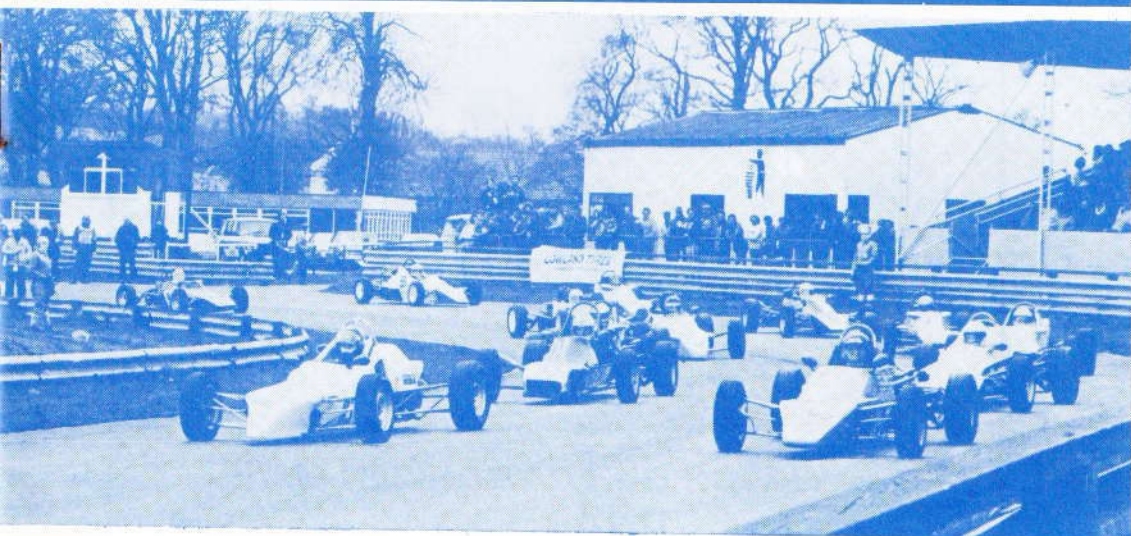


INGLISTON

INGLISTON RACE CIRCUIT LTD.



SUNDAY, JULY 24th, 1983



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

OFFICIAL PROGRAMME — 40p

For Conditions of Admission see inside

- Opencast Mining Engineers
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WATCH OUR CAR DRIVEN BY
D. DUFFIELD
IN THE LIBRE RACE

OFFICIALS AND CREDITS

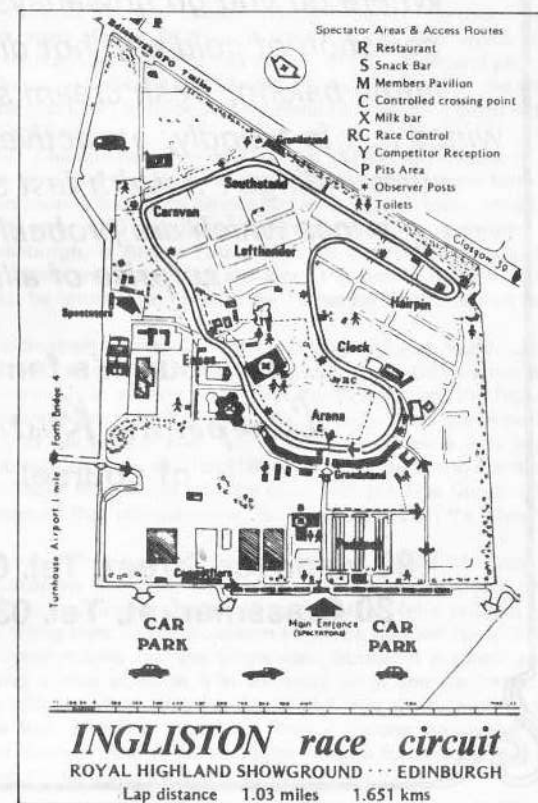
Steward for R.A.C.: W. N. Thompson; Clerk of Course: W. Fenwick; Chairman of Race Committee: G. McCaig; Secretary of Meeting: R. Bruce; Chief Marshal: J. Robertson; Deputy Chief Marshal: P. Poole; Chief Observer: R. Trill; Chief Flag Marshal: Dr J. A. M. Howe; Chief Track Marshal: W. J. Wilkie; Chief 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. Herrald, 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. RS2407/4.

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

14th August
11th September
2nd October



The Luckpenny Salad Restaurant

Where do you go nowadays to find a tasty selection of cold and hot dishes, delicious home baking, fresh cream sweets and fine wines . . . in friendly, attractive, centrally-situated surroundings . . . with fast service . . . and prices which are probably the nicest surprise of all?

