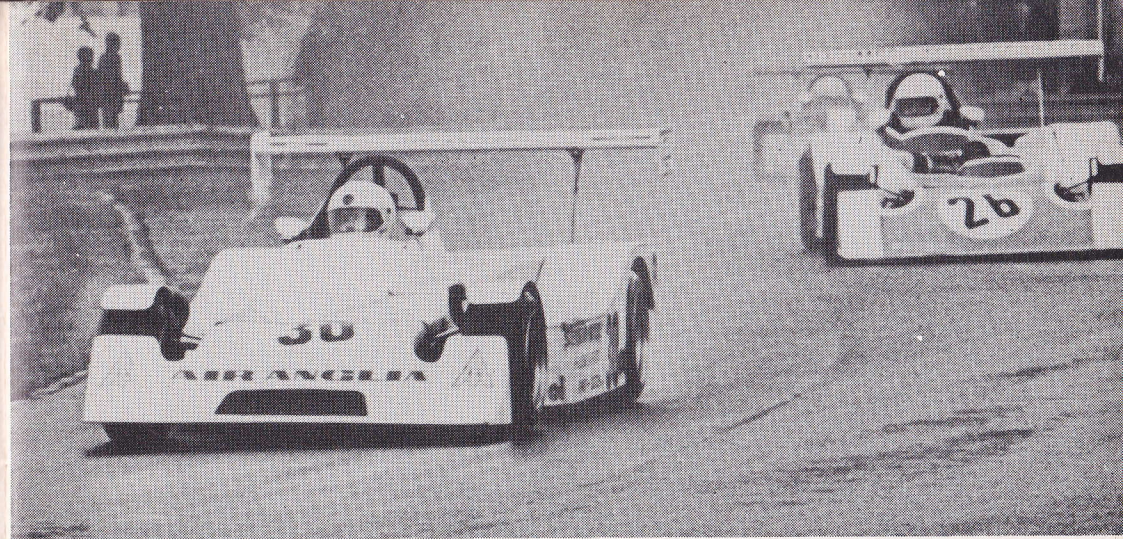


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## FAREWELL, INGLISTON

At least, as we know it! Yes, Ingliston is again on the move, since over the winter months plans are in hand to extend the circuit, to improve spectator facilities (which, frankly, are pretty good already!) and to upgrade the circuit for International racing. Naturally the extent and final format of the changes will depend entirely upon financing being available and discussions are in course with a major International sponsor — even if these discussions come to naught there will still be substantial track alterations, but if a suitable sponsorship deal can be finalised, then the dreams of many Scottish enthusiasts may well come true after many years of wishful thinking! Obviously, too, any alterations will require RAC and FIA approval, and today we are delighted to welcome RAC Race Executive, Bob Langford, on his first visit to the Scottish circuit. (If we insist on him wearing a yellow carnation, would all Marshals, competitors and general dogs-bodies please prostrate selves and fling fumbs to forelocks on sight — **THIS IS AN ORDER!**). We sincerely hope that Bob will like what he sees, and we look forward to a fruitful discussion with him afterwards on the question of the RAC's requirements.

Today, in fact, we invite you to wallow in nostalgia. A tear or two, if you may, for the passing of the present layout, and then thrill to the sight, sound and smell of the historic racing cars in one of our best historic grids for many a year. Today's meeting, too, is a memorial to the late John Nicholson, remembered by all enthusiasts as a true Club competitor (in the best sense) before his tragic death. John, in fact, was at the very first Ingliston race meeting in his Lotus 11, and a selection of cars driven by him over his racing career appears on the front cover. The John Nicholson Trophy (last won by Eddie Cheever) will today be presented to the driver putting up the most meritorious drive of the day in the Scottish Championship events.

And what of the Scottish Championships? Today sees the final rounds of each of these, and there are still some cliff hangers for edification. The Dinwoodie Lodge Hotel Championship, for example, where merely a point separates Jim Stevenson (30) and Clive Reeves (38) in their season long battle. Unlike the other Ingliston Championships, 8 out of 10 scores could count here (there were 4 rounds at Donington, remember) and Jim of course has reached his total 41 points from 6 rounds only, which means a win (and a class fastest lap) would give him an extra 8 points. Clive on the other hand, counts 8 to date, and will at best only be able to add 5 points to his score of 42, so on paper Jim Stevenson has everything to go for. But then, nothing comes easily in Clubmans races, as John Barr (26), Paul Gibson (32), Kenny Allen (33) and Andy Smith (34) will testify! Certainly, the recipe for a scorching **Haleys Motor Services** trophy race.



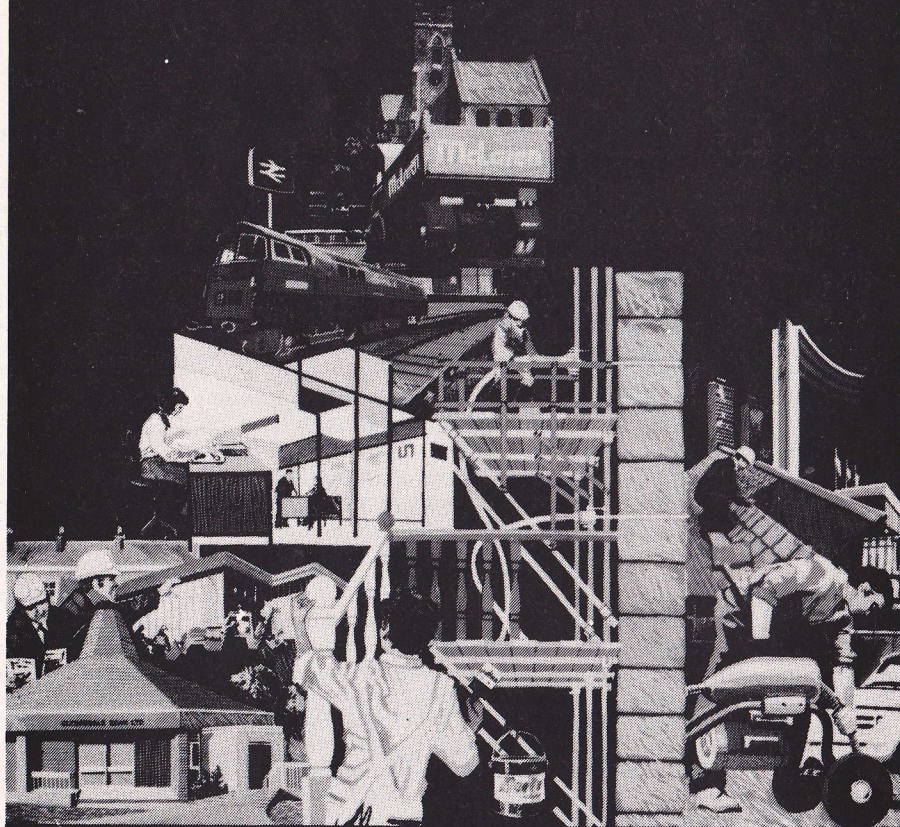
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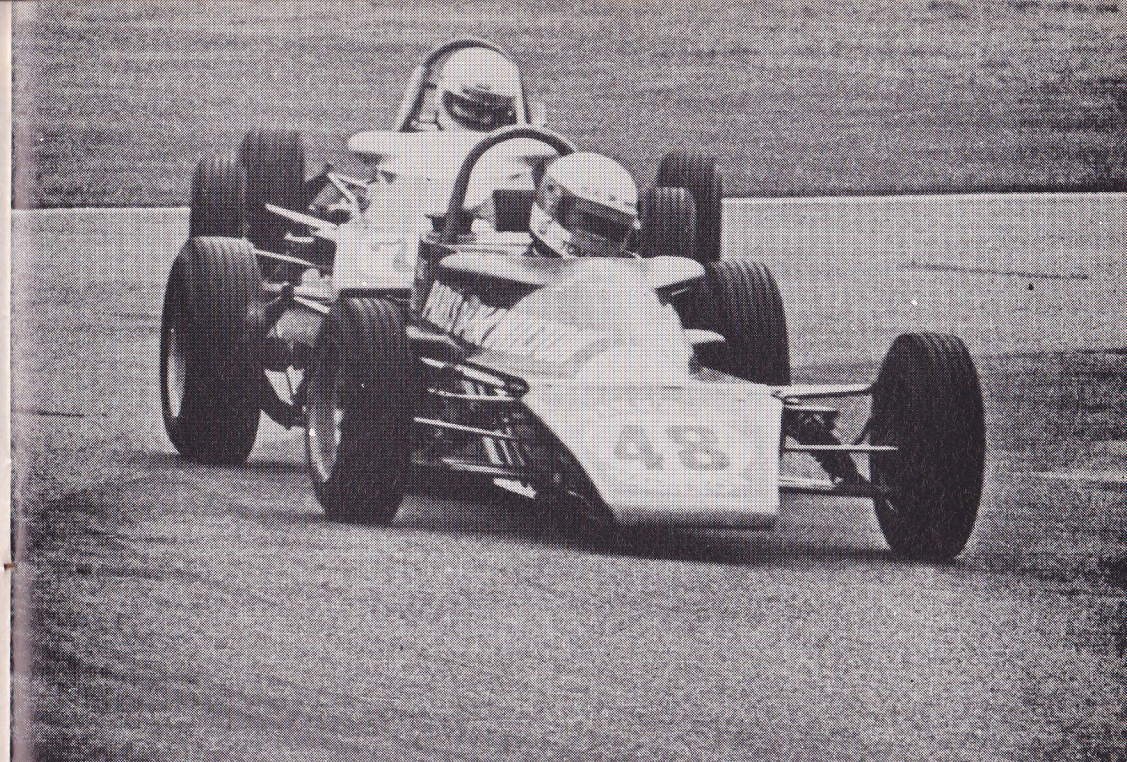
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*Tom Brown is on his way to his first and well deserved win in September (notwithstanding some gratuitous assistance from David Duffield).*

