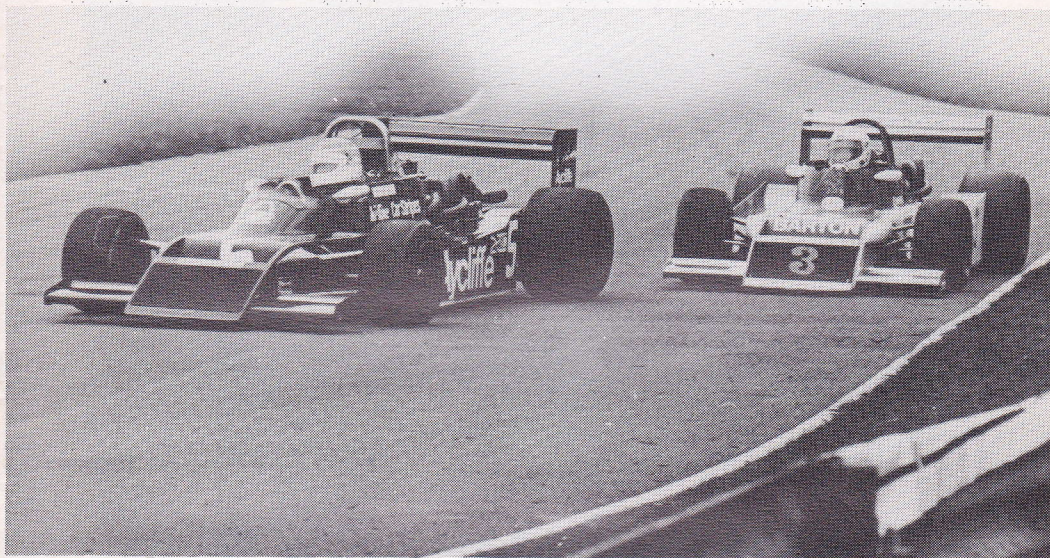
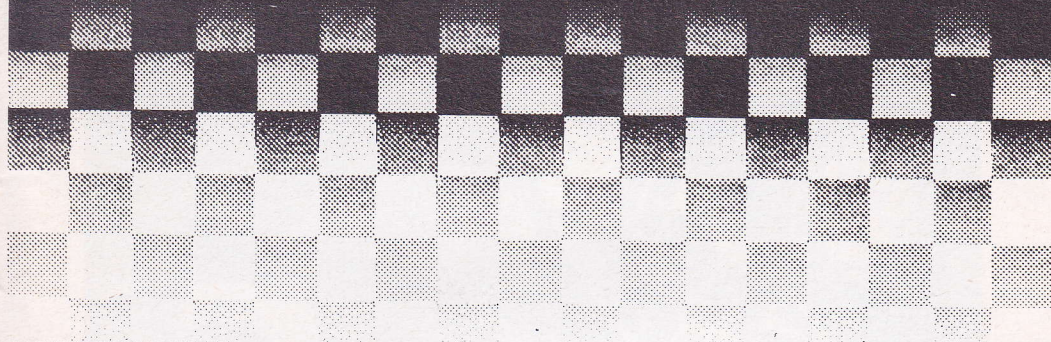


