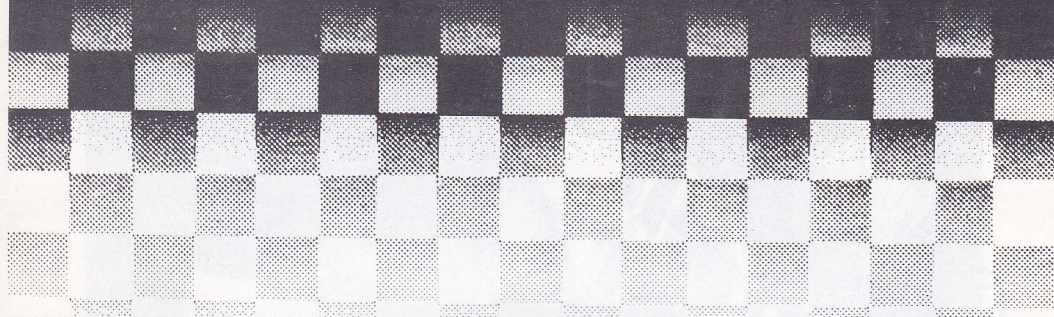


SCOTCIRCUIT

HOME OF SCOTTISH MOTOR RACING



THE DAVID ESSEX RACE MEETING

INGLISTON — SUNDAY, 17th MAY, 1981

2202



OFFICIAL PROGRAMME — 40p

For Conditions of Admission see inside

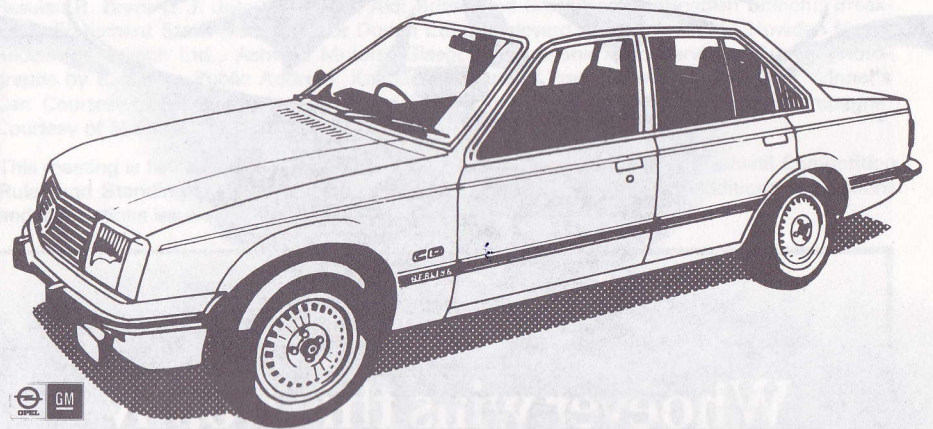




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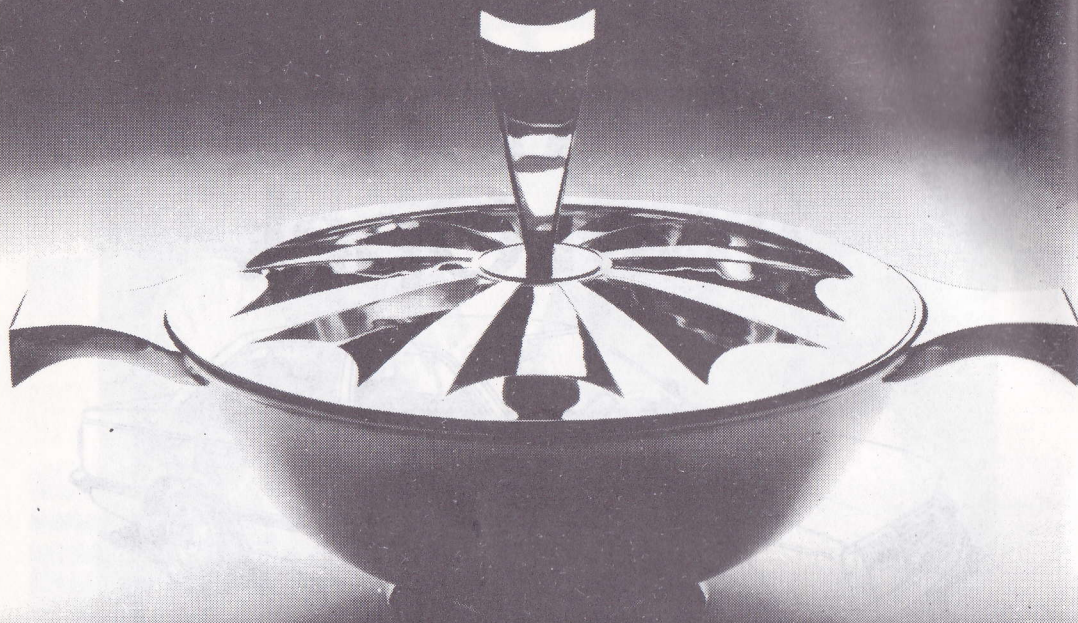


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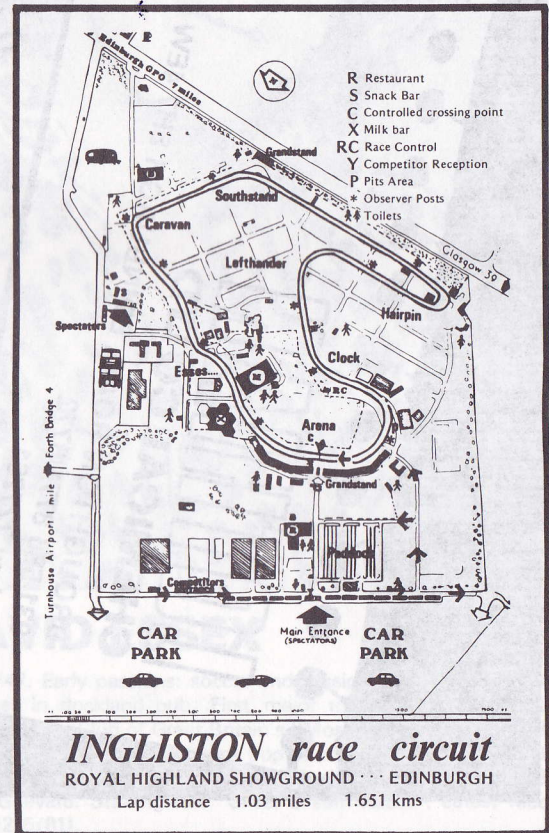
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This meeting is held under the International Sporting Code of the FIA, the General Competition Rules and Standing Supplementary Regulations of the R.A.C., and the additional regulations and instructions issued by SMRC Ltd., Permit No. RS1705/4.