The current Scottish Championship tables are published on page 3, and as always these give a fair guide to form. It was that form, however, which was upset last September in the 1000 c.c. saloon race, when Jim McGaughay (126) bested Ricky Gauld (132) and both he and Bill Thompson (121) took the fastest laps to underline that what has in the past been a cut-throat class is now positively explosive! Jim and Ricky do battle today for the lead of the 1000 c.c. class (and the Sandy Forrest Trophy), while at the same time Ricky will be mounting a last ditch bid to wrest the Lombard Scottish Saloon Car Championship out of Doug Niven's tenacious grasp. To better Dougal's 36 points, however, Ricky has to both win today's **Hope Scott Garage Trophy Race** and take the fastest time therein, no mean task up against the local 1-litre cars, with Coventry's Tom Shepard (123) thrown in just to excite matters somewhat! (Due to the number and type of events, and the limitations on daylight hours, there can unfortunately be no saloon cars final today). Current Scottish Champion and current Championship leader, Doug Niven (101), is in an even more invidious position! Should Ricky Gauld manage to score his necessary 8 points, then Dougal will know that, due to the scoring system (and providing there are 3 Championship **registered** starters in his class — which there weren't in September!), he will need to better the existing saloon car lap record to retain the Scottish title. And so the results of the first of the two **Hope Scott Garage Trophy** races will undoubtedly determine the tactics for the second of the races. That race, too, determines whether either of the 1300 c.c. men Ian Forrest (106) and Jim Pimkerton (114) can deny Ricky Gauld of second place in the Championship (if he fails to take the lead), while southerner Peter Baldwin (118) will be fighting out his own personal dice with Ian Forrest. All very good reasons for staying on to the close of play this evening. (And anyway, the Club bar's open afterwards!)

While Stuart Lawson is (again!) the Shell FF Champion, a monumental battle has developed for the runner-up slot, which could be filled by any of David Duffield (60), Keith Lawrence (75) or, after his dramatic win in September, Tom Brown (48). Then again, a win for





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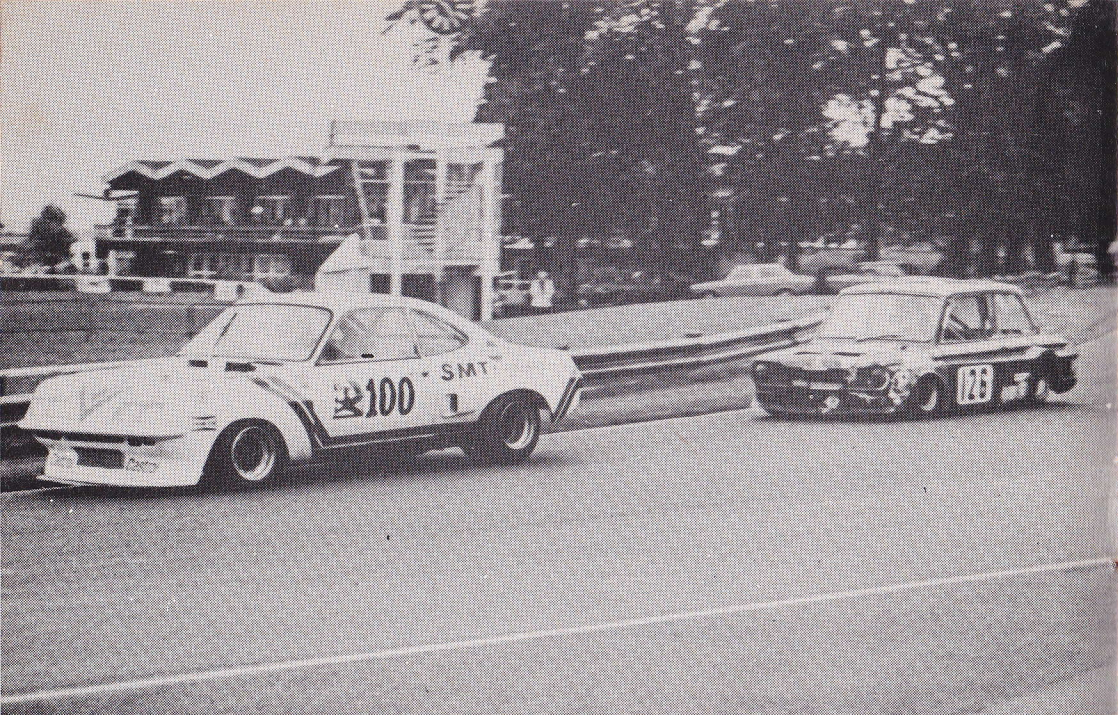
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*Great to see Bill Dryden (100) back in September, even though the occasion was tinged with regret at his retirement from racing thereafter. Great too to see a 1000 c.c. car (Jim McGaughay (126)) giving him such a good scrap for the lead.*

either of Cameron Binnie (58) or Dave Manners (63) could, in the right circumstances, hoist one or other of them into 4th position in the Championship, and each driver has both the skill and the machinery to do it. And, while no longer in immediate Championship contention (he, too, can still shoot for 4th place), Roy Low (69) proved himself no slouch last time out!

Modsports is, of course, a straight "top of the class" battle between the all conquering Elan of John Fyda (152) and Brian Stevenson's smaller capacity Davrian (163). John has the edge by virtue of a new lap record (and an extra win) which means that Brian's only hope in today's **Balmoral Hotel, Moffat Trophy Race** is to better the 1300 c.c. class lap record — a record he has already equalled once this year, so it is not as impossible as it sounds. Today's sports car race is given added interest in that it may see the end of regular modified sports car racing at Ingliston. Ten days ago the decision was taken to run a Grand Touring series in 1980 (in which the special saloons and modsports will be intermixed in three separate races — up to 1000 c.c., 1001 - 1500 c.c., and over 1500 c.c. — can you imagine John Fyda v. Walter Robertson, or Brian Stevenson v. Ian Forrest's Imp!) and this will fit in well with our commitment to host a round of Donington's £10,000 GT series next year. (Speaking of which, welcome today to the Donington's Bob Fearnell, who is Scotcircuit's guest this afternoon).