**Edinburgh's famous
Luckpenny Restaurants
of course!**

**90 Hanover Street, Tel. 031-225 2227
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TODAY'S MEETING

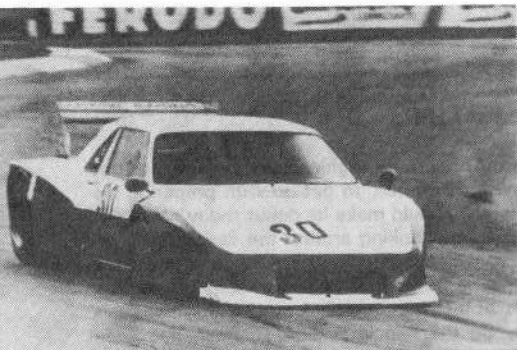
Welcome back to Ingliston after the two-month lay-off during the Highland Show. This has not been a bad thing as it has allowed Jim McGaughay, for instance, to get on with preparing his new Lancia Rallye for the GT events. This new car which should make its debut today came out of an idea to change the Renault for something different. Looking around the various cars on sale Jim saw the Lancia Rallye as having the ideal specifications as it allowed him to have the engine mounted in the centre of the car. For a chassis he approached Aberdeen hill climber driver Jimmy Jack who also used to race his Marsh at Ingliston and Jack agreed that the basis of the car should be his Toleman Formula 2 car. So the Lancia bodied Toleman has been worked on for many months. Jim even went all the way to Italy for an authentic Lancia Rallye lightweight body and it will be interesting to see how it goes, particularly when Andy Barton is also in the field. The GT class is a departure for Andy as he is normally to be seen in single seaters and before that in small saloons. He decided last winter to contest the Donington GT championship and so converted his March 792 into a GT car using a special lightweight body based on the AC 3000 sports car which Andy handles. So far this year it has proved to be a very strong challenger and the way Andy drives at Ingliston it is going to give a few people a surprise with its speed.

In Formula Ford there is always a changing scene but Tom Brown in his Scottish Road Services Van Diemen will be out to make sure his lead in the Marlboro Championship is maintained despite the ministrations of Chic Stenhouse's Lee Jeans Van Diemen and Ian Gardiner's Halley's of Milngavie Crossle. In the Hubert Mitchell Junior Formula Ford Championship Cliff Harper with his aged Hawke DL15 is currently in the lead which is a remarkable performance in a car of such an age showing that talent will out. In second place is Richard Mitchell with his PRS 80F. In second place in the Marlboro Championship, by the way, there is a tie between Chic Stenhouse and Colin Birbeck so they should be having a close battle as both are only two points behind Tom Brown.

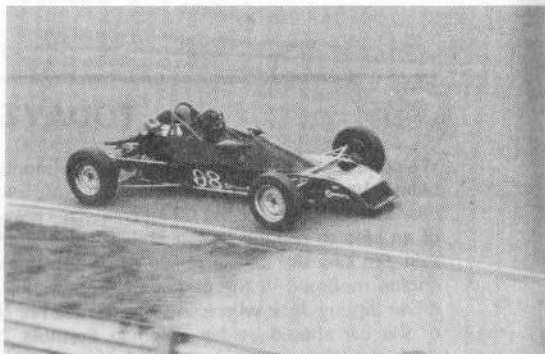
In the Luckpenny Restaurant GT Championship up to 1000 c.c. Kenny Coleman's R. J. Cross Peugeot/Talbot Davrian is in the lead thanks to some brilliant performances both at Ingliston and Knockhill and Harry Simpson is having to be content with second place ahead of Bob Milne. Meanwhile upstairs in the over 1000 c.c. Sportstune Championship sponsored by your favourite accessory store in Edinburgh, is Angus Young with his beautiful Scirocco GT. The driving position in this car is amazing and the engine sits almost in beside the driver. Ian Forrest was first seen with the car but he returned to his Davrian; I'll bet he wishes he had kept the Scirocco.

The Lowland Tyres & Exhausts Scottish Sports Car Championship is being led by John Fyda in his amazing Mallock, a car which can give the Libre cars a good run for their money and he seems unstoppable. Kevin McCormick is in second place with his Mallock and the highest placed Sports 2000 is John Bothamley with his HAS for GAS Lola. Though Brian Stevenson is in second place he has been trying to sell his car and John Clark's new Royale was badly damaged by fire during a testing incident recently at Knockhill so he may be a non-starter at Ingliston. However, historic racer Bill Ness has moved into the class with his Tiga Sports 2000 and in the same race we see the return of that famous name, Ecurie Ecosse, with the Chevron B54 driven by Willie Hourie.

In the road car class we have even more interest. Douglas Niven has sold his Capri to Howard Fowler, mine host at the Luckpenny Restaurant, and at this meeting we welcome back Jennifer Birrell who was one of the great racing favourites of the seventies here at Ingliston. Jennifer and Colin Valentine will be racing their Talbot Sunbeam rally cars on road tyres, these cars not being the high-powered Lotus models but the single cam Sunbeam engined cars. Jennifer is looking forward to having a race again as it is six years since she last raced at Ingliston. Jennifer started out as a rally co-driver with Pat Moss and later graduated to rally driving before moving into Formula Vee. She then raced the Willie's Escorts successfully at Ingliston where she and her husband Graham used to give Douglas Niven a few frights. We are happy to welcome her back again and I'm sure you'll enjoy your racing here today.



