

INGLISTON

INGLISTON RACE CIRCUIT LTD.



Formula Vauxhall Lotus — Gary Dunn (GB) in action.

SUNDAY, 28th MAY, 1989

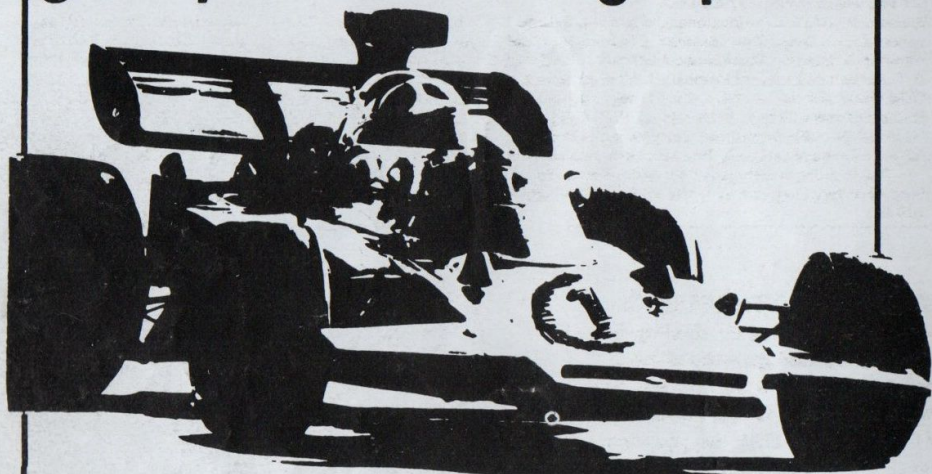
Organised by
THE SCOTTISH MOTOR RACING CLUB LTD.

OFFICIAL PROGRAMME — 50p

For Conditions of Admission see inside

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INGLISTON

INGLISTON RACE CIRCUIT LTD.

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28th MAY, 1989

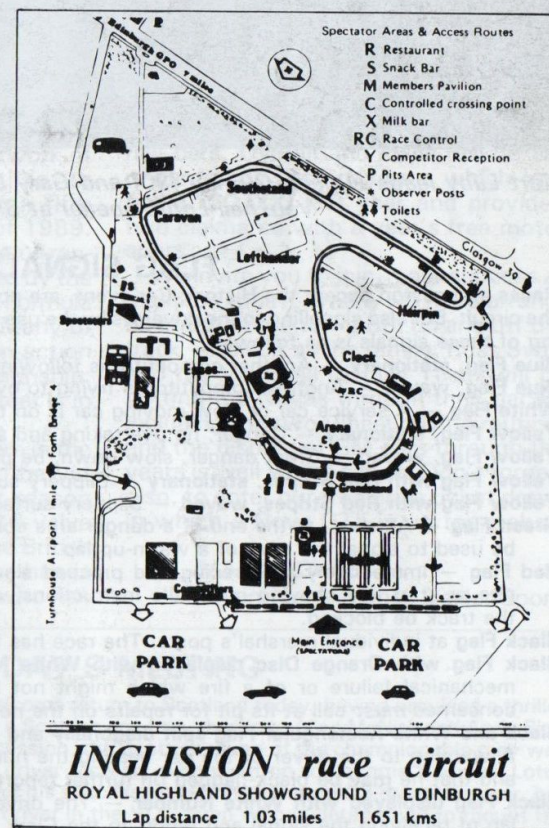
OFFICIALS AND CREDITS

Steward for RAC: L. Livingstone; Clerk of the Course: W. Fenwick; Chairman of Race Committee: H. McCaig; Secretary of Meeting: B. Buss; Chief Marshal: J. Robertson; Chief Observer: K. MacRae; Chief Flag Marshal: N. Clarke; Chief Track Marshal: B. Mackay; Chief Medical Officer: J. McKeller; Chief Paddock Marshal: G. McDonald; Chief Spectator Marshal: J. T. Redpath; Chief Grid Marshal: G. Montgomery; Starters: W. Struth, L. Haggart; Chief Pits Area Marshal: A. Harvey; Chief Track Crossing: J. Spiers; Chief Timekeeper: Dr L. Jamieson; Chief Scrutineer: I. D. Bennie; Chief Steward: J. L. Romanes; Stewards for the Club: E. R. Herrald, A. H. B. Craig, M. Shakespeare, W. Stein, R. Trull; First Aid: British Red Cross Society (Scottish Branch); Breakdown Equipment Staff: S.M.T., Ashfield Motors, Glasgow, Rosebank Recovery Service; Public Address: Kennedy of Lanark; Tyre Services: Lowland Tyres & Exhausts. Timekeeping Computer: Stockcare Computer Systems.