SCOTCIRCUIT

HOME OF SCOTTISH MOTOR RACING



SCOTCIRCUIT

SUNDAY, 26th APRIL, 1981



OFFICIAL PROGRAMME — 40p

For Conditions of Admission see inside

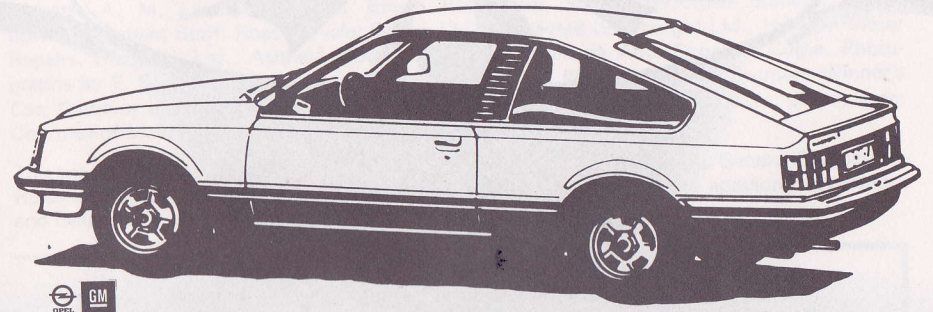




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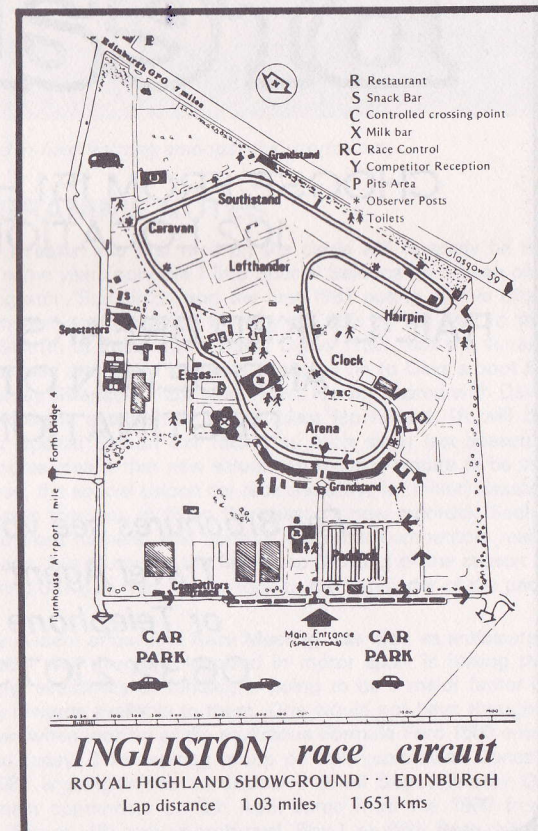
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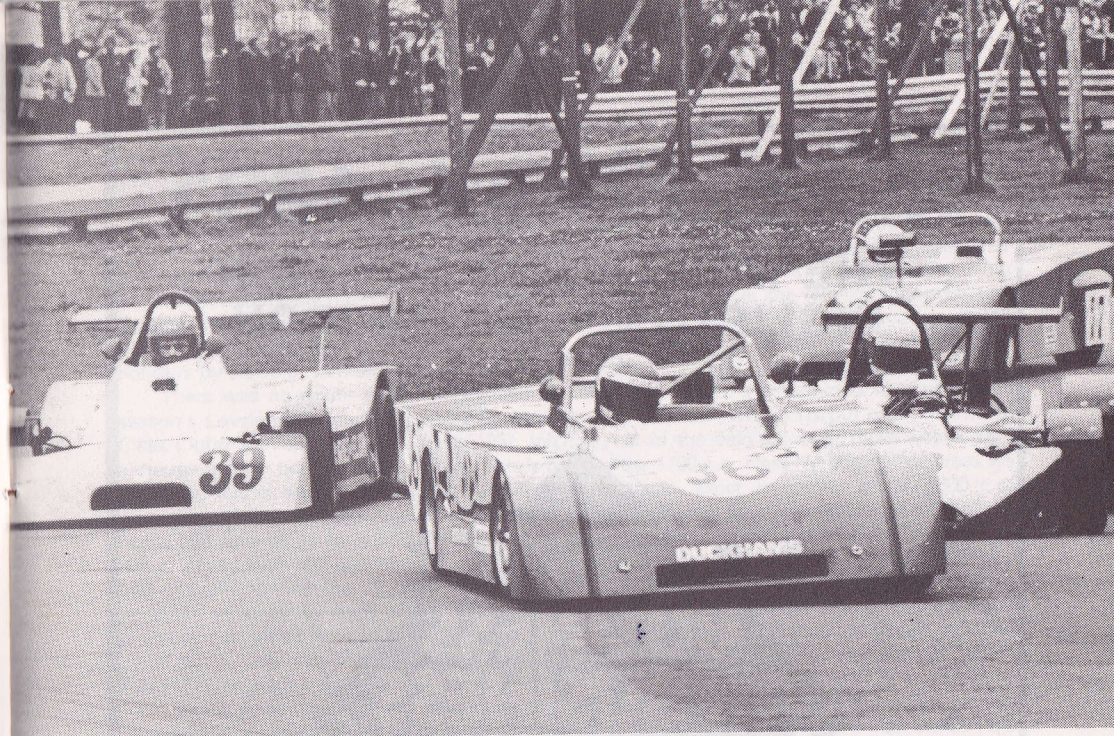
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April 5th saw some good in-field fighting amongst the sports cars.

PROGRAMME NOTES

Sponsored as it may be by **Highlife Breaks**, the first race on the cards will certainly be no holiday for those taking part in it! For some years now the 1-litre Special Saloons have been one of the most competitive classes at Ingliston/Scotcircuit and the first 1981 outing of this class again proved the point. Fastest in practice, and powering his way off pole all the way to the chequered flag, was the Sportstune Stiletto of Edinburgh's David Ogilvy (130), but the victory was not anything like as simple as that bald statement suggests. Hanging on to Dave's boot lid all the way was the Hillman Imp of Harvey Gillanders (128), and in fact Harvey shared with Dave Ogilvy the fastest lap for the race, thereby establishing a new class lap record. (It will be remembered that there has been no Special Saloon Car racing as such since last season's alterations to the Hairpin, which of course means that new saloon lap records require to be set up — the only exception was, of course, the special saloon car race last May, for mixed classes, and account has been taken of the times then set, in fixing this season's new records). Sadly, so hot was the pace set by these two front runners, that none of the other competitors really had a look in edgeways three weeks ago, but of course the first Race Meeting of the season is always a time for "setting up and sorting out", so that we can look to the remainder of the pack closing up the ranks today.

One factor which did seem pretty evident at our first Race Meeting was that, as anticipated in the present economic climate, pretty well everyone involved in motor sport is feeling the proverbial pinch, and that, accordingly, availability of funding is going to be a major factor in the number of cars racing, and in the rewards available to them. One would not have thought, however, that finance was any problem when looking at the enormous Formula Ford 1600 entry on 5th April, an entry repeated again today. This aspiring group of embryonic Allan Jones's served notice, last time out, that 1981 is going to see an explosive **Shell Super Motor Oil Championship**, although the two main contenders on 5th April came from the 1980 front runners — 1980 Shell Champion Tom Brown (48) and his arch-rival, Roy Low (69). Both drivers