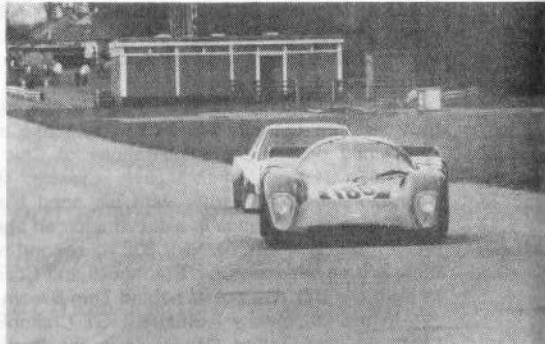
This striking car is Andy Barton's new GT car based on the AC 3000 body but using the March 792 tub and running gear. It will make its first appearance at Ingliston today.



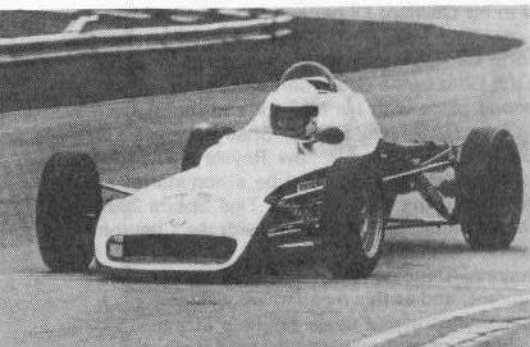
One of the surprise drivers this year has been Stuart Roden from Kirkliston seen here in his distinctive black Van Diemen Formula Ford.



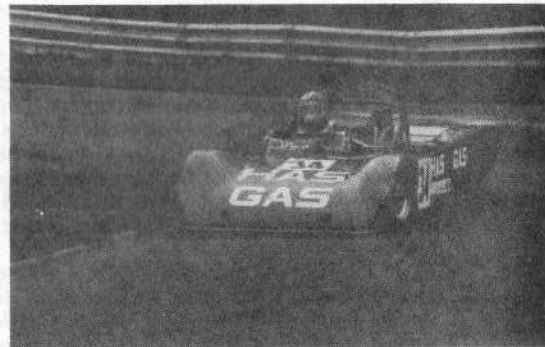
Three seasons ago Laurence Jacobsen ran a particularly fast Imp derivative based on the Chevron B29 chassis. Now Eric Munnoch from Larbert uses the car and has fitted a supercharged 3.5 litre Rover V8 engine. Now that he has the handling sorted out the car is going well.



At the last meeting Andrew Fletcher's ten-year-old Chevron B16 which is normally seen in historic sports car events again impressed in one of his rare appearances.



The racing lawyer, Sandy McEwen with his Moore's Lemonade Crossie is another driver who is doing well in the Junior Formula Ford Championship.



One of the most attractive Sports 2000 cars running today is John Bothamley's Lola with its HAS for Gas sponsorship.

ECURIE ECOSSE RETURNS

A famous name in motor racing will return to the scene on Sunday, July 24th at Ingliston racing circuit in Scotland when the Ecurie Ecosse Chevron Sports 2000 is wheeled out on to the track.

It is twenty-six years since the original Ecurie Ecosse team formed by Edinburgh accountant David Murray and his chief engineer Wilkie Wilkinson won the Le Mans 24-hour race, with a sister car in Ecosse blue in second place. In those days Ecurie Ecosse was one of the most famous sports car teams in the world and now the concept is being re-born, again in sports car racing with the Chevron.

The original concept of Ecurie Ecosse was to provide the opportunity for young and promising Scottish drivers to drive sports cars in British events and the original three drivers, Ian Stewart, Bill Dobson and Sir James Scott Douglas owned their own Jaguar XK120s and formed the nucleus of the team.

Thanks to Murray's expertise the team soon changed to Jaguar C Types and had sufficient success to take over the factory Jaguar D Types and win Le Mans in 1956 and 1957.

Back in Scotland with the support of the Ecurie Ecosse Association and its President the Earl of Elgin, the team entered a new phase when, under the management of Bo'ness businessman Harry Ballantine, Vice-Chairman of the Association, they bought a Brabham F2 car which was raced by the Scot Graham Birrell and by southerners Peter Gethin and Richard Attwood. Finally, in 1971, Ecurie Ecosse appeared with a March F3 car driven by Tom Walkinshaw before the team was disbanded at the end of that season.

The new venture is the resurrection of the original concept and the intention is to offer a drive in the Ecurie Ecosse Chevron to up and coming young Scottish drivers. The first driver of the new Ecurie Ecosse Chevron will be the 23-year-old farmer from Sandwick on the Islands of Orkney, Willie Hourie, who came on the Scottish motor racing scene three years ago with an aged Formula Ford racing car and immediately showed great promise. This will be the first time Willie has raced anything other than a Formula Ford.