To many, the **McLaren Builders Historic Car Race** is the event of the year, and this afternoon we have a splendid entry to justify that anticipation. In the Pre-War class two regular friends and rivals Ron Footitt (52) and Bill Morris (76) will have no fewer than 4 Fraser Nashes to contend with, while the Post-War brigade will doubtless see the usual scrap between Roddy McPherson (24) and Hugh Clifford's (29) Cooper Bristols, and John Foster's Fisher Riley (23). Space does not permit further discussion, but keep your ear on commentator Jimmy McInnes who will fill you in on the technical data, and your eyes on Keith Schellenberg (66) who will probably narrowly miss filling in every other piece of barrier (if his renowned flamboyant driving style has not changed over the years!). Flamboyant too should be the **Wylies Trophy Race** for

**INGLISTON**  
SCOTCIRCUITS LTD  
MOTOR RACING CIRCUIT

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

## THE JOHN NICHOLSON MEMORIAL TROPHY RACE MEETING

Ingliston — Sunday, 14th October, 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. |
|-----------|----------------------|----------------------------------------------------------------------------------|-------------|--------------------|-----------------|
| 1         | 8.30                 | <b>The Haleys Motor Services Trophy Race</b> for Clubman's Sports Cars.          | 10          | 9.30               | 2.00            |
| 2         | 8.50                 | <b>The Hope Scott Garage Trophy Race</b> for Special Saloon Cars up to 1000 c.c. | 12          | 9.50 track open    | 2.25            |
| 3         | 9.19                 | <b>The Shell Championship Race</b> for Formula Ford 1600 Cars.                   | 10          | 10.15              | 2.50            |
| 4         | 9.35                 | <b>The Balmoral Hotel, Moffat Trophy Race</b> for Modified Sports Cars.          | 10          | 10.35 track open   | 3.15            |
| 5         | 10.00                | <b>The McLaren Builders Historic Car Race.</b>                                   | 10          | 11.00              | 3.40            |
| 6         | 10.20                | <b>The Wylies Trophy Race</b> for Ford Mexicos.                                  | 10          | 11.20              | 4.05            |
| 7         | 10.50                | <b>The Rosetta Trophy</b> for Libre Cars.                                        | 15          | 11.50 track open   | 4.30            |
| 8         | 11.15                | <b>The Hope Scott Garage Trophy Race</b> for Special Saloon Cars over 1000 c.c.  | 12          | 12.15 track open   | 4.55            |

1.45 Drivers' briefing in Scrutineering Bay.

1.50 All Marshals at posts, please.



## EVENT

1

1. ALLEN

2. FYDA

3. MACKIE

4. SMITH

5. BARR

CLASS WINNERS:

ALLEN

ORCHARD

2.00 p.m.  
10 laps

## EVENT

2

1. MCGAUGHAY

2. MURRAY

3. GAULD

4. COGHILL

5. OGILVY

6. MILNE

2.25 p.m.  
12 laps

## EVENT

3

1. LAWRENCE

2. BROWN

3. ROBINSON

4. LAWSON

5. DUFFIELD

6. FARRER

## The Haleys Motor Services Trophy Race for Clubmans Sports Cars.

| Car No.                      | Driver/Entrant                        | Car                 | c.c. | From            |
|------------------------------|---------------------------------------|---------------------|------|-----------------|
| <b>Class A Clubmans Cars</b> |                                       |                     |      |                 |
| 26                           | JOHN BARR/Nethan Valley Homes Ltd.    | Mallock Mk 19       | 1600 | Callander       |
| 28                           | JOHN MACKIE/Agra Precision Eng.       | Mallock 18BW        | 1700 | Kirkaldy        |
| 30                           | JIM STEVENSON                         | Mallock Mk20B       | 1700 | Inverurie       |
| 32                           | PAUL GIBSON/John Gibson Lifting Gear. | Mallock Mk20A       | 1700 | Maltby          |
| 33                           | KENNY ALLEN                           | Mallock Mk18        | 1600 | Crossford       |
| 34                           | ANDY SMITH                            | Mallock 20B         | 1700 | Ayr             |
| 35                           | REG FORESTER-SMITH                    | Marquis Magnum      | 1700 | W. Calder       |
| <b>Class B Clubmans Cars</b> |                                       |                     |      |                 |
| 38                           | CLIVE REEVES                          | Mallock U2 Mk16(B)  | 1600 | Stonehouse      |
| 39                           | JIM IRWIN                             | Mallock U2 (B)      | 1600 | Hamilton        |
| 42                           | DAVE ORCHARD                          | Centaur 14 (B)      | 1600 | Newport Pagnell |
| 44                           | JIM SWORD                             | Mallock U2 Mk16 (B) | 1600 | Elgin           |

## The Final Round in The Dinwoodie Lodge Hotel Championship for Clubmans' Cars

Class lap records: Sports Cars — R. Scott & I. McLaren (Chevron B26), J. Lepp (March 75S) 46.8 secs. 79.23 m.p.h. Clubmans' Cars — Class A — J. Stevenson (Mallock) 47.6 secs. 77.90 m.p.h. (19/8/79) Class B — C. Reeves (Mallock) 52.3 secs. 70.90 m.p.h. (19/8/79)

## The Hope Scott Garage Trophy Race for Special Saloon Cars up to 1000 c.c.

|     |                                                      |                     |      |               |
|-----|------------------------------------------------------|---------------------|------|---------------|
| 121 | BILL THOMPSON/Associated Tyre Specialists            | ATS Imp             | 998  | Bowling       |
| 123 | TOM SHEPARD/John Maguire Racing                      | Imp                 | 1000 | Coventry      |
| 124 | KENNETH MURRAY                                       | Sunbeam Imp         | 998  | Strichen      |
| 125 | KIM DEVIN                                            | Imp                 | 998  | Edinburgh     |
| 126 | JIM MCGAUGHAY/Motorist Discount Centre (Oban)        | Hillman Imp         | 998  | Lochgilthead  |
| 129 | IAIN FORREST/The Drambuie Liqueur Co. Ltd.           | The Drambuie Imp    | 998  | Kirkliston    |
| 131 | BRIAN ROBERTSON                                      | Mini Cooper         | 850  | Pulmont       |
| 132 | RICKY GAULD/E. McRitchie (Construction) Ltd. C/nauld | Hillman Imp         | 998  | Insch         |
| 133 | DAVE OGILVY/Sportstune Accs.                         | Sportstune Stilleto | 998  | Edinburgh     |
| 134 | MARTIN DUNN                                          | Hillman Imp         | 998  | Evanton       |
| 136 | ROBERT MILNE                                         | Davrian Imp         | 998  | Aberdeen      |
| 137 | ANDY McFADYEN                                        | Davrian Imp         | 998  | Baillieston   |
| 138 | EWEN BUCHAN                                          | Hillman Imp         | 998  | Currie        |
| 139 | RICHARD MITCHELL                                     | Talbot Imp          | 998  | North Berwick |
| 140 | GEORGE COGHILL/Caithness Glass                       | C. G. Imp           | 998  | Halkirk       |
| 141 | NEIL ROSS                                            | Hillman Imp         | 998  | Fyvie         |
| 142 | CHARLIE MUNRO/Jack Crane Hire — Evanton              | Hillman Imp         | 998  | Alness        |
| 143 | COLIN PHILIP                                         | Hillman Imp         | 998  | Ardersier     |