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 (whether fatal or otherwise) however caused to spectators, ticket holders or officials.





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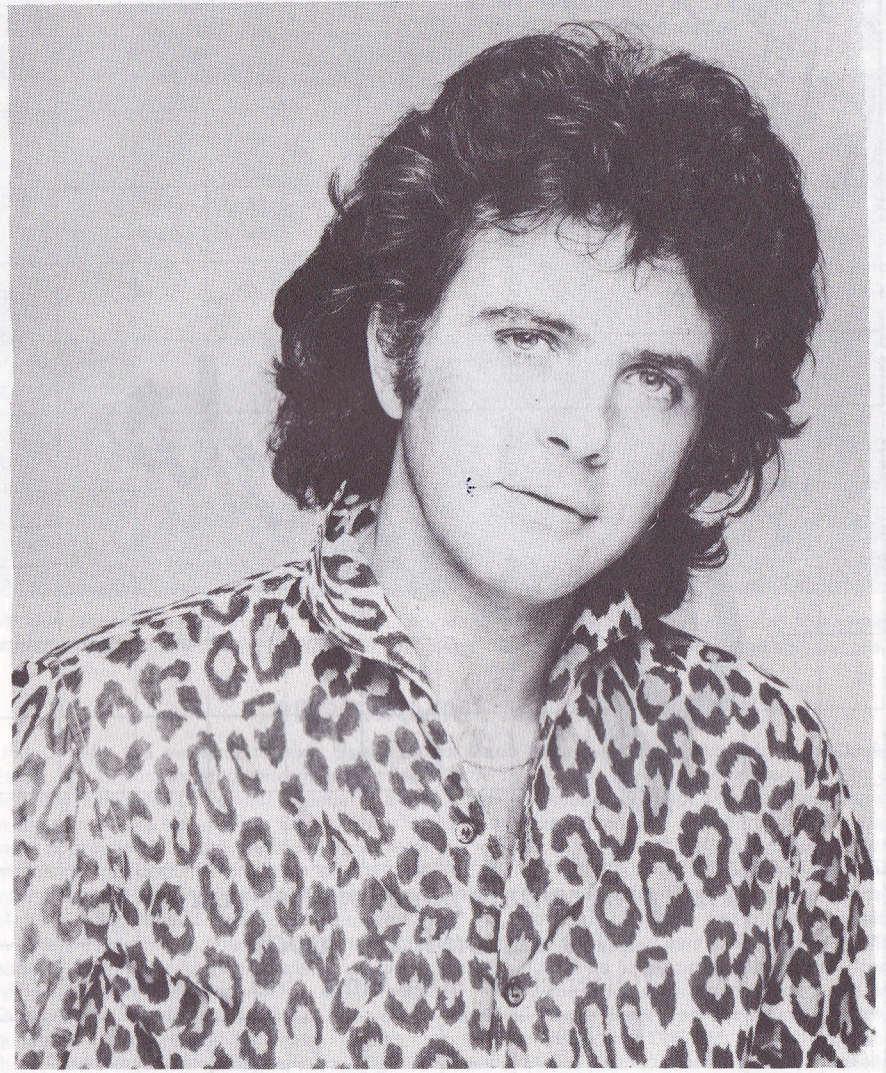
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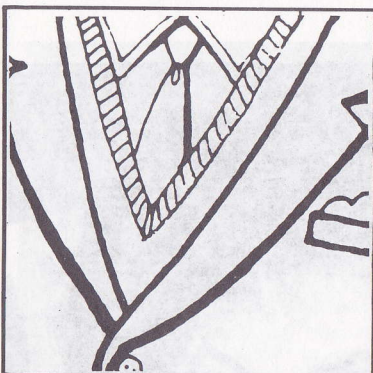
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DAVID ESSEX

Born Plaistow, East London, 23/7/47. Early passions: soccer and music. "Discovered" at age 17 playing drums and singing blues in dockland pub. First major role as Jesus in musical "Godspell" (November 1971). Won Variety Club of Great Britain's "Most Promising Newcomer" Award for starring role in "That'll be the Day". Consistent pop success 1972-1981, including three "gold" albums. Joint Variety Club of Great Britain Show Business Personality of 1978 following "Evita" success as Che Guevara. Starring role "Silver Dream Racer". Latest record release "Be-Bop a Lula" (released 12/5/81).