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The bar and lounge with open log fires, offer a warmth of high quality service and hospitality, whilst the oak panelled restaurant, with traditional French cuisine, which enhances the fresh produce of Scotland, using wild game in such dishes as "Venison Steak Schiehallion" (Medallions of Scottish Wild Venison sautéed in butter with Island mustard and Juniper berries, flamed in whisky, served on oatcake with chopped leeks coated in whisky sauce and glazed with fresh cream) £7.90.

"Fuine! Breac" (an old Scottish traditional recipe of Burn Trout stuffed with prawns and mushrooms, coated in oatmeal, cooked in butter with rosemary and dry white wine) £8.15

All main courses are served with fresh seasonal potatoes and vegetables, and the prices are inclusive of service charge and VAT.

The a la carte menu is available for luncheon and dinner, however, there is a luncheon menu to suit the family or the businessman. Sundays are family days and the special Sunday lunch menu is offered with reduced rates for children (Adults £7.25, Children 10 years and under £3).

To complement these dishes an equally fine selection of International Wines are available from our cellars.

All 12 bedrooms have private bathrooms and showers with hairdryers, trouser presses, radio, colour TV, tea/coffee making facilities and telephones.

Single bedded room £36, Double bedded room £48

These prices are inclusive of overnight accommodation, full Scottish breakfast, with a difference (smoked salmon kedgeree), service charge and VAT.

A private room is available for weddings, meetings, dinners, dances and exhibitions.

For further details please write to The Norton House Hotel, or
Telephone 031 333 1275

INGLISTON

INGLISTON RACE CIRCUIT LTD.

S.M.R.C.

SCOTTISH MOTOR RACING CLUB LTD.

THE ADAM WYLLIE MEMORIAL TROPHY RACE MEETING

INGLISTON — 24th JULY, 1983

Promoted by
INGLISTON RACE CIRCUIT LTD.

Organised by
SCOTTISH MOTOR RACING CLUB LTD.

PROGRAMME AND 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	The Hubert Mitchell Championship Race for Formula Ford cars.	10	(A)9.30 (B)9.55	2.15
2	9.35	The Luckpenny Championship Race for GT cars up to 1000 c.c.	12	10.20	2.40
3	10.00	The Lowland Tyres & Exhausts Championship Race for Sports Cars.	12	10.45	3.05
4	—	The Marlboro Championship Race for Formula Ford cars.	12	—	3.30
5	10.25	The Forth Electrical Services Trophy Race for GT cars over 1000 c.c., counting in the Sports Tune Championship.	12	11.10	3.55
6	10.50	The Adam Wyllie Memorial Trophy Race for Formula Libre cars.	15	11.35	4.20
7	11.15	The Road Saloon Car Race	10	12.10	4.45
8	11.15	The Road Sports Car Race	10	12.10	5.10
	12.35	Driver's Briefing in Scrutineering Bay.			
	2.00	All Marshals to 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	T. BROWN/Tom Brown Racing	Van Diemen	1600 (A)	Cambuslang
49	S. W. HASTWELL	Royale RP26	1600 (B)	Edinburgh
50	R. FORGIE	Van Diemen	1600 (A)	Ellon
51	D. ROBERTSON/Ralph Halley Racing	Van Diemen	1600 (B)	Strathblane
52	G. P. MILLAR	Rotor JT1	1600 (A)	Glasgow
54	P. JAMIESON	PRS	1600 (A)	Falkirk
57	KEN CRAIGIE/Freight Express	Crossle 25F	1600 (A)	Galashiels
59	K. LeMAY	PRS 81F	1600 (B)	Paisley
60	W. LIPPE/Logman Group of Companies	Spartan FF80	1600 (A)	Inverurie
61	N. DORWARD	Alexis Mk24	1600 (B)	Troon
63	W. ROSE	Royale RP/26/80	1600 (A)	Fyvie
64	M. MACPHERSON	Van Diemen	1600 (B)	Alness
65	N. COCHRANE	Crossle/Harris 31F	1600 (A)	Bearsden
66	G. LEGGET/Swedish Pine Co.	Van Diemen RF78	1600 (B)	Edinburgh
68	S. ROBERTSON	PRS R401	1600 (A)	Howgate
73	G. MELVIN	Van Diemen RF79	1600 (B)	Ballater
74	S. McEWEN/Crusader Insurance/ATS (Scotland)	Crossle 32F	1600 (A)	Glasgow
75	C. HARPER	Hawke DL15	1600 (B)	Peterhead
76	N. GILLANDERS	Van Diemen RF78	1600 (A)	Hatton
79	L. GAULD/F.A.S.	PRS 82F	1600 (A)	Glasgow
80	T. GEMMELL/Newtown Auto Centre/Douglas Brown Pianos	PRS 82F	1600 (B)	Edinburgh
81	R. MITCHELL	PRS 80F	1600 (A)	North Berwick
84	I. GARDNER/Ralph Halley Racing	Crossle Minster	1600 (A)	Strathblane
88	H. MINTY	PRS 79F	1600 (B)	Peterhead
89	C. STENHOUSE/Lee Cooper	Van Diemen RF81	1600 (A)	Dunfermline
91	C. BILKBECK	Van Diemen	1600 (B)	Penrith
96	J. L. MANN	Crossle 25F	1600 (A)	Edinburgh
98	S. RODEN	Van Diemen	1600 (B)	Kirkliston
99	G. TAYLOR	Spartan FF79	1600 (A)	Kemnay

