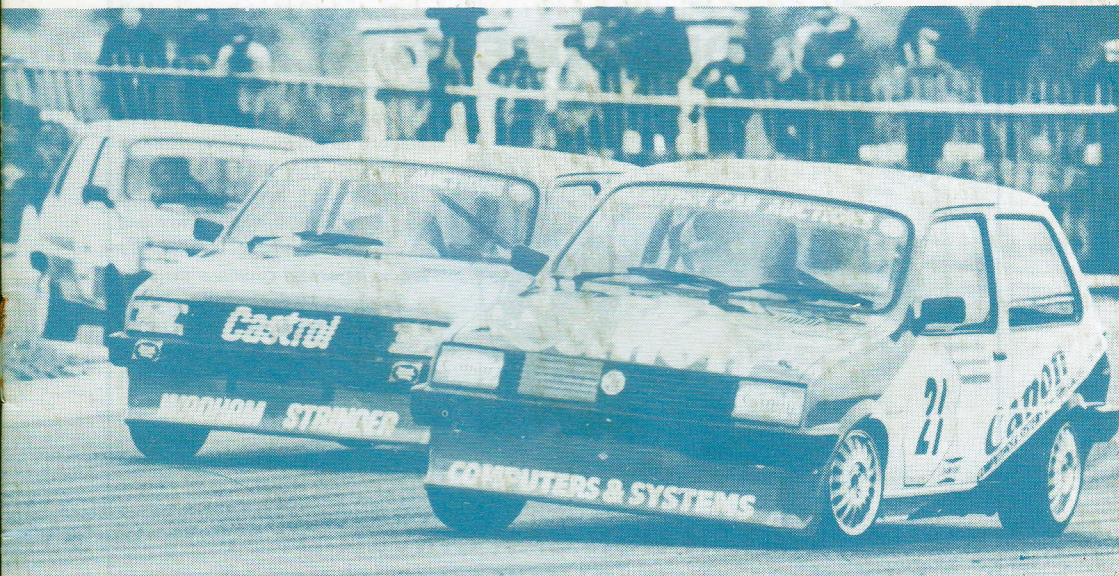


Carmichael

MOTOR GROUP MEETING



S.M.R.C. Organised by
THE SCOTTISH MOTOR RACING CLUB LTD.

OFFICIAL PROGRAMME — 40p

For Conditions of Admission see inside

1 MAY 1993

- Opencast Mining Engineers
- Suppliers of Coal and Fireclay for the Home and Overseas Markets.

CALEDON COAL CO. LTD.

AVONBRIDGE 559/502



WATCH OUR CAR DRIVEN BY
D. DUFFIELD
IN THE LIBRE RACE

OFFICIALS AND CREDITS

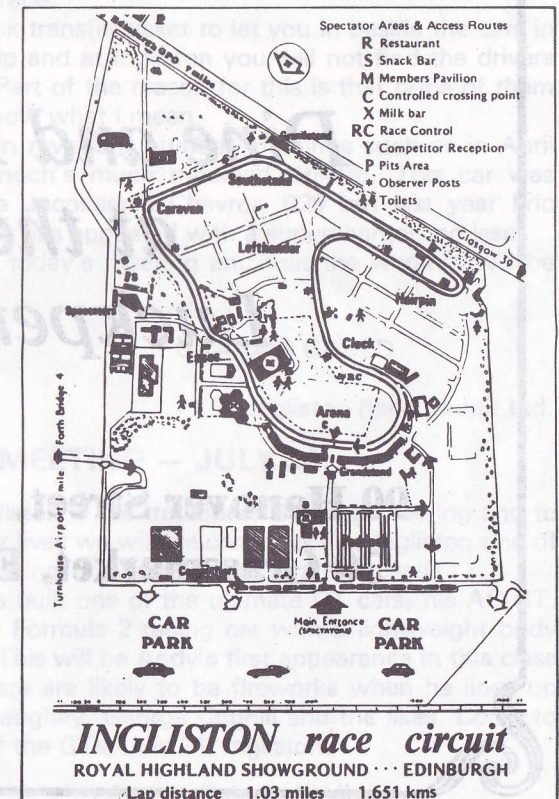
Steward for R.A.C.: J. Lord; Clerk of the Course: W. Fenwick; Chairman of Race Committee: G. McCaig; Secretary of Meeting: R. Bruce; Chief Marshal: J. Robertson; Deputy Chief Marshal: P. Poole; Chief Observer: R. Traill; Chief Flag Marshal: Dr J. A. M. Howe; Chief Track Marshal: W. J. Wilkie; Chief Medical Officer: Mr R. Jeffries; Chief Paddock Marshal: W. Pollock; Chief Spectator Marshal: A. Donald; Chief Grid Marshal: G. Montgomery; Starters: W. Robertson, W. Struth; Chief Crossing Marshal: A. Dick; Chief Pits Area Marshal: J. Johnstone; Chief Timekeeper: Dr L. Jamieson; 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, E. R. Herral, J. L. Romanes, J. A. Dick Peddie, J. MacMillan, A. Lamb; First Aid: British Red Cross Society (Scottish Branch); Breakdown Equipment Staff: Ross Chrysler Dodge Ltd., Appleyard (Edinburgh) Ltd., Howden Motor Repairs, Rossleigh Ltd., Ashfield Motors, Glasgow; Rosebank Auto Services, Currie; Public Address: Kennedy of Lanark; Fire and Track Truck courtesy of Mowercare.

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. RS0105/4.

WARNING TO THE PUBLIC —
Car and Motorcycle Racing is dangerous and persons attending this track do so entirely at their own risk. It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and the drivers and owners of the vehicles and passengers in the vehicles, are absolved from all liability arising out of accidents causing damage or personal injury (whether fatal or otherwise) however caused to spectators, ticket holders or officials.