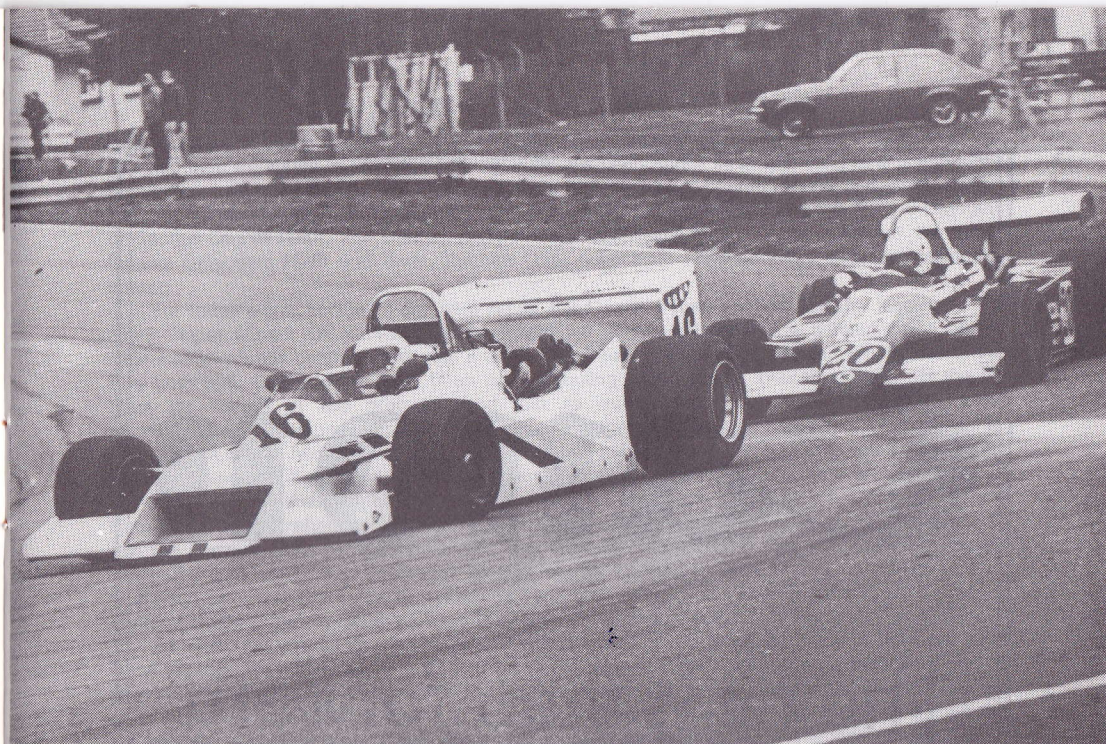


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At our second April Meeting it was Bob Leckie and David Duffield who provided the single-seater tension: just add Andy Barton and Jim Evans today and hold on to the edge of your seat!

PROGRAMME NOTES

Undoubtedly the event of today's **David Essex Race Meeting** is the appearance of David Essex, star of screen, stage and popular music. While to some, a special guest appearance by a pop star may seem somewhat unusual at a motor racing meeting, those of you who saw David in the remarkable film, "Silver Dream Racer" may find his appearance at a race track somewhat more appropriate! Indeed, during the course of this afternoon, David will be "on the track" two-wheeling it around the circuit to see as many of you as possible. In addition, David will be interviewed by Ingliston's very own answer to Mike Parkinson (yes, we are referring to Jimmy McInnes!) and he will undoubtedly be presenting the odd trophy or two, and making himself available from time to time to sign autographs and the like. Keep your ears tuned to the public address system for further details, and also for details of today's lucky programme draw. You will notice that each Programme is numbered — during the course of the afternoon, David Essex will be drawing several lucky programme numbers. Those drawn, on answering a simple question, will be eligible for prizes ranging from Gift Vouchers (for £25, £15 and £10 respectively, redeemable at Glasgow's leading Menswear Fashion Store, Gerralds) to personally autographed David Essex LPs. Now we bet you wish you had bought two programmes!

At our last meeting we mentioned that there were plans afoot to adjust the Modified Sports Car Championship class division lines, to enable us to revert to our traditional "heats and a final" GT format. Happily, all of the registered Modsport competitors, and the BARC, have approved those plans, so that today we are able to return to the traditional system of Grand Touring Car Racing, commencing with the **LMS Promotions (Wishbone Lotteries) Trophy Race** for 1-litre GT cars at 2.15 p.m. On past form we should be treated to an electric confrontation between Ian Forrest's GT Drambuie Davrian (190) and Dave Ogilvy's Stiletto (130), the proverbial saloon v. Modsport battle. On 26th April, Ian Forrest took the honours, smashing his existing 1-litre class lap record in the process, but Dave Ogilvy (although a non-finisher in the GT race then) was a mere 0.2 seconds slower. Then again there's the redoubtable

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Davrian of Corstorphine's Harry Simpson (194) which has impressed so tremendously over the last two race meetings in Scotland. Harry, who has been about in sprint, etc., circles for some time now, only really moved into racing towards the end of last season, and already this year he has made something of an impression on his fellow competitors. Watch out too for the Davrians of George Coghill (180), Ken Murray (181) and Kenny Coleman (187), while amongst the Imps, Harvey Gillanders (128) and Ewan Buchan (126) have both been showing excellent form this season.

For today's two Formula Ford 1600 races, the **Canon Photocopiers Trophy Race** and the **Shell Super Motor Oil Championship Race**, we should expect to see a resumption of the 1981 needle match between last year's Shell Champion Tom Brown (48) and Linlithgow driver Roy Low (69). Both drivers have been nose-to-tailing it all season, knocking spots off the FF class lap record in the process. And just to make them even keener, is the recent announcement that Spax Shock Absorbers are donating a full set of "shockers" to the winner of the Shell Super Motor Oil Championship in 1981. If anyone can vouch for the efficiency of Spax shockers it is Scotcircuits, the Opel Race Winners Car used by the promoters at the circuit being fitted with these, greatly impressing Scotcircuits Chairman (and F1 driver?) Graham Hamilton. And if Graham reckons he can get two shots at each corner with his Spax on, so too can the Formula Ford competitors have "two bites at the cherry" if they fail to qualify for the Shell Championship Race grid today as one of the 12 fastest from practice — those not so qualifying have a second chance to join the back of the grid of the Shell Race simply by coming home in the first four in today's Canon Photocopiers Trophy Race.