2.15 p.m.
10 laps

Class lap record: Tom Brown/Roy Low, 52.4 secs.

EVENT

2

GT CARS UP TO 1000 c.c.

A round in the Luckpenny Scottish GT Championship

134	B. FLETCHER	Sunbeam Stiletto	998	Aberdeen
135	B. MILNE	Imp GT	998	Kingswells
138	B. MacLEOD	Hillman Imp	998	Kildary
184	T. BRIDGE	Maguire Stiletto	998	Burnley
187	K. COLEMAN/R. J. Cross Peugeot Talbot, Airdrie & Coatbridge	Davrian	998	Plains
190	I. FORREST/The Drambuie Liqueur Co.	Drambuie Davrian	998	Kirkliston
194	H. SIMPSON/Edinburgh Aluminium Products	Davrian Mk8	998	Edinburgh
196	J. McDONALD	Hillman Imp	998	Falkirk

Class lap record: Kenny Coleman, 51.2 secs.

2.40 p.m.
12 laps

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

EVENT

3

THE LOWLAND TYRES & EXHAUSTS CHAMPIONSHIP RACE for Sports Cars

23	K. BOWMAKER	Lola 492	2000	Chopwell
24	J. FYDA/Agra	Mallock 24	1700	Dundee
26	N. BRIDGE	Mallock 24B	1600	Burnley
27	W. DRUMMOND/Drummond Plant Hire	Mallock Mk20	1700	Echt
31	J. MACKIE/Agra Engineering	Mallock 24B	1700	Kirkcaldy
32	A. DOBBIE	Mallock 20B	1600	Alford
33	J. CLARK	Chevron B54	2000	Aberdeen
34	J. BOTHAMLEY	Lola 590X	2000	Bilston
35	R. FORESTER SMITH	Marquis Mallock	1700	Annan
36	W. NESS	Tiga SC81	2000	Bearsden
38	W. HOURIE/Ecurie Ecosse	Chevron B52	2000	Orkney
41	JOHN NORTH	Mallock Mk11/24	1600	Kilbarchan
44	J. IRWIN/Irwin Engineering	Mallock Mk16	1600	Hamilton
46	R. MITCHELL	Link S2000	2000	North Berwick

Class lap records: A Clubman, J. Fyda, 45.1 secs; B Clubman, J. Mackie, 50.4 secs; Sports 2000, R. Spence, 50.5 secs.

3.05 p.m.
12 laps

EVENT

4

FORMULA FORD 1600 CARS.

A round in the Marlboro Scottish Formula Ford Championship.

Car No.	Driver/Entrant	Car	c.c.	From
48	T. BROWN/Tom Brown Racing	Van Diemen	1600 (A)	Cambuslang
49	S. W. HASTWELL	Royale RP26	1600 (B)	Edinburgh
50	R. FORGIE	Van Diemen	1600 (A)	Ellon
51	D. ROBERTSON/Ralph Halley Racing	Van Diemen	1600 (B)	Strathblane
52	G. P. MILLAR	Rotor JT1	1600 (A)	Glasgow
54	P. JAMIESON	PRS	1600 (B)	Falkirk
57	KEN CRAIGIE/Freight Express	Crossle 25F	1600 (A)	Galashiels
59	K. LeMAY	PRS 81F	1600 (B)	Paisley
60	W. LIPPE/Logman Group of Companies	Spartan FF80	1600 (A)	Inverurie
61	N. DORWARD	Alexis Mk24	1600 (B)	Troon
63	W. ROSE	Royale RP/26/80	1600 (A)	Fyvie
64	M. MACPHERSON	Van Diemen	1600 (B)	Alness
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79	L. GAULD/F.A.S.	PRS 82F	1600 (A)	Glasgow
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84	I. GARDNER/Ralph Halley Racing	Crossle Minster	1600 (A)	Strathblane
88	H. MINTY	PRS 79F	1600 (B)	Peterhead
89	C. STENHOUSE/Lee Cooper	Van Diemen RF81	1600 (A)	Dunfermline
91	C. BILKBECK	Van Diemen	1600 (B)	Penrith
96	J. L. MANN	Crossle 25F	1600 (A)	Edinburgh
98	S. RODEN	Van Diemen	1600 (B)	Kirkliston
99	G. TAYLOR	Spartan FF79	1600 (A)	Kemnay

3.30 p.m.
12 laps

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

EVENT

5

FORTH ELECTRICAL SERVICES TROPHY RACE

for GT cars over 1000 c.c.