## Part 1 of the final 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

|    |                                                 |                 |      |               |
|----|-------------------------------------------------|-----------------|------|---------------|
| 47 | MARK PAULO                                      | Van Diemen RF78 | 1600 | Corstorphine  |
| 48 | TOM BROWN/Parks of Hamilton                     | Van Diemen      | 1600 | Glasgow       |
| 55 | PETER JAMIESON                                  | Hawke DL12      | 1600 | Laurieston    |
| 57 | KEITH WICKHAM                                   | Van Diemen      | 1600 | Whitburn      |
| 58 | CAMERON BINNIE/Team Judescon                    | Van Diemen RF79 | 1600 | Cornhill      |
| 60 | DAVID DUFFIELD/Hubert Mitchell Ins. Brokers     | Crossle 32F     | 1600 | Linlithgow    |
| 62 | IAN McCLOY                                      | Hawke DL19      | 1600 | Bishopton     |
| 63 | DAVE MANNERS                                    | P.R.S. RH01     | 1600 | Darlington    |
| 68 | ALLAH BREMNER                                   | Hawke DL15      | 1600 | West Kilbride |
| 69 | ROY LOW                                         | Hawke DL19B     | 1600 | Linlithgow    |
| 70 | NEIL CUTHILL                                    | Hawke Mk 20B    | 1600 | Bonnybridge   |
| 71 | IVAN ROBINSON                                   | Crossle 35F     | 1600 | Ballygowan    |
| 73 | DAVID FARRER/E. & N. FARRER; Hauliers, Brampton | Van Diemen RF78 | 1600 | Brampton      |
| 74 | GEORGE FRANCHITTI                               | P.R.S.          | 1600 | Kirkliston    |
|    | STUART LAWSON                                   | P.R.S.          |      |               |

2.50 p.m.  
10 laps

## EVENT

4

1. FYDA

2. HALL

3. ORCHARD

4. WILSON

5. SINCLAIR

6. RITCHIE

3.15 p.m.  
10 laps

## EVENT

5

1. 24

2. 67

3. 77

4. 52

5. 2

6. 20

CLASS WINNERS:

PRE-WAR:

52

POST-WAR:

24

3.40 p.m.  
10 laps

|    |                                 |
|----|---------------------------------|
| 75 | KEITH LAWRENCE                  |
| 78 | TOM PAULO                       |
| 79 | ARCH BOYLE/Lothian Distributors |
| 80 | DAVE STEEDMAN                   |
| 82 | BRIAN GOWANS                    |
| 84 | GRAHAM MILLER/Lauder Alarms     |

|                  |      |              |
|------------------|------|--------------|
| Van Diemen RF79  | 1600 | Helensburgh  |
| Hawke DL19       | 1600 | Corstorphine |
| Dulon            | 1600 | Falkirk      |
| Merlyn 11/17     | 1600 | Linlithgow   |
| Van Diemen RF 78 | 1600 | Dalbeattie   |
| Dulon Mk 17      | 1600 | Bishopriggs  |

## The Final round in the Shell Championship for Formula Ford Cars.

Class Lap Records: S. Lawson (Hawke D119), D. McLeod (Van Diemen 77) and C. Binnie (Van Diemen 78), 52.4 secs. 70 75 m.p.m.

## The Balmoral Hotel, Moffat Trophy Race for Modified Sports Cars.

## Over 1300 c.c.

|     |                                           |                     |      |                 |
|-----|-------------------------------------------|---------------------|------|-----------------|
| 38  | CLIVE REEVES                              | Mallock U2 Mk16 (B) | 1600 | Stonehouse      |
| 39  | JIM IRWIN                                 | Mallock U2 (B)      | 1600 | Hamilton        |
| 42  | DAVE ORCHARD                              | Centaur 14          | 1600 | Newport Pagnell |
| 45  | GRAHAM SWORD                              | Mallock U2 Mk16 (B) | 1600 | Elgin           |
| 149 | DUNCAN HALL/Halls of Broxburn             | Lotus Europa Spec.  | 1800 | Edinburgh       |
| 152 | JOHN FYDA/Agra Precision Engineering) Co. | Agra Elan           | 1979 | Dundee          |
| 153 | HUGH McKINNON                             | Lotus Elan          | 1860 | Houston         |
| 154 | GEOFFREY TODD                             | Chevrolet Corvette  | 5300 | Broughty Ferry  |

## up to 1300 c.c.

|     |                                                   |                  |      |             |
|-----|---------------------------------------------------|------------------|------|-------------|
| 156 | GEORGE WILSON                                     | Cox G.T.M.       | 1275 | Helensburgh |
| 158 | ALAN RITCHIE                                      | 'Davrian         | 1150 | Paisley     |
| 159 | STAN SHARE                                        | Clan Crusader    | 1150 | Ardentinny  |
| 160 | ANGUS YOUNG/Agra (Precision Engineering) Co. Ltd. | Agra Davrian MkV | 1070 | Tealing     |
| 161 | DOUGIE HAMILTON                                   | Ginetta G.15     | 998  | Edinburgh   |
| 162 | ROY S. WILSON                                     | Clan Crusader    | 998  | Dingwall    |
| 163 | BRIAN STEVENSON/Bardene Automotive                | Davrian Mk V11A  | 1120 | Glasgow     |
| 167 | OLIVER LA BARRE                                   | Clan Crusader    | 998  | Edinburgh   |

## The Final Round of The Hamilton &amp; Inches Championship for modified Sports Cars

Class Lap Record: Over 1300 c.c. — John Fyda (Agra Elan) 50.8 secs. 72.99 m.p.h. (19/8/79); Up to 1300 c.c. — K. Allen (Clan Crusader) and B. Stevenson (Davrian Mk7) 51.8 secs, 71.58 m.p.h.

## The McLaren Builders Historic Car Race

| Car No.         | Driver/Entrant                     | Make/Model                        | c.c.      | From          | Year    |
|-----------------|------------------------------------|-----------------------------------|-----------|---------------|---------|
| <b>Pre-War</b>  |                                    |                                   |           |               |         |
| 22              | DICK SMITH                         | Frazer Nash Super Sports          | 1496      | Cockermouth   | 1926    |
| 37              | MARK JOSELAND                      | Frazer Nash (X)                   | 1496      | Kidderminster | 1928    |
| 52              | RON FOOTITT                        | Cognac Special                    | 1991      | Kidderminster | 1925    |
| 54              | CHRIS CHILCOTT                     | Frazer Nash Super Sports          | 1500      | Kirkaldy      | 1926    |
| 66              | KEITH SCHELLENBERG                 | Bentley                           | 4500      | Isle of Eigg  | 1927    |
| 72              | TOM DONALD                         | Frazer Nash                       | 1991      | Fenwick       | 1934    |
| 76              | BILL MORRIS                        | E.R.A. (X)                        | 1488      | Leafield      | 1936    |
| <b>Post-War</b> |                                    |                                   |           |               |         |
| 2               | DAVID GRANT                        | Elva/Front Engined Formula Junior | 1098      | Lancaster     | 1958/59 |
| 6               | TOM IRVINE                         | JP F3                             | 500       | Edinburgh     | 1950    |
| 20              | TONY STEELE                        | Lola F/5                          | 1098      | Lancaster     | 1959    |
| 21              | G. H. McAULEY                      | Jowett Jupiter                    | 1486      | York          | 1953    |
| 23              | JOHN FOSTER                        | Fisher Riley                      | 1500      | Leuchars      | 1950's  |
| 24              | RODERICK MACPHERSON                | Cooper Bristol                    | 1971      | Edinburgh     | 1953    |
| 29              | HUGH CLIFFORD                      | Cooper Bristol or Tojibo Climax   | 1971      | Lancaster     | 1952    |
|                 |                                    | 1098                              | Lancaster | 1958          |         |
| 49              | PHIL BOWKER                        | Envoy Junior                      | 997       | Silloth       | 1959/60 |
| 56              | GRANT STEVEN                       | Elva                              | 999       | Duns          | 1960    |
| 61              | COLIN CHRISTIE/ Bilston Garage Co. | Mallock U2 Mk2                    | 1000      | Penicuik      | 1960    |
| 65              | KEN BOOTH                          | Elva or Ad-Sportive               | 1588      | Preston       | 1959    |
|                 |                                    | Jaguar Egan                       | 7000      | Penn          | 1962    |
| 67              | TOM McCALLUM                       | E. Type                           | 4500      | Glasgow       | 1962    |
| 77              | CAMPBELL McLAREN                   |                                   |           |               |         |