As everyone who is anyone knows, the next major event at Ingliston (other than our next Race Meeting on 26th July, that is) is the Royal Highland Show, and who better, therefore, to sponsor today's Sports Car race than the **Royal Highland and Agricultural Society**. And what a race it should be! On 5th April, John Fyda (25) proved to be the Mallock to beat, but the tables were turned on him on the 26th of April by Kenny Allan (31) with his lower capacity car. The resulting "head to head" confrontation today will be enlivened by a visit to the circuit of Burnley's Nick Bridge (26), while another Ingliston regular John Barr (28) will be in there stirring

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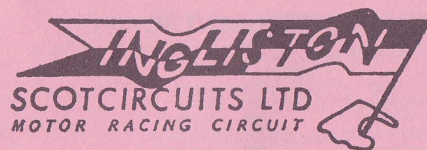
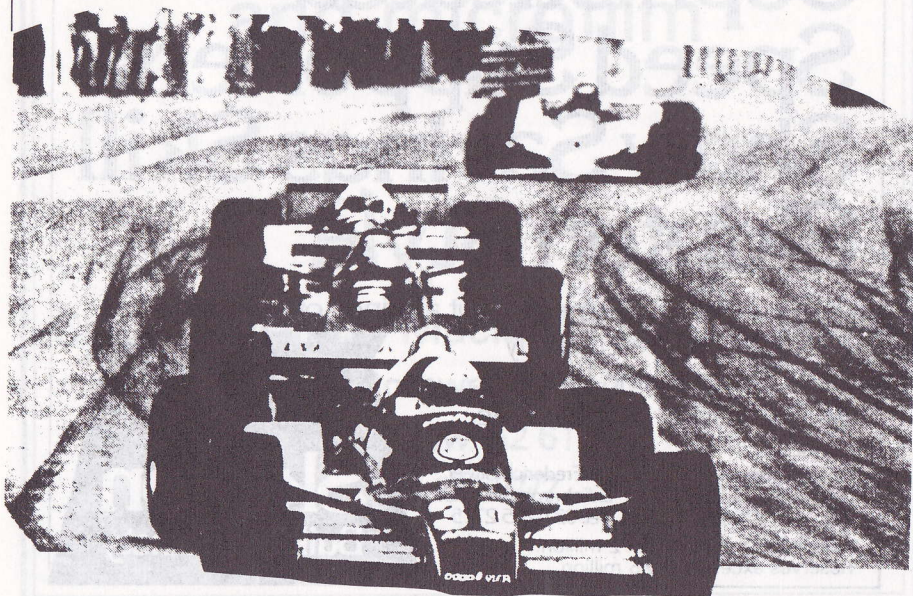
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THE DAVID ESSEX RACE MEETING Ingliston — 17th May, 1981

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Organised by
THE SCOTTISH MOTOR RACING CLUB LTD.

Event No.	Scrutiny before a.m.	PROGRAMME & TIMETABLE	No. of laps	Practice time a.m.	Event time p.m.
1	8.45	The LMS Promotions (Wishbone Lotteries) Trophy Race for GT Cars — Heat 1 for GT Cars up to 1000 c.c.	10	9.45	2.15
2	9.10(A) 9.35(B)	The Canon Photocopiers Trophy Race for Formula Ford 1600 Cars	10	(A)10.10 (B)10.35	2.40
3	10.00	The Royal Highland & Agricultural Society Trophy Race for Sports Cars	12	11.00	3.05
—	—	Bike-about by David Essex	1	—	3.25
4	10.25	The 'Gerralds' Trophy Race for GT Cars — Heat 2 for GT Cars over 1000 c.c.	10	11.25	3.35
5	—	The Shell Super Motor Oil Championship Race for Formula Ford 1600 Cars	12	—	4.00
6	10.50	The Lothian Chemical Company Challenge for Libre Cars	15	11.50	4.25
7	—	The David Essex Race for GT Cars — Final	15	—	4.55
	12.30	Drivers' Briefing in Scrutineering Bay			
	2.05	All Marshals at posts, please			

EVENT

1

THE LMS PROMOTIONS (WISHBONE LOTTERIES) TROPHY RACE — Heat 1 for GT Cars up to 1000 c.c.

126	EWEN BUCHAN	Hillman Imp	998	Currie
128	HARVEY GILLANDERS	Hillman Imp	998	Ellon
129	WILLIAM DONALD	Hillman Imp	998	Tarland
130	DAVID OGILVY/Sportstune Accessories	Sunbeam Stiletto	998	Edinburgh
131	COLIN PHILIP	Hillman Imp	998	Ardersier
132	DENIS LEDINGHAM	Sunbeam Stiletto	998	Edinburgh
134	BRIAN FLETCHER	Hillman Imp	998	Aberdeen
135	BOB MILNE	Hillman Imp	998	Kingswells
138	BRIAN MacLEOD/Coul Plant Hire	Hillman Imp	998	Kildary
180	GEORGE COGHILL/Norfrust	Davrian Mk7/8	998	Halkirk
181	KEN MURRAY	Davrian MkVII	998	Strichen
187	KENNY COLEMAN	Davrian MkVII	998	Plains
190	IAN FORREST/The Drambuie Liqueur Co. Ltd.	The Drambuie Davrian	998	Kirkliston
194	HARRY SIMPSON/Edinburgh Aluminium Products	Davrian Mk8	998	Corstorphine

A round in the HAMILTON & INCHES MODIFIED SPORTS CAR CHAMPIONSHIP and in the Ingliston Special Saloon Car Championship.

Class lap records: Special Saloons up to 1000 c.c. — David Ogilvy (Stiletto) and Harvey Gillanders (Imp), 52.9 secs., 70.09 mph (5/4/81); Modsports up to 1000 c.c. — George Coghill (Davrian), 53.5 secs., 69.31 mph (26/4/81).

2.15 p.m.
10 laps

- 1. 25
- 2. 31
- 3. 28
- 4. 46
- 5. 35
- 6. 38

EVENT

2

THE CANON PHOTOCOPIERS TROPHY RACE for Formula Ford 1600 Cars.

