



INGLISTON 15th OCTOBER '78



THE OPEL DEALERS TROPHY RACE MEETING



OFFICIAL PROGRAMME 30p
For conditions of admission see inside

The Scottish Saloon Car Championship

Lombard North Central are sponsoring the Scottish Saloon Car Championship at Ingliston for the advancement of motor sport and your enjoyment

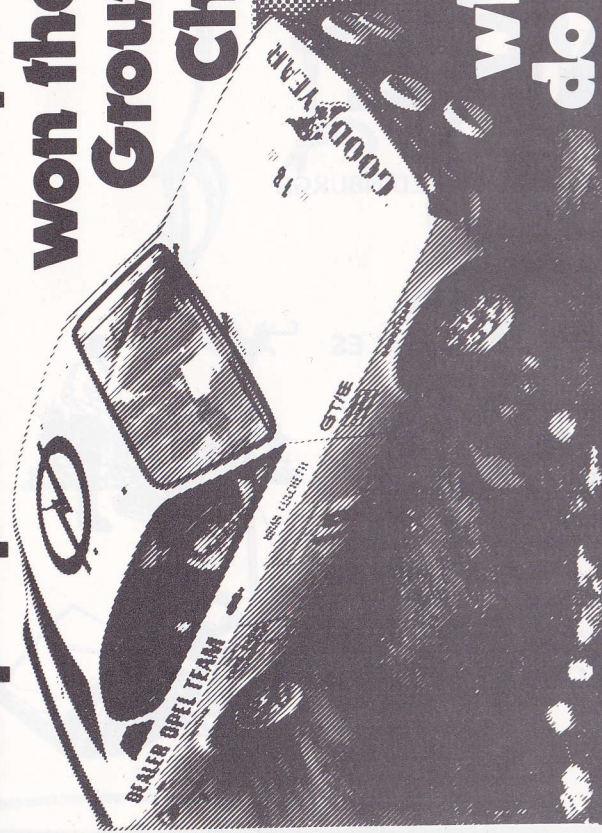
Lombard North Central
 Banking · Instalment Credit · Leasing

20 DUBLIN STREET, EDINBURGH EH1 3RD
 Telephone: 556 9591

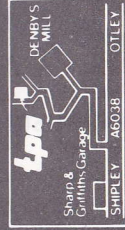
Branches in Aberdeen, Annan, Ayr, Dundee, Dunfermline Glasgow and throughout Great Britain.



We prepared the Opel Kadett that won the 1978 RAC Group 1 Rally Championship..



Just think what we could do for your car!



tpa



TONG PARK AUTOMOTIVE Airedale Buildings Main Street, Tong Park, Baildon, Shipley, Yorks. BD17 7OZ Telephone: 0274 592003

LAWNMOWER & CHAINSAW SPECIALISTS

MOWER CARE

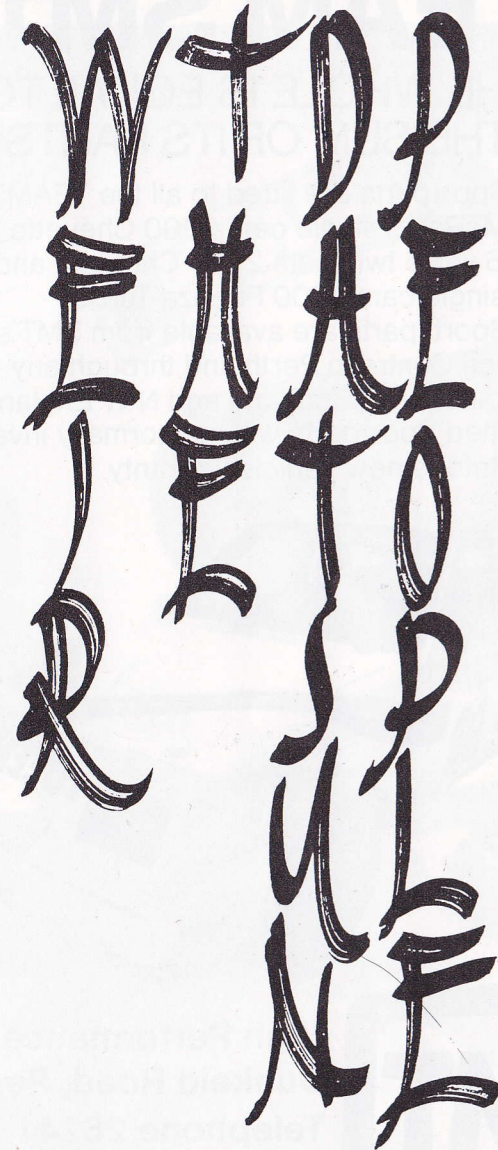
24 MORRISON STREET LANE, EDINBURGH
031-229 5153

SPARES • REPAIRS • SALES

ACTO • SUFFOLK • QUALCAST

HUSQVARNA • WEBB • FLYMO

SOLO • VICTA • OREGON

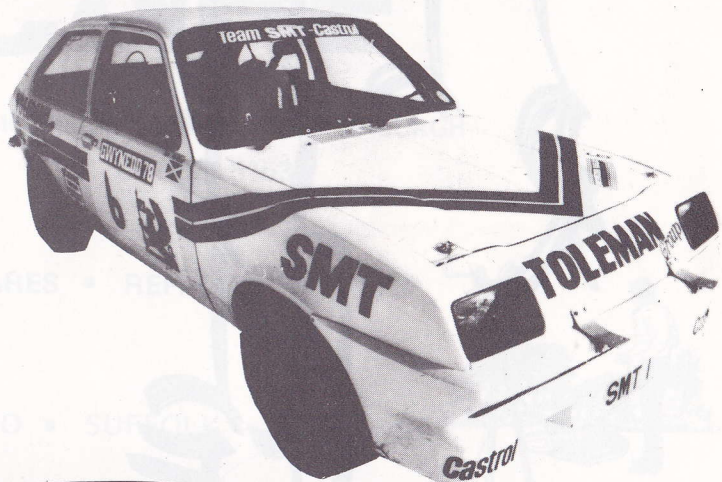


TEAM SMT

THE WHOLE IS EQUAL TO
THE SUM OF ITS PARTS

DTV Sportparts are fitted to all the TEAM SMT cars. Jim McRae's single cam 2300 Chevette, David Porter's 16 valve twin cam 2300 Chevette and Bill Dryden's single cam 2300 Firenza Turbo.

DTV Sportparts are available from SMT's High Performance Centre in Perth and through any of the 13 SMT branches in Scotland and N W England. Properly fitted Sportparts will not normally invalidate Vauxhall Motor's new vehicle warranty.



**High Performance Centre,
Dunkeld Road, Perth
Telephone 26241 / 5**

Also at: Aberdeen, Carlisle, Dumfries, Dundee,
Edinburgh, Elgin (Elgin Motors), Falkirk, Glasgow,
Inverness, Kirkcaldy, Penrith, Stirling and
Whitehaven.

For Your Days Enjoyment



Superparts Niven



Ed Cheever & Norman Dickson take some well deserved applause

FOR YOUR DAYS ENJOYMENT

October—while always tinged with just a hint of sadness that it is the last Race Meeting of the Scottish Motor Racing Season, frequently one of the best meetings of all as drivers, marshals and spectators alike all store up as many memories as possible for the winter "lay-off". October, too, sees the battle for the lead in the Scottish Championship Series, as also a battle to push through a 9 race programme before the lights go out (not an easy task in October when darkness can fall, on a heavily overcast day, by 5.30 or thereabouts!) And while October at Ingliston may say farewell to motor racing in Scotland for 1978, it also gives a chance to welcome back to Ingliston the traditional October Historic Car Race, and also to welcome back to Ingliston one of our former Chief Scrutineers, Bill Cleland, now in the guise of "man behind the scenes" of today's Sponsorship from the Opel Dealers Club. All in all, we have a full day's sport promised for you, crammed with (we hope) more than the usual measure of excitement!

But before the racing starts, perhaps this would be an opportune time for us all to remember the voluntary efforts put in by the many Officials and Marshals around the Ingliston Circuit today. The organisation of Race Meetings is in the extremely competent hands of the Scottish Motor Racing Club and all of the Marshals and Officials that you will see around the Circuit today are attending purely voluntarily, and giving of their services free of charge. Come wind, snow, hail, rain or shine (and we have had them all) those Marshals still manage not only to do their job to a standard as high as any to be expected on any race track in Europe, but also (amazingly) to remain cheerful regardless. Without them (and promoters, Scotcircuits Ltd) there quite literally would be no racing at Ingliston, and it does no harm for us to remember their extremely valuable contribution from time to time. Nor should we forget the Marshals' wives, whose (sometimes, admittedly, reluctant) acquiescence is so often taken for granted, and without which again Marshalling would not take place!

While the Marshals and Officials' efforts are clearly defined, and greatly appreciated, so too should we thank you, the spectator, for so persistently backing Scotland's most successful and longest serving motor racing circuit. Motor racing is a three-way business. One cannot race without competitors, but competitors cannot race without a race track. Race tracks cannot exist without promoters, or run without marshals and officials.

LEISURE SEATING LIMITED

34 Shuna Place
GLASGOW
041 946 0211

Manufacturers of Seating for all leisure areas

e.g. Auditoria,
Lecture Theatres,
The Catering Industry

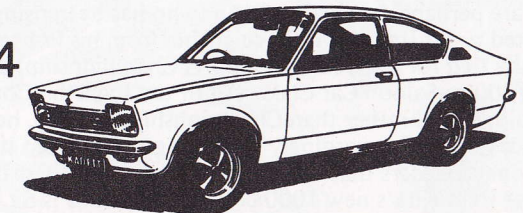
Leisure Seating is a subsidiary of the Kemp Group of Companies,
the leading entertainment organisation on the west coast

LYLESLAND GARAGE LIMITED



69 ESPEDAIR STREET
PAISLEY
RENFREWSHIRE PA2 6RW

Telephone:
041-889 5254



In modern times, however, motor racing has to be paid for from somewhere, and hence the reliance upon both sponsors and you, the paying public. Please remember when you "pays your way" at the gate, that by so doing you too are doing your little bit towards keeping motor racing alive in Scotland. And, if you would like to do just a bit more, have you ever thought about marshalling? Having just said what a rotten, miserable and thoroughly depressing time marshals have (not all of that is true—just most of it!) the proof must be in the pudding, and you rarely see an unhappy marshal! If you feel like joining the team, to help with the many essential jobs which have to be done from meeting to meeting, why not drop a line to the Scottish Motor Racing Club at National Bank Chambers, Duns, Berwickshire (giving a note of your name and address) and we can contact you over the winter to "sign you up". We are sure you won't regret it!