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. 14456.

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, ticker holders or officials.



1989 RACE DATES

July 23rd
 August 13th
 September 17th
 October 15th

INGLISTON race circuit
 ROYAL HIGHLAND SHOWGROUND ··· EDINBURGH
 Lap distance 1.03 miles 1.651 kms



Kurt Luby leads Eugene O'Brien (30) and Gary Dunn (52) in the 1989 formula Vauxhall Lotus opener at Silverstone.

FLAG SIGNALS

Races at Ingliston except the Historic Car event, are now started by Red/Green lights over the circuit. But also signalling to the drivers is by the use of flags round the circuit. The meaning of these signals is as follows:

Blue Flag, stationary — Another competitor is following you close by.

Blue Flag, waved — Another competitor is trying to overtake you.

White Flag — A service car or slow moving car is on the circuit.

Yellow Flag, stationary — Danger, no overtaking and slow down.

Yellow Flag, waved — Great danger, slow down, be prepared to stop. No overtaking.

Yellow Flag with Red Stripes, stationary — Slippery surface ahead.

Yellow Flag with Red Stripes, waved — Slippery surface imminent.

Green Flag — All clear, at the end of a danger area controlled by yellow flags. It can also be used to signal the start of a warm-up lap.

Red Flag — Immediately stop racing and proceed slowly and with maximum caution to pits or start line obeying marshal's instructions, and being prepared to stop should the track be blocked.

Black Flag at individual marshal's posts. The race has been stopped.

Black Flag with Orange Disc displayed with White Number — A warning of apparent mechanical failure or of a fire which might not be obvious to the driver. The car concerned *must* call at its pit for repairs on the next lap.

Black and White Rectangular Flag split diagonally and displayed with a White Number — A warning to the driver of the car bearing the number that his behaviour is suspect and that he may be black-flagged on further reports.

Black Flag displayed with White Number — The driver must stop at his pit within one lap of receiving the signal and report to the Clerk of the Course. A penalty of exclusion may be enforced by removing the car from the race by display of the black flag.

Black and White Chequered Flag — End of race or finish.

WELCOME FROM VAUXHALL DEALER SPORT



Mark Bowie, Chairman of Vauxhall Dealer Sport, 1989.

On behalf of the nationwide network of Vauxhall dealers, I would like to welcome you to Ingliston for our fifth Vauxhall Trophy Day meeting of 1989.

We have a superb programme of racing lined up for you today, headed by the seventh round of the prestigious Formula Vauxhall Lotus Championship. Many of you will have seen these cars in action at Knockhill in last year's championship: if you did, you'll know what a treat is in store for you today.

We at Vauxhall Dealer Sport are in the midst of what is shaping up to be yet another successful motor sport season for us. On the race tracks, our 16-valve Vauxhall Astra GTE is leading the British Touring Car Championship in the hands of John Cleland from Peebles, who has

broken the lap record in each of the four rounds so far held. Vince Woodman and Tony Lanfranchi, meanwhile, are on course to take the 600 bhp Vauxhall Carlton to another Thundersaloon title.

In rallying, Louise Aitken-Walker from Duns (yes, another Scot!) joined the Vauxhall Dealer Sport team at the start of the year, and has made her mark in the British Open Rally Championship in the 16-valve Astra, aiming to regain the class lead she held until very recently. An Astra GTE 16v is also dominating its class in the "showroom car" group N category, in the hands of Brian Wiggins.

We also promote a one-make rally series (the Vauxhall Sureguard Challenge, now in its seventh successful year) where 1.3-litre Astras and Novas battle it out against each other in a tough ten-round championship.

Our thorough commitment to motor sport at all levels is demonstrated by the cash bonus scheme to drivers of Vauxhall cars. Overall and class results are rewarded by cash payouts, which topped £100,000 last year and provided two claimants with a year's free motor sport.

We invite you to join in our success at Ingliston today, where we have arranged entertainment — both on and off the track — to suit all the family. Russ Swift and the Vauxhall Display Team* will be putting the Novas through their paces, including the two-wheel driving routine, and the display of GM cars through the years is well worth a look. Don't forget, also, to enter our free prize ticket draw, in which a Nova GTE is up for grabs.

