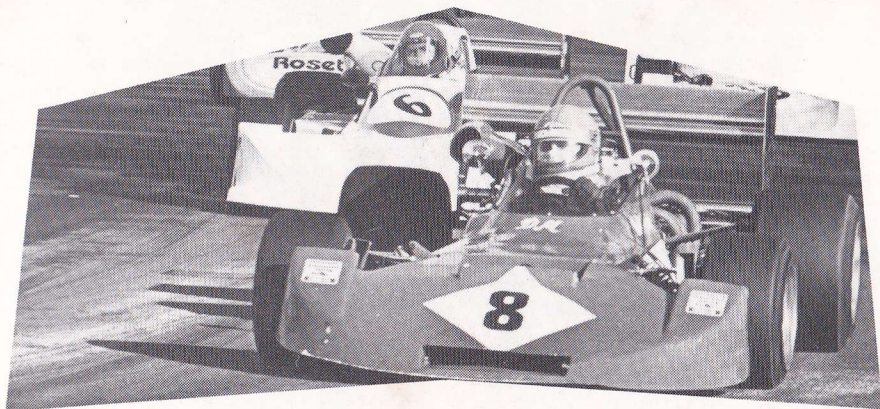
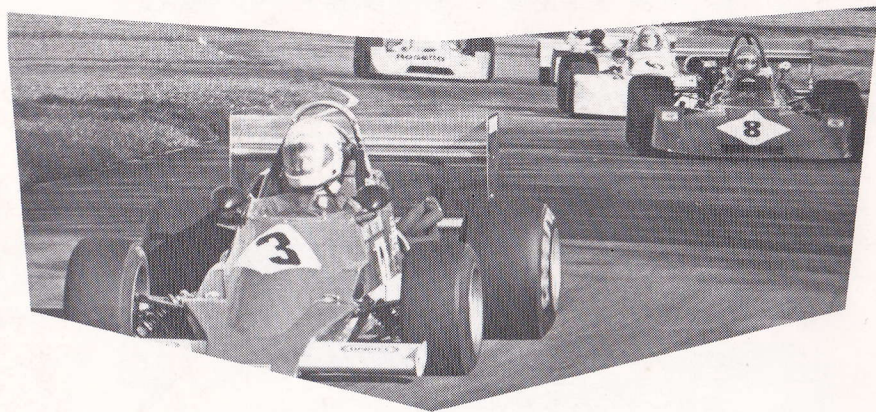