Having wasted so much time thanking everyone, how about getting down to the business of today's racing. The first peculiarity is that the first race of the day, for Modified Sports Cars, is being held before lunch, a necessity occasioned by the risk of darkness falling before racing finishes this afternoon. Those here early enough to enjoy the race can always enjoy luncheon at the Circuit afterwards and, if you are Club Members, a quiet noggin in the Club Bar before racing commences at 2.00 pm. But back to 12.30. Both John Fyda (173) and Brian Stevenson (181) will be determined to clinch the Hamilton & Inches Championship today. John, who shared this Championship with John Kirk last year, brought himself back into contention by shattering the lap record for Modsports at the last Ingliston Race Meeting, and the position now is that both drivers (who are, you will remember, competing in different capacity classes) are tying on points in the Championship and also have an equal number of highest placings. For those interested in the current Scottish Championship placings, these are set out in full on page 26 of this Programme, and you should all bear in mind that, of the six race meetings at Ingliston this year, competitors in each of these Championships may only count their best 4 scores. In the event of a tie on points arising, then reference is had to the highest number of highest placings of the drivers so tying. In cases such as the Modified Sports Car Class, where points are awarded on merit in each capacity class, then reference is to the highest number of highest placings per capacity class.

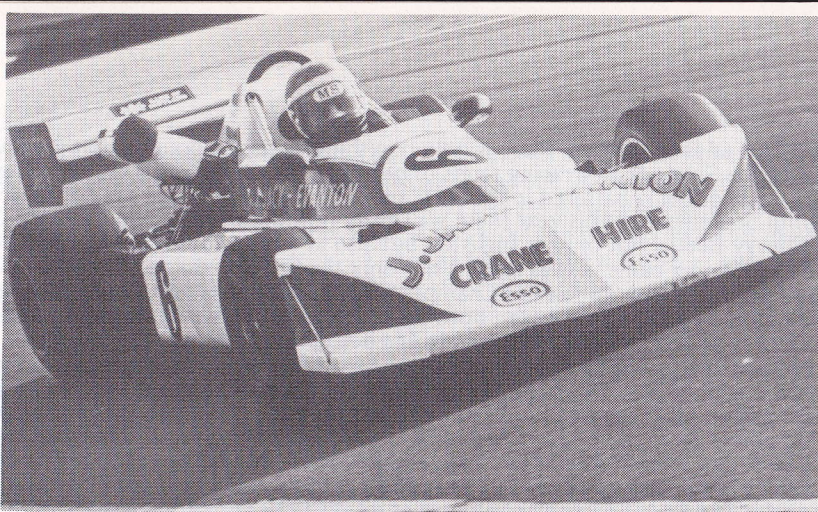
While the Modified Sports Car Championship may be all "tied" up (forgive the pun), the principal Scottish Motor Racing Championship, the Lombard Scottish Saloon Car Championship, is still very much a 2-man battle between Dougal Niven (101) and John Kirk (137). After Dougal's disaster in September, and John Kirk's class win then, everything hangs on the Final of today's Opel Dealers Trophy Race. John Kirk currently leads the Championship with 37 points, but, since these are taken from 4 results, the best he could hope to do today is to improve this total to a figure of 38 points, by bettering his class lap record in the Final (an additional Championship point is awarded when the class lap record is bettered in the Final, but this Championship bonus point does not apply in the Saloon Car Heats). Having already demolished the 1000 cc Special Saloon Car Class lap record, and lowered this by so much that his chances of improving on it today are perhaps debateable, John (who has been using his head over the past 4 weeks) has fitted to his Imp the 1125 cc engine from his last season's Davrian (the car with which he tied for last years Modsports Championship) thus qualifying his car for the 1001-1300 cc Saloon Car Class. All of the Ingliston Championships being "driver's Championships" rather than Championships for cars, he is perfectly entitled to do this, and today, he will accordingly be gaining points from the 1300 cc Saloon Car Class. When one considers that the 1300 cc Saloon Car Class lap record is 53.6 seconds, whereas John Kirk's new 1000 cc class lap record is 52.6 seconds, one can see exactly why he has changed classes! A shrewd move on John Kirk's part, but will it be enough to beat Dougal Niven?

So far as Dougal is concerned, there is only one thing he has to do, and that is to win his class in the Final. Motor racing tends to be a game in which one is either riding on top of a wave, or being battered in the surf, and Dougal's season so far has rather echoed this. Until September of this year there was really nothing which could live with Dougal's 5-litre Chevvy Beetle, not only at Ingliston but also at any of the circuits in Britain. By the time September came he was leading not only the Scottish Saloon Car Championship, but also the Super Saloon Car Championship and the Northern Championship. At Ingliston in September, however, both his luck and clutch went, causing the Beetle to lurch forward dramatically off the start line before the flag had even trembled. As Dougal brought everything to a grinding halt, at that moment all the other cars took off on the drop of the flag. The result was one of the most spectacular shunts we have ever seen at Ingliston, with Stuart Cooper ramping off the back of Dougal's Beetle, performing some incredible aerobatics, before regaining contact with the ground somewhat forcibly! A week later and Dougal has the car back together again, having tested it at Croft on the Saturday (where he unofficially lowered the outright saloon car lap record) in readiness for Sunday's final Super Saloon Car round at Donnington. The car rumbles up for practice, and cannot even complete one lap of practice before a plug blows out and the engine siezes. Such is the incredible spirit amongst Saloon car drivers nowadays that Jimmy Robertson (98) offered Dougal the use of his Skoda Coupe to drive, since Dougal merely needed to come second to Nick Whiting to clinch the Super Saloon title. Quite understandably, Dougal did not wish to risk a fellow Scottish competitor's car, and hence Whiting took the title, but considerable credit must fall on Jimmy Robertson for his most sporting offer. Then, having installed a new engine, Dougal is back at it at Crofts a week later, ready to try to take the Northern Saloon Car Championship. Once again, however, the gremlins strike, and this time his new engine blows up in practice. The incredible spirit of these Club Saloon Car drivers appears yet again, when Doug Emms offers Dougal his Chevvy Camaro to drive in the race and, on this occasion, not having had a shot at one of these monsters before, Doug accepts the challenge and, in Doug Emms' car, takes the Northern Championship. The race was not without incident, however, since, never having driven a left-hand drive car before, Dougal had forgotten that the car ended, and roadway began, at his left shoulder, so that when he lined up for the first few corners his mental approach was about 3 feet out! Two wheels bouncing about on the grass verge very quickly brought about a mental readjustment!

And what of Dougal's chances in the Scottish Saloon Car Championship (a Championship which he last won in 1970). By winning the final today, Dougal's total Championship score would move to 38 points, which is the maximum which John Kirk can

The fast getting faster Jimmy Robertson—Sportsman of the Month?





No caption is really needed—this shot of Eddie Cheever says it all.

hope to achieve also. If both drivers were to tie on 38 points, then reference would be had to the highest number of highest placings of each driver. Should he win the final today (and even if he did not win his heat) Dougal would still have 8 first places (both heats and finals are taken into account in calculating the highest number of highest placings for the Lombard Scottish Saloon Car Championship). John Kirk, on the other hand, even by winning his class in Heat and Final today, cannot pass a total of 7 first places, and thus the Championship would go to Dougal. However, all will depend upon this afternoon's Special Saloon Car Final, in which Doug will no doubt also have to keep his eye open for the SMT Challenge from Bill Dryden (100) and from the continually improving Skoda of the aforesaid Jimmy Robertson (98). Fresh from his Ingliston win in September, and a convincing win at Cadwell Park two weeks ago, Jimmy Robertson will be out to try to clinch third place in the Scottish Championship (a not impossible task despite his relatively low situation in the current Championship table). And as for the small saloons, with John Kirk moving into the 1300 cc class, anything could happen down amongst the 1-litre brigade, and probably will! Last time out, Ricky Gauld (132) was quite definitely the fastest car bar John Kirk, and a class win in the Final of today's Opel Dealers Trophy Race could see him slotting into third place in the Scottish Saloon Car Championship. The same, however, could be true for Jim McGaughey (126) who also has half an eye on that Championship third place, if he can only keep the other Imps behind him. While not in with the same Championship chances, Roy Knowles (122), Bill Thompson (121), Ewen Buchan (138) and Ian Forrest (129) will all be in there or thereabouts, stirring things up.

As we intimated at the last Ingliston, the Mower Care Championship for Sports Cars has yet to be finally sewn up, despite Iain McLaren (21) showing such a convincing points lead. The fly in Iain's ointment is Jim Stevenson's magnificent Mallock (39). In September, all that Jim needed to do was to win the race, and better the Clubman's class lap record in the process! While it was left to Kenny Allen (43) to re-set the lap record with a sub-48 second lap, Jim Stevenson nevertheless bettered the previously existing lap record during the race, went on to win the race, and astounded everyone by carrying through the first part of a two-part "near impossibility". The second part waits for him today, when he must again win the Formula 2000/ Sports Car race and again better the Clubmans class lap record, if he is to take the Championship away from Iain McLaren. Iain, on the other hand, feels obliged to enter his Chevron B36 (21) just to keep Jim behind him, while Kenny Allen will be out to clock up his first win of the season. Watch out too for Andy Smith (34) in a split-new Mallock Mk20B. All in all, even if Jim Stevenson does not manage to take first place in the Championship, the battle for second and third place is intense, and some exciting racing is forecast.