MARK BOWIE
Chairman, Vauxhall Dealer Sport

TODAY'S MEETING

Formula Vauxhall Lotus makes a welcome return to Scotland today, having provided a thriller at Knockhill last year which provided a Scottish one-two, thanks to Allan McNish and Andy Sim.

And for the second year in succession, the Scottish round of the championship may well bring about a home win. Dumfries driver McNish, who went on to become Vauxhall Lotus champion, has reaped the rewards of his success by earning a Formula 3 drive this year, but there is another powerful Scottish driver in the VLC camp who is determined to mount the winner's rostrum at Ingliston. Glasgow-born Anthony Reid (30) has taken two third places in the championship so far — the most recent in the last round at Silverstone — and has demonstrated his potential to go all the way. Given a good start on the tight 1.03-mile

Drive of the Century

Century Self Drive is an exciting young company that has burst on to the rental market. It is just three years since the first branch opened in Manchester and, since then, the company has gone from strength to strength.


There are now 18 branches throughout the UK including the first two in Scotland – Glasgow and Edinburgh – opened towards the end of 1988. The branches are well positioned to serve the airports and offer a wide range of vehicles to cater for every need.

1989 will see 12 more branches in the UK and the first step into the European market with branches at the six major airport locations opening in May.

Century offer newly registered cars at a price that the man in the street can afford – from only £49.00 + VAT a week for a Ford Fiesta. They are confident that the prices cannot be beaten and newly registered means just that – every car on the fleet is less than six months old.

Century is environmentally aware as well – it was the first car rental company in the country to convert a substantial portion of its fleet to run on lead free petrol. More than 3500 Vauxhall cars were purchased in the second half of 1988. Customer demand was so high that a further 15,000 Vauxhall cars have been ordered since then. It's gratifying to see everybody else following its lead. And of course it's another cost-cutter for the customer. For anybody that is still worried about the availability of lead free its as well to point out that converted cars can run on leaded as well so there is no chance of being stranded if lead free is not to hand.


The company philosophy is clear and simple – Car rental offering new cars at unbeatable prices – No wonder it can't fail.



CAR RENTAL FROM

£ **49**
Per week

UNLIMITED MILEAGE TARIFF: £ WKLY	
FIESTA 1100 POP	49
NOVA 1200L	59
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ESCORT 1600L	79
SIERRA 1600L	89
ASTRA 1800 SRi	99
CAVALIER 2000 SRi	129
CARLTON 2.0 GLi AUTO	159
ASTRA 2.0 GTE16V	199
SENATOR 3.0 CDi AUTO	229



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*All rates include basic insurance cover and unlimited milage but exclude VAT.

Ingliston circuit, there's no reason why the ex-Formula 3 driver shouldn't be first past the flag in today's race, which marks the seventh round of the 12-race championship.



Anthony Reid from Glasgow hoping to win the seventh round of the Vauxhall Lotus Championship at Ingliston.

Reid, who was educated nearby at Musselburgh's Loretto School, has an ace card in his pack which may well provide him with a winning hand . . . he's raced here before, while his rivals are making their first visit. He contested three FF1600 races in 1982, and is looking forward to renewing his acquaintance: "I think it's a tremendous driver's circuit. It's very tight and I don't think there'll be much overtaking, but it's great fun to drive on" he said. Reid missed the fifth round at Brands Hatch when his team ran out of money, but he quickly returned to the fold in the PTM Motorsport car run by Irish brothers Peter and Sean Thompson. His efforts to do well in his home race are being backed by Glasgow firm Linn Hi-Fi, with whom Reid had an involvement in his F3 days. Watch out for car number 28 in the Woodchester/Philips livery – the car which carries Scottish hopes of victory today.

But as Reid – and every other driver in the series – has discovered, competition in the 1989 Formula Vauxhall Lotus Championship is fierce. Following his runaway victory in the last Silverstone round, Gary Dunn from Devizes in

Wiltshire has opened out a 12-point gap at the top of the table, the first time this season a driver has enjoyed such a clear-cut advantage. Dunn – who amassed a record-breaking points total in winning the Formula 3 class B British Championship in 1987 – is an experienced, cool-headed driver and his apparently relaxed driving style makes him deceptively quick in his Swindon Racing car. He is at his most dangerous at the head of the field, so his leading rivals will be more determined than ever to out-qualify him for starting position on a track where overtaking opportunities are, as Anthony Reid has said, few and far between.

Kurt Lurby, the Farnworth, Lancashire, driver who won the first race and led the championship for the first four rounds, has dropped points in the last two races through lack of opportunity to have his AMCO Motorsport set up properly. But with a smooth, trouble-free run, the 26-year-old will be a strong candidate for Ingliston honours.