FUTURE RACE MEETING DATES

24th July
14th August
11th September
2nd October



THE LUCKPENNY RESTAURANT

*Dine and Relax
at the
Luckpenny*

**90 Hanover Street, Edinburgh
30 Grassmarket, Edinburgh**

INTRODUCTION

Welcome to the Carmichael Motor Group Meeting here at Ingliston, the second meeting of the season at Scotland's premier motor racing circuit. As anyone will tell you, you should never commence with an apology, so I shall.

At the April meeting for the Marlboro Challenge we simply did not expect to have the support from the public that we did. The attendance was well up on any meeting held at the circuit for a couple of seasons and with the Marlboro Challenge and the work done by our advertising agency, Covey Advertising, both ourselves and Crawfords the Caterers were caught with our pies down.

However, Crawfords and ourselves have made sure today that food and hot beverages will be available in the McRobert Pavilion in the centre of the circuit and to avoid problems the main entrance to the Pavilion is at ground level and there is no entry through the side stairway and along the balcony.

Today's meeting will see the first round of our Historic competition and bearing in mind the various cars which are hidden away in Scotland we are hoping to being a few out to race.

Remember that a paddock transfer ticket to let you in beside the cars in the paddock costs a mere 60p and at Ingliston you will not find the drivers hiding in their motorhomes. Part of the reason for this is that none of them own motorhomes, but you know what I mean.

Paddock wandering often reveals a number of things such as in April when I looked at Eric Munnoch's much modified Stiletto. This car was originally based on Laurence Jacobsen's Chevron B29 but last year Eric fitted a Rover V8. Now the car has appeared with a supercharger, no less.

We hope you will enjoy today's meeting and that the weather will be warmer than last time.

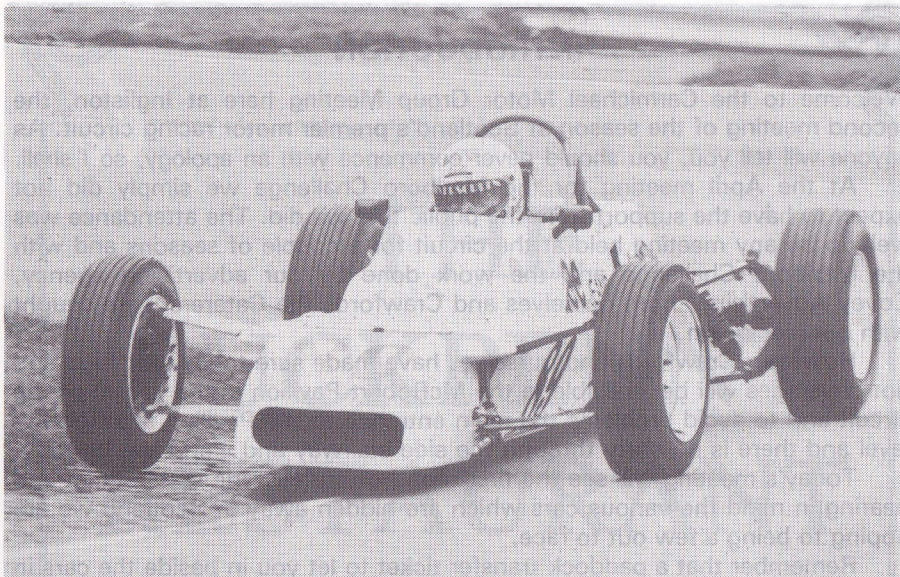
GRAHAM GAULD

Ingliston Race Circuit Ltd.

NEXT MEETING — JULY 24

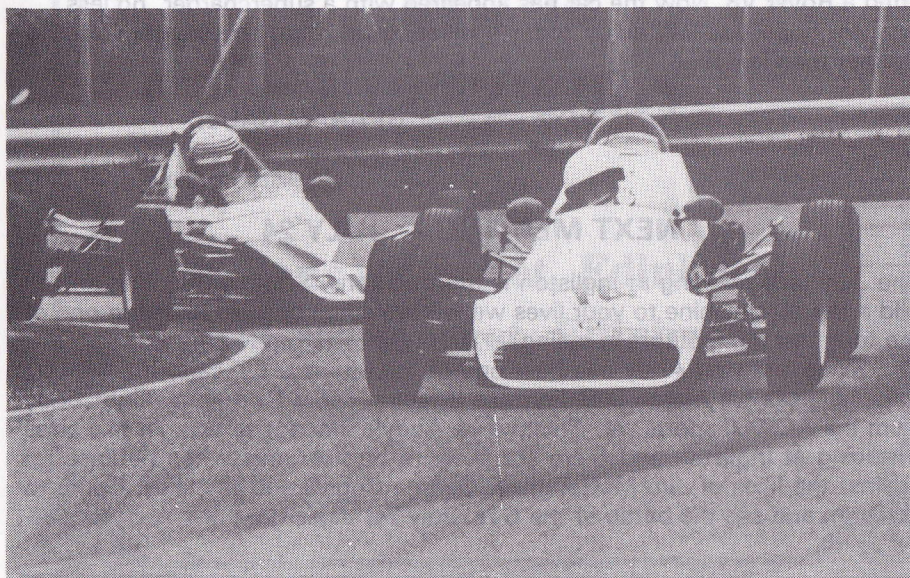
The July race meeting at Ingliston is the traditional Summer meeting and to add a ray of sunshine to your lives we will welcome back to Ingliston one of the toughest competitors in racing — Andy Barton from Newcastle.