(A)48	TOM BROWN/Tom Brown Racing	Van Diemen	1600	Cambuslang	54	99
(B)50	CHRIS D'AGOSTINO	Van Diemen RF79/80	1600	Bridge of Don	98	53
(A)51	ALEX McDONALD/Reflex Racing/Canon	PRS 80F	1600	West Calder	64	73
(B)53	JOHN DUNN	Van Diemen RF76	1600	Kilmalcolm	51	72
(A)54	IAIN NICOLSON	Hawke Mk21	1600	Saltcoats	85	84
(B)55	PETER JAMIESON	PRS	1600	Falkirk	68	63
(A)56	KEITH WICKHAM	Van Diemen RF81	1600	Whitburn	86	79
(B)63	WILLIAM ROSE	Merlyn 29A/30	1600	Fyvie	67	66
(A)64	JOHN BOTHAMLEY	Van Diemen RF78	1600	Penicuik		
(B)66	GRAHAM LEGGET/Digital Services Ltd.	Van Diemen RF78	1600	Edinburgh		
(A)67	GERRY DOHERTY/Clip Joint	Hawke DL12	1600	Maddiston		
(B)68	ALLAN BREMNER	Hawke Mk21	1600	West Kilbride		
(A)69	ROY LOW/Tarduff Motors of Linlithgow	PRS RHO1	1600	Linlithgow		
(B)71	BOB BURGESS	Image F2B/3	1600	Mintlaw		
(A)72	DOUGIE HAMILTON/Lothian Sports Cars Ltd.	Van Diemen RF78	1600	Edinburgh		
(B)73	GORDON MELVIN	Van Diemen RF79	1600	Ballater		
(A)74	CHRIS SURTEES	Crossle 32F	1600	Inverness		
(B)79	ARCH BOYLE/Clip Joint	Lotus 51	1600	Maddiston		
(A)80	VIC COVEY/Reflex Racing/Canon	PRS 81F	1600	West Calder		
(B)82	BRYAN GOWANS	PRS	1600	Dalbeattie		
(A)83	RALPH HALLEY/Scott Halley Towing Stabiliser	Crossle 31F	1600	Milngavie		
(B)85	ARCH CROMAR/H. J. Cromar/Crow's Nest Hotel	March 706	1600	Anstruther		
(A)86	ANDREW PATERSON	Hawke DL19B	1600	Blairgowrie		
(B)89	CHIC STENHOUSE	Van Diemen RF81	1600	Kirkcaldy		
(A)91	COLIN BIRBECK/Borderman Trucks, Penrith Ltd.	Royale RP26	1600	Penrith		
(B)97	WILLIE HOURIE	Crossle 32F	1600	Orkney		
(A)98	STEWART RODEN	Van Diemen	1600	Kirkliston		
(B)99	GEORDIE TAYLOR	Merlyn MkII	1600	Kemnay		

Preliminary Heat of the third round in the SHELL SUPER MOTOR OIL CHAMPIONSHIP for Formula Ford 1600 Cars.

2.40 p.m.
10 laps

- GRID
- 54 99
- 98 53
- 64 73
- 51 72
- 85 84
- 68 63
- 86 79
- 67 66

EVENT

3

THE ROYAL HIGHLAND & AGRICULTURAL SOCIETY TROPHY RACE for Sports Cars

Class A Clubmans Cars				
25	JOHN FYDA/Agra (Precision Engineering) Co.	Mallock 18B	1700	Dundee
26	NICK BRIDGE	Mallock Mk20B	1700	Burnley
28	JOHN BARR	Mallock Mk19	1600	Callander
31	KENNY ALLEN	Mallock Mk20	1600	Crossford

3.05 p.m.
12 laps

EVENT

4

THE 'GERRALDS' TROPHY RACE for GT Cars — Heat 2 for GT Cars over 1000 c.c.

Over 1500 c.c.				
102	RON CUMMING	Fiat Coupe	1850	Kemnay
103	COLIN CHRISTIE/Bilston Garage Co.	Vauxhall chevette	2300	Penicuik
104	STEVE BUXTON	Porsche 934 Turbo	4200	Edinburgh
105	WALTER ROBERTSON/Colin Bennett Racing/Sportstune Accessories.	Skoda Hart	2000	Penicuik
107	MURRAY BURGESS	Escort RS/Chevvy	5000	Mintlaw
108	EDDY BEERMANN	Escort	2792	Glasgow
109	MAX BROWN	Escort	1700	Largs
110	JIM McGAUGHAY/F.E.S. Forth Electrical (Stirling)	F.E.S. Renault 5T	1930	Lochgilphead
1001-1500 c.c.				
111	IAN TULLOCH	BL Mini 'S'	1293	Inverness
112	GRAHAM STUPPLE	BL Mini	1293	Edinburgh
114	JIM PINKERTON	Mini Cooper 'S'	1293	Glasgow
115	JAMES ARGO	Mini Cooper 'S'	1293	Glasgow
127	IAIN McLEOD	Mini Cooper	1150	Eskbank
170	RICKY GAULD/Express Surefreight	Davrian Sports	1150	Insch
171	STAN SHARE	Clan Crusader	1100	Ardentiny
172	COLIN SIMPSON	Davrian	1080	Dundee
174	GEORGE WILSON	Cox GTM	1275	Helensburgh
176	HUGH CHALMERS	Davrian	1120	Balerno

A round in the HAMILTON & INCHES CHAMPIONSHIP for Modified Sports Cars and in the Ingliston Special Saloon Car Championship.

Class lap records: Saloons over 1300 c.c. — Iain McLaren (Skoda), 51.1 secs., 72.56 mph (11/5/80); Saloons 1001-1300 c.c. — Jim Pinkerton (Mini 'S'), 56.4 secs., 65.74 mph (5/4/81); Modsports over 1500 c.c. — Bob Dickens (Elan), 57.8 secs., 64.15 mph (5/4/81); Modsports up to 1500 c.c. — Ricky Gauld (Davrian), 53.1 secs., 69.83 mph (26/4/81).

3.35 p.m.
10 laps

EVENT

5

- i) 69
- ii) 48
- iii) 80
- iv) 89
- v) 55
- vi) 83

THE SHELL SUPER MOTOR OIL CHAMPIONSHIP RACE for Formula Ford 1600 Cars.

For the fastest 12 Formula Ford Cars in practice plus the first four registered finishers from Event 2.