Lack of funds prevents Justin Bell from competing in Scotland, so Leicester's Peter Hardman lines up on the grid as the other FVLC race winner so far, alongside Luby and Dunn. Hardman is contesting his second season of Vauxhall Lotus, having been the only driver last year to break the Allan McNish/Mika Hakkinen monopoly of race wins – and his stylish triumph at Brands Hatch a few weeks ago proved beyond doubt that, on his day, he is well nigh unbeatable.

Another regular from last year, Eugene O'Brien from Towcester in Northamptonshire, has kept himself in the title hunt with a series of consistently high-scoring finishes: in six races he's been runner-up three times and finished third once. Yet another possible winner.

The large number of foreign drivers in the starting line-up justify the Formula Vauxhall Lotus Championship's claim to be Britain's most cosmopolitan racing series. Affonso Giafone (20) is the latest in a long line of talented Brazilians to emerge in motor racing, and is perhaps the international driver most likely to figure at Ingliston. Giafone's Japanese teammate in the Christal Racing line-up, Hideki Noda, and Cirrus Motorsport's Allard Kalff from Holland are both spectacular drivers to watch, and Ingliston might just be the track where their all-out tactics pay dividends.

Whoever wins, the Vauxhall Lotus drivers – in cars which are identical in almost every respect – are certain to put on a good show today, just as they've done so often this season.

In addition to the Formula Vauxhall Lotus event, which, incidentally, is the longest race ever run round Ingliston at 32 laps to meet with the minimum race length requirements, there is a full field of competitors in the Scottish Championships. The addition of a Championship

Ingliston, Sunday, 28th May, 1989

Promoted by
INGLSTON RACE CIRCUIT LTD.

Organised by
SCOTTISH MOTOR RACING CLUB LTD.

PROGRAMME AND TIMETABLE

Event No.	EVENT	Scrutiny before	Practice time	Laps	Event time
	PARADE OF VEHICLES				1335
1	ROAD SALOONS UP TO 1600 c.c.	0830	0900	12	1345
2	FORMULA FORD 1600	0850	0920	12	1410
3	FORMULA VAUXHALL LOTUS	0910	0940	32	1435
4	ROAD SPORTS CARS/SALOONS OVER 1600 c.c.	0930	1020	12	1510
5	FF2000/CLUBMANS/SPORTS	0950	1040	12	1535
6	GT CARS	1010	1100	12	1600
7	MODIFIED SPORTS/SALOONS/GT	1030	1120	12	1645
	FORMULA VAUXHALL LOTUS 2nd PRACTICE		1140/1210		

EVENT

1

**THE SUREGUARD TROPHY RACE. ROAD SALOON CARS UP TO 1300 c.c.,
1301-1600 c.c.
A ROUND IN THE ABERCROMBY ROAD CAR CHAMPIONSHIP**

Car No.	Driver/Entrant	Car	c.c.	Town
Up to 1300 c.c.				
183	ANDREW MCKINNA/Manor Garage Racing	Suzuki Swift	1300	West Linton
142	DEREK HASTINGS/Driver	Hillman Imp	1300	Edinburgh
155	ALISTAIR McCARTER/Driver	Mini Cooper	1300	Culloden
175	ALISDAIR STEWART/Driver	Suzuki Swift	1300	Dumfries
1301 c.c. - 1600 c.c.				
168	SIMON EWING/Driver	Talbot Avenger	1600	Milngavie
145	IAIN GARDNER/Driver	Ford Fiesta	1600	Milngavie
151	ALAN KEITH/Driver	Ford Fiesta	1600	Montrose
158	GLEN MORTIMER/Peter Flynn Ltd.	Ford Fiesta	1600	Edinburgh
184	DAVID KERR/Carl Dyson Ltd.	Ford Fiesta	1600	Edinburgh
150	IAIN COWIE/Driver	Toyota Corolla	1600	Edinburgh
190	KENNETH SUTHERLAND/Driver	Talbot Sunbeam	1600	Milngavie
154	ALISTAIR HART/Driver	Ford Fiesta	1600	Cardross
182	LINDSAY MANN/Broxburn Commercials and Trucks	Hillman Avenger	1600	Currie
53	JONATHAN GILBERT/Driver	Ford Fiesta	1600	Edinburgh
98	CHRISTOPHER REITH/Driver	Austin Mini	1330	Edinburgh

12 laps
1345

1st...151... 2nd...158... 3rd...53... 4th...184

EVENT

2

FF1600 CARS.