## EVENT

6

1. X  
2. 1  
3. 9  
4. 4  
5. 10  
6. 7  
4.05 p.m.  
10 laps

## The Wylies Trophy Race for Ford Mexicos

|    |                            |             |      |            |
|----|----------------------------|-------------|------|------------|
| 1  | HAROLD HAGON               | Ford Mexico | 1600 | Cookstown  |
| 2  | NICK LINDSAY               | Ford Mexico | 1600 | Lisburn    |
| 3  | IAN TURTINGTON             | Ford Mexico | 1600 | Cookstown  |
| 4  | DAVID McCULLOCH            | Ford Mexico | 1600 | Belfast    |
| 5  | BRIAN WEST                 | Ford Mexico | 1600 | Bangor     |
| 6  | TREVOR TURTINGTON          | Ford Mexico | 1600 | Cookstown  |
| 7  | MORRIS HASSARD             | Ford Mexico | 1600 | Belfast    |
| 8  | ROBERT BARR                | Ford Mexico | 1600 | Belfast    |
| 9  | LENNIE FISHER              | Ford Mexico | 1600 | Belfast    |
| 10 | JOHN MEGAN                 | Ford Mexico | 1600 | Stewarton  |
| 14 | ALAN ESPEY                 | Ford Mexico | 1600 | Newtonards |
| 18 | NORMAN FERGUSON            | Ford Mexico | 1600 | Stewarton  |
| 20 | STANLEY COULTER            | Ford Mexico | 1600 | Bangor     |
| 21 | JOHN McCULLOCH             | Ford Mexico | 1600 | Cookstown  |
| 22 | GRAHAM BIRRELL/Gary Gibson | Ford Mexico | 1600 | Belfast    |
| X  | J. PRITCHARD               |             |      |            |

## EVENT

7

1. DICKSON  
2. BARTON  
3. G. GIBSON  
4. JEFFREY  
5. ALLEN  
6. JACOBSEN

CLASS WINNERS

FA & F3:  
BARTON  
LIBRE  
DICKSON

4.30 p.m.  
15 laps

## The Rosetta Trophy for Libre Cars

## Formula Atlantic and F3 Cars

|            |                                                               |                |      |               |
|------------|---------------------------------------------------------------|----------------|------|---------------|
| 3          | ANDY BARTON                                                   | March 79B      | 1600 | Newcastle     |
| 4          | BERNIE HUNTER                                                 | Ralt RT1       | 1600 | Edinburgh     |
| 5          | ANDREW JEFFREY/The Hope Scott Garage Ltd.                     | Chevron B4S    | 1598 | Currie        |
| 7          | DOUGAL NIVEN                                                  | March 77B      | 1600 | Summwhair     |
| 8          | DAVE MUTER                                                    | Barton JTB3    | 1600 | Seghill       |
| 25         | LAURENCE JACOBSEN/Rosetta Fruit Juices/<br>Cuthbertsons Foods | Chevron B29    | 1600 | Glasgow       |
| 19         | G. GIBSON                                                     | CHEVRON B42    |      |               |
| Libre Cars |                                                               |                |      |               |
| 1          | GRAHAM HAMILTON/Smith & Jones                                 | Surtees TS19   | 3000 | Moffat        |
| 11         | NORMAN DICKSON/Dicksons of Perth/<br>Gleneagles Helicopters   | March 792      | 1998 | Perth         |
| 15         | STEWART ROBB                                                  | March 75B      | 2000 | Blairlogie    |
| 16         | JIMMY JACK/Jack Crane Hire — Evanton                          | March BMW 772  | 1980 | Alness        |
| 17         | GEORGE McMILLAN/Bass Rock Garage (Renault)                    | Chevron B35    | 2000 | North Berwick |
| 26         | JOHN BARR/Nathan Valley Homes Ltd.                            | Mallock Mk19   | 1600 | Callander     |
| 30         | JIM STEVENSON                                                 | Mallock Mk20B  | 1700 | Inverurie     |
| 32         | PAUL GIBSON/John Gibson Lifting Gear                          | Mallock Mk 20A | 1700 | Maltby        |
| 33         | KENNY ALLEN                                                   | Mallock Mk18   | 1600 | Crossford     |
| 34         | ANDY SMITH                                                    | Mallock 20B    | 1700 | Ayr           |
| 228        | SANDY WATSON/Agra Precision Engineering                       | Mallock 18BW   | 1700 | Kirkaldy      |

## The Final Round of The Lothian Chemical Co., Ltd. Formula Libre Series (organised by S.M.R.C.)

Class Lap Record: Class and Outright Lap Record — Norman Dickson (March 792) 44.4 secs. 83.51 m.p.h. (19/8/79); Formula Atlantic — Andy Barton (March 78/79 45.4 secs. 87.67 m.p.h. (19/8/79).

## EVENT

8

1. ROBERTSON  
2. NIVEN  
3. BALDWIN  
4. DICKINSON  
5. PINKERTON  
6. FORREST

4.55 p.m.  
12 laps

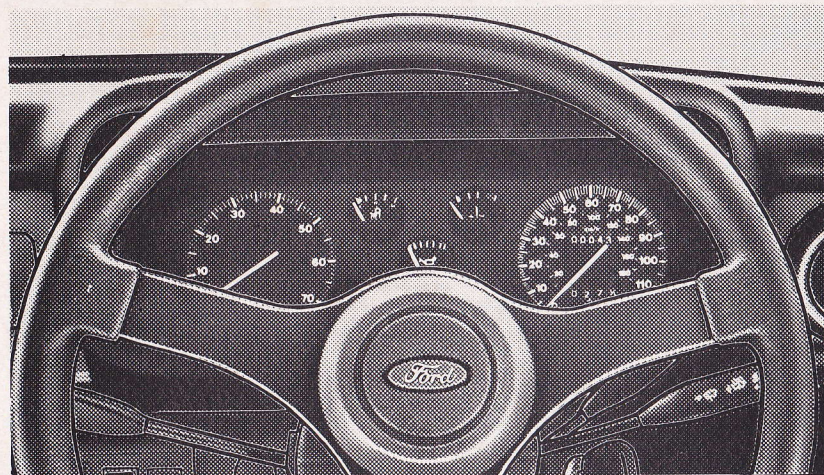
## The Hope Scott Garage Trophy Race for Special Saloon Cars over 1000 c.c.