Round 3 in the SHELL SUPER MOTOR OIL CHAMPIONSHIP for Formula Ford 1600 Cars.

Class lap record: Tom Brown (Van Diemen) and Roy Low (PRS), 52.5 secs., 70.63 mph (26/4/81).

4.00 p.m.
12 laps

EVENT

6

THE LOTHIAN CHEMICAL COMPANY CHALLENGE for Libre Cars.

Over 1600 c.c.

2 GRAHAM HAMILTON	Surtees TS20S	3000	Moffat
3 ANDY BARTON/Andy Barton Racing	March 782	1994	Newburn
5 JIM EVANS	March 792 Hart	1995	Selby
15 STEWART ROBB	March 75/782	2000	Blairlogie
16 BOB LECKIE	March 792	2000	Aberdeen
17 GEORGE McMILLAN/Bass Rock Garage (Renault)	March 772P	2000	N. Berwick
18 MARTIN DUNN	Chevron B40 Hart	2000	Evanton
25 JOHN FYDA/Agra (Precision Engineering) Co.	Mallock 18B	1700	Dundee

Up to 1600 c.c.

6 GARY GIBSON	Chevron	1600	Belfast
7 STUART LAWSON	March 80A	1600	Kirkliston
20 DAVID DUFFIELD/Caledon Coal Co.	Ralt RT4	1600	Kirkliston
31 KENNY ALLEN	Mallock Mk20	1600	Crossford

Round 5 of the CALEDON COAL COMPANY NORTHERN LIBRE SERIES.

Round 3 of the GLASGOW HERALD SCOTTISH LIBRE SERIES.

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

4.25 p.m.
15 laps

EVENT

7

THE DAVID ESSEX RACE for Grand Touring Cars — Final.

For the fastest 5 from each class in Events 1 and 4 plus the next fastest car (irrespective of class).

A round in the Ingliston Grand Touring Car Championship.

Class lap records: Over 1500 c.c. — Doug Niven (VW Beetle), and Nicky Ellis (Elan), 48.5 secs., 76.45 mph (20/7/80); 1001-1500 c.c. — Ricky Gauld (Davrian), 52.4 secs., 70.76 mph (26/4/81); Up to 1000 c.c. — Ian Forrest (Davrian), 52.4 secs., 70.76 mph (26/4/81).

4.55 p.m.
15 laps

1) 101 2) 110 3) 105 4) 176 5) 172 6) 181

RACE PRIZE FUNDS

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

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

In Event 5 ... £40, £30, £20, £10

In Event 2 ... Bottle of Champagne to winner

(Prize Funds subject to limitation where lack of qualifiers per class — see SR5).

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things up. Also mixing it regularly with the "big boys", is John Mackie (46) whose B Class Mallock has proved itself to be so far ahead of its similar rivals this season, that it can more closely be equated with the A class cars. Trying to outgun the Bs today, however, is a concerted Sports 2000 challenge, with regular driver Richard Mitchell (36) fielding his Link, against the works Chevron fielded this afternoon by an old friend (you can take that pretty well every way it's written) Laurence Jacobsen (35). The third Sports Car comes from the B52 of Edinburgh's Steve Buxton (34) who will then be doing an unbelievable quick change act, diving out of his Chevron at the end of the race, and straight into his Porsche 934 Turbo (104) for the **Gerralds Trophy Race**, immediately afterwards.

The re-introduction of the GT "heats and a final" format again works its magic on the over 1-litre class entry, this afternoon seeing a splendid array of miscellaneous machinery, headed by Walter Robertson (105) in the ex-Jim Price Skoda Hart. Walter, who comprehensively stuffed this car at Donington about a month ago, and who was thus unable to race it at our last Ingliston, now has everything bolted back together again, and, so impressive has this car been on its earlier outings this year down south, that Jim McGaughay (110) will be forced to pedal his Renault just that little bit harder than he has had to do to date. With big Walt back, sub-50 second times are going to have to be the order of the day, although Jim assures us that he did break the 50-second barrier during a Saturday afternoon testing session in April. Now's the time to clock them up in the heat of battle, Jim! Also hoping to give them a try, are two competitors who sadly missed getting onto the track last time out — Colin Christie (103) has been eager to field his Chevette all season, but so far without any luck, while Ron Cumming (102) had one of these days last time out that everyone would rather just forget, so that he still has to christen his 2-litre Fiat Coupe by leading it to the front at Ingliston (pardon the pun).

Down among the sub-1500 cc cars, Jim Pinkerton (114) continues to mystify the Mini opposition by leading everyone else home in his "standard head" 'S' (surely it isn't that standard, Jim) while the Davrians of Ricky Gauld (170) and Hugh Chalmers (176) will be seeking to renew their April dice. (and, just as an appetiser for today's **David Essex Race** — the GT Final — one interesting point to note is that the under and over 1-litre GT class lap record now

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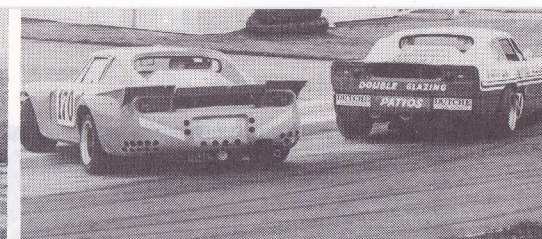
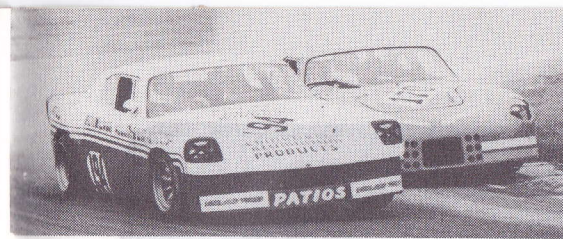
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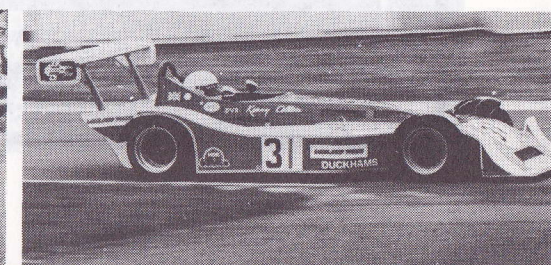
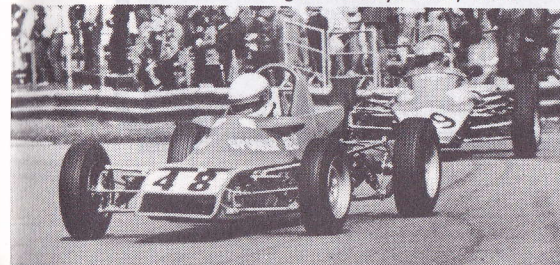
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stands at an identical time of 52.4 seconds, in names of Ian Forrest and Ricky Gauld respectively — on 26th April, a handkerchief could have covered both of them as they crossed the finishing line, and this afternoon could see a repeat performance).