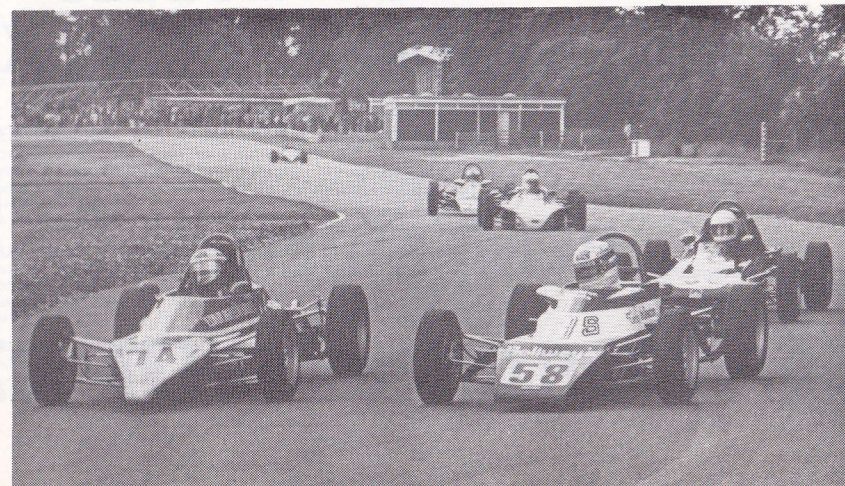
By his win in September, Cameron Binnie (58) pretty well clinched the Canonmills

Tyre Centre Championship and, providing he can take fifth place or better today, the Championship is secure. The only person who could overtake Cameron is Stuart Lawson (74), who has held the Formula Ford Championship at Ingliston on more occasions than any other person in the circuit's history, but even he would require to win the race a good five places ahead of Cameron to be absolutely certain. On Cameron's past form, this is perhaps unlikely, but nothing is certain in motor racing. Both Andrew Jeffrey (53) and David Duffield (60) are in there fighting hard with Stuart Lawson for second place (if Stuart fails to pip Cameron for the lead) while a fast improving Keith Lawrence (75) could well make certain of fifth place in the Championship. And just to stir up the regulars, Graham Hamilton (66) returns out of the wilds of the West to see if he can't emulate his mate, Eddie Cheever!

Then it's time for one of the events of the year, the McLaren Builders Historic Car Race. The full and varied entry is split into two groups for trophy and prize money purposes—pre-war historic cars (to the winner of this group goes the Doune Cup) and post-war cars (to the winner overall goes the McLaren Builders Trophy). The winner of the Doune Cup last year, Ron Footit, returns with his 1925 AC/GN, "The Cognac Special" (25), his pre-war opposition coming from Dick Smith's Super-charged 1932 Frazer Nash Nurburg (27). This car, which achieved a best lap at Brooklands of 114 mph (blown) has recently clocked many first places, and will be a worthy adversary to Ron's AC/GN. Our usual "unpaid expert", Ray Fielding, is also trying to rustle up the odd ERA and Maserati for us, just to keep Dick and Ron company. In post-war cars, last year's race winner, R J MacPherson returns with his Cooper Bristol, but again we have another Cooper Bristol or two up our sleeves, which might just be tempted to appear today. That exuberant favourite, Keith Schellenberg (78) has provisionally entered his 4.5 litre Bentley, while race sponsor, Campbell McLaren puts forward his Jaguar XKSS. Another Production Saloon Car regular, Graham Birrell, gets his hands around the wheel of an Aston Marton Zagato (73) while Colin Christie (41) fields the oldest Mallock remaining in existence (an interesting comparison with the incredibly potent Mallocks competing in the Sports Car Race today. The entry for the Historic Car Race is so extensive and varied that space does not permit of further discussion, but rest assured that, as in past years, the drivers will not be content with merely perambulating around the circuit in a tame exhibition drive—billed as a Historic Race, a race it will be, and one must take one's hat off to the spirit and enthusiasm of all the drivers who have brought their cars to Ingliston today. If one tots it up, there will probably be more in the way of valuable machinery "on the hoof" during this race, than in any other event this afternoon.

(Continued page 25)

Which just goes to show how close this Championship has been all season!



THE
SCOTTISH
OPEL
DEALERS
WELCOME YOU TO
INGLISTON

AND
INVITE YOU TO SEE OUR
RANGE OF NEW MODELS
IN THE PADDOCK TO-DAY

...

REMEMBER
KEEP YOUR OPTIONS **OPEL**

FOR
SALES
AND
SERVICE
IN
SCOTLAND
CONSULT
THE
EXPERTS

CENTRAL
Aquarco Ltd.
Birkhill Garage, Birkhill Road
Cambusbarron
Stirling FK7 9JS
Tel: Stirling (0786) 5051 & 61808

DUMFRIES & GALLOWAY
Southern Garages (Dumfries) Ltd.
Annan Road
Dumfries DJ1 3EH
Tel: (0387) 2711/2

Allison Motors
South Street
Port William DG8 9SH
Tel: Port William 277
Wigtown 2262

FIFE
Flear & Thompson Ltd.
Upper Station Road
Dunfermline KY12 7QD
Tel: (0383) 22565
Reekie Motors
9 Park Road, Kirkcaldy KY1 3EL
Tel: (0592) 51932

GRAMPIAN
Callanders Eng. (Aberdeen) Ltd.
366 King Street
Aberdeen
Tel: (0224) 24211

LOTHIAN - BORDER
Clelands of Peebles
Dean Park Garage
Northgate
Peebles EH45 8BZ
Tel: 0721-20741/20482

LOTHIAN - EDINBURGH
P. Carnie & Son Ltd.
Windyvale Garage
Meadow Place Road
Edinburgh EH12 7UQ
Tel: (031 334) 1919/2321
Western Automobile Co. Ltd.
116 Colinton Road
Edinburgh EH14 1BY
Tel: 031-443 6091/4 or 031-337 5438

STRATHCLYDE - ARGYLL
Bellanoch Garage
Bellanoch
By Lockgilphead PA31 8SM
Tel: Crinan (0546 83) 219

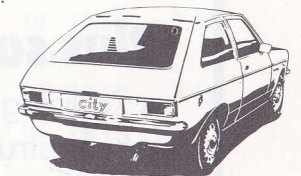
STRATHCLYDE - AYRSHIRE
Grange Motors
9-11 Wellington Street
Kilmarnock KA3 1DL
Tel: (0563) 25536
Wellington Motor Co. (Prestwick) Ltd.
97-99 Main Street
Prestwick KA9 1JU
Tel: Prestwick (0292) 70545/6

STRATHCLYDE - GLASGOW
Watson Bros. (Airdrie) Ltd.
High Street, Airdrie ML6 0DU
Tel: (023 66) 62401
Halleys of Milngavie
Glasgow Road, Milngavie
Glasgow G62 6JP
Tel: (041-956) 1126
Lows Garages Ltd.
10 Holmbank Avenue
Glasgow G41 3JH
Tel: (041 649) 9321
Niniam Sanderson Ltd.
240 Great Western Road
Glasgow G4 9EJ
Tel: 041-332 5956
Tomkins Bros. (Motors) Ltd.
712 Edinburgh Road
Glasgow G33 3PX
Tel: (041 774) 2791

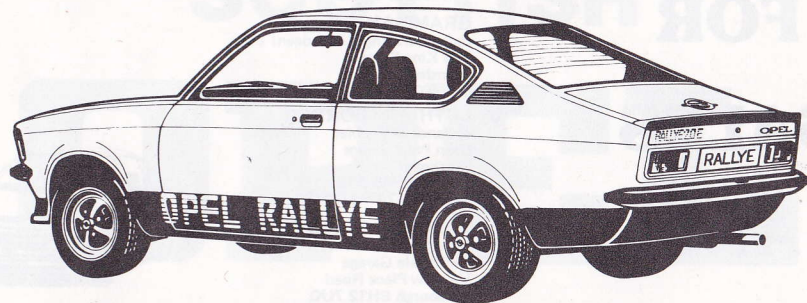
STRATHCLYDE - RENFREWSHIRE
Lylesland Garage Ltd.
69 Espedair Street
Paisley PA2 6RW
Tel: (041 889) 5254

Inverkip Garage
Main Street, Inverkip
Tel: (0475) 521203

TAYSIDE
Alfred Duffus
Kingsway Circle
Dundee DD3 8QF
Tel: (0382) 87193



Opel Rallye E



Everything the name suggests

- 110 bhp fuel injected 2 litre engine
- Up-rated shock absorbers
- 175/70HR-13 tyres on 5½J sports wheels
- Front and rear spoilers
- Halogen headlights
- Wide choice of options including 5 speed box and limited slip differential.

Plus some pleasant surprises

- Reclining front seats with removable headrests
- Full instrumentation
- Cigar lighter
- Extensive sound-proofing
- Legendary Opel longevity
- And a price of only £4,240

Test drive the spectacular Opel Rallye E today at:

YOUR NEAREST

OPEL

DEALER

Keep your options Opel



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

THE OPTEL DEALERS TROPHY RACE MEETING Sponsored by the Opel Dealers' Club

INGLISTON — Sunday 15th OCTOBER, 1978

Promoted by
SCOTCIRCUITS LTD

Organised by
THE SCOTTISH MOTOR RACING CLUB LTD

Event No	Scrutin before am	PROGRAMME & TIMETABLE	No of laps	Practice Time am	Event Time pm
1	8.30	Modified Sports Cars	10	9.30	12.30
2	8.50	The Opel Dealers Trophy Race—Heat 1 for Special Saloons over 1000 cc	10	9.50	2.00
3	9.10	Formula 2000/Sports Cars	10	10.10	2.25
4	9.30	The Opel Dealers Trophy Race—Heat 2 for Special Saloons up to 1000 cc	10	10.30	2.50
				Track Open	
5	9.55	Formula Ford 1600 Cars	10	10.55	3.15
6	10.15	The McLaren Builders Historic Car Race	10	11.15	3.40
				Track Open	
7	10.40	Libre Cars	15	11.40	4.05
				Track Open	
		Opel Cavalcade			4.35
8	—	The Opel Dealers Trophy Race for Special Saloon Cars (Final)	15	—	4.40
		Presentation of Trophies			5.00
9	11.00	The Shell Race for Production Saloon Cars	10	12.05	5.15
				Track Open	
	1.45	Drivers' Briefing in Scrutineering Bay			
	1.50	All Marshals at posts, please			

EVENT Modified Sports Cars

1

Car No	Driver/Entrant	Make/Model	cc	From
Over 1300 cc				
38	Clive REEVES	Mallock U2 Mk 16	1600B	Stonehouse
40	Roy MacNAB	Centaur Mk 17B	1600B	Hurlford
172	Bill STRUTH	Jensen Healey	1973	Crossford
173	John FYDA/Agra (Precision Engineering) Co	Lotus Elan	1900	Dundee
175	Gary McDONALD	Mallock Mk 16	1600B	Edinburgh
179	James HALL	Lotus Europa	1800	Edinburgh
Up to 1300 cc				
181	Brian STEVENSON/E MacRitchie Ltd	Davrian	1040	Condorrat Plains
182	Kenny COLEMAN	Davrian	998	Plains
183	Alan RITCHIE	Davrian Mk 6	1150	Paisley
184	Stan SHARE	Clan Crusader	1150	Ardentiny
185	Angus YOUNG/Agra (Precision Engineering)	Agra Davrian Mk V	1150	Tealing
186	G R WILSON	Cox GTM	1275	Helensburgh
187	Roy WILSON	Clan Crusader	998	Dingwall
188	Colin McGHEE/Birds & Bees	MG Midget	1293	Alva
189	Dougie HAMILTON	Ginetta G15	998	Edinburgh

Final round of the Hamilton & Inches Championship for Modified Sports Cars
Class Lap Records: Over 1300 cc J FYDA (Agra Elan) 51.0 secs, 72.71 mph (17/9/78)
Up to 1300 cc—K ALLEN (Clan Crusader) 51.8 secs, 71.58 mph.