**A ROUND IN THE TOM BROWN RACING SCHOOL JUNIOR CHAMPIONSHIP AND
THE SHELL GEMINI SENIOR CHAMPIONSHIP.**

Car No.	Driver/Entrant	Car	c.c.	Town
56	THOMAS IRVINE/Driver	Van Diemen RF85	1600	Edinburgh
99	GEORDIE TAYLOR/Driver	Van Diemen RF87	1600	Kemnay
68	TOMMY PEARSON/Driver	Van Diemen RF85	1600	Linlithgow
84	SIMON PAYNE/Driver	Swift FB89	1600	Balerno
72	NAT WILSON/Driver	Reynard 84	1600	Dunfermline
69	CAMERON BINNIE/Sony Centre/Howden Motors/Silverscreen/Border Reivers	Van Diemen	1600	Cornhill
91	COLIN BIRBECK/Driver	Van Diemen	1600	Penrith
75	ALISTER TAYLOR/Driver	Van Diemen	1600	Larbert
76	COLIN HARPER/Driver	Swift FB88	1600	Peterhead
65	DAVID TAYLOR/Driver	Laser HD88	1600	Linlithgow
78	BRYAN GOWANS/Driver	Van Diemen	1600	Dalbeattie
57	RICHARD STEEDMAN/Driver	Laser HD87	1600	Linlithgow
63	JIMMY BEVERIDGE/Driver	Van Diemen	1600	Bonnybridge
51	CAMPBELL CHISHOLM/West End Hotel	Van Diemen	1600	Fort William
93	NORMAN McLENNAN/Driver	Van Diemen	1600	Kirkwall
54	COLIN LOW/Driver	Mondiale M89S	1600	Linlithgow
74	ANDREW LONIE/Driver	Van Diemen RF87	1600	Linlithgow
73	IAN CORMACK/Driver	Van Diemen RF84	1600	Aberdour
85	EWEN BUCHAN/Arctic Coldstore Const.	Van Diemen	1600	Currie
64	JIM FORSYTH/Driver	Van Diemen	1600	Coatbridge
70	LOUIS DI RESTA/Driver	Van Diemen	1600	Whitburn

12 laps
1410

1st...76... 2nd...85... 3rd...91... 4th...69
5th...70... 6th...56

EVENT

3

THE MOBIL TROPHY FORMUA VAUXHALL LOTUS RACE.

Car No.	Driver/Entrant	Car
1	CESAR JIMINEZ/Dragon Motorsport	Reynard-Vauxhall
2	BEN EDWARDS/Dragon Motorsport/Blue Lamp	Reynard-Vauxhall
6	DIEGO CASTRO-SANTOS/Derek Bell Racing	Reynard-Vauxhall
7	ANTONIO RUSSO/Derek Bell Racing	Reynard-Vauxhall
10	PETER HARDMAN/Concept 3	Reynard-Vauxhall
12	KENNY ANDREWS/Concept 3	Reynard-Vauxhall
15	PETER OLSSON/Cirrus Motorsport	Reynard-Vauxhall
16	CEDRIC REYNARD/Cirrus Motorsport	Reynard-Vauxhall
21	MARCELO PETRICONE/David Sears Motorsport	Reynard-Vauxhall
22	STEFANIA SEYD/David Sears Motorsport	Reynard-Vauxhall
25	HIDEKA NODA/Christal Racing	Reynard-Vauxhall
26	AFFONSO GIAFFONE/Christal Racing	Reynard-Vauxhall
28	ANTHONY REID/Linn Hi-Fi/PTM Motorsport	Reynard-Vauxhall
30	EUGENE O'BRIEN/U.R.O.	Reynard-Vauxhall
51	JOVY MARCELO/Swindon Motorsport	Reynard-Vauxhall
52	GARY DUNN/Swindon Motorsport	Reynard-Vauxhall
53	MARK WILLIAMSON/MLA Racing	Reynard-Vauxhall
54	KURT LUBY/Amco Motorsport	Reynard-Vauxhall
56	HENRIK LARSEN/Derek Bell Racing	Reynard-Vauxhall
57	MATT JOHNSON/Johnson Motorsport	Reynard-Vauxhall

32 laps
1435

1st...52... 2nd...30... 3rd...57... 4th...26

THE NEW 16 VALVE ASTRA GTE. (AROUND TOWN WE RECOMMEND THE 4 SEATER VERSION.)

The car you see on the left is an exceptionally powerful animal.