A round in the Sports Tune Scottish GT Championship

101	G. COGHILL/Norfrost	Norfrost Esprit	2000	Halkirk
103	E. J. W. MUNNOCK	Davrian Stiletto	3528	Larbert
104	J. FLEMING	Toyota Celica	1990	Ayr
105	A. WAREING	Lotus Elan	1800	Preston
106	A. BARTON	AC 3000 ME	1994	Newcastle
108	E. BEERMAN	Escort	1994	Glasgow
109	W. WATT	Vauxhall Magnum	2300	Airdrie
111	I. MILLAR/Alternative Kitchens	Mini	1498	Penicuik
171	S. (THE CLAN) SHARE	The Old Clan	1150	Ardenintny
177	E. PATERSON	Lotus Europa	1492	Edinburgh
179	G. YOUNG/Agra Engineering	Agra Scirocco GTI	1500	Dundee

3.55 p.m.
12 laps

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

EVENT

6

THE ADAM WYLLIE MEMORIAL TROPHY RACE

for Formula Libre cars.

7	GEO McMILLAN/Bass Rock Garage (Renault)	Ralt RT2	1998	North Berwick
15	DEREK PALMER	Reynard FF2000	2000	Lesmahagow
20	DAVID DUFFIELD	Ralt RT4	2000	Kirkliston
24	JOHN FYDA/Agra Engineering	Mallock	1700	Dundee
34	J. BOTHAMLEY	Lola 590X	2000	Bilston
35	R. FORESTER-SMITH	Marquis Mallock	1700	Annan
36	BILL NESS	Tiga SC81	2000	Glasgow
38	W. HOURIE/Ecurie Ecosse	Chevron B54	2000	Orkney
41	JOHN NORTH	Mallock Mk11/24	1600	Kilbarchan
44	J. IRWIN/Irwin Engineering	Mallock Mk16	1600	Hamilton
131	K. ALLEN/Agra Engineering	Mallock Mk24S	1700	

4.20
15 laps

Class lap records: Outright, D. Duffield, 43.5 secs; Up to 1700 c.c., J. Fyda, 45.2 secs.

EVENT

7

THE ROAD SALOON CAR RACE

150 O. ROSS	Scirocco	1588	Helensburgh
153 J. McKEE	Renault 5	1400	Milngavie
155 I. PATERSON	Escort	1600	Arochar
160 H. McCAIG	Chevette	2300	Edinburgh
161 A. GRAY	Escort	1998	Menstrie
162 H. FOWLER	Capri X	2998	Edinburgh
163 J. FLEMING	Escort	1600	Ayr
164 N. MULLOY	Opel Ascona	2000	London
166 C. JONES	Escort	2000	Lasswade
168 S. T. HARVEY	Scirocco	1588	Edinburgh
169 J. BIRRELL	Talbot Sunbeam	2000	Glasgow
172 C. VALENTINE	Talbot Sunbeam	2000	Glasgow
173 R. STAHL	Escort	2000	Newbridge
175 H. REID	Mini	1275	Alford
176 R. SUTHERLAND	Mini (Turbocharged)	1114	Kirknewton

Class lap record: Up to 1600 c.c., O. Ross, 67 secs; Over 1600 c.c., T. Stubbs, 61.9.

4.45
10 laps

EVENT

8

THE ROAD SPORTS CAR RACE

151 C. CAMPBELL/Bernard Thorpe & Partners/ Broadford Hotel	Davrian Mk8	998	Skye
159 S. HARRISON	Cian Crusader	998	Bilston
165 WM. WALKER	MG Midget	1500	Largoward
167 D. NISBET	Caterham 7	1599	Stirling
174 A. M. LAMB	Morgan 4/4	1600*	Reston

* Turbocharged

Class lap record: Up to 1600 c.c., C. Campbell, 64.4 secs.

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

5.10
10 laps

HUBERT MITCHELL SCOTTISH JUNIOR FF CHAMPIONSHIP PLACES after 5 rounds

1st C. Harper.....	59 pts
2ns R. Mitchell.....	48 pts
3rd H. Minty.....	46 pts
4th S. McEwen.....	44 pts
5th G. Melvin.....	43 pts
6th M. MacPherson.....	38 pts

LUCKPENNY SCOTTISH GT CHAMP- IONSHIP PLACES after 5 rounds

1st K. Coleman.....	40 pts
2nd H. Simpson.....	32 pts
3rd B. Milne.....	13 pts
4th R. Gauld.....	7 pts
5th= B. MacLeod.....	6 pts
5th= I. Forrest.....	6 pts