EVENT THE OPEL DEALERS TROPHY RACE—Heat 1 for Special Saloons over 1000 cc

2

Car No	Driver/Entrant	Make/Model	cc	From
Over 1300 cc				
97	William WATT	Vauxhall Viva	2300	Airdrie
98	Jimmy ROBERTSON/Robertsons of Cardenden	Skoda Coupe	3400	Cardenden
100	Bill DRYDEN/Team SMT/Pinegrove	Vauxhall Firenza	2498	Edinburgh
101	Doug NIVEN/Border Reivers	VW Beetle Chevrolet	5000	Whitsome
Up to 1300 cc				
112	Norman WHITMEY	Mini Cooper 'S'	1293	Edinburgh
115	Ian TULLOCH	Mini Cooper 'S'	1293	Inverness
120	Alexander LITTLEJOHN	Austin Cooper 'S'	1300	Elgin
137	John KIRK/DWS Cash & J. PINKERTON Carry	Imp 1125	1125	Caldercruix

Heat 1 of the final Round in the Lombard Scottish Saloon Car Championship.
Class lap records: Over 1300 cc—Doug NIVEN (VW Beetle Chevrolet) 49.0 secs, 75.68 mph (2/8/78). 1001-1300 cc—E M SMITH (Mini 1275 GT) & J DRYDEN (Longman Mini) 53.6 secs, 69.18 mph.

EVENT Formula 2000/Sports Cars

3

Car No	Driver/Entrant	Make/Model	cc	From
21	Iain McLAREN/McLaren of Broxburn	Chevron B36	1970	Broxburn
34	Andy SMITH	Mallock Mk 20B	1600	Ayr
35	Reg FORRESTER-SMITH	Marquis Magnum	1600	West Calder
36	John WALKER/Agra (Precision Engineers)	Mallock Mk 18B	1600	Dundee
37	Bob BURGESS	Mallock Mk 17B	1600	Mintaw
39	Jim STEVENSON	Mallock 18B Burton	1600	Inverurie
40	Roy MacNAB	Centaur Mk 17B	1600B	Hurlford
43	Kenny ALLEN	Mallock Mk 19	1600	Crossford
44	John MACKIE/Agra (Precision Engineering) Co	Gryphon BDG	1800	Kirkcaldy
45	Derek McDONALD/SANDY WATSON MALLOCK	Mallock Mk 16	1600B	Edinburgh

The final round in the Mower Care Championship for F2000/Sports Cars
Class Lap Records: Sports Cars—R SCOTT and I McLAREN (Chevron B26), J LEPP (March 75S) 46.8 secs, 79.23 mph, FF2000—S LAWSON (Hawke DL 16) 50.8 secs, 72.99 mph. Clubmans—K ALLEN (Mallock) 47.8 secs, 77.57 mph (17/9/78)

2.25 pm
10 laps

EVENT

4

1. GAULD
2. MUNRO
3. BUCHAN
4. THOMPSON
5. DUNN
6. SHARP

2.50 pm
10 laps

THE OPEL DEALERS TROPHY RACE—Heat 2 for Special Saloons up to 1000 cc

Car No	Driver/Entrant	Make/Model	cc	From
121	Bill THOMPSON/Associated Tyre Specialists Ltd	ATS Imp	998	Bowling
122	Roy KNOWLES	Hillman Imp	998	Aberdeen
124	Rod MacLEOD	Hillman Imp	998	Stirling
125	Kim DEVIN/Currans Coaches	Imp 998	998	Edinburgh
127	Robert MacDONALD	Hillman Imp	998	Glasgow
128	Brian ROBERTSON	Leyland Mini	850	Polmont
129	Ian FORREST/The Drambuie Liqueur Co Ltd	The Drambuie Imp	998	Kirkliston
130	Bob LECKIE	Hillman Imp	998	Aberdeen
134	Martin DUNN	Hillman Imp	998	Evanton
135	Ian SHARP	Hillman Imp	998	Newtonhill
138	Ewen BUCHAN	Hillman Imp	998	Currie
139	Nigel McPHAIL	Leyland Mini	998	Livingston
140	George COGHILL	CG Imp	998	Halkirk

Heat 2 of the final round in the Lombard Scottish Saloon Car Championship
Class lap record: J KIRK (Imp) 52.6 secs, 70.49 mph (20/8/78)

EVENT

5

1. BINNIE
2. JEFFREY
3. S. LAWSON
4. HAMILTON
5. GRAY
6. DUFFIELD

3.15 pm
10 laps

Formula Ford 1600 Cars

Car No	Driver/Entrant	Make/Model	cc	From
48	Tom BROWN/Parks of Hamilton	Dulon MP 17	1600	Glasgow
52	Robin AITKEN	Hawke DL11	1600	East Linton
53	Andrew JEFFREY/The Hope Scott Garage Ltd	Van Diemen RF73	1600	Currrie
55	Peter JAMIESON	Hawke DL12	1600	Falkirk
56	Richard KING	MRE	1600	Fearn
58	Cameron BINNIE/Team Indecon	Van Diemen	1600	Cornhill
60	David DUFFIELD/Old Court Scotch Whisky	Crossle 32F	1600	Linlithgow
61	Robin SIMPSON/Rodney F Fortnum	Crossle 25F	1600	Isle-of-Whithorn
64	Philip TINGLE	Hawke	1600	Stockton
65	Peter GALLAGHER	Crossle 16/20	1600	Glasgow
66	Graham HAMILTON/Sculthorps Office Equipment	Royale RP24	1600	Glasgow
68	Allan BREMNER	Merlyn 11/17A	1600	West Kilbride
69	Roy LOW	Crossle 25F	1600	Linlithgow
72	Robin GRAY/Royal Mile Racing	Crossle 30F	1600	Edinburgh
74	Stuart LAWSON	Hawke DL19	1600	Kirkliston
75	Keith LAWRENCE	Crossle 32F	1600	Helensburgh
77	Chris LAWSON	Van Diemen	1600	Ponteland
79	Arch BOYLE/Lothian Distributors	Lotus 51	1600	Falkirk
80	Dave STEEDMAN/W N Mitchell (Soft Drinks)	Hawke 19/20	1600	Linlithgow
86	Martin LONGMORE	Hawke DL11	1600	Lochmaben

The final round in the Canonmills Tyre Centre Formula Ford Championship.
Class Lap Records: S LAWSON (Hawke DL19), D MacLEOD (Van Diemen 77) and C BINNIE (Van Diemen 78) 52.4 secs, 70.75 mph

EVENT

6

1. HERR
2. McLAREN
3. HARRISON
4. BIRRELL
5. FOOTITT
6. GRANT

THE McLAREN BUILDERS HISTORIC CAR RACE

Year	Driver	Make/Model	Year
1925	Ron FOOTITT	AC/GN The Cognac Special	1925
1953	R J S MacPHERSON	Cooper Bristol	1953
1932	Dick SMITH	Frazer Nash Nurburg	1932
1959	David GRANT	Elva FJ	1959
1960	Mike HARRISON	Cooper T56	1960
1959	Tony STEELE	Envoy FJ	1959
1960	Hugh CLIFFORD	Lola Mk II	1960
1957	Tony ROGERS	Lotus XI Le Mans	1957
1959	Ken BOOTH	Elva Spyder	1959
1960	Colin CHRISTIE/Bilston Garage Co	Mallock U2 Mk 2	1960

PRE-WAR -
FOOTITT
POST-WAR -
KERR

EVENT 6 (continued)

42	Bob KERR	Jaguar E Type	3781	Luss	1961
46	John CORFIELD	Diva GT		Peterburgh	1964
49	Campbell McLAREN/ Paterson Glass Centre	Jaguar XK SS	3442	Glasgow	1957
73	Graham BIRRELL/Paterson Glass Centre	Aston Martin Zayato	4000	Glasgow	1962
76	Grant STEVEN	Elva	1000	Duns	1960
78	Keith SCHELLENBERG	Bentley	4500	Udny	

Class Lap Record—J W S ROBERTS (Lotus 16) 57.6 secs, 64.38 mph

3.40 pm
10 laps

EVENT

Libre Cars

1	Iain McLAREN/McLaren of Broxburn	Chevron B40	1998	Broxburn	
2	Bryce WILSON/Cuthbertson Foods/Rosetta Fruit Juices	Chevron B29	1998	Glasgow	
3	Andy BARTON	March 772B	1975	Newburn	
7	Colin RICHARDSON	Brabham BT40	1598	Peebles	
8	David MUTER	Lotus 69	1600	Seghill	
10	Norman DICKSON/Dickson's of Perth	March 772P	1998	Perth	
16	Stewart ROBB	Brabham BT38/40	1599	Blairlogie	
17	Bernie HUNTER	Chevron B35	2000	Edinburgh	
18	David BROTHERSTON	Chevron B34	2000	Edinburgh	
34	Andy SMITH	Mallock Mk 20B	1600	Ayr	
35	Reg FORESTER-SMITH	Marquis Magnum	1600	West Calder	
37	Bob BURGESS	Mallock Mk 17B	1600	Mintlaw	
39	Jim STEVENSON	Mallock 18B Burton	1600	Inverurie	
43	Kenny ALLEN	Mallock Mk 19	1600	Crossford	
44	John MACKIE/Agra (Precision Engineering) Co	Gryphon BDG	1800	Kirkcaldy	

The Final round in the Glasgow Herald Formula Libre Series
Class & Outright Lap Record—A BARTON (March 722B) 44.6 secs, 83.14 mph—(17/9/78)

4.05 pm
15 laps

EVENT

THE OPEL DEALERS TROPHY RACE for Special Saloon Cars—

Final (Sponsored by the Opel Dealers Club)

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

KIRK, NIVEN, CAULD, PINKERTON, DRYDEN, MUNRO.