MAY 5th-8th 1981

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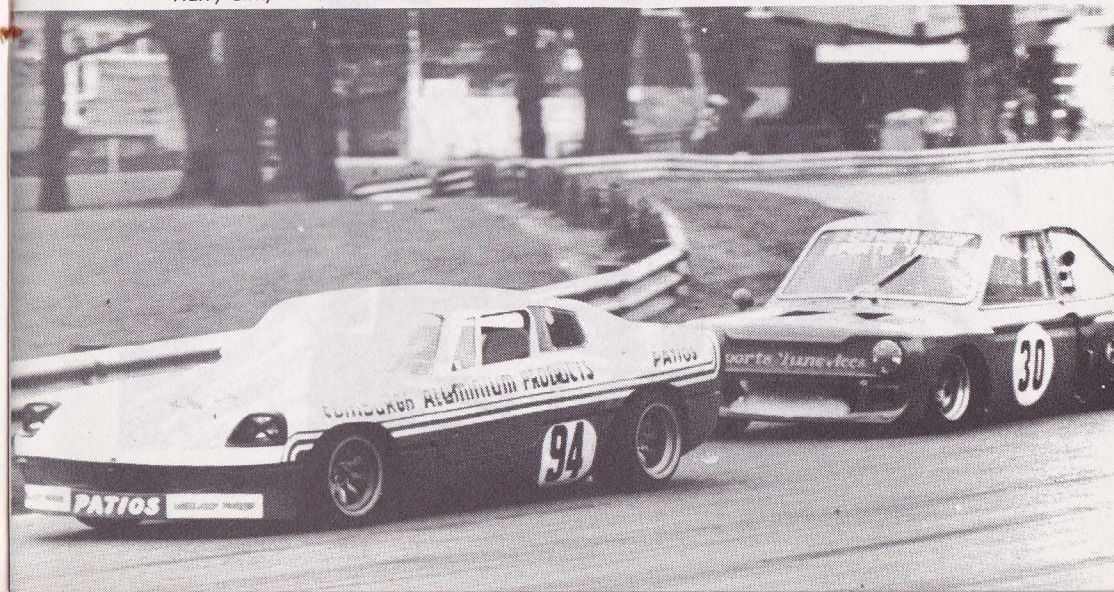
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knocked spots off the existing class lap record at our last meeting, the eventual new record going to Tom Brown with a searing 52.6 seconds. However, it was Roy Low who took the chequered flag, thereby setting up a needle match likely to last the whole season. Thirdman home on 5th April was Tom Brown's former pupil, Chic Stenhouse (89), although today we will have to watch out for Northern ace Wallie Warwick, with his Van Diemen (52). Once again, the now traditional Ingliston Formula Ford format is followed, only the fastest competitors from practice automatically qualifying for the **Shell Championship Race**, the remaining competitors fighting it out in the **Scotsman Business to Business Exhibition Cup Race** today, only the front runners from that event thereby having a second chance at the Shell Championship honours by starting from the back of the grid in Event 5.

There was no doubt either, at the last meeting, as to who is determined to capture this season's **Lowland Tyres Sports Car Championship**. The man who sorts out most of the 'A' Class Clubmans' engines, John Fyda (25), left the rest of the field standing three weeks ago, although it must be remembered that John is fielding the 1700 c.c. class 'A' engine, whereas his main opponents are still racing with the 1600 c.c. version. Most impressive of the 1600 c.c. class was Aberdonian Jim Stevenson (29) who was circulating in a remarkable 48.4 seconds, not a bad time at all for a 1600 c.c. class 'A' car. (It is not so long ago that this would very nearly have taken the outright lap record!) And talking about class lap records, John Mackie (46) served notice on the 'B' class Clubmans, with a further lowering of the class lap record set up in the same car by Andy Smith last year. What was pretty evident last time out is that there is still a fair bit of improvement to come from some of the machinery at the circuit, and we could particularly see some very fast and competitive driving today from the likes of Kenny Allan (31), and John Barr (28).

On 5th April we promised you more of the bigger saloons today, and more you've got! Foremost entry must surely be from Walter Robertson (105) with the ex-Jim Price Skoda now fitted with a 2-litre Hart engine. On 5th April Walter was out (most successfully, it must be said) with this car at Donington, and the form then shown suggests that this could well be "the car for the job" on a tight circuit such as Ingliston. Another new car to the circuit is the Fiat Coupe built up over the winter months by Ron Cumming (102), while Penicuik's Colin Christie (103) is now hopeful that his Chevette will be delivering even more power than it was last season. Indeed, the tendency seems to be swinging away from the hairy bangers, back down to a 2-litre style configuration, and it is perhaps revealing that, on 4th April, the winner of the Special Saloon and Modified Sports Car combined race was in fact a 1-litre Davrian, piloted by the

Harry Simpson (Davrian) and Dave Ogilvy (Imp) battle it out for 1-litre supremacy.

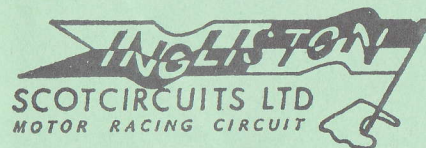
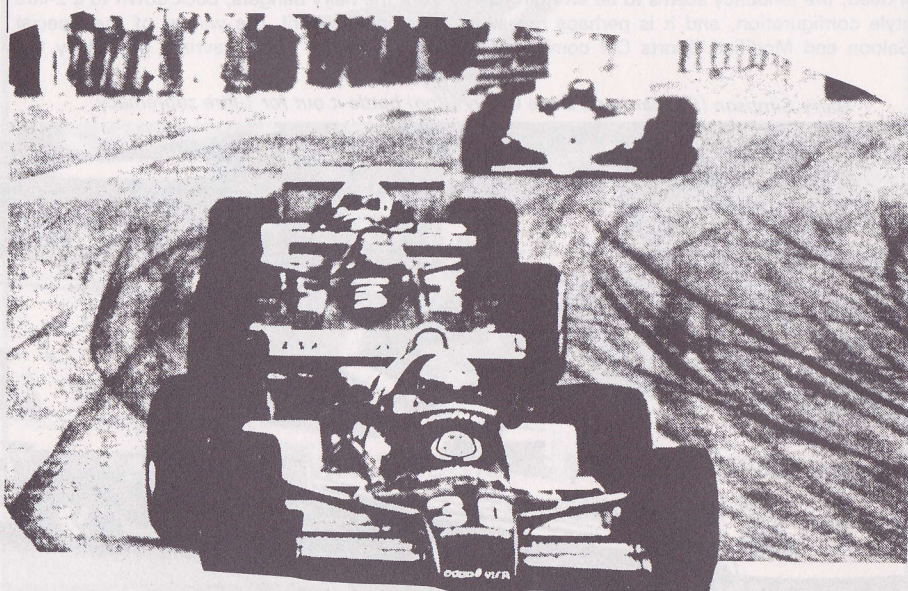


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SCOTCIRCUIT

SUNDAY, 26th APRIL, 1981

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Event No.	Scrutiny before a.m.	PROGRAMME & TIMETABLE	No. of laps	Practice time a.m.	Event time p.m.
1	8.45	The "Highlife" Race for Special Saloon Cars up to 1000 c.c.	10	9.45	2.15
2	9.35(A) 10.00(B)	The Scotsman Business to Business Exhibition Cup Race for Formula Ford 1600 Cars	10	(A)10.35 (B)11.00	2.40
3	10.25	Sports Cars	12	11.25	3.05
4	9.10	The Hamilton & Inches Race for Special Saloon Cars over 1000 c.c. and for Modified Sports Cars	10	10.10	3.30
5	—	The Shell Championship Race for Formula Ford 1600 Cars	12	—	3.55
6	11.00	The Glasgow Herald Race for Libre Cars	15	12.00	4.20
7	8.45	The "Rock Garden at Ingliston" Invitation Race for Grand Touring Cars	15	9.45	4.50
	12.30	Drivers' Briefing in Scrutineering Bay			
	2.05	All Marshals at posts, please.			