Since last year Andy has built one of the ultimate GT cars, his AC-GT. This car uses his March 80B Formula 2 racing car with a lightweight body from the AC3000 sports car. This will be Andy's first appearance in this class of racing at Ingliston and there are likely to be fireworks when he lines up against the likes of Jim McGaughay, George Coghill and the likes. Come to Ingliston and see the battle of the GTs. July 24, Ingliston.



Winner of the Marlboro Formula Ford race was Chic Stenhouse with his Lee Jeans Van Diemen ahead of Tom Brown's Van Diemen.

Sandy McEwen's Moore's Lemonade Crossle was well placed in the smaller class for Formula Ford and here he holds off Richard Mitchell's PRS at Caravan Corner.



TODAY'S MEETING

Today's Carmichael Motor Group meeting is the second of the Ingliston season and with last month's race meeting setting everyone off on the right foot we are likely to see some fireworks today.

In the Formula Ford events, for instance, Tom Brown will be determined to maintain his reputation at Ingliston by winning the Marlboro Scottish Formula Ford Championship race, Event 4. It is quite surprising how here in Scotland the Formula Ford class has usually been dominated by one man. Before Tom Brown it was Stuart Lawson and Lawson won the Championship for a number of years.

The first event is a round in the Hubert Mitchell Scottish Junior Formula Ford Championship. Already after practice this morning the fourteen fastest drivers in the list here in the programme have qualified for race 4 and two of the drivers in this first race will go on to qualify for the same race. This means that there is a lot at stake for the competitors in this first race. Obviously it is difficult to speculate on those who will not qualify in the main race but for sure Ralph Halley will be in this race with his Crossle 50F as he happens to be sharing the car with Iain Gardner and they can't both race in the same race. It is likely Ralph will step down and run in the first event.

The up to 1000 c.c. GT event which is a round in the Luckpenny Scottish GT Championship saw a surprise at the last meeting when Kenny Coleman with his R. J. Cross Peugeot Talbot Davrian whipped past Iain Forrest with his Drabuie Davrian right in front of the stands. Kenny Coleman has always been a threat at Ingliston though in the past his enthusiasm has often led to the barriers. On this occasion he was on top form and when I noticed he was not wearing his glasses I casually asked if he was wearing contact lenses, "Oh no" he said, "I took my glasses off to save weight!"

In this race don't be surprised if Harry Simpson with his Edinburgh Aluminium Products Davrian doesn't steal a jump on the other two and lead everyone home. Also in there is the Aberdonian Ricky Gauld with his Mk 7 Davrian — the other three are the latest Mk 8 models — and he could also spring a surprise if his engine is right on song.

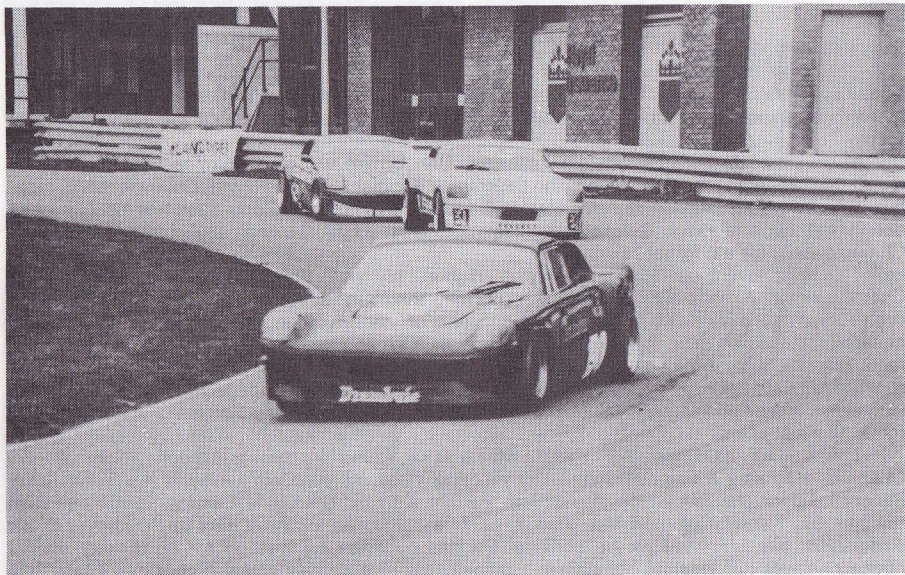
In the Royal Highland & Agricultural Society of Scotland Race for Sports and Clubmans Cars we are likely to see a three-part race because the A class and B class Clubmans cars are running with the Sports 2000 models. If John Fyda is headed in this race we can all be surprised but John Mackie, who has always been a successful driver at Ingliston is making a comeback driving Kenny Allan's Mallock Mk 21/24 and he could give Fyda a run for his money.

In the Sports 2000 class John Bothamley's Lola, given reliability, could give Brian Stevenson a surprise or two and John Clark who had such bad luck at the last meeting when a wheel came loose could also be well placed. The latter pair are driving Chevrons.

The Royal Highland & Agricultural Society are, of course, the owners of Ingliston and for 19 years they have acted as hosts to motor racing here at Ingliston. For them the highlight of their year is about to start in six weeks time, the Royal Highland Show and if you haven't come to a Highland Show well it is high time you did as it is much more than just sheep, cows and tractors, it is one of the most entertaining shows in Scotland. Mark the date in your diary.