It was developed by Vauxhall and validated by Lotus, to race in the 1989 Vauxhall-Lotus Championship.

It can accelerate from 0-60 in a little over 4 seconds. And on full throttle, it's capable of a breathtaking 161mph.

The immense power comes from a new 16 valve 2.0 litre engine.

The same engine, in fact, that powers the car you see below. The new 16 Valve Astra GTE.

The GTE is, of course, more refined than its racing cousin. A roof, two doors, four seats, stereo.

But have we sacrificed performance for comfort? Hardly.

Sequential fuel injection and the very latest Bosch Motronic engine management system will rocket you from 0-60 in 7.3 seconds.

Put your foot down and its 150hp could pull you along at 138mph.

True, up against its racing stablemate it would almost certainly come second.

But in the eyes of Car Magazine, it's an outright winner.

They describe its acceleration as 'amazing.' And its engine, they say, is 'the most eager you'll encounter this side of a Porsche.'

High praise indeed.

For the road, we've also worked on the Astra's handling ability.

Power-assisted steering now comes as standard.

We've given it a new 5-speed close-ratio gearbox to make slick gear changes even slicker.

We've improved braking by adding 10.2 inch solid rear disc brakes to the ventilated front discs we already have.

We've modified the chassis by lowering the ride height, giving even better stability and traction on all road surfaces.

And we've also uprated the suspension by fitting stiffer springs front and rear, and gas shock absorbers all round.

But you'll only appreciate these differences when you get behind the wheel.

To look at, the GTE is as elegant as ever.

You may well spot the discreet 16 valve badges on the rear tailgate and front airdam. A closer look might reveal the twin rectangular exhaust pipes.

But to us the real beauty in this beast lies beneath the bonnet.

The new 16 Valve Astra GTE. £12,672. For further information, call 0800 555 000.

THE 16 VALVE ASTRA GTE.



**VAUXHALL. ONCE DRIVEN,
FOREVER SMITTEN.**

EVENT

4

**THE AC DELCO TROPHY RACE. ROAD SPORTS CARS & SALOONS OVER 1600 c.c.
A ROUND IN THE ABERCROMBY ROAD CAR CHAMPIONSHIP.**

Car No.	Driver/Entrant	Car	c.c.	Town
Sports Cars up to 1600 c.c.				
130	GORDON CLARKE/Driver	Sylva	1600	Milngavie
131	ED CHESTER/Driver	Sutol 23B	1600	Norham
132	NEIL GAMMIE/Driver	Westfield SE	1600	Montrose
Sports Cars over 1600 c.c.				
128	JOHN PEACE/Stonecraft Fireplaces	Ginetta G27	2000	Tranent
118	NEIL MILLER/Robert Miller Car Sales	Dutton	1600	Alloa
109	GARY HORSBURGH/Driver	Dutton Phaeton	1607	Alva
Road Saloons over 1600 c.c.				
178	ALASTER CUNNINGHAM/Driver	Opel Manta	2400	Edinburgh
157	JOHN MCINTYRE/Helensburgh Motor Club	Chevette HSR	2300	Helensburgh
188	LEWIS EMSLIE/Driver	Mazda RX7	2300	Maryculter

1st... *A Gray* 2nd... *128* 3rd... *178*

12 laps
1510

EVENT

5

**THE VAUXHALL FINANCE TROPHY RACE. FF2000 CARS, CLUBMANS AND SPORTS CARS.
A ROUND IN THE SILVERSCREEN FF2000 CHAMPIONSHIP/LOWLAND TYRES & EXHAUSTS CLUBMANS & SPORTS CAR CHAMPIONSHIP.**

Car No.	Driver/Entrant	Car	c.c.	Town
FF2000				
10	SANDY McEWEN/Lucas/Johnston for Jointing	Reynard	2000	Thorntonhall
06	CAMERON BINNIE/Silverscreen	Reynard	2000	Cornhill
14	DAVID HEEPS/Driver	Reynard	2000	
12	MIKE WESTGARTH/Driver	Mondiale	2000	Dalgetty Bay
04	DEREK BUTCHER/Driver	Reynard	2000	Kirkcaldy
Sports Cars				
55	JIM McGAUGHAY/FES Forth Electrical Services	Tiga 85	2000	Kilmichael
Clubmans A Class				
24	JOHN FYDA/Agra Precision Engineering	Vision	1700	Dundee
38	ALLEN JOHNS/Agra Precision Engineering	Mallock	1700	Falkirk
32	ALEX DOBBIE/Driver	Mallock	1700	Inverurie
39	BILL WOOD/Driver	Mallock	1700	Edinburgh
Clubmans B Class				
41	GRANT STEWART/Driver	Phantom P88B	1600	Falkirk
33	DR WILLIAM CARR/Penman Plant	Mallock Mk16	1600	Leslie
42	MIKE UPTON/Driver	Mallock 16	1600	Perth