Official Programme 30p



THE
BURMAH TROPHY
RACE MEETING




Ingliston
7th May 1978

FOR CONDITION OF ADMISSION SEE INSIDE

The Scottish Saloon Car Championship

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

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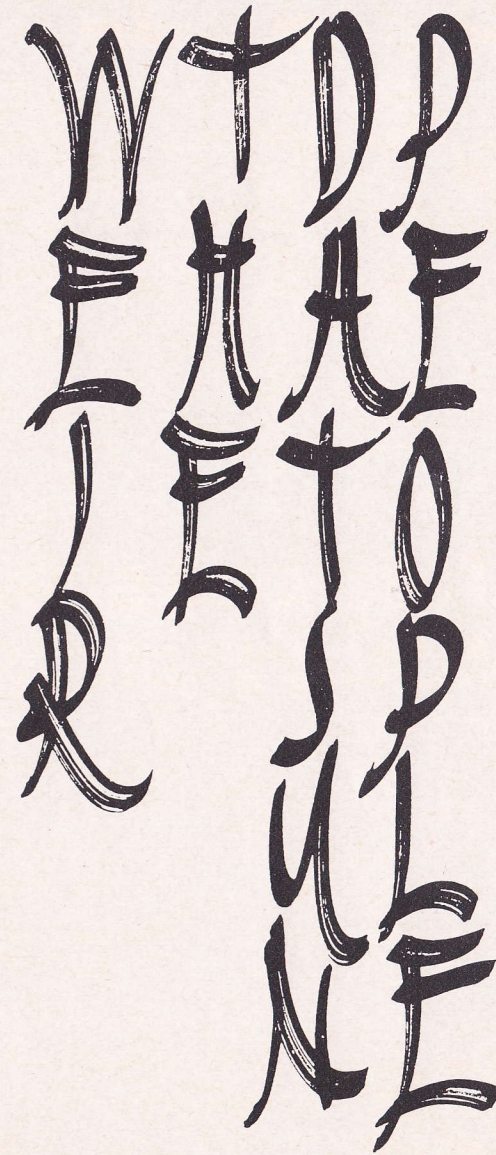
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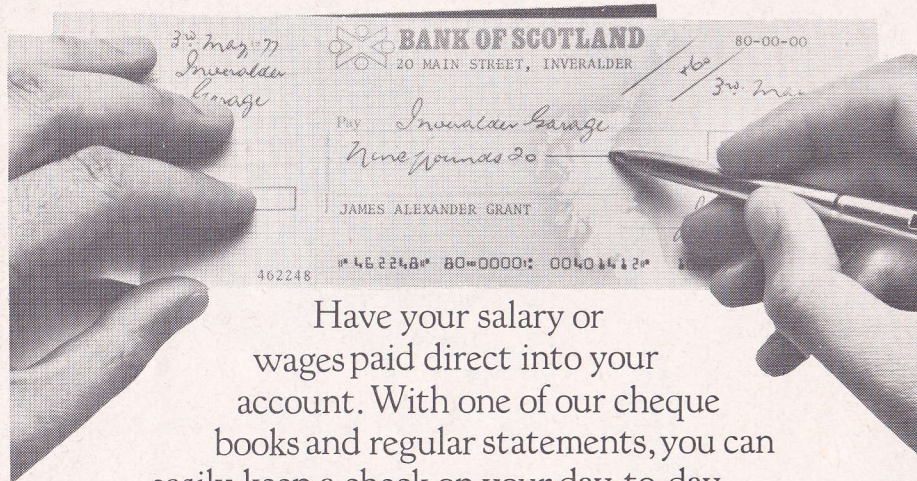
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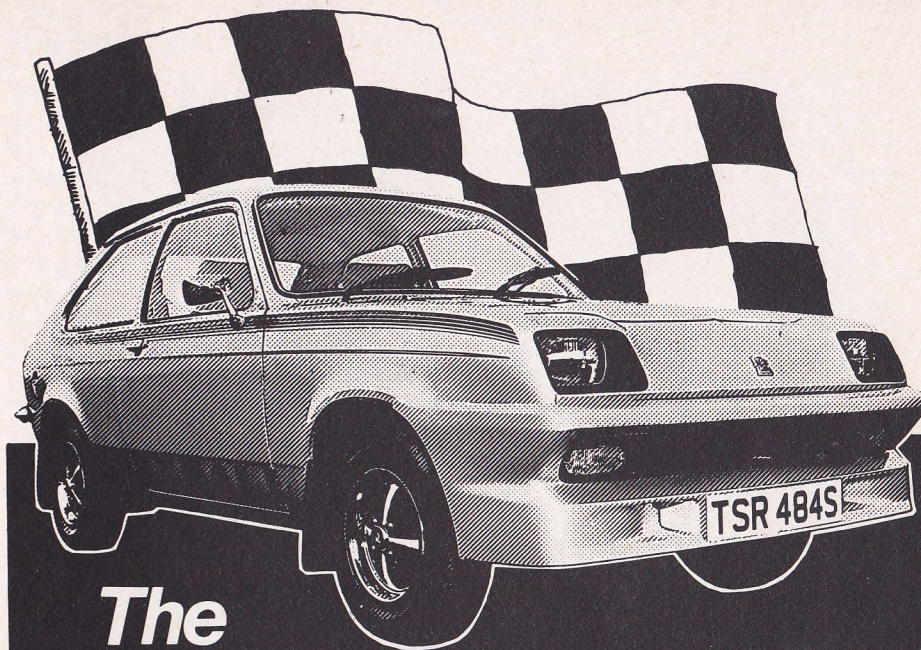
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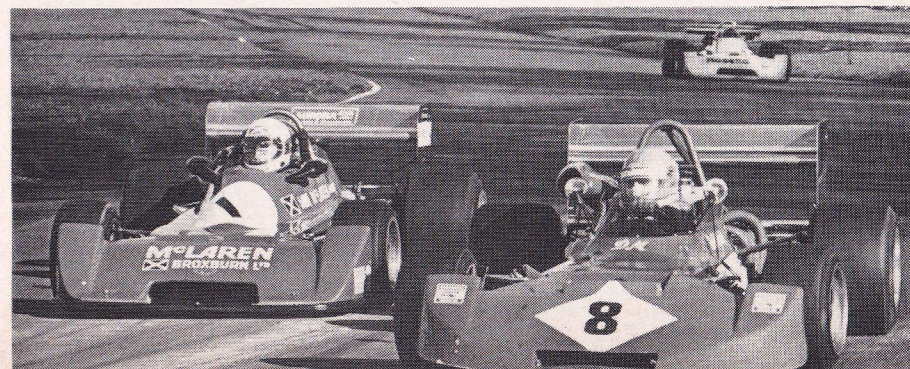
“Fast on the track he may be, but off the track he’s dynamite!”
Andy Barton winds up for a bare hug with the Charities Personality.