## Over 1300 c.c.

|             |                                                                          |                      |       |            |
|-------------|--------------------------------------------------------------------------|----------------------|-------|------------|
| 96          | MURRAY BURGESS                                                           | Escort 11 Chevy      | 5000  | Mintlaw    |
| 101         | DOUGAL NIVEN/Border Reivers                                              | VW Beetle Chevy      | 5000  | Whitsome   |
| 105         | WALTER ROBERTSON/S. G. Baker (Leith) - Sporstune -<br>Lothian Van Rental | DFVW                 | 3000  | Howgate    |
| 108         | ADRIAN HAMILTON                                                          | Fiat Coupé           | 1760  | Edinburgh  |
| 109         | COLIN CHRISTIE/Bilston Garage Co.<br>TONY DICKINSON                      | Vauxhall Chevette    | 2300  | Penicuik   |
| 1001 — 1300 |                                                                          | SEODA                | 4.65s |            |
| 106         | IAIN FORREST/The Drambuie Liqueur Co. Ltd.                               | The Drambuie Imp     | 1190  | Kirkliston |
| 110         | GORDON KING                                                              | G.B.D. Mini          | 1293  | Glenrothes |
| 111         | ERIC PATERSON                                                            | Robinson Imp         | 1300  | Edinburgh  |
| 113         | LES WILLIAMSON                                                           | Mini                 | 1300  |            |
| 114         | JIM PINKERTON                                                            | Mini Cooper 'S'      | 1293  | Glasgow    |
| 115         | IAN TULLOCK                                                              | B.L. Mini Cooper 'S' | 1293  | Inverness  |
| 117         | GRAHAM STUPPLE                                                           | BLMC Mini            | 1300  | Edinburgh  |
| 118         | PETER BALDWIN                                                            | Marshall Mini        | 1298  | Royston    |
| 119         | RICHARD J. ORTEWELL                                                      | Mini Cooper 'S'      | 1293  | Edinburgh  |
| 120         | ALEX LITTLEJOHN                                                          | Austin Cooper 'S'    | 1300  | Elgin      |

## Part 2 of the Final round in The Lombard Scottish Saloon Car Championship

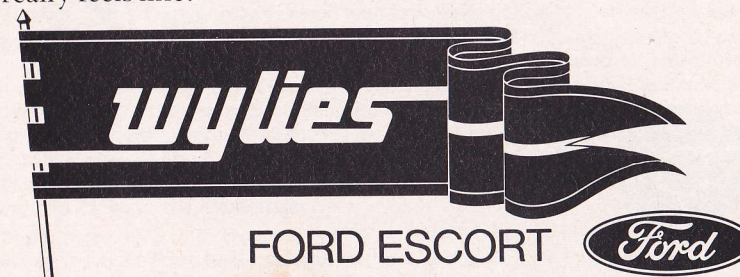
Class Lap Record: Over 1300 c.c. — Walter Robertson (D.F. VW) 48.8 secs. 75.98 m.p.h. (19/8/79); 1001 - 1300 c.c. — E. M. Smith (Mini 1275 GT) and J. Dryden (Longmah Mini) 53.6 secs. 69.18 m.p.h.



# Want to get your hands on an RS2000 Custom? Just reach for the 'phone!

Any motor that delivers 108 mph and 0-60 in 8.5 secs from just 1993 cc has got to be worth a test drive. And when it's as well fitted as the RS 2000 Custom you'll think, how much?

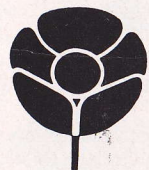
Call us now, and fix up to find out what performance really feels like.



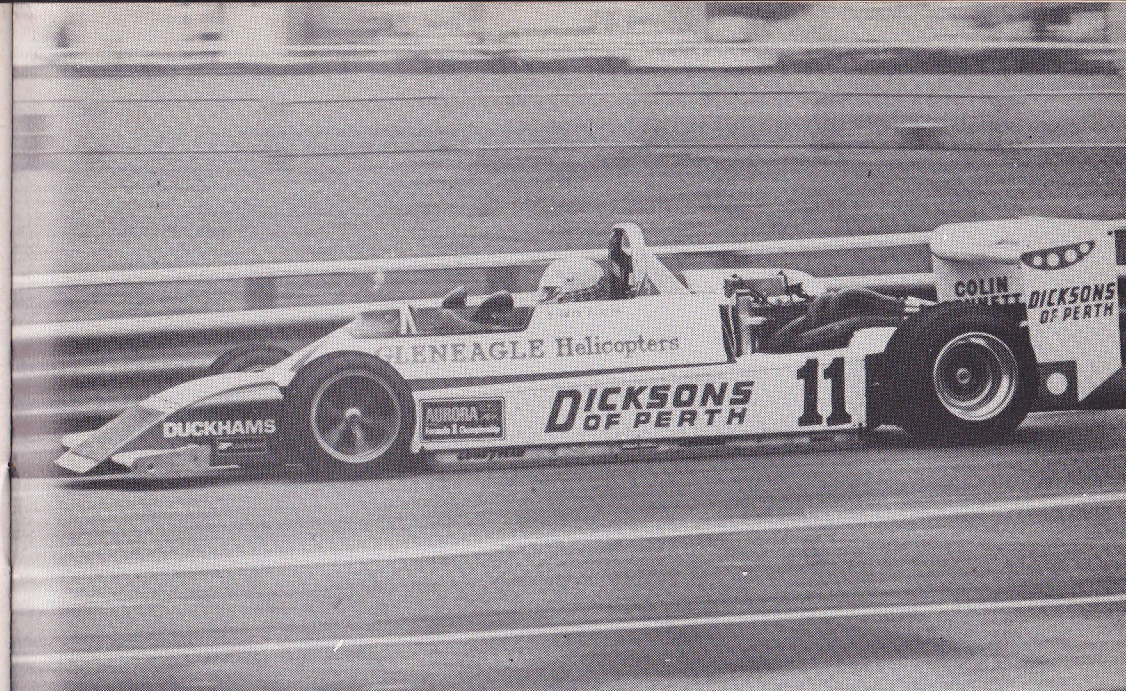
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# Rosetta pure fruit juice



A Cuthbertson Dairy Product



*Is Norman on his way to his second Scottish Championship?*

Escort Mexicos. These are the old Shellsport Escorts, now organised in Ireland by Nick Lindsay, and in theory all the cars are in identical trim, leaving it to driver skill to determine the outcome — which should make for close racing! Last time these cars were at Ingliston (remember Jenny Birrell, Doug Niven, Bill Dryden, Andrew Cowan and sundry other notables driving 'em?) Shell took re-delivery of several banana shaped motors after the race, so watch out for entertainment.

The Lothian Chemical Company Libre series is another class battle, again to be decided by today's **Rosetta Trophy Race**. While tying on points with 25 each, Norman Dickson (11) must be favourite to retain the Scottish title over the Formula Atlantic contender, Andrew Jeffrey (5), since Norman has only counted scores from 3 race meetings, while Andrew will have to drop his worst score if he takes further points today — Andrew, too, has the added 'edge' of Bernie Hunter's Ralt (4) creeping up to try to pip him for the second place in the Championship (Bernie could even win it yet, given the right circumstances), while Andy Barton (3) just isn't about to let anyone get away with anything nohow! Then there's the novel appearance of Doug Niven in Andy's old March 77B Atlantic (7), along with a covey of Clubmans, just to ginger everyone along. (The Clubmans will be pleased to know that next year's Libre classification will be at 1600 c.c., to allow the 1600 c.c. A class Clubmans a better chance at the Atlantics!). Then should anything befall Norman Dickson there's the prospect of a scrap between Scotcircuits Chairman Graham Hamilton (1) in the F1 Surtees (who is shooting for a possible third place in the Championship) and George McMillan's Chevron B35 (17), who also has an outside chance of taking the title himself! Once again, a recipe for nail biting suspense to the last inch of the fifteenth lap

Well, that's it for 1979 . . . the close of 15 years of motor racing at Ingliston. And, as always, none of it would have been possible without the dedicated help of all our Marshals, competitors and spectators (with their respective and long suffering wives and amorata!). To them must go the thanks and appreciation both of promoters, Scotcircuits Ltd., and of all true motor racing enthusiasts. Thank you all for your support. We'll look forward to seeing all of you (and more!) in 1980.