1st... *216* 2nd... *38* 3rd... *6* 4th *4*

12 laps
1535

EVENT

6

**GT CARS.
A ROUND IN THE CENTURY SELF-DRIVE GT CAR CHAMPIONSHIP.**

Car No.	Driver/Entrant	Car	c.c.	Town
Up to 1000 c.c.				
110	CHARLES CAMPBELL/Superspeed Car Accs/TNT Parcels	Davrian	998	Edinburgh
103	ERIC MUNNOCK/Driver	Lotus Esprit	1000	Airth
Over 1000 c.c.				
106	RON CUMMING/Simpson Motors, Brechin/Claymore Shellfish	Lotus Esprit	3400	Brechin
116	COLIN PHILIP/Claymore Racing	Lotus Esprit	1600	Ardeer
108	IAN SHARP/Driver	Stiletto Ford	1600	Newtonhill
159	IAN BRUCE/Driver	Darrien	2000	Lanark
171	STAN SHARE/Driver	Clan	1150	Ardentinnay
114	EDDIE BEERMAN/Driver	Skoda	1800	Glasgow

1st... *106* 2nd... *103* 3rd... *171* 4th *114*

12 laps
1600

EVENT

7

**MODIFIED SPORTS & SALOON CARS.
A ROUND IN THE SPORTSTONE MODIFIED CHAMPIONSHIP.**

Car No.	Driver/Entrant	Car	c.c.	Town
Sports Cars				
100	OLLY ROSS/Helensburgh MC	Davrian	1000	Helensburgh
128	JOHN PEACE/Stonecraft Fireplaces	Ginetta G27	2000	Tranent
115	DUNCAN HALL/Halls of Broxburn	Lotus Europa	1800	Edinburgh
159	IAN BRUCE/Driver	Darrien	2000	Lanark
162	JAMES MACKAY/Driver	Davrian	1000	Edinburgh
104	RODDIE PATERSON/Driver	Lotus Elan	1900	Edinburgh
130	GORDON CLARKE/Driver	Sylva	1600	Milngavie
Saloons				
145	IAIN GARDNER/Driver	Ford Fiesta	1600	Milngavie
163	BILL EWING/Driver	Talbot Avenger	1600	Milngavie
178	ALASTER CUNNINGHAM/Driver	Opel Manta	2400	Edinburgh
180	NEIL FISHER/Driver	Hillman Imp	1000	Dunoon
181	GORDON MCINTYRE/Driver	Vauxhall Firenza	2200	Glasgow
188	LEWIS EMSLIE/Driver	Mazda RX7	2300	Maryculter
157	JOHN MCINTYRE/Helensburgh MC	Chevette HSR	2300	Edinburgh
186	COLIN SIMPSON/Driver	Ford Escort		Dundee
187	MIKE RAMSAY/Speyside Elec.	Sierra Cosworth	1998	Burghead

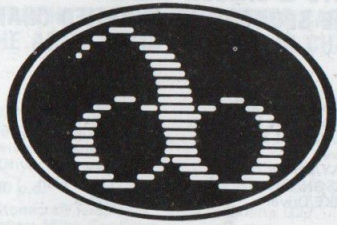
1st... *158* 2nd... *100* 3rd... *178* 4th *188*

12 laps
1645

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

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TODAY'S MEETING — continued

in the Road Car Class sponsored by the Abercromby Corporation has meant that there is much more competitiveness and one of the star classes this season has been the one for road saloons up to 1600 c.c. where the Ford Fiestas have become the dominant breed. At the last meeting Glen Mortimer in his Peter Flynn sponsored car won the race but Alan Keith, Kevin Tawse and in particular Iain Gardner will be out to see it doesn't happen again today. In the same race, race 1, there should be an interesting battle in the up to 1300 c.c. class where Alastair McCarter now has his Mini repaired after a blow-up at Ingliston and so Derek Hastings will have a harder task with his Imp.

David Heeps is still leading the Silverscreen FF2000 Championship with Derek Butcher and Cameron Binnie not too far behind and Binnie is clearly the one to watch here as he is now using Keith Wickham's Reynard.