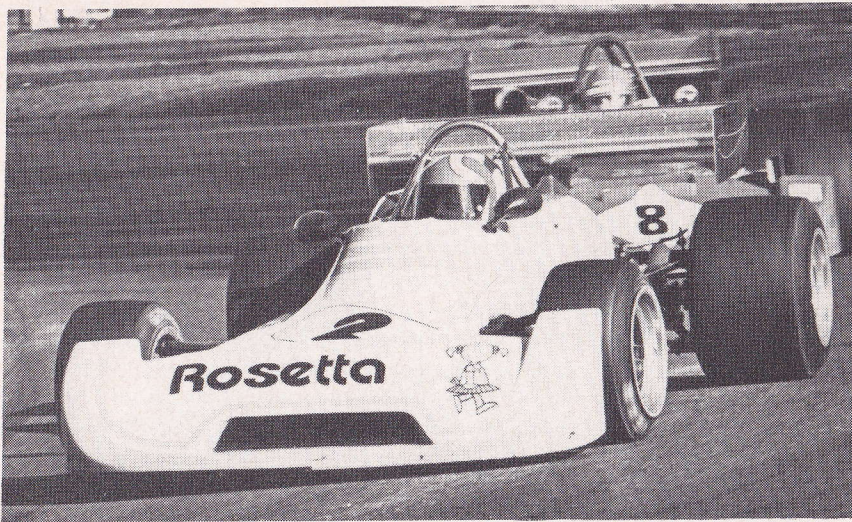
FOR YOUR DAY’S ENJOYMENT

We said it in April, and we’ll repeat it again today! “There just isn’t as much money around now, as there has been over the past couple of years” and it shows in the shortage of cars actually racing in Scotland this year. However, those that were here in April gave us great value for money then, and again this afternoon we can expect the racing in this, the **Burmah Trophy Race Meeting**, to be fast and furious. And, fast and furious it was in the first heat of the special saloon car race last April, the 1000 cc cars again showing the type of aggressive and tense racing for which they became justly famous last year. The favourite before the race, Ian Forrest (129), contracted problems before race day which kept him from appearing, and this left Ricky Gauld (132) free to take pole position on the grid. Alongside him was ex-Davrian man, John Kirk (137) with his Imp, with Bill Thompson (121) behind, and Bill Thompson it was, in fact, who took the chequered flag in the heat, from Ricky Gauld. John Kirk, more used to the gentlemanly ways of modsport racing, finished fifth in the heat but, once he had seen how the game operates in small saloon racing, he was ready for them in the final, winning the class convincingly from Ricky Gauld. In this afternoon’s Burmah Trophy Race, watch out therefore for John Kirk Ricky Gauld, Bill Thompson and, of course, Ian Forrest!

No doubt at all as to who had the F2000/Sports car race sewn up in April! Iain McLaren (21), sporting a split new and immaculate (as always) Chevron B36 just upped and ran away, and it looks likely that he will do so again (and again, and again) this season. There is no way that the Clubman’s cars are going to keep up with a front-line 2-litre car like Iain’s, however hard they try, and the only other 2-litre car which could take Iain on, is Tony Charnell’s Chevron B31 (22). Tony, however, is going to have to pedal quite a bit harder to get there and, indeed, his practice times last time out were only marginally faster in practice than those for the quickest of the Clubmans cars, Kenny Allen’s Mallock Mk 19 (43). That is no reflection on Tony’s driving—rather, an idea of the competitiveness of the Clubmans cars which are now beginning to inhabit Scotland. Indeed, Kenny, Andy Smith (34) and Jim Stevenson (39) all broke 50 second lap times with their Mallocks last time out, and John Mackie (44) was knocking hard at the door with his BDG powered Gryphon (more like a 2-litre sports car than a Clubmans) with a 50 second “dead”. We’ll stick our necks out, therefore and suggest that the battle for second place will be the one to watch in Event 2 today!

“Shell Man of the Meeting”, Iain McLaren, thoroughly deserved his award in April for carving his way back up through the field from the back of the grid to second place.





"New Boy" Bryce Wilson showed considerable promise on his first Ingliston outing in April, and left no doubt that there is considerable improvement yet to come with experience.