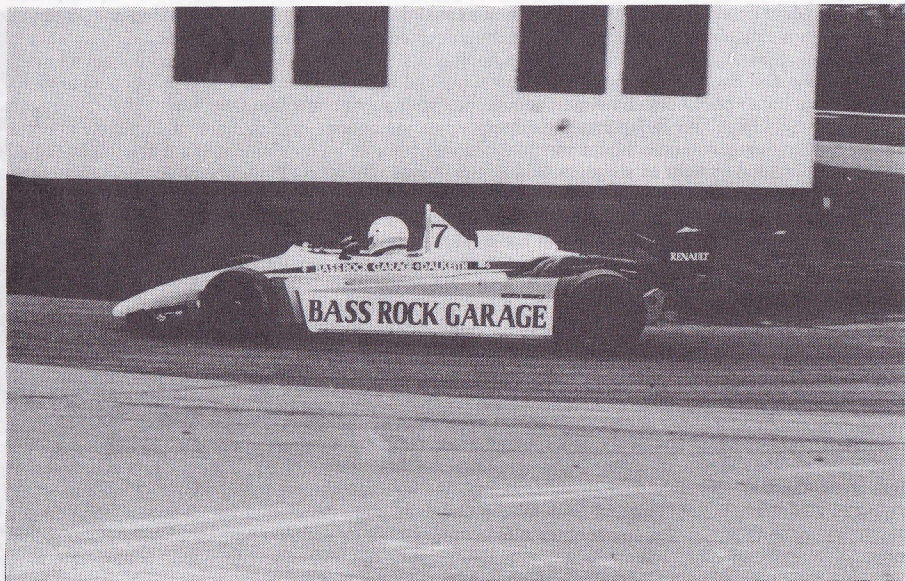
Event 4, as mentioned earlier, will have all the quick Formula Ford men and keep an eye open for some of the newer names like Stuart Roden with his Van Diemen, Sandy McEwen with his Moore's Lemonade Crossle 32F and of course Chick Stenhouse with his Lee Cooper Van Diemen who won this race at the April meeting.

Event 5 is the Forth Electrical Services over 1000 c.c. GT race and there is a stranger in their midst in the shape of Andrew Fletcher. Fletcher was one of Scotland's most successful International sports car drivers in the early seventies. He raced Chevrons all over Europe with some success. He now farms in Pencaitland and has a collection of interesting racing cars one of which is his beautiful Chevron B16. This is one of the most stylish racing coupés ever designed and the car is thirteen years old. Andrew ran it for a laugh at the October meeting last year against the GT cars and surprised everyone by finishing second. Today he is out twice in this event and in the Historic Racing and Sports Car race which follows. Jim McGaughay is again out with his F.E.S. Renault and will be out to avenge his defeat by George Coghill in the Norfrost Lotus Esprit at the first meeting. Eric Munnoch's Rover V8 engined Chevron based Imp now has a supercharger added to it and it is a mighty handful. For fun watch Jimmy Fleming with his fabulous Toyota Celica which was formerly a factory rally car and which Jimmy uses



In the up to 1000 c.c. GT race Ian Forrest's Drambuie Davrian in its menacing black paint led the way but it was Kenny Coleman's R.J. Cross/Davrian in second place here which stormed ahead to win with Harry Simpson in third place.

George McMillan's new Ralt with its Formula 2 Hart engine and finished in Renault Formula 1 colours of yellow and black was a stunning sight and he finished second in the Formula Libre race.



INGLISTON

INGLISTON RACE CIRCUIT LTD.

S.M.R.C.

SCOTTISH MOTOR RACING CLUB LTD.

THE CARMICHAEL MOTOR GROUP RACE MEETING

INGLISTON — 1st MAY, 1983

Promoted by
INGLISTON RACE CIRCUIT LTD.

Organised by
SCOTTISH MOTOR RACING CLUB LTD.

PROGRAMME & TIMETABLE

Event No.	Scrutiny before a.m.	Event	No. of laps	Practice time a.m.	Event time p.m.
1	(A)8.45 (B)9.10	Formula Ford 1600 Race.	10	(A)9.15 (B)9.40	2.15
2	9.35	GT Cars up to 1000 c.c.	12	10.05	2.40
3	10.00	Royal Highland & Agricultural Society of Scotland Race for Sports and Clubmans cars.	12	10.30	3.05
4	—	Formula Ford 1600 Race	12	—	3.30
5	10.25	The Forth Electrical Services Trophy Race for GT Cars over 1000 c.c.	12	10.55	3.55
6	11.25	Historic Racing & Sports Car Race	12	11.55	4.20
7	10.50	Formula Libre Race	15	11.20	4.45
8	11.50	Road Car Race	12	12.20	5.10
	12.45	Drivers' Briefing in Scrutineering Bay			
	2.00	All Marshals at posts please			

EVENT

1

FORMULA FORD 1600 CARS.

A round in the Hubert Mitchell Scottish Junior Formula Ford Championships.