Few can doubt that Ron Cumming will win the GT class which is a round in the Century Self-Drive Scottish Championship as his AC ME is fitted with a BMW 2-litre Formula 2 engine, but the surprise is that he is being pushed hard this season by Eric Munnoch in his Davrian.

A similar situation exists in the Lowland Tyres & Exhausts Clubmans Championship where John Fyda with his Vision has been successful for many seasons. However, this season Alan Johns in John Fyda's former Mallock has suddenly improved and is giving John a run for his money.

All told this is likely to be an exciting meeting and well worth watching. After this meeting Ingliston makes way for the Royal Highland Show, but racing is back on Sunday July 23rd when we host a round in the national Ford Fiesta Championship.

FORMULA VAUXHALL LOTUS CHAMPIONSHIP POINTS STANDINGS AFTER ROUND 6

Driver	S/stone Mar 27	S/stone Apr 8	Donington Apr 16	Oulton May 1	Brands May 7	S/stone May 14	Tot.
1. Gary Dunn.....	8	—	20	20	12	20	80
2. Kurt Luby.....	20	10	10	15	3	10	68
3. Eugene O'Brien.....	15	—	15	12	15	8	65
4. Justin Bell.....	—	20	12	—	6	15	53
5. Peter Hardman.....	—	4	8	8	20	4	44
6. Affonso Giaffone.....	—	15	—	10	10	6	41
7. Anthony Reid.....	6	12	—	6	—	12	36
8. Piers Hunnisett.....	3	8	6	—	4	—	17
9. Eduar Neto.....	12	—	3	—	—	—	15
10. D. Castro-Santos.....	—	—	—	4	8	—	12
11. Allard Kalff.....	10	—	1	—	—	—	11
12. Peter Aslund.....	4	6	—	—	—	—	10
13. Ben Edwards.....	—	2	4	—	—	—	6
14. Kenny Andrews.....	—	3	—	—	2	—	5
M. Petriconne.....	2	—	—	3	—	—	5
Hideka Noda.....	—	—	2	—	—	3	5
17. Jovy Marcelo.....	—	—	—	2	—	2	4
18. Matt Johnson.....	1	—	—	1	—	—	2
Cesar Jiminez.....	—	1	—	—	—	1	2
20. Martin Boyle.....	—	—	—	—	1	—	1

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CHAMPIONSHIP POSITIONS

After 4 Rounds

SILVERSCREEN FORMULA FORD 2000

David Heeps (Reynard).....	29
Derek Butcher (Reynard)	25
Cameron Binnie (Reynard)	23

SPORTSTUNE MODIFIED SALOONS AND SPORTS CARS

Saloons	Alaster Cunningham (Manta)	49
	Neil Fisher (Imp)	32
	Lewis Emslie (Mazda)	27
Sports Cars	Olly Ross (Davrian)	44
	Gordon Clarke (Sylva)	25
	James Mackay (Davrian)	25

LOWLAND TYRES & EXHAUSTS SPORTS CAR CHAMPIONSHIP

John Fyda (Vision)	50
Grant Stewart (Phantom)	47
Allen Johns (Mallock)	26

ABERCROMBY ROAD SALOON AND SPORTS CARS

Neil Gammie (Westfield)	52
John Peace (Ginetta)	52
Derek Hastings (Imp)	43

SHELL GEMINI FF1600 SENIOR CHAMPIONSHIP

Colin Harper (Swift)	84
Cameron Binnie (Van Diemen)	78
Louis Di Resta (Van Diemen)	67
Ewen Buchan (Van Diemen)	65
Colin Birbeck (Van Diemen)	64

TOM BROWN RACING SCHOOL JUNIOR CHAMPIONSHIP

Louis Di Resta (Van Diemen)	67
Colin Low (Mondiale)	52
Tom Irvine (Van Diemen)	40
Graham Brunton (Van Diemen)	35

CENTURY SELF-DRIVE GT CHAMPIONSHIP

Ron Cumming (AC 3000 ME)	47
Eric Munnoch (Esprit)	38
Colin Philip (Esprit)	31



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FORTHCOMING ATTRACTIONS

June 18th — Motor Racing featuring the Jewson F3 race and a round of the RAC FF1600.

August 6th — Motor Racing with the Scottish Superprix featuring British Championship rounds of Libre and FF2000.

September 3rd — Motor Racing — our final event of the season.

IMPORTANT ANNOUNCEMENT

The Knockhill Ecurie Ecosse Motor Racing School is available for individual or group bookings. Itinerary consists of:

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