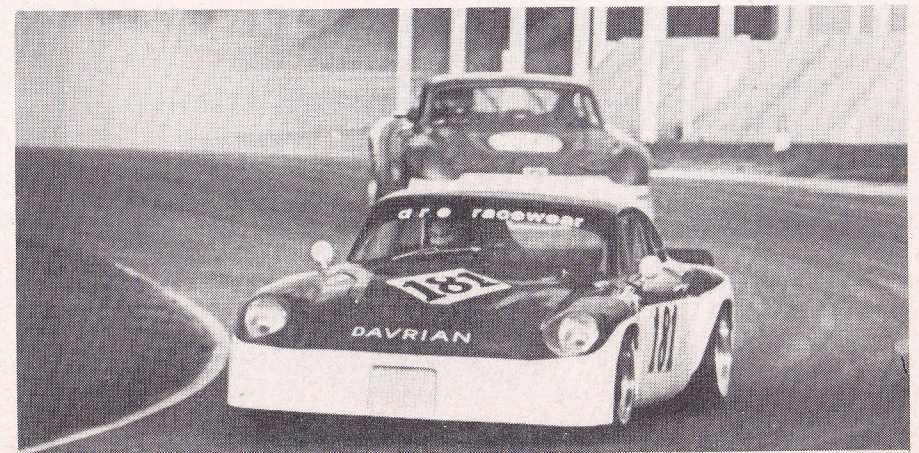
The Big Saloons, where traditionally most of the Ingliston drama lies. And April was no exception, with no one altogether sure what was happening at any stage in time, except that it was certainly dramatic! Up until the day before Ingliston, Doug Niven (101) had appeared to be the man to beat, he having pulverized the Southern circuits in his 5 litre VW Beetle Chevrolet during the early part of the season, but his luck began to change on the day before the race when his newly installed engine went during testing (an engine fitted only days before). Jumping into his batmobile, Dougal left for Derby, and Mick Hill's works, at 7 pm that evening and, when he returned to his Whitsome farm at 2.00 am on the Sunday morning with the appropriate spares, Arch Simmonds and his Border Reivers mechanics had the defective mill stripped and ready to rebuild. Which it was, at 5.00 am. The car was out in practice, and seemed to need just a little loosening up, but it nevertheless took second fastest practice lap, to stand alongside Walter Robertson's BMW powered RS2000 (105) on the front row of the grid. Bill Dryden (100), on the other hand, had not had his car touched since the last Ingliston in 1977, and it was therefore with some trepidation that it was kindled up and thrown into the circuit for practice. Although only third fastest in practice, Bill then knew that at least the car still went, and the old Dryden glint reappeared in his eye. For the big saloon heat, therefore, all eyes were on Dougal and Walter and, although both started well (Walter with a phenomenal spurt), it was soon clear that the Border Reivers' Beetle was still a sick beastie. Losing oil pressure steadily during the race, Dougal was about to call it a day when Race Control ordered the race to be stopped after 7 laps, the sudden downpour of rain being considered to create a considerable danger to cars all shod with slick tyres. Walter was thus declared the winner of the heat, with Bill second, while the leading 1300 cc car was Dave Farrer's very fast Escort (109), his principal opposition (Jim Dryden (107)) having retired on the first lap.

All eyes were on Walter for the final, especially since he was the best hope to win the special £250 Ford bonus for a Ford bodied car winning the race, but this time

Bill Dryden made no mistakes and proved that he could still drive a good "tune" on an ageing fiddle! (No eligibility pun intended!) This afternoon, therefore, we are left with the prospect of another three-cornered "ding-dong" between Dougal, Bill and Walter (and maybe Bill might have turbocharged the Firenza by today, which he has been threatening to do) while, in the 1300 cc class, Dave Farrer and Jim Dryden should at last be getting to grips. There are interesting 1300 cc entries, though, from Gordon King (110) and Eric Paterson (111) which might be worth watching.