It is singularly appropriate that the **Lothian Chemical Company** should sponsor today's Libre race, the Managing Director of Lothian Chemicals being former Scotcircuits Chairman John Romanes, while current Scotcircuits Chairman Graham Hamilton fields a F1 Surtees (2) in the race! From past experience, however, Graham has found this car more than a handful at Ingliston, and the race that he is looking forward to (you will note that we tactfully do not say whether he will be watching from behind, or in his mirrors, or indeed, the Grandstand!) is a titanic struggle between Jim Evans' March Hart (5), Andy Barton's March 782 (3), Bob Leckie's March 792 (16) and the Formula Atlantics of David Duffield (20), Ralt TR4) and Belfast's Gary Gibson (6, Chevron Atlantic). Between these 5 drivers we are virtually guaranteed an excellent single-seater thrash, very much of the type greatly enjoyed by John Romanes when he too was to be numbered amongst the Libre competitors. Nor can we look to past form to help greatly on this occasion. On 5th April, Jim Evans and Andy Barton had the most stupendous dice, Jim Evans only just making it to the flag by the skin of his teeth. However, Jim was unable to race last time out (the car had suffered damage at a race meeting the weekend before) and he is uncertain as yet whether he will be racing the 2-litre Hart engine, or the smaller capacitated Formula Atlantic engine. Andy Barton, on the other hand, had what might tactfully be described as "a happening" a week before the last Ingliston, totalling the March that he had raced on 5th April. A lot of midnight work (and the closure of his garage to outside business for, it is said, three days!) saw Andy at the circuit on 26th April with his other "tub" built up in time, but no one was surprised that Andy just did not get into the fray on that occasion, so soon after his previous shunt. On 26th April it was left to Bob Leckie to dominate the race, although latterly he was strongly chased by David Duffield's Ralt. (Those of you here at our last meeting will perhaps also recall, with a twinkle in your eye, the fright that John Fyda gave to the single-seaters, hammering his Mallock around in 3rd place, and very nearly taking second place, for the early part of the race). All in all, all the ingredients for a memorable single-seater spectacular.

The observant amongst you will have noticed, despite the advance publicity in our last Programme, that there is no mention of a Production Saloon Car Race today. Sadly, due to lack of entries, the scheduled British Production Saloon Car Championship round has had to be cancelled. Notwithstanding that Ingliston is the only circuit to offer travelling expenses to all of the Championship competitors (a possible travel fund of very nearly £1000!) and that for once we did have a round of a National Championship (so that championship points were at stake), the end result of three months of negotiation and circularising 66 competitors (twice) was the earth-shattering total of 1 entry at the closing date! Just what does one have to do to tempt competitors to the North! One answer is to provide a circuit ideally suited for the type of car in question, to make it a National-status Championship round (and to make sure they have to come to maintain their position in the Championship) and put up a National-status prize fund — all steps taken to ensure that the British Formula Atlantic Championship round scheduled for Ingliston on 26th July will not only **not** be cancelled, but will be the resounding success that last year's Atlantic race was. And with the usual influx of Opel Dealers to sponsor our July meeting, that has to be a meeting not to be missed (not that we recommend that you miss any of our race meetings). Haste ye back, then.



By rail, car and air

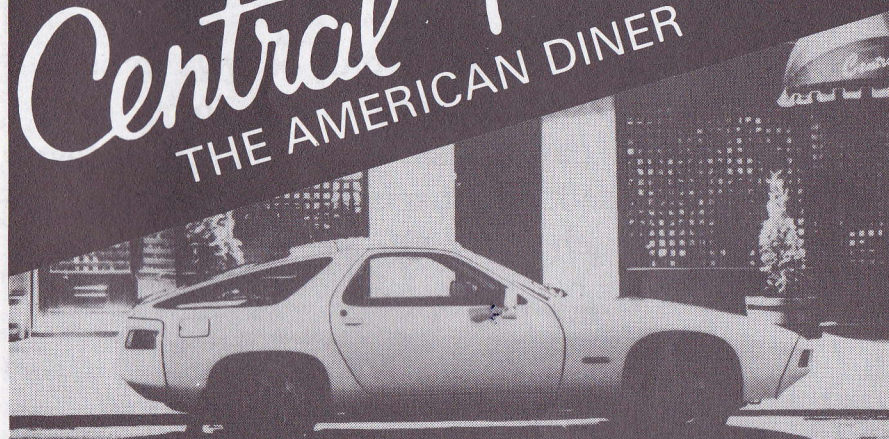
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SCOTTISH & NORTHERN MOTOR RACING CHAMPIONSHIPS

THE GLASGOW HERALD SCOTTISH LIBRE SERIES organised by SMRC.

16 BOB LECKIE, March 792 (4, 10*)	14 pts
3 ANDY BARTON, March (6, 6)	12 pts
5 JIM EVANS, March 792 (11, —)	11 pts
20 DAVID DUFFIELD, Ralt RT4 (—, 10)	10 pts
7 STUART LAWSON, March 80A (6, —)	6 pts
17 GEORGE McMILLAN, March 772P (3, 3)	6 pts
15 STEWART ROBB, March 75/782 (1, 4)	5 pts
10 COLIN RICHARDSON, March 77B (4, —)	4 pts
25 JOHN FYDA, Agra Mallock (2, 2)	4 pts

Prize Fund: 4 Svrs, 3 Svrs, 2 Svrs, 1 Svr.