Car No.	Driver/Entrant	Car	c.c.	From
48	TOM BROWN/Tom Brown Racing	Van Diemen/Scholar	1600 (A)	Glasgow
57	KEN CRAIGIE/Freight Express	Crossle 25F	1600 (B)	Galashiels
58	JOHN DOHERTY/Clip Joint Hairstylists	Hawke DL12	1600 (A)	Greenock
59	KEN LE MAY	PRS 81F	1600 (B)	Paisley
60	WILLIAM LIPPE	Spartan	1600 (A)	Inverurie
63	WILLIAM ROSE	Royale RP26/80	1600 (B)	Fyvie
64	MIKE MACPHERSON	Van Diemen RF80	1600 (A)	Alness
65	NEIL COCHRANE	Crossle 30F	1600 (B)	Glasgow
66	GRAHAM LEGGET/Swedish Pine Co.	Van Diemen RF78	1600 (A)	Edinburgh
67	BARRY NICHOLSON	Royale RP31	1600 (B)	Carlisle
68	STEPHEN ROBERTSON	PRS RH01	1600 (A)	Penicuik
73	GORDON MELVIN	Van Diemen RF79	1600 (B)	Ballater
74	SANDY McEWAN/Moore's Lemonade/ Crusader Insurance	Crossle 32F	1600 (A)	Glasgow
75	CLIFF HARPER	Hawke DL15	1600 (B)	Peterhead
76	NEIL GILLANDERS	Van Diemen RF78	1600 (A)	Hatton
79	LANCE GAULD/Financial Advisory Services	PRS 82F	1600 (B)	Glasgow
81	RICHARD MITCHELL	PRS 80F	1600 (A)	North Berwick
83	RALPH HALLEY/Ralph Halley Racing	Crossle/Minster	1600 (B)	Strathblane
84	IAIN GARDNER/Ralph Halley Racing	Crossle/Minster	1600 (A)	Strathblane
85	KENNETH DYER	Crossle	1600 (B)	Edinburgh
86	ANDREW PATTERSON	Hawke DL19B	1600 (A)	Blairgowrie
88	HARRY MINTY	PRS 79F	1600 (B)	Peterhead
89	CHIC STENHOUSE/Lee Cooper	Van Diemen RF81	1600 (A)	Dunfermline
91	COLIN BIRKBECK	Van Diemen RF81	1600 (B)	Penrith
98	STEWART RODEN	Van Diemen	1600 (A)	Kirkliston
99	GEORDIE TAYLOR	Spartan FF79	1600 (B)	Kemnay

Class lap record: Tom Brown/Roy Low, 52.5 secs.

2.15 p.m.
10 laps

1st..... 2nd..... 3rd.....

EVENT

2

GT CARS UP TO 1000 c.c.

A round in the Luckpenny Scottish GT Championship.

134	BRIAN FLETCHER	Sunbeam Stiletto	998	Aberdeen
135	BOB MILNE	Imp	998	Aberdeen
137	JIM McDONALD	Imp	998	Limerig
170	RICKY GAULD	Davrian Mk7	998	Insch
187	KENNY COLEMAN/R. J. Cross, Peugeot Talbot, Airdrie & Coatbridge	Davrian	998	Airdrie
190	IAIN FORREST/The Drumbuie Liqueur Co.	Drumbuie Davrian	998	Kirkliston
194	HARRY SIMPSON/Edinburgh Aluminium Products	Davrian Mk8	998	Edinburgh

Class lap record: Kenny Coleman, 51.5 secs.

2.40 p.m.
12 laps

1st..... 2nd..... 3rd.....

EVENT

3

ROYAL HIGHLAND & AGRICULTURAL SOCIETY OF
SCOTLAND RACE for Sports and Clubmans cars.

23	KEITH BOWMAKER	Lola 492	2000	Newcastle
24	JOHN FYDA/Agra	Mallock	1700	Dundee
31	JOHN MACKIE/Agra	Mallock Mk 21/24	1700	Kirkcaldy
33	JOHN CLARK	Chevron B54	2000	Aberdeen
35	REG FORRESTER SMITH	Marquis Mallock	1700	Annan
37	BRIAN STEVENSON/Central Motors (Kilburn)	Chevron B52	1993	Cumbernauld
41	JOHN NORTH	Mallock Mk11/24	1600	Kilbarchan

Class lap records: A Clubman, J. Fyda, 45.9 secs; B Clubman, J. Mackie, 50.4 secs; Sports 2000, R. Spence, 50.5 secs.

3.05 p.m.
12 laps

1st..... 2nd..... 3rd.....

EVENT

4

FORMULA FORD 1600 CARS.

A round in the Marlboro Scottish Formula Ford Championship.

48	TOM BROWN/Tom Brown Racing	Van Diemen/Scholar	1600 (A)	Glasgow
57	KEN CRAIGIE/Freight Express	Crossle 25F	1600 (B)	Galashiels
58	JOHN DOHERTY/Clip Joint Hairstylists	Hawke DL12	1600 (A)	Greenock
59	KEN LE MAY	PRS 81F	1600 (B)	Paisley
60	WILLIAM LIPPE	Spartan	1600 (A)	Inverurie
63	WILLIAM ROSE	Royale RP26/80	1600 (B)	Fyvie
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84	IAIN GARDNER/Ralph Halley Racing	Crossle/Minster	1600 (A)	Strathblane
85	KENNETH DYER	Crossle	1600 (B)	Edinburgh
86	ANDREW PATTERSON	Hawke DL19B	1600 (A)	Blairgowrie
88	HARRY MINTY	PRS 79F	1600 (B)	Peterhead
89	CHIC STENHOUSE/Lee Cooper	Van Diemen RF81	1600 (A)	Dunfermline
91	COLIN BIRKBECK	Van Diemen RF81	1600 (B)	Penrith
98	STEWART RODEN	Van Diemen	1600 (A)	Kirkliston
99	GEORDIE TAYLOR	Spartan FF79	1600 (B)	Kemnay

69 ROY LOW
0 HARVEY GILLANDERS
1st..... 2nd..... 3rd.....

3.30 p.m.
12 laps

EVENT

5

FORTH ELECTRICAL SERVICES TROPHY RACE for GT Cars
over 1000 c.c.

A round in the Sportstune Scottish GT Championship.