# THE BALMORAL HOTEL

## MOFFAT

\*\* AA - RAC \*\*

GLASGOW 50 MILES — EDINBURGH 55 MILES — CARLISLE 30 MILES



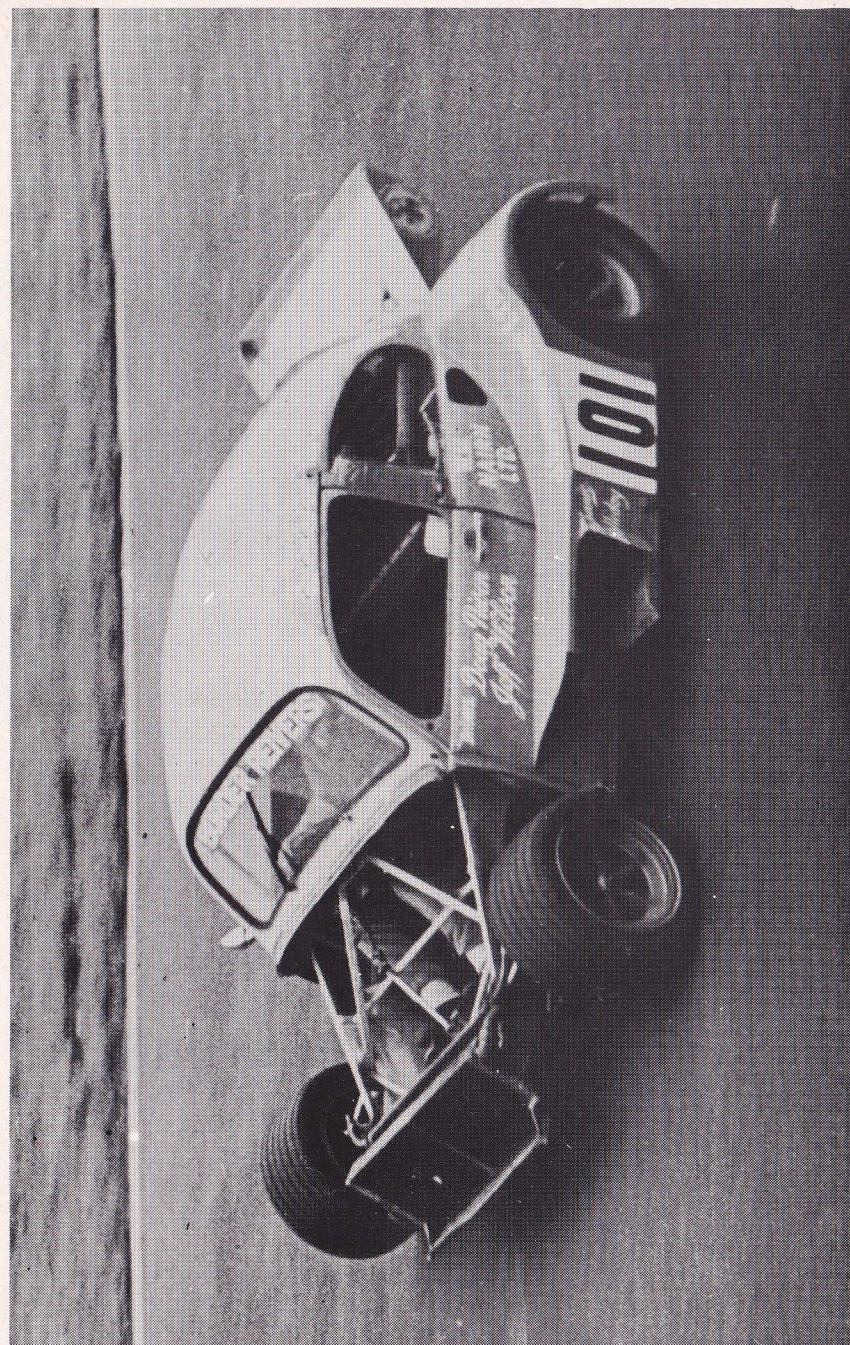
The Balmoral Hotel, situated in the heart of Moffat one mile off the A74, formerly an old coaching inn and past haunt of Robert Burns, reflects this atmosphere in its cocktail and public bars.

Our restaurant, open also to non-resident, is renowned for its excellent food and service, catering for meals throughout the day, or as an alternative we serve hot and cold snack meals each day in our bars.

We cater for coach parties, outings and all functions to individual requirements, and shall be pleased to quote accordingly.

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## Grosvenor Centre Hotel



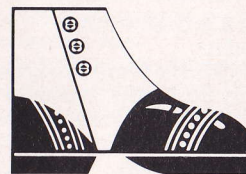
Ideal facilities for Dinner Dances, Weddings, Exhibitions and special promotions, catering for groups of 4 to 400.

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Why not visit our well appointed BISTRO (open to non-residents) where lunch is available from 12-12.30 p.m. and dinner from 5.30 till 11 p.m., including Saturday.



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**GROSVENOR STREET, EDINBURGH**

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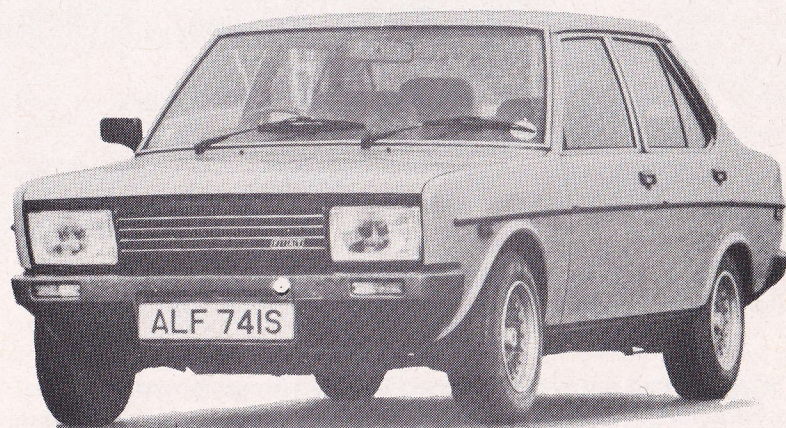


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The Fiat Mirafiori range starts at £3,403. The Supermirafiori illustrated is £4,873, alloy wheels not included. Prices are correct at time of going to press and include Car Tax, VAT and front seat belts but exclude delivery charges and number plates

## OFFICIALS AND CREDITS

R.A.C. Executive: R. Langford; Steward for R.A.C: R. P. Grimwood. Clerk of the Course: W. Fenwick; Chairman of Race Committee: G. Hamilton; Secretary of the Meeting: A. M. Lamb; Chief Marshal: A. H. B. Craig; Deputy Chief Marshal: J. Robertson; Chief Observer: R. Traill; Chief Flag Marshal: J. A. Millar; Chief Track Marshal: W. J. Wilkie; 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: K. W. Hall; Chief Scrutineer: I. D. Bennie; Chief Lap Board Marshal: G. Kerr; Commentator: J. W. McInnes; Competitor Reception: J. Ferguson; Stewards for the Club: W. Martin, J. A. Dick Peddie, E. R. Herald, J. L. Romaines; Results: D. Allan and R. Bruce; First Aid: British Red Cross Society (Scottish Branch); Breakdown Equipment Staff: Ross Chrysler Dodge Ltd., Appleyard (Edinburgh) Ltd., Howden Motor Repairs, Rossleigh Ltd., Newbridge Garage, Glasgow, Rosebank Auto Services, Currie; Photographs by E. Bryce; Public Address: Kennedy of Lanark; Press Liaison: J. Swinton; Course Car: Courtesy of Fiat Motor Co. U.K. Ltd.; Winner's Car: Courtesy of General Motors; Track Car Customised by Alpina Concessionaires (GB) Ltd.