EVENT

1

129

130

126

129

134

MARTIN DUNN

2.15 p.m.
10 laps

THE "HIGHLIFE" RACE for Special Saloon Cars up to 1000 c.c.

Car No.	Driver/Entrant	Make/Model	c.c.	From
126	EWEN BUCHAN	Hillman Imp	998	Currie
127	IAIN McLEOD	Mini Cooper	998	Eskbank
128	HARVEY GILLANDERS	Hillman Imp	998	Ellon
129	WILLIAM DONALD	Hillman Imp	998	Tarland
130	DAVID OGILVY/Sportstune Accessories	Sunbeam Stiletto	998	Edinburgh
131	COLIN PHILIP	Wallinger Imp	998	Ardersier
132	DENNIS LEDINGHAM	Sunbeam Stiletto	998	Kennethmont
134	BRIAN FLETCHER	Hillman Imp	998	Aberdeen
136	JAMES PATRICK	Imp	998	Edinburgh
137	BRIAN STEVENSON	Hillman Imp	998	Falkirk
138	BRIAN MacLEOD/Coul Plant Hire	Hillman Imp	998	Milton
140	ROBERT GRAY	Imp	998	
159	NORMAN GILLANDERS	Hillman Imp	998	Peterhead

Round 2 of the INGLISTON SPECIAL SALOON CAR CHAMPIONSHIP.

Class lap record: David Ogilvy (Stiletto) and Harvey Gillanders (Imp), 52.9 secs., 70.09 mph (5/4/81).

1. 31
2. 29
3. 46
4. 383.05 p.m.
12 laps

EVENT

2

50

64

x

79

52

51

THE SCOTSMAN BUSINESS TO BUSINESS EXHIBITION CUP RACE for Formula Ford 1600 cars.

(A)48	TOM BROWN/Tom Brown Racing	Van Diemen	1600	Cambuslang
(B)49	REG FORRESTER-SMITH	Marquis Royale 80F	1600	Annan
(A)50	CHRIS D'AGOSTINO	Van Diemen RF79/80	1600	Bridge of Don
(B)51	ALEX McDONALD	PRS 80F	1600	W. Calder
(A)52	WALLY WARWICK	Van Diemen RF79	1600	Darlington
(B)53	JOHN DUNN	Van Diemen RF76	1600	Kilmacolm
(A)54	IAIN NICOLSON	Hawke Mk21	1600	Saltcoats
(B)55	PETER JAMIESON	PRS	1600	Laurieston
(A)56	KEITH WICKHAM	Van Diemen RF81	1600	Whitburn
(B)58	BOB BAILEY/Space Invaders from Tobac Vending	Van Diemen RF79/80	1600	Riding Mill
(A)62	IAN McCLOY	Dulon MP17	1600	Bishopton
(B)63	WILLIAM ROSE	Merlyn 29A/30	1600	Fyvie
(A)64	JOHN BOTHAMLEY	Van Diemen RF78	1600	Penicuik
(B)66	GRAHAM LEGGET/Digital Services Ltd.	Van Diemen RF78	1600	Livingstone
(A)67	GERRY DOHERTY/Clip Joint	PRS R01	1600	Falkirk
(B)68	ALLAN BREMNER	Hawke Mk21	1600	W. Kilbride
(A)69	ROY LOW/Tarduff Motors of Linlithgow	PRS RHO1	1600	Linlithgow
(B)71	BOB BURGESS	Image 2B/3	1600	Mintlaw
(A)72	DOUGIE HAMILTON/Lothian Sports Cars Ltd.	Van Diemen RF78	1600	Edinburgh
(B)73	GORDON MELVIN	Van Diemen RF79	1600	Ballater
(A)79	ARCH BOYLE/Clip Joint	Lotus 51	1600	Falkirk
(B)80	VIC COVEY	PRS 81F	1600	W. Calder
(A)82	BRYAN GOWANS	PRS	1600	Dalbeattie
(B)83	RALPH HALLEY/Scott Halley Towing Stabiliser	Crossle 31F	1600	Milngavie
(A)84	GRAHAM MILLAR/Lander Alarms	Hawke DL19B	1600	Bishopbriggs
(B)86	ANDREW PATERSON	Hawke DL19B	1600	Blairstown
(A)87	MARTIN ALLINSON	Van Diemen RF81	1600	Penrith
(B)88	TONY ALLINSON	Van Diemen RF81	1600	Penrith
(A)89	CHIC STENHOUSE	Van Diemen RF81	1600	Kirkcaldy
(B)91	COLIN BIRBECK/Borderman Trucks (Penrith) Ltd.	Royale RP26	1600	Penrith
(A)93	RONNIE WHITAKER	Hawke DL19G	1600	Shildon
(B)95	GORDON STEPHENSON	PRS RHO1	1600	Richmond
(A)96	TONY GEMMELL/Newtown Auto Centre	Crossle 25F	1600	Barnton
(B)98	STEWART RODEN	Van Diemen	1600	Kirkliston
(A)99	GEORDIE TAYLOR	Merlyn Mk II	1600	Kemnay

Preliminary Heat of the Second Round in the SHELL SUPER MOTOR OIL CHAMPIONSHIP for FORMULA FORD 1600 CARS.