THE LOWLAND TYRES SPORTS CAR CHAMPIONSHIP

46 JOHN MACKIE, Mallock 21B (11, 10)	21 pts
29 JIM STEVENSON, Mallock 20B (6, 6)	12 pts
25 JOHN FYDA, Agra Mallock (10, —)	10 pts
31 KENNY ALLEN, Mallock Mk20 (—, 10)	10 pts
38 CLIVE REEVES, Magnum 79B (3, 6)	9 pts
36 RICHARD MITCHELL, Link (4, 4)	8 pts
38 GRAHAM SWORD, Mallock 16B (6, —)	6 pts
28 JOHN BARR, Mallock Mk19 (4, —)	4 pts
43 SANDY McEWEN, Mallock Mk16 (1, 3)	4 pts
37 TONY WALKER, Chevron B52 (2, —)	2 pts
47 WM. DRUMMOND, Centaur 17B (—, 2)	2 pts

Prize Fund: £250, £125, £75, £50.

THE SCOTCIRCUIT GT CHAMPIONSHIP

110 JIM McGAUGHAY, Renault 5T (7, 10)	17 pts
170 RICKY GAULD, Davrian (8, 9)	17 pts
180 GEORGE COGHILL, Davrian (6, 7)	13 pts
190 IAN FORREST, Davrian (11, —)	11 pts
172 COLIN SIMPSON, Davrian (4, 7)	11 pts
176 HUGH CHALMERS, Davrian (10, —)	10 pts
194 HARRY SIMPSON, Davrian (—, 9)	9 pts
108 EDDIE BEERMANN, Escort (3, 6)	9 pts
128 HARVEY GILLANDERS, Imp (4, 3)	7 pts
130 DAVID OGILVY, Stiletto (—, 4)	4 pts
175 ALAN RITCHIE, Davrian (—, 4)	4 pts
129 WM. DONALD, Imp (3, —)	3 pts
114 JIM PINKERTON, Mini (—, 3)	3 pts
112 GRAHAM STUPPLE, Mini (—, 2)	2 pts
187 KENNY COLEMAN, Davrian (2, —)	2 pts

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

THE CALEDON COAL COMPANY NORTHERN LIBRE SERIES

20 DAVID DUFFIELD, Ralt TR4 (7, —, 10)	17 pts
16 BOB LECKIE, March 792 (—, 6, 10)	16 pts
3 ANDY BARTON, March (—, 9, 6)	15 pts
11 DAVE MUTER, Barton JTB3 (3, —, 6)	9 pts
15 STEWART ROBB, March 782 (—, 3, 4)	7 pts
17 GEORGE McMILLAN, March 772P (—, 4, 3)	7 pts

Prize Fund: £500, £200, £100.

THE NORTHERN CLUBMANS CHAMPIONSHIP

31 KENNY ALLEN, Mallock 20 (6, —, 7)	13 pts
43 SANDY McEWEN, Mallock 16 (—, 6, 3)	9 pts
24 ANDY SMITH, Mallock (7, —, —)	7 pts
25 JOHN FYDA, Mallock 18B (—, 7, —)	7 pts
46 JOHN MACKIE, Mallock 21 (—, —, 7)	7 pts
26 NICK BRIDGE, Mallock 20B (4, —, —)	4 pts

Prize Fund: To be announced.

THE SHELL SUPER MOTOR OIL CHAMPIONSHIP for FF1600 Cars

48 TOM BROWN, Van Diemen (8, 11)	19 pts
69 ROY LOW, PRS RH01 (10, 8)	18 pts
56 VIC COVEY, PRS 81F (3, 3)	6 pts
89 CHIC STENHOUSE, Van Diemen (4, —)	4 pts
56 KEITH WHICKHAM, Van Diemen (—, 4)	4 pts
95 GORDON STEPHENSON, PRS (2, 2)	4 pts
91 COLIN BIRBECK, Royale (1, 1)	2 pts

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

THE HAMILTON & INCHES NORTHERN MODIFIED SPORTS CAR CHAMPIONSHIP

170 RICKY GAULD, Davrian (10, 11)	21 pts
194 HARRY SIMPSON, Davrian (9, 11)	20 pts
172 COLIN SIMPSON, Davrian (6, 7)	13 pts
180 GEORGE COGHILL, Davrian (7, 5)	12 pts
171 STAN SHARE, Crusader (4, 4)	8 pts
187 KENNY COLEMAN, Davrian (4, 4)	8 pts
161 BOB DICKENS, Elan Coupe (7, —)	7 pts
181 KEN MURRAY, Davrian (—, 6)	6 pts

Prize Fund: £100.

THE INGLISTON SPECIAL SALOON CAR CHAMPIONSHIP

130 DAVID OGILVY, Stiletto (10, 7)	17 pts
114 JIM PINKERTON, N Mini Cooper (7, 10)	17 pts
128 HARVEY GILLANDERS, Imp (7, 9)	16 pts
112 GRAHAM STUPPLE, BL Mini (9, 6)	15 pts
126 EWEN BUCHAN, Imp (4, 4)	8 pts
107 MURRAY BURGESS, Escort (7, —)	7 pts
111 IAN TULLOCH, BL Mini (—, 4)	4 pts
129 WILLIAM DONALD, Imp (1, 3)	4 pts
134 BRIAN FLETCHER, Imp (2, 2)	4 pts
131 COLIN PHILIP, Imp (3, —)	3 pts

Prize Fund: To be announced.

CHAMPIONSHIP SCORING

In each class, per registered finisher — 9, 6, 4, 3, 2, 1. (If less than 3 registered starters, 6, 3.)

Bonus points for race fastest lap in class and for bettering class lap record.

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