LOWLAND TYRES & EXHAUSTS SCOT- TISH SPORTS CAR CHAMPIONSHIP PLACES after 5 rounds

1st J. Fyda.....	39 pts
2nd K. McCormick.....	34 pts
3rd J. North.....	28 pts
4th J. Irwin.....	25 pts
5th J. Bothamley.....	22 pts

MARLBORO SCOTTISH FF CHAMPION- SHIP PLACES after 5 rounds

1st T. Brown.....	63 pts
2nd= C. Stenhouse.....	61 pts
2nd= C. Birkbeck.....	61 pts
4th W. Rose.....	56 pts
5th N. Cochrane.....	45 pts
6th G. Taylor.....	44 pts

SPORTS TUNE SCOTTISH GT CHAMP- IONSHIP PLACES after 5 rounds

1st A. Young.....	34 pts
2nd= G. Coghill.....	26 pts
2nd= J. McGaughay.....	26 pts
4th E. Munnoch.....	19 pts
4th= J. Argo.....	19 pts

SCOTTISH LIBRE CHALLENGE PLACES after 5 rounds

1st G. McMillan.....	76 pts
2nd D. Duffield.....	64 pts
3rd W. Drummond.....	57 pts
4th J. Fyda.....	56 pts
5th G. Doherty.....	43 pts

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.

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.

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.

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.

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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SCOTTISH ROAD SERVICES' PHOTOGRAPHIC COMPETITION

ENTRY FORM

Name.....

Address.....
.....
.....

I agree to be bound by the rules of the competition.

Signature

Attention all Amateur Photographers

Scottish Road Services, sponsors of the Tom Brown Racing Team, invite you to enter a photographic competition, the rules for which are very simple.

1. The subject is Tom Brown in his racing car.
2. The photograph must be taken at the July, August or September meetings at Ingliston.
3. The photograph must be taken by an amateur.

Photographs may be in colour or black and white and should be no larger than 10" x 8". Prizes will be awarded to the three entrants who, in the opinion of the judges, submit the most interesting photograph, action or otherwise. The outright winner may choose from three prizes and the runner-up from the remaining two.

THE PRIZES ARE:

1. A day at Tom Brown's Racing School.
2. Dinner for two at a top restaurant.
3. 12 rolls of camera film.

Each photograph must be accompanied by the official entry form on the preceding page of this programme and should be sent to:

Bill Clark,
Scottish Road Services Limited,
175 Graham's Road,
Falkirk FK2 7BG

to reach him not later than 20th September. Winning entries will be published in the programme for 2nd October and announced at that meeting.

Photographs submitted are not returnable and winning entrants must agree to the use of their entry in Scottish Road Services publicity material, if so required by the Company. The decision of the judges shall be final and no correspondence can be entered into in respect of the competition which is not open to employees of Scottish Road Services.

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at the Grandstand*

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April meeting — 55 mins — £20

May meeting — 95 mins — £20

VHS — BETA — V2000

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WANTED — VIDEO PHOTOGRAPHERS

*We can't get too many good shots of the meeting —
please help — don't be shy. Contact Keith Robertson
RIGHT NOW at the Video Van at the Grandstand.*