1. 194
2. 170
3. 187
4. 180
5. 1873.30 p.m.
10 laps

EVENT

3

SPORTS CARS

CLASS A CLUBMANS CARS

25	JOHN FYDA/Agra (Precision Engineering) Co.	Agra Mallock	1700	Dundee
28	JOHN BARR	Mallock Mk19	1600	Callander
29	JIM STEVENSON	Mallock 20B	1600	Inverurie
31	KENNY ALLEN/A. Smith Metals (Ayr)	Mallock Mk20	1600	Crossford

3.55 p.m.
12 laps

1) 48 2) 69 3) 56 4) 80 5) 95 6) 91

CLASS B CLUBMANS CARS

38	CLIVE REEVES	Magnum 79B	1600(B)	Stonehouse
43	SANDY McEWEEN/Tom Brown Racing	Mallock 16B	1600(B)	Glasgow
46	JOHN MACKIE	Mallock 21	1600(B)	Kirkcaldy
47	WILLIAM DRUMMOND	Centaur 17B	1600(B)	Echt

SPORTS 2000 CARS

36	RICHARD MITCHELL	Link	2000	N. Berwick
37	TONY WALKER	Chevron B52	2000	Edinburgh

Round 2 in the LOWLAND TYRES CHAMPIONSHIP FOR SPORTS CARS, and a round in the Northern Clubmans Championship.

Class lap records: Class A — Andy Smith (Mallock), 46.8 secs., 79.23 mph (14/9/80); Class B — John Mackie (Mallock), 50.8 secs., 72.99 mph (5/4/81); Sports 2000 — Tony Walker (Chevron B52), 53.0 secs., 69.96 mph (5/4/81).

EVENT

4

THE HAMILTON & INCHES RACE for Special Saloon Cars over 1000 c.c. and for Modified Sports Cars

SPECIAL SALOONS OVER 1300 c.c.

102	RON CUMMING	Fiat Coupe	1900	Kemnay
103	COLIN CHRISTIE/Bilson Garage Co.	Vauxhall Chevette	2300	Penicuik
105	WALTER ROBERTSON/Colin Bennett Racing/Sportstune Accessories	Skoda Hart	2000	Penicuik
107	MURRAY BURGESS	Escort RS/Chevy	5000	Mintlaw
108	EDDY BEERMANN	Escort	2792	Glasgow

SPECIAL SALOONS 1001-1300 c.c.

111	IAN TULLOCH	BL Mini 'S'	1293	Inverness
112	GRAHAM STUPPLE	BL Mini	1300	Edinburgh
114	JIM PINKERTON	Mini Cooper 'S'	1293	Glasgow
115	JAMES ARGO	Mini Cooper 'S'	1293	Glasgow

MODIFIED SPORTS CARS

170	RICKY GAULD/Express Surefreight	Davrian Sports	1000	Insch
171	STAN SHARE	Clan Crusader	1100	Ardeninny
174	G. R. WILSON	Cox GTM	1275	Helensburgh
180	GEORGE COGHILL/Norrost	Davrian Mk7/8	998	Halkirk
187	KEN MURRAY	Davrian MkVII	998	Strichen
187	KENNY COLEMAN	Davrian MkVII	998	Plains
194	HARRY SIMPSON/Edinburgh Aluminium Products	Davrian Mk8	998	Corstorphine

A round in the HAMILTON & INCHES CHAMPIONSHIP FOR MODIFIED SPORTS CARS.

Round 2 of the Ingleston Special Saloon Car Championship.

Class lap records: Saloons over 1300 c.c. — Iain McLaren (Skoda), 51.1 secs., 72.56 mph (11/5/80); Saloons 1001-1300 c.c. — Jim Pinkerton (Mini 'S'), 56.4 secs., 65.74 mph (5/4/81); Modsports over 1500 c.c. — Bob Dickens (Elan), 57.8 secs., 64.15 mph (5/4/81); Modsports up to 1500 c.c. — George Coghill (Davrian), 53.7 secs., 69.05 mph (5/4/81).

EVENT

5

THE SHELL CHAMPIONSHIP RACE for Formula Ford 1600 Cars.

For the fastest 14 Formula Ford Cars in practice plus the first two registered finishers from Event 2.

Round 2 in the SHELL SUPER MOTOR OIL CHAMPIONSHIP FOR FORMULA FORD 1600 CARS.

Class lap record: Tom Brown (Van Diemen), 52.6 secs., 70.49 mph (5/4/81).

EVENT

6

THE GLASGOW HERALD RACE for Libre Cars.

OVER 1600 c.c.

3	ANDY BARTON	March 782 Hart	1994	Newburn
5	JIM EVANS	March 782 Hart	1995	Selby
15	STEWART ROBB	March 75/782	2000	Blairgowrie
16	BOB LECKIE	March 792	2000	Aberdeen
17	GEORGE McMILLAN/Bass Rock Garage (Renault)	March 772P	2000	N. Berwick
18	MARTIN DUNN	Chevron B40 Hart	2000	Evanton
25	JOHN FYDA/Agra (Precision Engineering) Co.	Mallock 18B	1700	Dundee

UP TO 1600 c.c.

7	STUART LAWSON	March 80A	1600	Edinburgh
10	COLIN RICHARDSON	March 77B	1600	Peebles
20	DAVID DUFFIELD/Caledon Coal Co.	Ralt RT4	1600	Kirkliston
28	JOHN BARR	Mallock Mk19	1600	Callander
29	JIM STEVENSON	Mallock 20B	1600	Inverurie
31	KENNY ALLEN/A. Smith Metals (Ayr)	Mallock Mk20	1600	Crossford

Round 2 of the CALEDON COAL COMPANY NORTHERN LIBRE SERIES

Round 2 of the GLASGOW HERALD SCOTTISH LIBRE SERIES

Class lap records: Up to 1600 c.c. — David Leslie (Ralt RT4) 43.9 secs., 84.46 mph (14/9/80); Over 1600 c.c. — Jim Evans (March 792), 44.8 secs., 82.77 mph (5/4/81).