4.40 pm
15 laps

The final round of the Lombard Scottish Saloon Car Championship.

EVENT

THE SHELL RACE for Production Saloon Cars

Over 2000 cc

142	Alan MINSHAW/Manchester Liners/Demon Tweaks Racing	Opel Commodore	2800	Chester	
143	Hamish IRVINE/Sports Car Breakers/Fife Motor Spares	Opel Commodore	2800	Newbridge	
144	Phil SPARKES/Windrums of Belfast	Opel Commodore	2800	Belfast	
147	Sid HARRISON/John Brown Racing	Mazda RX2 Coupe	2292	Edinburgh	
149	Ray MOORE	Opel Commodore	2800	Belfast	
157	Ralph HALLEY/Halleys of Milngavie/Couperwhite Advertising	Opel Commodore	2784	Milngavie	
Up to 2000 cc					
153	John CLELAND/D.O.T.	Opel Kadett GTE	1897	Peebles	
154	Campbell McLAREN/Paterson Glass Centre	Opel Kadett	1897	Glasgow	
155	Graham BIRRELL/Lyelsland of Paisley	Opel Kadett GT/E	1897	Glasgow	
162	Andrew JEFFREY/Hope Scott Garage Ltd	Triumph Dolomite Sprint	1998	Currie	
165	Arch CROMAR/Craws Next Hotel	Alfa Romeo 2000 GTV	1962	Anstruther	
166	Arthur SNEEDON/Land of HiFi Nottingham/Townsend Racing	Renault 5TS	1289	Nottingham	

The final round in the Shell Production Saloon Car Championship
Class Lap Records: Over 2000 cc—R HALLEY (Opel Commodore) 61.1 secs, 60.19 mph
(17/9/78). Under 2000 cc—G BIRRELL (Opel Kadett) 61.2 secs, 60.58 mph (17/9/78)

5.15 pm
10 laps

1. MINSHAW
2. IRVINE
3. BIRRELL
4. CLELAND
5. HALLEY
6. McLAREN

CLASS WINNERS

MINSHAW
BIRRELL

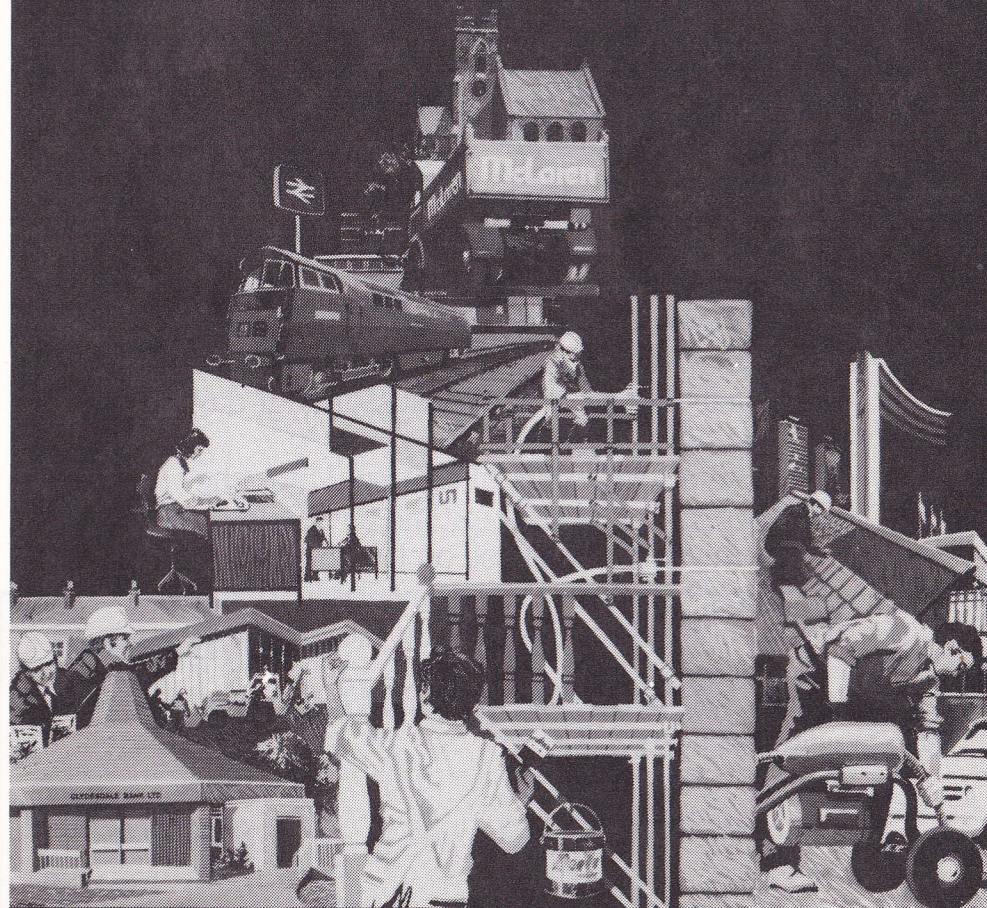
McLaren

BUILDING MAINTENANCE & NEW WORKS

THE MOST COMPREHENSIVE SERVICE AVAILABLE FOR
ALL YOUR BUILDING REQUIREMENTS!

24 HOUR EMERGENCY SERVICE

GLASGOW: 041-429 4994. EDINBURGH: 031-667 2329.



GLASGOW - 73 GLOUCESTER STREET, GLASGOW G5 8JX.
EDINBURGH - 69 MAYFIELD ROAD, EDINBURGH EH9 3AA.

You're first with us.



Bank of Scotland offers a convenient, safe, modern way to manage your personal finances. Simply open a Current Account with us—regular Statements can easily help you keep track of your day to day spending.

At your local Bank of Scotland branch, the manager and staff extend a friendly welcome and can advise on the many personal banking services available to you.

It's our way of putting you first.