101	GEORGE COGHILL/Norfrost	Lotus Esprit Agra Hart	2000	Halkirk
103	ERIC J. M. MUNNOCH	Davrian Stiletto	3528	Larbert
104	JIMMY FLEMING	Toyota Celica	2000	Ayr
110	JIM MCGAUGHAY/F.E.S.	F.E.S. Renault 5T	1998	Lochgilphhead
171	STAN (THE CLAN) SHARE	Clan Crusader	1150	Arden(clan)tinny
177	ERIC PATERSON	Lotus Europa	1492	Edinburgh
179	GUS YOUNG/Agra (Precision Engineering) Ltd.	Agra Scrocco DL	1500	Dundee
180	ANDREW FLETCHER	Chevron B16	1930	Pencaitland

Class lap records: 1001-1500 c.c. E. Paterson, 50.6 secs; Over 1500 c.c. J. Wilson/J. McGaughay, 47.7 secs.

1st..... 2nd..... 3rd.....

3.55 p.m.
12 laps

EVENT

6

HISTORIC RACING & SPORTS CAR RACE.

A round in the McLaren Builders Scottish Historic Championship.

1	BILL NESS	Merlyn Mk1 1959	1100	Glasgow
2	R. McPHERSON	Cooper Bristol 1953	1971	Perth
3	C.A. JONES	Bentley 1935	3500	Edinburgh
4	W. S. GORDON	Trite	1100	Dalkeith
17	GEOFFREY TODD	Chevrolet Corvette 1965	5000	Greenlaw

1st..... 2nd..... 3rd.....

4.20
12 laps

EVENT

7

FORMULA LIBRE RACE.

A round in the Scottish Formula Libre Series.

7	GEO. McMILLAN/Bass Rock Garage (Renault)	Ralt RT2	1998	North Berwick
10	COLIN RICHARDSON/Cross Keys Inn, Peebles	March 77B	1600	Peebles
14	GERARD DOHERTY/Clip Joint Hairstylists	Reynard SF79	2000	Greenock
20	DAVID DUFFIELD	Ralt RT4	2000	Kirkliston
24	JOHN FYDA/Agra	Mallock	1700	
35	REG FORRESTER SMITH	Marquis Mallock	1700	Annan
137	NIALL MULLOY/Central Motors (Kilburn)	Chevron B52	1993	Cumbernauld
	<i>D. BILL DRUMMOND</i>	<i>MAGNUM</i>		

Class lap records: Outright, D. Duffield, 43.5 secs; Up to 1700 c.c., J. Fyda, 45.9 secs.

4.45
15 laps

1st. *20* 2nd. *7* 3rd. *24*
4th. *31* 5th. *10* 6th. *D.*

EVENT

8

ROAD CAR RACE / HISTORIC CARS

150	OLLY ROSS	Renault 5 Gordini	1390	Helensburgh
151	CHARLES CAMPBELL/Broadford Hotel	Davrian MK8	998	Skye
152	ROBERT HARKNESS	Hillman Avenger	1598	Beith
153	JIM McKEE	Renault 5	1400	Milngavie
6	TONY STUBBS	BMW 323i	2300	Ripley
160	HUGH McCAIG	Audi Quattro		Edinburgh
161	ALISTAIR GRAY	Escort RS2000	1998	Menstrie
162	DOUG NIVEN/Doug Niven Cars	Capri X	2998	Whitsome
163	JIMMY FLEMING	Toyota Celica	2000	Ayr
	<i>X STAN SHANE</i>	<i>ELAN</i>		

Class lap records: Up to 1600 c.c., O. Ross, 67 secs; Over 1600 c.c., D. Niven, 63.5 secs.

5.10
12 laps

1st. *163* 2nd. *6* 3rd. *X*
4th. *152* 5th. 6th.

for the Scottish Rally Championship. The Historic race which is the first round of the McLaren Builders' Scottish Championship brings together the kind of mixture of cars we expected. There are a number of historic cars in Scotland and though the entry is small we hope that it will build up for the August and September meetings which also count in the Championship. Star of today has to be Roddy McPherson from Perth with his Cooper Bristol. Roddy is quite the most spectacular driver to be seen at Ingliston. His car is now over thirty years old and was originally driven by Ken Wharton the British Hill Climb Champion and Grand Prix driver. Just watch the odd angles the wheels adopt when cornering in front of the grandstand. For the record to add some interest a new class has been formed to accommodate post-Historic sports and GT cars which is why Andrew Fletcher's Chevron is running and the battle between Andrew and Roddy should be a good one. This new class also accommodates Geoff Todd with his rumbling Chevrolet Corvette which was built in 1965. Quite the most interesting car, however, is W. S. Gordon's Trice which is a real pre-war racing special.

In the Libre event David Duffield has to be the favoured runner as David broke the outright lap record for the circuit despite the cold icy winds of April. George McMillan in his Bass Rock Garages Ralt Hart should be his closest rival but there are likely to be some good battles further down the field.

Finally there is the road car class which had but four entries with two late entrants in April. It was so much fun that we now have nine entries and probably the odd late entry.

Douglas Niven will be worth watching as his former glory at Ingliston has left him with a knowledge of all the best lines through the corners. Tony Stubbs from Ripley deserves a warm welcome as he heard about the Road Car Class and has driven all the way from the south with his BMW 323i to take part. This car is finished to the same specification as the cars in the BMW County Challenge of two years ago. Jimmy Fleming will be out again with the Toyota but this time on road tyres and his handling of the car has to be seen to be believed.

We hope you will enjoy your racing today and look forward to seeing you on July 24 at the next meeting which should be something special.

GRAHAM GAULD

AND NOW A WORD . . .