4.20 p.m.
15 laps

EVENT

7

THE "ROCK GARDEN AT INGLISTON" INVITATION RACE for Grand Touring Cars

105	WALTER ROBERTSON/Colin Bennett Racing/ Sportstune Accessories	Skoda/Hart	2000	Penicuik
110	JIM McGAUGHAY/FES Forth Electrics (Stirling)	FES Renault ST	1930	Lochgilthead
175	ALAN RITCHIE	Davrian	1120	Paisley
176	HUGH CHALMERS	Davrian	1120	Balerno
190	IAN FORREST/The Drambuie Liqueur Co. Ltd.	The Drambuie Davrian	998	Kirkliston

Plus the fastest cars invited from events 1 and 4, to be run in three classes (Up to 1000 cc, 1001-1500 cc and Over 1500 cc) with 5 cars per class.

A round in the Ingliston Grand Touring Car Championship.

Class Lap Records: Over 1500 cc — Doug Niven (VW Beetle) and Nicky Ellis (Elan) 48.5 secs., 76.45 mph (20/7/80); 1001-1500 cc — Jimmy Robertson (Skoda Coupe) 53.3 secs., 69.57 mph (27/4/80); Up to 1000 cc — Jim McGaughay (Imp) 52.9 secs., 70.09 mph (20/7/80).

4.50 p.m.
15 laps

RACE PRIZE FUNDS

In Event 6 ... Overall £100, £50, £25 plus £25 to highest up to 1600 cc competitor.

In Events 1, 3, 4, 5 and 7* £36, £24, £16 per class
(*1st overall £24).

In Event 2 ... Bottle of Champagne to winner.
(Prize Funds subject to limitation where lack of qualifiers per class — see SR5).

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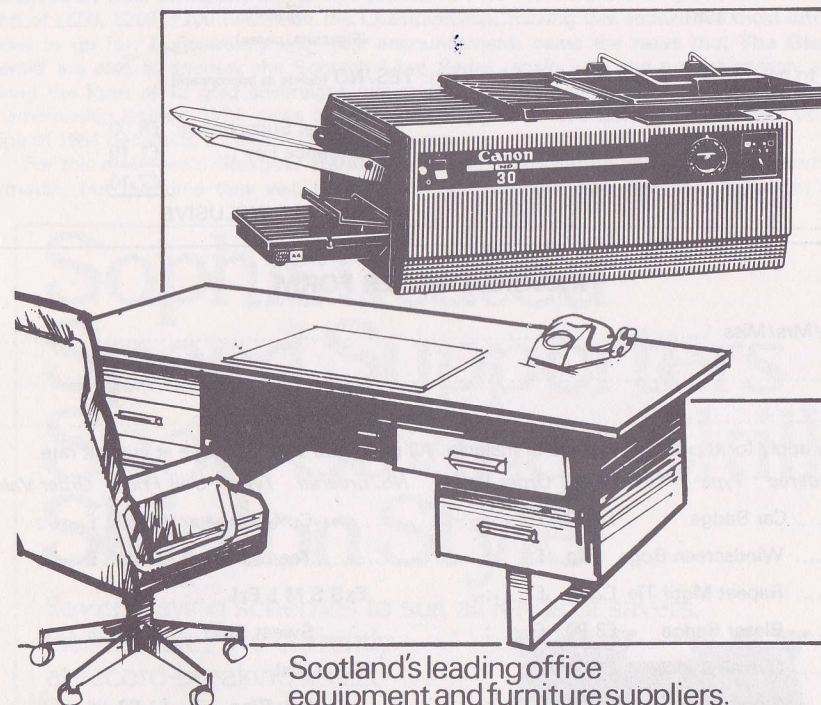
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of
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...../...../1981
(Signature; please)

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

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.....	Repeat Motif Tie	£2.70 £ :			ExS S M L ExL		
.....	Blazer Badge	£3.80 £ :			Sweat Shirt	£5.90 £ :	
.....	Overall Badge	£1.60 £ :			S M L ExL		
.....	Single Motif Tie	£1.10 £ :			Key Ring	£1.60 £ :	
.....	Lapel Badge	60p £ :			Car Decal	60p £ :	
Carried Fwd				Brought Fwd			
				TOTAL			

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78/10F/a

remarkable Harry Simpson (194). Once again, due to the number and type of entries received, the Special Saloons over 1000 c.c.s and the Modified Sports Cars, have been amalgamated in today's **Hamilton & Inches Race**, and much of the "in-fighting" on 5th April came from the Modsport class. Quite apart from the incredible form shown by Harry Simpson, George Coghill (180), Kenny Coleman (187) and Ricky Gauld (170) were all circulating well three weeks ago, and today they are joined by another of 1980's leading Davrian exponents, Ken Murray (181). And, having extolled the virtues of smaller motors, there might even yet be a late entry from Doug Niven (101), again seeking to prove that "big is beautiful". At the time of going to press, Dougal has severe doubts as to the availability of a car for today's meeting — whether or not he gets his hands on "the Beetle" rests entirely upon last Sunday's outing of the car at Donington, while there might also be an outside chance of his fielding Mick Hill's mighty Phoenix. However, firm arrangements are still very much in the future as we go to print, and you will probably know as soon as we do, whether he is here or not!

There can be no doubt at all that the highlight of the April 5th meeting was the cracking libre race between Jim Evans (5) and Andy Barton (3), both in March/Harts. The incredible scrap between these two drivers, passing and re-passing each other, took one back to a bygone era of libre racing at Ingliston, and raised the hope that 1981 could see a dramatic revitalisation of this class in Scotland. Coupled with that superb first race of the season, came the news that the **Caledon Coal Company** are now to sponsor the Northern Libre Championship, with a prize fund of £500, £200, £100 overall on the Championship, making this suddenly a most attractive series to go for. Concurrently with that announcement, came the news that **The Glasgow Herald** are also to sponsor the Scottish Libre Series, again with the end of season awards taking the form of 10 gold sovereigns mounted as trophies and presentable to the first four Championship leaders. With news of such a high degree of sponsorship, there must be every hope of 1981 becoming a classic single-seater year.