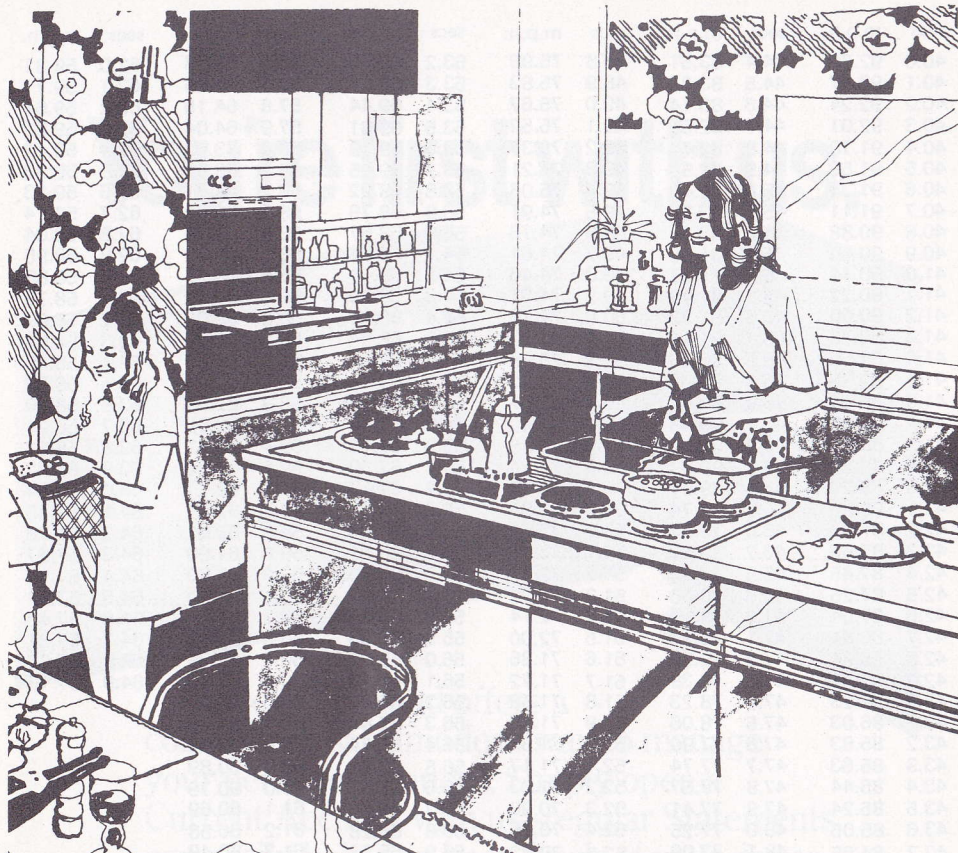


INGLINGTON LAP CONVERSION TABLE

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	44.4	83.51	48.8	75.98	53.2	69.70	57.6	64.38	62.0	59.81
40.1	92.47	44.5	83.33	48.9	75.83	53.3	69.57	57.7	64.26	62.1	59.71
40.2	92.24	44.6	83.14	49.0	75.67	53.4	69.44	57.8	64.15	62.2	59.61
40.3	92.01	44.7	82.95	49.1	75.52	53.5	69.31	57.9	64.04	62.3	59.52
40.4	91.78	44.8	82.77	49.2	75.37	53.6	69.18	58.0	63.93	62.4	59.42
40.5	91.56	44.9	82.58	49.3	75.21	53.7	69.05	58.1	63.82	62.5	59.33
40.6	91.33	45.0	82.40	49.4	75.06	53.8	68.92	58.2	63.71	62.6	59.23
40.7	91.11	45.1	82.22	49.5	74.91	53.9	68.79	58.3	63.60	62.7	59.14
40.8	90.88	45.2	82.04	49.6	74.76	54.0	68.67	58.4	63.49	62.8	59.04
40.9	90.66	45.3	81.85	49.7	74.61	54.1	68.54	58.5	63.38	62.9	58.95
41.0	90.44	45.4	81.67	49.8	74.46	54.2	68.41	58.6	63.28	63.0	58.86
41.1	90.22	45.5	81.49	49.9	74.31	54.3	68.29	58.7	63.17	63.1	58.76
41.2	90.00	45.6	81.32	50.0	74.16	54.4	68.16	58.8	63.06	63.2	58.67
41.3	89.78	45.7	81.14	50.1	74.01	54.5	68.04	58.9	62.95	63.3	58.58
41.4	89.56	45.8	80.96	50.2	73.86	54.6	67.91	59.0	62.85	63.4	58.49
41.5	89.35	45.9	80.78	50.3	73.72	54.7	67.79	59.1	62.74	63.5	58.39
41.6	89.13	46.0	80.61	50.4	73.57	54.8	67.66	59.2	62.64	63.6	58.30
41.7	88.92	46.1	80.43	50.5	73.42	54.9	67.54	59.3	62.53	63.7	58.21
41.8	88.71	46.2	80.26	50.6	73.28	55.0	67.42	59.4	62.42	63.8	58.12
41.9	88.50	46.3	80.09	50.7	73.14	55.1	67.30	59.5	62.32	63.9	68.03
42.0	88.29	46.4	79.91	50.8	72.99	55.2	67.17	59.6	62.21	64.0	57.94
42.1	88.08	46.5	79.74	50.9	72.85	55.3	67.05	59.7	62.11	64.1	57.85
42.2	87.87	46.6	79.57	51.0	72.71	55.4	66.93	59.8	62.01	64.2	57.76
42.3	87.66	46.7	79.40	51.1	72.56	55.5	66.81	59.9	61.90	64.3	57.67
42.4	87.45	46.8	79.23	51.2	72.42	55.6	66.69	60.0	61.80	64.4	57.58
42.5	87.25	46.9	79.06	51.3	72.28	55.7	66.57	60.1	61.69	64.5	57.49
42.6	87.04	47.0	78.89	51.4	72.14	55.8	66.45	60.2	61.59	64.6	57.40
42.7	86.84	47.1	78.73	51.5	72.00	55.9	66.33	60.3	61.49	64.7	57.31
42.8	86.64	47.2	78.56	51.6	71.86	56.0	66.21	60.4	61.39	64.8	57.22
42.9	86.43	47.3	78.39	51.7	71.72	56.1	66.10	60.5	61.29	64.9	57.13
43.0	86.23	47.4	78.23	51.8	71.58	56.2	65.98	60.6	61.19		
43.1	86.03	47.5	78.06	51.9	71.45	56.3	65.86	60.7	61.09		
43.2	85.83	47.6	77.90	52.0	71.31	56.4	65.74	60.8	60.99		
43.3	85.63	47.7	77.74	52.1	71.17	56.5	66.51	60.9	60.89		
43.4	85.44	47.8	77.57	52.2	71.03	56.6	65.51	61.0	60.79		
43.5	85.24	47.9	77.41	52.3	70.90	56.7	65.40	61.1	60.69		
43.6	85.05	48.0	77.25	52.4	70.76	56.8	65.28	61.2	60.58		
43.7	84.85	48.1	77.09	52.5	70.63	56.9	65.17	61.3	60.49		
43.8	84.66	48.2	76.93	52.6	70.49	57.0	65.05	61.4	60.39		
43.9	84.46	48.3	76.77	52.7	70.36	57.1	64.94	61.5	60.29		
44.0	84.27	48.4	76.61	52.8	70.23	57.2	64.83	61.6	60.19		
44.1	84.08	48.5	76.45	52.9	70.09	57.3	64.71	61.7	60.10		
44.2	83.89	48.6	76.30	53.0	69.96	57.4	64.60	61.8	60.00		
44.3	83.70	48.7	76.14	53.1	69.83	57.5	64.49	61.9	59.90		

RACE PRIZE FUNDS

In Events 1, 2, 6, 7* * 9	£25—£10—£5 per class (*1st overall £25. If Ford bodied bonus of £250 to winner)
In Events 3, 4 & 5	£25—£15—£10—£5
In Event 7	£50—£25—£15—£10



**KITCHEN
SPLENDOUR.
A SENSIBLE
APPROACH BY THE
EXPERTS**

KITCHENPLAN

21/22 Haddington Place, Edinburgh EH7 4AF.
Telephone 031-557 2529.

OFFICIALS AND CREDITS

Clerk of Course—W Fenwick: Chairman of Race Committee—J L Romanes: 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 Time-keeper—Dr L Jamieson: Chief Scrutineer—I D Bennie: Chief Lap Board Marshal—G Kerr: Commentator—J W McInnes: Competitor Reception—J Ferguson: Steward for RAC—R Grimwood Thompson: Stewards for Club—W Martin, J A Dick Peddie, E R Herral: Results M Malcolm: First Aid—The British Red Cross Society (Scottish Branch): Breakdown Equipment & Staff—Ross Chrysler Dodge Ltd, Appleyard (Edinburgh) Ltd, Howden Motor Repairs, Rossleigh Ltd, Newbridge Garage Glasgow: Photographs by—E Bryce Public Address—Kennedy of Lanark: Press Liaison—J Swinton.

This meeting is held under the International Sporting Code of the FIA, the General Competition Rules and Standing Supplementary Regulations of the RAC, and the additional regulations and instructions issued by SMRC Ltd. Permit No RS 1510/4

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 am 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 pm continually and it is hoped a Public Bar will be open in the Herdsman's Restaurant between 12.30 to 2.30 pm.

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 am on race days.

Programme advertising and sales concessions details are available from Scotcircuits Ltd, National Bank Chambers, Duns, Berwickshire, while trackside advertising is handled by Aerosigns (London) Ltd, Europa Hall, 130-136 Maidstone Road, Sidcup, Kent DA14 5HS to whom enquiries should be made.

Racing 'goodies' are on sale by Sports-Tune at a side adjacent to the Highland Grandstand.

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.

TYRES

**SAVE TIME
SAVE MONEY
SAVE TROUBLE**

TYPE OF CAR	NEW RADIALS			NEW CROSSPLYS
	SIZE	FABRIC	STEEL	
MINI, CHERRY	145 × 10	8.50	10.50	From £6.95 520 × 10
1100, ESCORT, IMP	155 × 12	10.50	12.50	Guaranteed Remoulds From £4.95 520 × 10
ALLEGRO, MARINA	145 × 13	10.50	12.50	
VIVA, ESCORT, AVENGER, MARINA	155 × 13	12.50	13.75	ALL PRICES INCLUDE VAT
CORTINA, CAPRI, HUNTER, VOGUE	165 × 13	13.50	14.90	
TRIUMPH 2000	175 × 13	14.50	16.50	
ROVER 2000, BMC 1800	165 × 14	13.90	16.50	

We are open seven days a week!

Esso DEALER **CANONMILLS TYRE CENTRE** Esso DEALER

23 CANONMILLS (By the Clock) EDINBURGH 031 556 0642

All tyres in stock at time of going to press.

1978 has perhaps seen some of the finest single-seater grids which we have ever had at Ingliston, and the closeness of the sport is reflected in the leading 3 drivers in the Glasgow Herald Formula Libre series with its £500 first prize. While leading the Championship, Andy Barton's 32 points are gathered from 4 races, as are Iain McLaren's 29 points, whereas Norman Dickson's 26 come from 3 races only. In short, anything which Norman can score this afternoon in his Hart-powered March 772P will be added to his total of 26—a win would take him to 36 points, and second place to 33 points. Andy Barton, to improve on his total, would have to win, and even then the maximum he could score would be 35 points. Iain McLaren on the other hand, could increase his total to 34 points with a win, or 31 points with a second place. The odds seem to be on Norman Dickson, but this is one race in which there is everything to go for (and everything to lose) so far as these three are concerned. In September all the action was between Ed Cheever and Norman Dickson, both drivers putting on a first class and entertaining display of driving. Interestingly enough, however, while these two were having at each other out in front, Andy Barton it was who quietly turned in a new outright lap record at a shattering average lap speed of 83.14 mph, only one second outside the magical 85 mph lap. On this from, today's race thus seems to be between Andy and Norman, but one should never discount Iain McLaren too early, particularly when he has 2-litre Hart-power bolted on the back! And with Bot Rollo lying low these days, who knows whether Eddie Cheever might not re-appear today, perhaps again in Jimmy Jack's car, since another win for him would lift him into fourth place in the Championship, and add £75 to his prize money! (At the time of going to press there is no indication of Cheever appearing, but one sometimes has these hunches). Another candidate for fourth place is Bryce Wilson (2), to whom a placing in the Championship would be a creditable and rewarding end to his first season of motor racing. It is, indeed, shattering to think that neither Cheever nor Wilson are over 20 years of age and that "young" Norman Dickson at 22 is almost becoming "the old man" of libre racing! What that makes Andy Barton, Iain McLaren and (heaven forbid) Reg Forrester-Smith, one shudders to think!

RALPH HALLEY RACING

COUPERWHITE ADVERTISING & MARKETING LIMITED

CARAVANS

GM **OPEL**

157

HALLEYS OF MILNGAVIE

GLASGOW ROAD MILNGAVIE, BY GLASGOW 041-956 1126/7

THE HAMILTON & INCHES CHAMPIONSHIP for Modified Sports Cars

John FYDA	(-6.7.7.8)	28 pts
Brian STEVENSON	(7.7.7.-7)	28
Angus YOUNG	(3.3.3.-5)	14
Stan SHARE	(2.5.2.3.1)	12
Gary McDONALD	(6.-2.-3)	11
Nicky ELLIS	(-3.5.3.-)	11
Alan RITCHIE	(5.-5.-.-)	10
Clive REEVES	(-.-.-5.5.)	10
Roy WILSON	(-.-.-5.3)	8
Kenny COLEMAN	(-.-.-7.-)	7
Roy MacNAB	(-.-.3.2.-)	5
Colin McGHEE	(-.-.-.-2)	2
Derek PALMER	(-.-.1.-.-)	1
George WILSON	(-.-.1.-.-)	1

Scoring: Where 3 registered starters in class, 1 for finishing plus—1st 6, 2nd 4, 3rd 2, 4th 1. Bonus point for bettering class lap record. Best 4 scores to count.