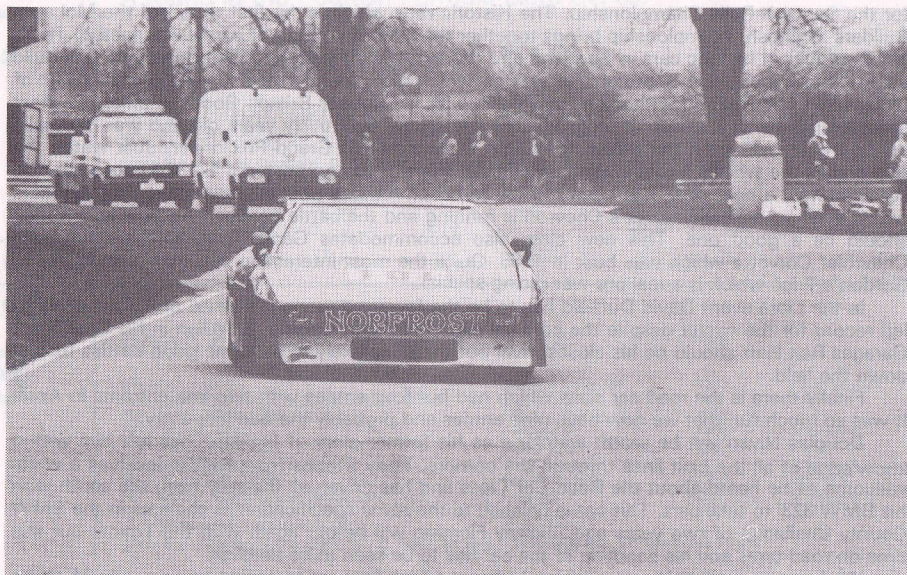
Sponsors are very necessary in all sports and in particular in motor racing and we at Ingliston have always been fortunate in the support we have gained from sponsors throughout all areas of business life.

This season is exceptional for we have received considerable support from companies which have sponsored the championships as well as race meeting sponsors and individual race sponsors.

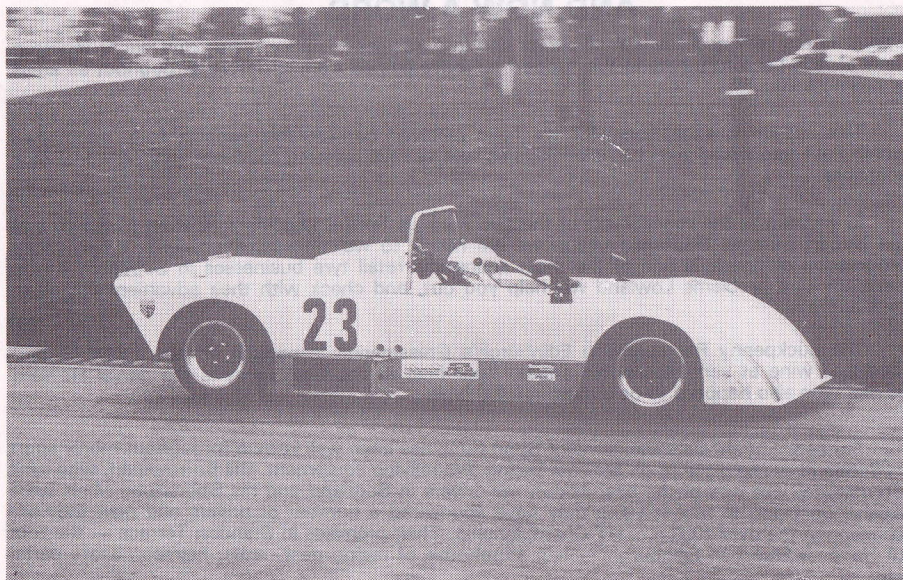
In addition to the sponsorship of the two Formula Ford Championships from Marlboro and the Hubert Mitchell Insurance Group we are happy to welcome back Lowland Tyres whose progressive company is one of the most successful retail tyre businesses in Scotland. If you have any tyre problems Lowland will help you out, and check with their advertisement as to their address.

The Luckpenny Restaurant in Edinburgh's Grassmarket is popular in that it offers good food and wine at very reasonable prices. Your host at the Luckpenny is the genial Howard Fowler who also happens to be a motor racing buff.

For over fifteen years the name of Sportstune has been well known throughout motor sport in Scotland as the place to go for your racing and rallying equipment. Bill Borrowman, who runs Sportstune, was one of the best saloon car drivers in Scotland and his Sportstune Minis were always up front. In recent years they have sponsored a number of drivers and now they are sponsoring the over 1000 c.c. GT Championship. Their premises in Brandon Terrace — the foot of Hanover Street in Edinburgh — is a storehouse of racing gear, suits, helmets, spare parts, etc.



At the April race meeting George Coghill created a surprise by walking away with the over 1000 c.c. race with his Norfrost Lotus Esprit. In the Sports Car race Keith Bowmaker tried hard in his Lola against the Chevrons. The north of England driver is a regular at Ingliston in this class.



McLaren the Builders in Glasgow have been associated with Historic Car events through the enthusiasm of Campbell McLaren and this year they have stepped forward to sponsor a three-round Championship taking place at the May, August and September meetings here at Ingliston. McLaren Building is just one element of a group of companies which cover treatment services as well as other building services.

Finally there is the Formula Libre Championship which is unique in being sponsored by existing drivers, former drivers and enthusiasts all of whom have contributed cheques to raise a substantial fund for the championship. Those contributors include the following:—

Jackie Stewart, Chevron Cars, Alan Muir, Gerard Docherty, Jenny Birrell, Hugh McCaig, Gary Gibson, Howard Fowler, John Dick Peddie, Gordon Skilton, John Romanes, Graham Gauld, Vic Covey, Campbell McLaren, Keith Wickham, Mike How, Walter Robertson, Andrew Fletcher, Douglas Niven.

Today's meeting is being sponsored by the Carmichael Motor Group which is based in Edinburgh but has British Leyland dealerships around the East of Scotland.