INGLISTON LAP CONVERSION TABLE

secs	m.p.h.	secs	m.p.h.	secs	m.p.h.	secs	m.p.h.	secs	m.p.h.	secs	m.p.h.
40.0	92.70	43.4	85.44	46.8	79.23	50.2	73.86	53.6	69.18	57.0	65.05
40.1	92.47	43.5	85.24	46.9	79.06	50.3	73.72	53.7	69.05	57.1	64.94
40.2	92.24	43.6	85.05	47.0	78.89	50.4	73.57	53.8	68.92	57.2	64.83
40.3	92.01	43.7	84.85	47.1	78.73	50.5	73.42	53.9	68.79	57.3	64.71
40.4	91.78	43.8	84.66	47.2	78.56	50.6	73.28	54.0	68.67	57.4	64.60
40.5	91.56	43.9	84.46	47.3	78.39	50.7	73.14	54.1	68.54	57.5	64.49
40.6	91:33	44.0	84.27	47.4	78.23	50.8	72.99	54.2	68.41	57.6	64.38
40.7	91.11	44.1	84.08	47.5	78.06	50.9	72.85	54.3	68.29	57.7	64.26
40.8	90.88	44.2	83.89	47.6	77.90	51.0	72.71	54.4	68.16	57.8	64.15
40.9	90.66	44.3	83.70	47.7	77.74	51.1	72.56	54.5	68.04	57.9	64.04
41.0	90.44	44.4	83.51	47.8	77.57	51.2	72.42	54.6	67.91	58.0	63.93
41.1	90.22	44.5	83.33	47.9	77.41	51.3	72.28	54.7	67.79	58.1	63.82
41.2	90.00	44.6	83.14	48.0	77.25	51.4	72.14	54.8	67.66	58.2	63.71
41.3	89.78	44.7	82.95	48.1	77.09	51.5	72.00	54.9	67.54	58.3	63.60
41.4	89.56	44.8	82.77	48.2	76.93	51.6	71.86	55.0	67.42	58.4	63.49
41.5	89.35	44.9	82.58	48.3	76.77	51.7	71.72	55.1	67.30	58.5	63.38
41.6	89.13	45.0	82.40	48.4	76.61	51.8	71.58	55.2	67.17	58.6	63.28
41.7	88.92	45.1	82.22	48.5	76.45	51.9	71.45	55.3	67.05	58.7	63.17
41.8	88.71	45.2	82.04	48.6	76.30	52.0	71.31	55.4	66.93	58.8	63.06
41.9	88.50	45.3	81.85	48.7	76.14	52.1	71.17	55.5	66.81	58.9	62.95
42.0	88.29	45.4	81.67	48.8	75.98	52.2	71.03	55.6	66.69	59.0	62.85
42.1	88.08	45.5	81.49	48.9	75.83	52.3	70.90	55.7	66.57	59.1	62.74
42.2	87.87	45.6	81.32	49.0	75.67	52.4	70.76	55.8	66.45	59.2	62.64
42.3	87.66	45.7	81.14	49.1	75.52	52.5	70.63	55.9	66.33	59.3	62.53
42.4	87.45	45.8	80.96	49.2	75.37	52.6	70.49	56.0	66.21	59.4	62.42
42.5	87.25	45.9	80.78	49.3	75.21	52.7	70.36	56.1	66.10	59.5	62.32
42.6	87.04	46.0	80.61	49.4	75.06	52.8	70.23	56.2	65.98	59.6	62.21
42.7	86.84	46.1	80.43	49.5	74.91	52.9	70.09	56.3	65.86	59.7	62.11
42.8	86.64	46.2	80.26	49.6	74.76	53.0	69.96	56.4	65.74	59.8	62.01
42.9	86.43	46.3	80.09	49.7	74.61	53.1	69.83	56.5	65.61	59.9	61.90
43.0	86.23	46.4	79.91	49.8	74.46	53.2	69.70	56.6	65.51	60.0	61.80
43.1	86.03	46.5	79.74	49.9	74.31	53.3	69.57	56.7	65.40	60.1	61.69
43.2	85.83	46.6	79.57	50.0	74.16	53.4	69.44	56.8	65.28	60.2	61.59
43.3	85.63	46.7	79.40	50.1	74.00	53.5	69.31	56.9	65.17	60.3	61.49

SCOTTISH MOTOR RACING CLUB LIMITED

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24440 Edinburgh VAT Reg. No. 270 4631 74

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CB Ref.

Memb. No.

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)

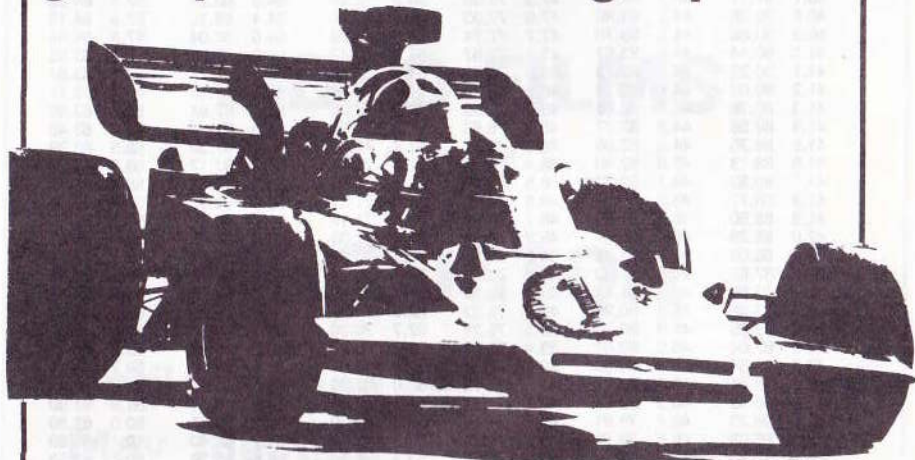
I wish to be considered as a Marshal at Ingliston: YES/NO (delete as appropriate)

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

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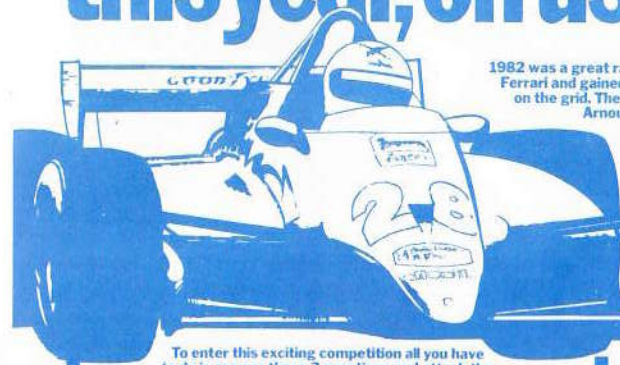
As the winner of four easy-to-enter motorsport competition

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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