Prize Fund—£100—£50—£30—£20

THE MOWER CARE CHAMPIONSHIP for F2000/Sports Cars

Iain McLAREN	(9.9.6.3)	33 pts
Jim STEVENSON	(-5.-9.10)	24
Kenny ALLEN	(-7.4.2.5)	18
John MACKIE	(3.-3.4.6)	16
Andy SMITH	(4.-6.3.-)	13
Peter MacNAUGHTAN	(1.3.-.1.2)	7
Tony CHARNELL	(6.-.-.-)	6
Reg FORESTER-SMITH	(-2.2.-.1)	5
Clive REEVES	(2.-.-.-)	2
Derek McDONALD	(-.-.1.-.-)	1

Scoring: 1st 9, 2nd 6, 3rd 4, 4th 3, 5th 2, 6th 1. Bonus point for bettering class lap record. Best 4 scores to count.

Prize Fund—£150—£75—£50—£25—£15

THE LOMBARD SCOTTISH SALOON CAR CHAMPIONSHIP

John KIRK	(9.-9.10.9)	37 pts
Dougal NIVEN	(1.9.10.10.1)	30
Eric PATERSON	(-9.7.9.-)	25
Alexander LITTLEJOHN	(-.-9.7.9)	25
Bill DRYDEN	(9.7.5.4.-)	25
Jim McGAUGHAY	(5.9.5.3.4)	23
Norman WHITMEY	(7.7.1.1.7)	22
Ricky GAULD	(7.-.1.6.7)	21
Jimmy ROBERTSON	(5.5.-.1.9)	20
Walter ROBERTSON	(7.1.7.5.1)	20
Roy KNOWLES	(1.7.2.2.5)	16
Ewen BUCHAN	(4.1.4.4.-)	14
James PATRICK	(-4.-.-.-7)	11
Dave COLVIN	(9.1.-.-.-)	10

Scoring: 1 for finishing each part, plus per class 1st 7, 2nd 5, 3rd 3, 4th 2, 5th 1. Bonus point for bettering class lap record in final. Best 4 scores to count.

Prize Fund—£300—£200—£100—£60—£40. £50 bonus per class winner

THE CANONMILLS TYRE CENTRE CHAMPIONSHIP for FF1600 Cars

Cameron BINNIE	(-.-9.9.9)	27 pts
Andrew JEFFREY	(9.3.-6.2)	20
Stuart LAWSON	(-9.-4.6)	19
David DUFFIELD	(-6.6.3.3)	18
Keith LAWRENCE	(2.4.-.-4)	10
Peter J SHAND	(-1.4.2.-)	7
Robin SIMPSON	(6.-.-.-)	6
George FRANCHITTI	(4.-.1.-.-)	5
Roy LOW	(3.-.-.-)	3
George McMILLAN	(-.-3.-.-)	3
Bernie HUNTER	(-2.-.-.-)	2
Tom BROWN	(-.-2.-.-)	2
Martin LONGMORE	(1.-.-.1.-)	2
Robin GRAY	(-.-.-.-1)	1

Scoring: 1st 9, 2nd 6, 3rd 4, 4th 3, 5th 2, 6th 1. Bonus point for bettering class lap record. Best 4 scores to count.

Prize Fund—£250—£100—£75—£50—£25

THE SHELL PRODUCTION SALOON SALOON CAR CHAMPIONSHIP*

Graham BIRRELL	(3.8.7.-8)	26 pts
Ralph HALLEY	(8.-5.6.7)	26
Hamish IRVINE	(6.7.7.4.3)	24
Andrew JEFFREY	(5.5.3.3.3)	16
Vic COVEY	(3.3.-6.-)	12
Barry LEE	(-.-.-8.-)	8
Campbell McLAREN	(-1.-.-5)	6
Arch CROMAR	(1.3.1.1.1)	6
Ray MOORE	(-5.-.-.-)	5

Scoring: Where 3 registered starters in class—1st 7, 2nd 5, 3rd 3, 4th 1. Bonus points for bettering class lap record. Best 4 scores to count.

Prize Fund—£150—£100—£50—£25 £25 per Class winner

*results subject to determination of eligibility protest


THE GLASGOW HERALD FORMULA LIBRE SERIES

Andy BARTON	(10.7.-7.8)	32 pts
Iain McLAREN	(7.10.7.5.-)	29
Norman DICKSON	(-.-11.10.5)	26
Bob ROLLO	(3.5.5.-.-)	13
Eddie CHEEVER	(-.-.-10.10)	10
Bryce WILSON	(5.-.1.-4)	10
Dave MUTER	(4.4.-.-1)	9
Bernie HUNTER	(-.-.-4.3)	7
John MACKIE	(-3.2.-2)	7
Kenny ALLEN	(-.-4.2.-)	6
Jimmy JACK	(-2.3.1.-)	6
Andy SMITH	(2.-.1.-1)	4


Scoring: 1 for finishing plus 1st 9, 2nd 6, 3rd 4, 4th 3, 5th 2, 6th 1. Bonus point for bettering lap record. Best 4 scores to count.

Ingliston Libre Championship
Prize Fund—£500—£250—£125—£75—£50

The final race of the day is for Production Saloon Cars, and in light of the fears about darkness falling, the choice of car (with working headlamps) will be readily understood! Sponsorship from Opel seems to have brought out the best in Production Saloon Car racing, and, in what might just be the last locally-based Production Saloon Car race for some time, we have an excellent entry to see the season off. So far as the Shell Championship is concerned, this is a straightforward battle between Graham Birrell's Opel Kadett (155) and Ralph Halley's Opel Commodore GSE Coupe (157). Ralph, however, was formerly running a Kadett, and there are eligibility queries relating to that car, which was an up-dated 1977 model, based on the 1978 Opel Kadett which was meant to have been launched, but which never quite seems to have happened in the U.K. The rules for determining whether Ralph's Kadett was eligible or not are extremely complex, and the sad fact is that, once again, the Scottish Production Saloon Car Championship is likely to become immersed in legalistic battles of some magnitude, before a final result is known. No one can blame either of the parties to this eligibility dispute—the difficulty lies in the framing of the RAC's eligibility regulations, which allow considerable scope for alternative interpretation! However, it is not yet certain that the eligibility dispute will be required to determine the outright Shell Champion, since, if a tie between Graham and Ralph is to result, both will have to win their class this afternoon. Ralph's job may not be that easy, with the return of the ever-popular Ray Moore in his Opel Commodore (149), while another Irish compatriot of his, Phil Sparkes (144) also brings a Commodore. Up from Chester comes Demon Tweaks Commodore of Alan Minshaw (142) while, in the smaller capacity class, Graham Birrell has to contend with John Cleland (son of Bill) in the D.O.T. Kadett (153). In short, what looks like being a cracking good race (whether held in the dark or not) to round off what has been a fair old season's racing. And after that we shall look forward to seeing you again for our next Race Meeting on Sunday 8th April 1979. We'll be here—we hope you all will be too.




Car Sticker 8" x 4" 25p




T SHIRTS
Red and Blue on White only

Small	£2.50
Medium	£2.55
Large	£2.60
X Large	£2.75



Car Sticker 20" x 3" 40p



Stoneware mugs £1.25

ORDER FORM

Please supply

No.	CAT. No.	UNIT PRICE	TOTAL PRICE

GRAND TOTAL £ _____

I enclose cheque/P.O. crossed and made payable to DRE

NAME _____

ADDRESS _____

Complete and cut out this form and send with remittance to:
DRE Racewear and Accessories 70 Port St. Stirling.

SEND S.A.E. FOR FULL CATALOGUE AND PRICE LIST

DRE RACEWEAR
DRE RACEWEAR & ACCESSORIES
70 PORT ST. STIRLING 0786 62031

We're up front!

When it comes to supplying and fitting tyres we're up front!

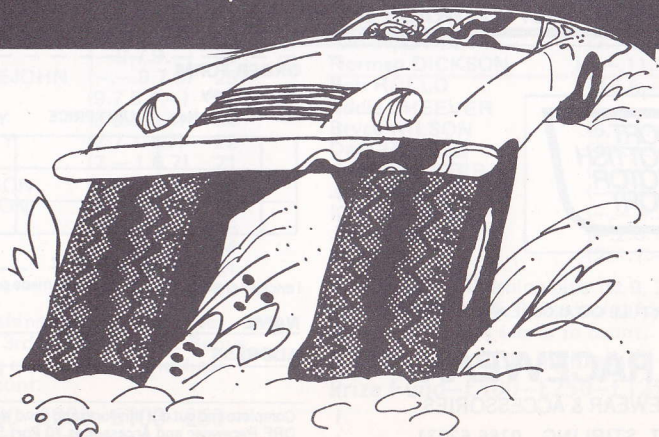
For a start we don't offer you a 'take it or leave it' choice. We have a superb range of road, race and rally tyres by over twelve leading manufacturers. Follow that with an expert fitting service, advice on tyre choice, a wheel balancing and alignment service, and you've got the complete tyre service. We're up front and we work to stay there.

LOWLAND TYRES

Road, race and rally tyres.

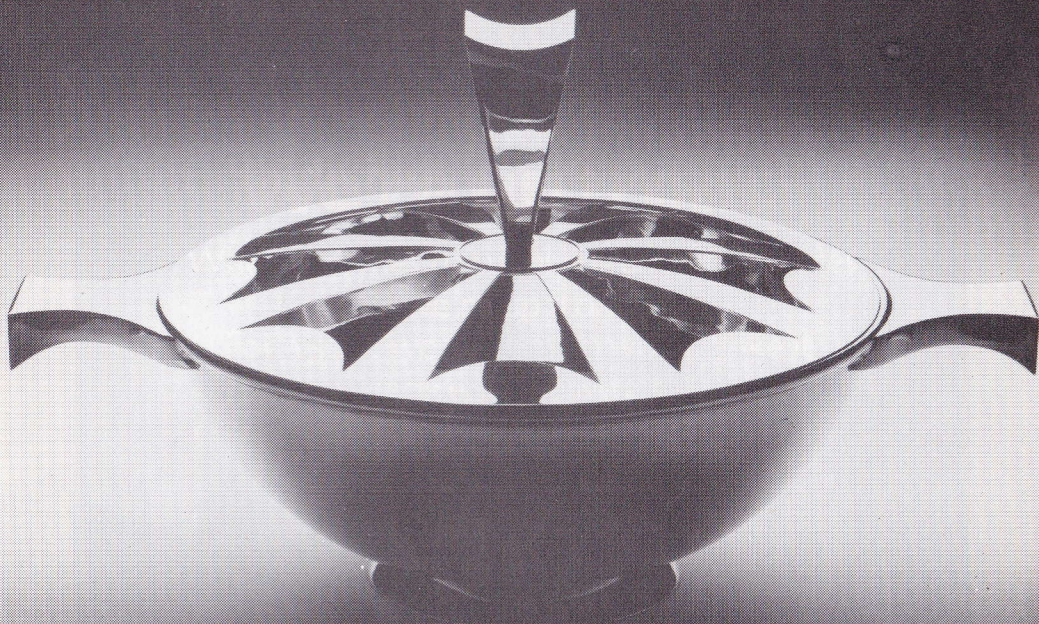
81-91-Dundee Street, Edinburgh EH11 1AW

Telephone 031-229 6332



Protection





Whoever wins this trophy
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.