Their nearest branches to Ingliston are at the Maybury Roundabout where you can test drive the latest Austin Maestro and two hundred yards away on Corstorphine Road, the Carmichael Land-Rover Centre.

In addition to British Leyland products the company has a main dealership for Rolls royce and Bentley cars.

Today for you interest there will be a parade of British Leyland models and remember each of these cars can be test driven through any Carmichael Group dealership so ask one of their sales representatives here today to arrange your drive.

In addition there will be one of the most expensive displays of Rolls Royce and Bentley cars including the Bentley Mulsanne Turbo, the latest Rolls Royce Silver Spirit and, hopefully, the Camargue, one of the most lavish cars ever built.

We are also happy to re-introduce Forth Electrical Services of Stirling who are sponsoring the over 1000 c.c. GT race. F.E.S. are long-time sponsors of Jim McGaughay's racing cars and have strongly supported racing at Ingliston.

Why don't you help?

Here at Ingliston we are always on the lookout for

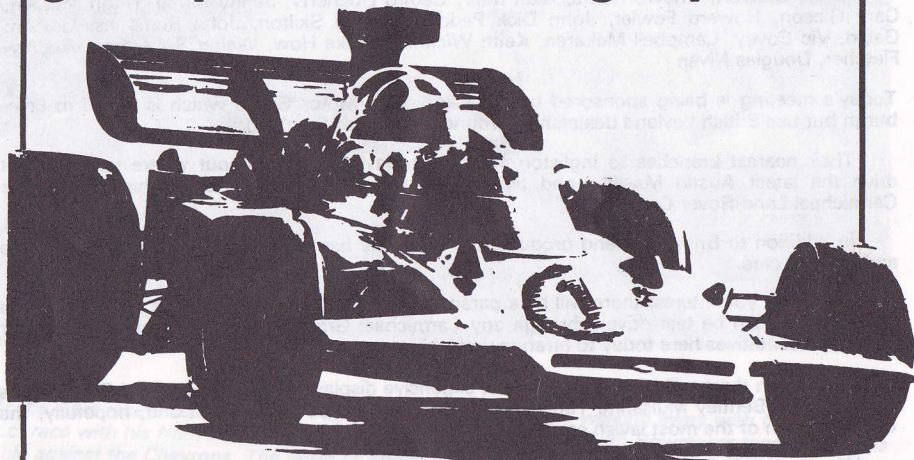
MARSHALS

and this year we must thank Tom Brown Racing School as there will be a draw at each meeting at Ingliston when all the marshals' names will be put into a hat and the winning marshal will receive, absolutely free, a preliminary course at the Tom Brown Racing School. You too can take part in the draw as a marshal at Ingliston.

If you are interested in joining the teams around Ingliston, in the paddock and out on the circuit, just drop a line to **ANDREW MITCHELL, SCOTTISH MOTOR RACING CLUB, P.O. BOX 5, MARKET SQUARE, DUNS, BERWICKSHIRE.**

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INGLSTON 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

SCOTTISH MOTOR RACING CLUB LIMITED

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APPLICATION FORM FOR 1983 MEMBERSHIP

Please complete in BLOCK CAPITALS throughout

I, Mr/Mrs/Miss
 (delete as appropriate) (Christian names) (Surname)
 of
 (Occupation)

hereby apply for membership of the Scottish Motor Racing Club Limited for the calendar year 1983 and agree, if elected, to be bound by the Memorandum and Articles of Association thereof for the time being.

...../...../1983
 (Signature, please)

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

My Cheque/P.O. is enclosed made up as follows:

Annual Subscription — Racing Member (£15) £
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You could be going to the Italian Grand Prix this year, on us!

As the winner of our easy-to-enter motorsport competition

There is nothing to match the sheer excitement and electric atmosphere of the crowd during the Italian Grand Prix Weekend. The Italians feel strongly about any sport in which their fellow countrymen are participating, even if a beloved Ferrari is being driven by a foreigner! They are positively hysterical in support of any driver with Italian blood in his veins.

The atmosphere extends for miles around Monza during Grand Prix Weekend when Grand Prix fever takes over—in the cafes, bars and streets, on the advertising boards and T.V., there is nothing else to talk about.

The race is held in Monza Park which is 15 km north-east of Milan and 45 minutes drive from Lake Como. A grandstand seat is recommended as the standing areas become very crowded, but there are some very good general viewing possibilities. The circuit length is 3.6 miles and the race distance is usually 60 laps.

1982 was a great race for the Italian fans as Mario Andretti returned to Ferrari and gained pole position with team mate Tambay in third place on the grid. The battle between Ferrari and Renault was ferocious—Arnoux taking first place for his second win of the season.



1ST PRIZE:

A superb 4 day, 3 nights weekend away by scheduled flights visit to the Italian Grand Prix for two.

2ND PRIZE:

A fully paid day's course at the exciting Tom Brown Racing Drivers School.

3RD PRIZE:

A copy of the 1983 Motorsport Annual.

To enter this exciting competition all you have to do is answer these 3 questions and attach the entry form to a receipt from Lowland Tyres of £25 or over. Entries close on the 20th August 1983 and the first name drawn out of the hat that has all the correct answers will be the winner. 1 entry per £25 purchase.

The decision of the judges is final. No employees of either Lowland Tyres or Covey Advertising are eligible to enter this competition.

Question 1: Which two American Grand Prix drivers are racing in F1 this year?

Answer: _____

Question 2: Who was on pole position for this year's Brazilian Grand Prix?

Answer: _____

Question 3: Name three Irishmen who have raced in F1 in the past 2 years?

Answer: _____

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