For this afternoon's **Glasgow Herald Race**, both Andy Barton and Jim Evans return for a re-match, but this time they also have to contend with the man who put up fastest lap in

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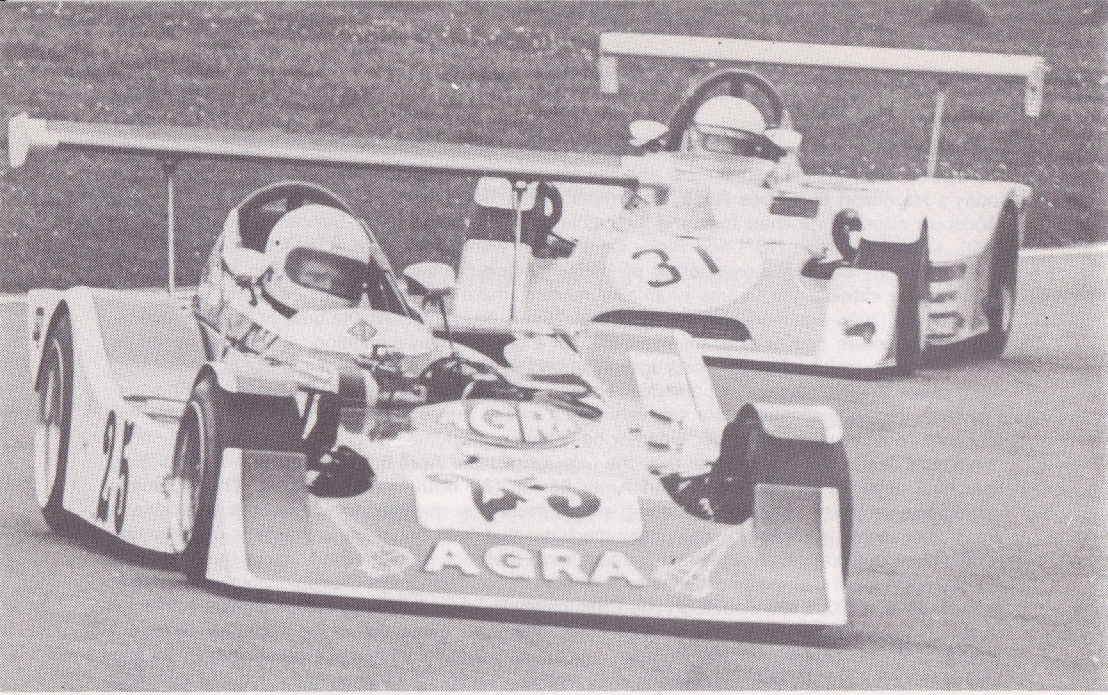
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practice on 5th April, David Duffield (20), in last year's Championship winning Ralt. Having put himself on pole position last time out, David suffered the ignominy of "stuffing it" comprehensively on the warming-up lap, much to his discomfort and his sponsor's embarrassment. (The two are closely related, primarily due to the judicious location of a large boot.) Today, David will be out to redeem the family honour, the end result being almost certainly a nail-biting confrontation between the three front-running cars. And charging along behind them (an in front if they have anything to do with it) will be Stu Lawson's Formula Atlantic March (7), Bob Leckie's 2-litre March/Hart (16) and Martin Dunn's similar car (18). Once again, all the ingredients for a really excellent single-seater thrash.

Final race of the day will again be the invitation GT race. As we pointed out in our last programme, because of the current capacity division line in the Northern Modified Sports Car Championship, we are unable to run the usual "heats and a final" GT format. There is, however, a move under way which might result in that traditional format being returned for our May meeting, but at this stage in the game there is much paperwork to be adjusted before any changes can be effected. Be that as it may, today's "Rock Garden at Ingliston" Race (do you recognise our new caterers, resplendent in their matching tee-shirts! Don't forget too that the Herdsman's Bar, next door to the Restaurant, will be open for refreshments from 11 a.m. onwards) will nevertheless see the fastest of today's Special Saloons and Modified Sports Cars, joining in with the out and out Grand Tourers, for a race to establish the best of today's "tin tops". On 5th April, Jim McGaughay (110) had things pretty well all his own way in his newly built 2-litre Renault, but it was quite clear that this car is not yet fully sorted out, and indeed Jim's times were evidence of the fact. (We feel sure Jim would agree with us on this one!) With Walter Robertson (105) back in the fray, Jim is going to have to pedal the Renault quite a bit harder today, and we would expect to see sub-50 second lap times being put into the leading group. (In case you are wondering why Walter Robertson is entered in both races, the answer probably lies in the fact that several of the more potent Special Saloons nowadays have detachable wings, so that they can run as Special Saloons on the one hand, and as GTs on the other — watch out thus for a bit of "wing switching" by Walter.) Spectators at our last meeting, who took the trouble to read the Programme Notes (and did not fall asleep while doing so — there aren't many who didn't) will be aware of the difference between the GT Davrians and the Modsport versions. While one would thus expect that the GT editions (with Hewland gearboxes) would have the edge on the standard ("standard" being a relative term!) models, that proved not to be the case last time out. Once again, the redoubtable Harry Simpson (194) powered his 1-litre Davrian home ahead of all the other opposition, while just behind him George Coghill (180) established a new 1-litre GT class record, again in a "standard" version. Indeed, on 5th April, the GT Davrians did not do particularly well at all, but it was clear that these cars, once sorted out, are going to be extremely fast, particularly (we would hazard) that of one of our former medics at the circuit, Hugh Chalmers (176).