Hamilton & Inches

Gold and silversmiths, jewellers,
watch and clockmakers.



By Appointment to Her Majesty The Queen, Silversmiths and Clock Specialists
Hamilton & Inches Ltd., 87 George Street, Edinburgh EH2 3EY. 031-225 4898

SCOTTISH MOTOR RACING CLUB LIMITED

Registered Office: National Bank Chambers Duns

2440 Edinburgh VAT Reg No: 270 4631 74

Office Use

CB Ref

Memb No:

INSIGNIA ORDER FORM

I, Mr/Mrs/Miss _____ Membership No _____
of _____

hereby apply for the following items of Insignia. All prices are VAT inclusive at current rate.
When ordering Tee or Sweat Shirts please indicate size required.

No. Ordered	Type	Unit Price	Order Value
_____	Car Badge	£4.00	£ :
_____	Windscreen Badge	£0.50	£ :
_____	Repeat Motif Tie	£2.50	£ :
_____	Blazer Badge	£3.50	£ :
_____	Overall Badge	£1.50	£ :
_____	Single Motif Tie	£1.00	£ :
_____	Lapel Badge	£0.50	£ :
_____	Cuff Links (pair)	£1.50	£ :
_____	Tee Shirt	£3.00	£ :
_____	Sweat Shirt	£5.50	£ :
_____	Key Ring	£1.50	£ :
_____	Car Decal	£0.50	£ :

ExS	S	M	L	ExL
S	M	L	ExL	

My cheque/PO/Cash is enclosed for £ _____

Membership of SMRC is open to all at £4.00 per annum (and a joining fee of £1.10 unless the subscription is paid by Bankers Order). The advantages of membership are—a copy of the Club monthly magazine Wheelspin, the right to wear any of the insignia detailed above, free entry to the Paddock at Ingliston, free entry to the MacRobert Pavilion at Ingliston, discount on race entry fees and season tickets for Ingliston. Social events and a Dinner Dance are also organised for club members.

SCOTTISH MOTOR RACING CLUB LIMITED
 Registered Office: National Bank Chambers Duns
 24440 Edinburgh VAT Reg No: 270 4631 74

For Office Use
 CB Ref _____
 Memb. No: _____

APPLICATION FORM FOR 1978/79 MEMBERSHIP

Please complete in BLOCK CAPITALS throughout

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

hereby apply for Membership of the Scottish Motor Racing Club Limited for the calendar year 1978 and agree, if elected to be bound by the Memorandum and Articles of Association thereof for the time being.

_____/_____/1978 _____
 (Signature, please)

I wish to be considered as a Marshal at Ingliston *Please tick appropriate box*

I wish to pay my subscription by the following method:—

	Cash/PO/Cheque enclosed <input type="checkbox"/>	Bankers Order made out below <input type="checkbox"/>	
		This year	Further years until further notice
Annual Subscription	£4.00	£4.00	£4.00
Entrance Fee	£1.10	—	—
	<u>£5.10</u>	<u>A £4.00</u>	<u>B £4.00</u>

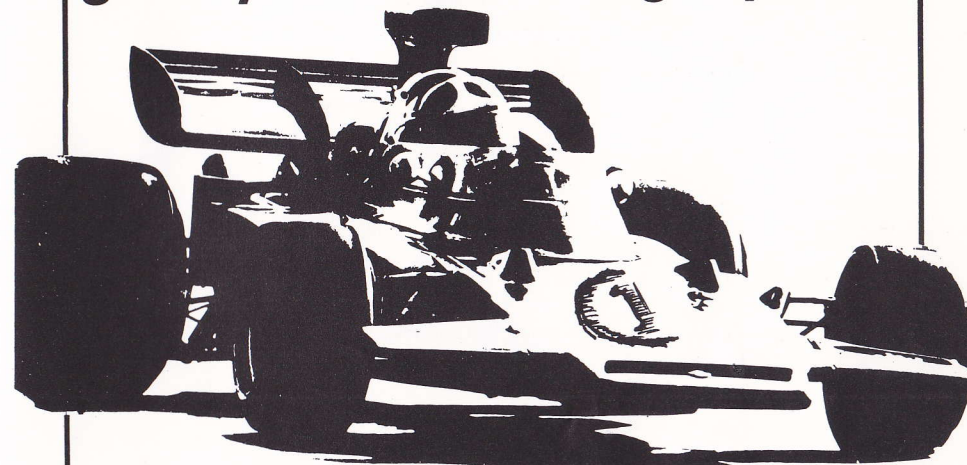
ALL VAT INCLUSIVE

BANKERS ORDER FORM—to be returned to SMRC

Your Bank's Name To _____
 Your Bank's Address of _____
 †Amount at A above in Please pay now t£ ()
 figures and words and on 1st January thereafter from 1st January 1980.
 *Amount at B above in *£ ()
 figures and words to the Royal Bank of Scotland, Duns (83-18-40) for the account of the
 Scottish Motor Racing Club Limited.
 Your Name _____ Date _____
 Your Address _____ Signature _____
 _____ Our Ref _____

SPORTS-TUNE

give you something special



ACCESSORIES ARE OUR BUSINESS

Official factory trained WEBER CARB. Agents & Service Workshops.
 DISTRIBUTORS for: Spoilers & Air Dams—'Trans-Am' & 'Droop Snoot'
 Wolfrace—Revolution—Mamba—100+—Cobra Slot-Mags. Alloy Wheels.
 JANSPEED & PIPER Cams, Inlet & Exhaust Manifolds, Cylinder Heads & Kits
 KONI—SPAX—BILSTEIN Competition Shocks & Struts, Competition Springs to suit
 PIRANHA & MOBELEC ELECTRONIC IGNITION as used by Works Teams.
 SEATS BY CORBEAU—BILLOWER—RESTALL Choice of types & colours.
 CIBIE LIGHTS, entire range, over 400 in stock at fantastic savings.

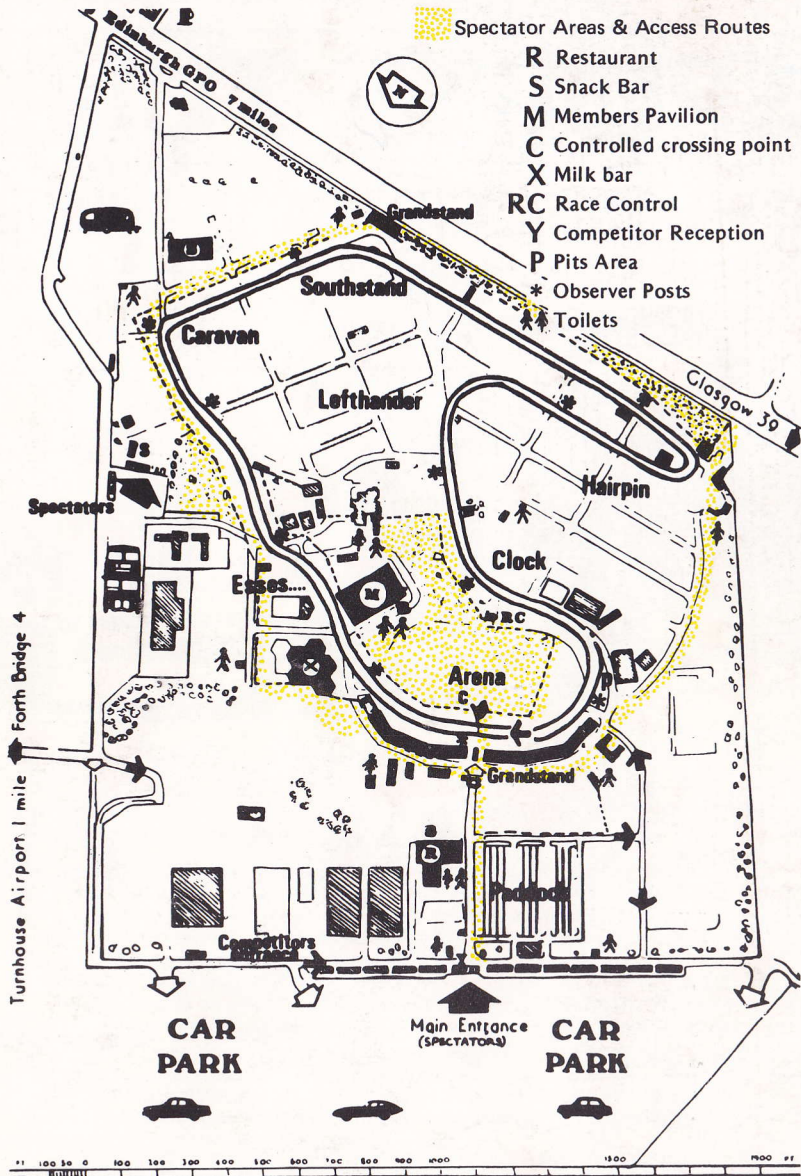
AVO FORD TUNING CENTRE : LEYLAND & ROOTES TUNING STOCKISTS

SCOTLAND'S LARGEST STOCKS OF COMPETITION GOODIES. Motolita,
 Paddy Hopkirk, Nikki Carb Kits, Sperex Paints, Speedwell, Aleybars, Safety Devices.

OUR PROMISE. LARGEST STOCKS. KEENEST PRICES.

10&11 BRANDON TERRACE 98 PAISLEY ROAD WEST
 CANONMILLS (CITY END)
 EDINBURGH GLASGOW
 031—556—3507 041—427—2306

WATCH FOR OUR RACING ESCORT & IMP



INGLISTON *race circuit*

ROYAL HIGHLAND SHOWGROUND ··· EDINBURGH

Lap distance 1.03 miles 1.651 kms