This meeting is held under the International Sporting Code of the FIA, the General Competition Rules and Standing Supplementary Regulations of the R. A. C., and the additional regulations and instructions issued by SMRC Ltd., Permit No. RS 1410/1

## 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.

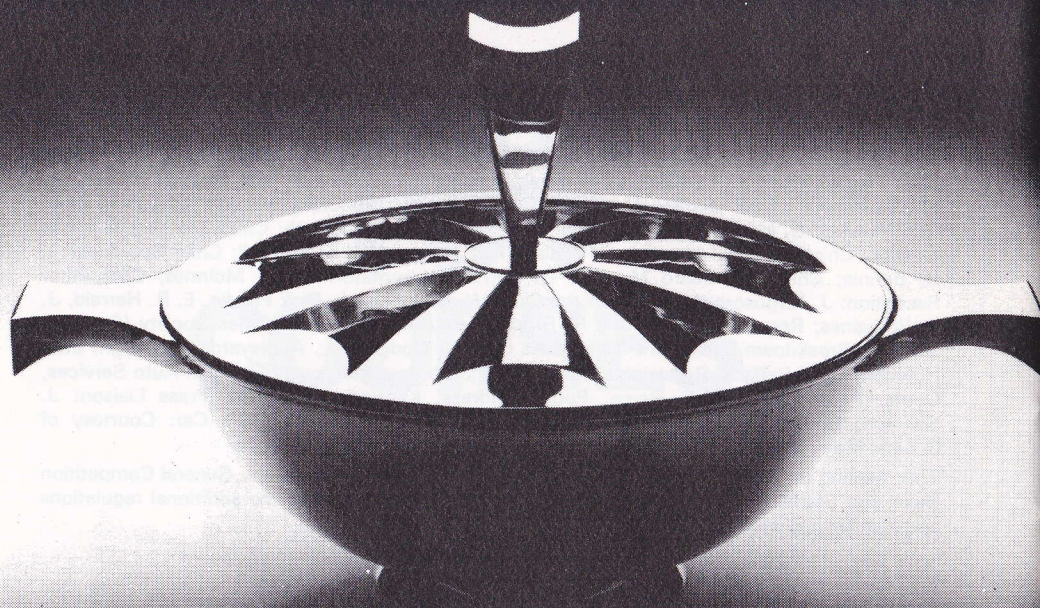
**Grandstand Tickets** are on sale as follows: for the Highland Grandstand from the kiosk immediately behind the crossing point to the Central Enclosure in the centre of that stand; for the South Grandstand at the approach to that stand. Tickets will not be on sale before 10.30 a.m. on race days.

**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.





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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.

This is the Hamilton & Inches Quaich, trophy for this year's Championship for Modified Sports Cars. It took many hours of painstaking care to make, and it will take a lot of first-class driving to win it.

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**Guess what 1800 winners kept under  
their bonnets last season?**

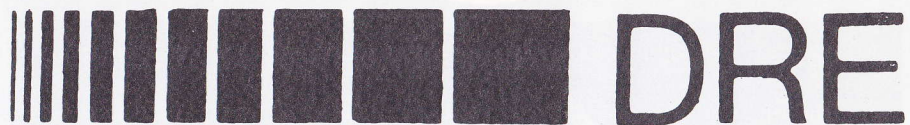
That's right. Shell oil. The motor oil that more than 1800 two and four wheel winners won on in '78.

Mind you, Shell have been sponsoring motor sport for over 70 years. Giving individual drivers as much help as works teams.

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Always. 





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& Accessories**

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78/10F/a



## NEW LOOK INGLISTON

Today our nostalgia is reserved not only for the Historic Car Race, but also for the Ingliston Circuit itself as presently existing. Motor Racing circuits are, in many respects, like people. They start life as the brainchild of the imaginative few and while the initial thrill of conception is inevitably pleasurable, the eventual birth of the circuit can be laborious in the extreme! Once born, however, racing circuits tend to grow, just like children, and this of course is what happened to the Ingliston Circuit when the hairpin was added several years ago. But Ingliston's growing pains have not finished yet, since major extensions and improvements are contemplated over the winter months.

With Ingliston as we know it today likely to be gone by April 6th of next year (our first 1980 Race Meeting) we are faced with one major difficulty — lack of manpower. The major part of the extension will involve pushing south-east out of Caravan Corner to form a new corner close to the Edinburgh/Glasgow road, which will also involve re-location of the back straight. This will mean changes in the Marshal's posts, and inevitably will require an addition to our marshalling strength. Already in Scotland we are very short of marshals, and accordingly a plea is put forward for help in marshalling races at Ingliston in 1980. Enthusiastic spectators, ex-competitors (even ex-marshals) — all are welcome and all are truly needed. If, therefore, any one of you is interested in assisting at Race Meetings, please complete the slip below, tear it off and despatch it to The Scottish Motor Racing Club at National Bank Chambers, Duns, Berwickshire. If you have a friend that might also be interested, why not let us have his name too. The more the merrier — we can find a job for everyone.

To: SCOTTISH MOTOR RACING CLUB LTD.,  
NATIONAL BANK CHAMBERS,  
DUNS, BERWICKSHIRE.



I (name) .....

(Address) .....

am interested in becoming an Ingliston Marshal. Please contact me with further details and place my name on your Marshal's lists.

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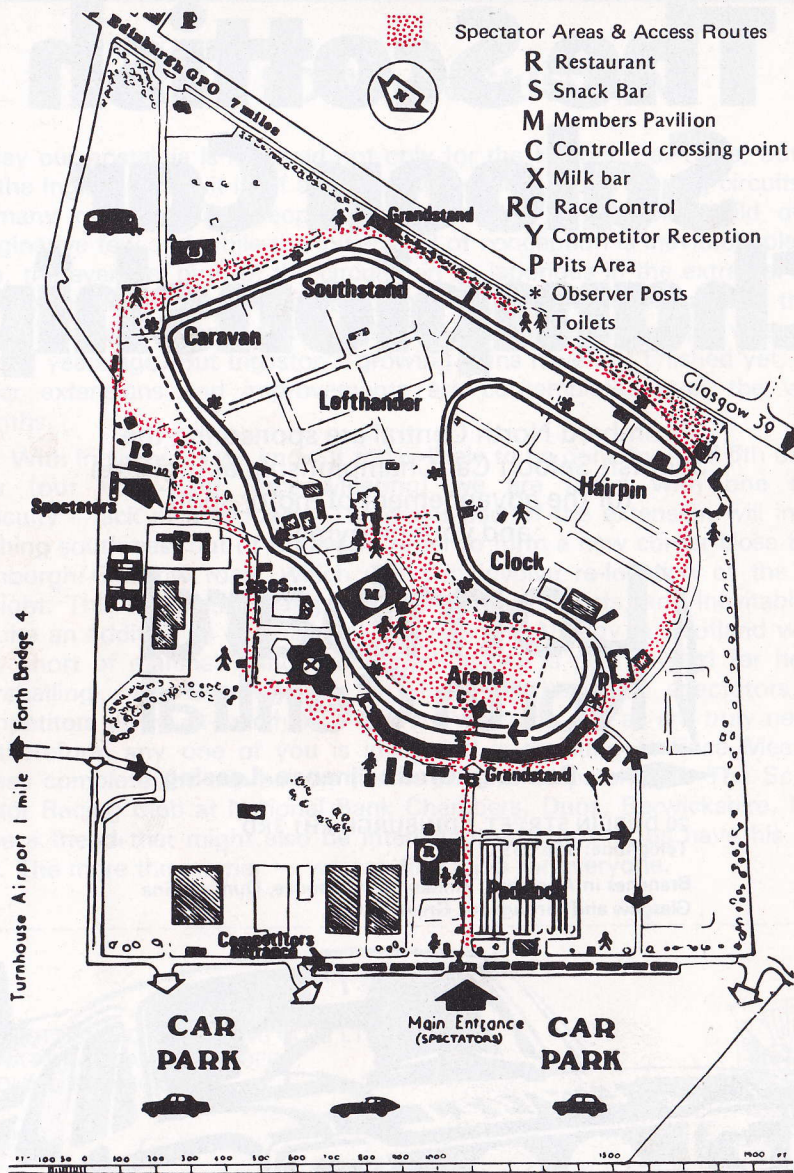
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# INGLISTON *race circuit*

ROYAL HIGHLAND SHOWGROUND ··· EDINBURGH

Lap distance 1.03 miles 1.651 kms