All in all, today's sport should be up to the usual high club standard, and should provide a foretaste of the excitements to come at our next Race Meeting on 17th May. In addition to the usual club races, we are hosting a round of the Monroe Production Saloon Car Championship on 17th May, which gives you all an opportunity of enjoying the traditional doorhandle to doorhandle style of racing so beloved by the "Prodon" pilots. Don't forget to join us again then, for your next "full" (yes, we know there are two ways of spelling that word) injection of motor sport. And before you go home tonight, why not pop into the Herdsman's Bar for another type of injection — let everyone else sit and fume in the traffic queues outside in the Sunday market while you relax with a jar and rub shoulders with the drivers and marshals. (It's all right, there are showers immediately next door!) It certainly makes waiting for a quieter road a much less painful procedure, and it rounds off the social side of a typical Ingliston day splendidly.

Mallock U.2 Mk23 'A' Sport for hire at Ingliston, 26th July, for Clubmans race, Libre race and testing. This car also available the next week at Knockhill. Mallock cars set up at customer's own premises during the interim week, checked over and set up for a set fee. Any interested parties please contact Richard Mallock, 0604 863504 as soon as possible.

SCOTTISH & NORTHERN MOTOR RACING CHAMPIONSHIPS

THE GLASGOW HERALD SCOTTISH LIBRE SERIES. Organised by SMRC.

5	Jim Evans, March 792	11 pts.
7	Stuart Lawson, March 80A	6 pts.
3	Andy Barton, March	6 pts.
10	Colin Richardson, March 77B	4 pts.
16	Bob Leckie, March 792	4 pts.
17	George McMillan, March 772P	3 pts.
25	John Fyda, Agra Mallock	2 pts.
15	Stewart Robb, March 782	1 pt.

Prize Fund — 4 svrs, 3 svrs, 2 svrs, 1 svr.

THE LOWLAND TYRES SPORTS CAR CHAMPIONSHIP

46	John Mackie, Mallock	11 pts.
25	John Fyda, Agra Mallock	10 pts.
29	Jim Stevenson, Mallock	6 pts.
39	Graham Sword, Mallock	6 pts.
28	John Barr, Mallock	4 pts.
36	Richard Mitchell, Link	4 pts.
38	Clive Reeves, Magnum	3 pts.
37	Tony Walker, Chevron	2 pts.
43	Sandy McEwen, Mallock	1 pt.

Prize Fund — £250, £125, £75, £50.

THE HAMILTON & INCHES NORTHERN MODIFIED SPORTS CAR CHAMPIONSHIP

194	Harry Simpson, Davrian	9 pts.
161	Bob Dickens, Lotus Elan	7 pts.
180	George Coghill, Davrian	7 pts.
187	Kenny Coleman, Davrian	4 pts.
170	Ricky Gauld, Davrian	3 pts.
172	Colin Simpson, Davrian	2 pts.
171	Stan Share, Clan Crusader	1 pt.

Prize Fund — £100.

THE CALEDON COAL COMPANY NORTHERN LIBRE SERIES.

3	Andy Barton, March (—, 9)	9 pts.
20	David Duffield, Ralt RT4 (7, —)	7 pts.
16	Bob Leckie, March 792 (—, 6)	6 pts.
17	Geo. McMillan, March 772P (—, 4)	4 pts.
11	Dave Muter, Barton JTB3 (3, —)	3 pts.
15	Stewart Robb, March 782 (—, 3)	3 pts.

Prize Fund — £500, £200, £100.

THE SHELL SUPER MOTOR OIL CHAMPIONSHIP FOR FF1600 CARS

69	Roy Low, PRS RHO1	10 pts.
48	Tom Brown, Van Diemen	8 pts.
89	Chic Stenhouse, Van Diemen	4 pts.
80	Vic Covey, PRS 81F	3 pts.
95	Gordon Stephenson, PRS RHO1	2 pts.
91	Colin Birbeck, Royale RP26	1 pt.

Prize Fund — £300, £150, £100, £75, £50.

THE NORTHERN CLUBMANS SERIES

24	Andy Smith, Mallock	7 pts.
25	John Fyda, Mallock	7 pts.
31	Kenny Allen, Mallock	6 pts.
43	Sandy McEwen, Mallock	6 pts.
26	Nick Bridge, Mallock	4 pts.

Prize Fund — To be announced.

THE SCOTCIRCUIT GT CHAMPIONSHIP

180	George Coghill, Davrian	11 pts.
110	Jim McGaughay, FES Renault	10 pts.
194	Harry Simpson, Davrian	10 pts.
108	Eddie Beermann, Escort	6 pts.
170	Ricky Gauld, Davrian	6 pts.
130	David Ogilvy, Sunbeam Stiletto	6 pts.
128	Harvey Gillanders, Imp	4 pts.
172	Colin Simpson, Davrian	4 pts.
175	Alan Ritchie, Davrian	3 pts.
114	Jim Pinkerton, Mini	2 pts.
112	Graham Stuppel, Mini	1 pt.

Prize Fund — £500, £300, £200, £100.
Bonuses of £50 to each class winner.

THE INGLISTON SPECIAL SALOON CAR CHAMPIONSHIP

130	David Ogilvy, Sunbeam Stiletto	10 pts.
112	Graham Stuppel, BL Mini	9 pts.
107	Murray Burgess, Escort Chevy	7 pts.
114	Jim Pinkerton, Mini 'S'	7 pts.
128	Harvey Gillanders, Imp	7 pts.
126	Ewen Buchan, Imp	4 pts.
131	Colin Philip, Imp	3 pts.
134	Brian Fletcher, Imp	2 pts.
129	William Donald, Imp	1 pt.

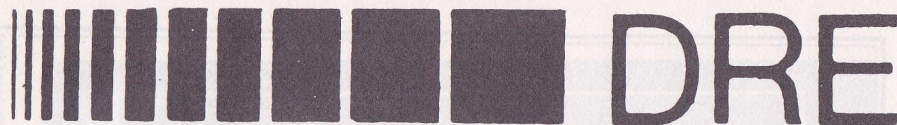
Prize Fund — To be announced.

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