Speaking of the £250 Ford bonus (which is still available today), what of Nick Whiting, who we thought was intending to appear today to have a go at this? That certainly was in his mind but the last word we had (forgive us if he turns up as a late entry) was that he was a bit bothered about persuading his 3.4 litre Escort around the corners! It makes you wonder just what you have to offer for these Southerners, when they can't be bothered coming for a possible "take" of very nearly £350! Still, it leaves all the more for us Scots! Not leaving much for the Scots, however, is Newcastle's Andy Barton (3), who dominated last meeting's libre race with his self-designed and built Barton JTB3 (based on his last season's Sana) and who starts today as favourite for the Royal Highland & Agricultural Society Trophy Race, sponsored by our friends (and landlords) at the RHAS, who are using this race to lead the warm up to this year's Highland Show, surely one of the best shows of its kind in Europe. Fastest lap in April, however, went to reigning champion Iain McLaren's B35 (1), and Iain also won the "Shell Man of the Meeting" Award for his performance in charging up from the back of the grid to take second place. Third place in April went to newcomer, 17-years old Bryce Wilson (2), who drove a most impressive race for one with so little motor racing experience (notwithstanding his Kart Championship) and we can expect to see him become more and more competitive as he settles down and adds maturity and experience to his undoubted skill and nerve. Certainly, his passing of Dave Muter (8) at Clock Corner in April was so unexpected that all of Race Control joined Dave in a fit of the "ski-jitters". And with Bob Rollo (5), Jimmy Jack (6), Colin Richardson (7)

Brian Stevenson, with the bit between his teeth.



and Ted Dzierzek (9) back out again today as well, we should have 20 extremely exciting libre laps.

In Formula Ford 1600 Stu Lawson (74) was another who had pre-race day problems in April, his new Hawke contracting engine difficulties the day before the race. Like Doug Niven's mechanics, Stu was up most of Saturday night/Sunday morning trying to fit an unwilling spare (the wrong part had been provided), but without success. The exciting FF race thus went to Andrew Jeffrey (53) who returns for a repeat performance today, but Stu will also be running this time, as will be Robin Simpson (61) and George Franchitti (71) who gave Andrew such a rough time last time out. Look out, too, for Bernie Hunter's new Van Diemen (73). Finally, lack of entries has necessitated the combining of the production saloon and modified sports car races in today's Shell Race, which should be an interesting combination. The race should develop into two separate races, with the modsports at the front of the field, but look out for Brian Stevenson's Davrian (181) and Ray Moore's Opel Commodore (149), who we would tip as the odds-on favourites!

And what of the next Race Meeting at Ingliston on 23rd July? Quite apart from all the usual exciting racing, we might just have a rather novel running race. (No promises). One well known driver, in recent lunchtime conversation, was challenged to run around the 1.03 mile Ingliston circuit in under 8 minutes, and he seemed inclined to accept the challenge. The matter is now under consideration by a couple of Rotary Clubs, who may extend this into a fund raising operation of major proportions. All we can say is, watch this track on 23rd July!

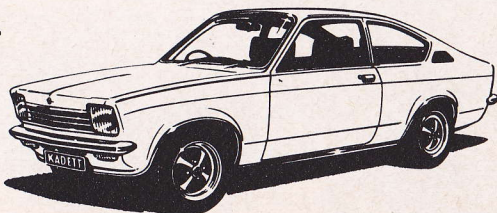
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THE LOMBARD SCOTTISH SALOON CHAMPIONSHIP

Bill DRYDEN	Vauxhall Firenza	9 pts
Dave COLVIN	Mini Cooper 'S'	9
John KIRK	Chrysler Imp	9
Walter ROBERTSON	Ford RS2000	7
Norman WHITMEY	Mini Cooper 'S'	7
Ricky GAULD	Sunbeam Imp	7
Jimmy ROBERTSON	Ford Escort Turbo	5
Jim McGAUGHAY	Hillman Imp	5
Ewen BUCHAN	Hillman Imp	4

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

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

THE CANONMILLS TYRE CENTRE CHAMPIONSHIP for Formula Ford 1600 Cars

Andrew JEFFREY	Van Diemen	9 pts
Robin SIMPSON	Crossle 25F	6
George FRANCHITTI	Hawke DL 20F	4
Roy LOW	Crossle 25F	3
Keith LAWRENCE	Crossle 32F	2
M LONGMORE	Hawke DL 11	1

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

Prize Fund—£250—£100—£75—£50—£25

THE HAMILTON & INCHES CHAMPIONSHIP for Modified Sports Cars

Brian STEVENSON	Davrian	7 pts
Gary McDONALD	Mallock Mk 16(B)	6
Alan RITCHIE	Davrian	5
Angus YOUNG	Davrian	3
Stan SHARE	Clan Crusader	2

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

Prize Fund—£100—£50—£30—£20

THE SHELL PRODUCTION SALOON CAR CHAMPIONSHIP

Ralph HALLEY	Opel Kadett GTE	7 pts
Hamish IRVINE	Opel Commodore	6
Andrew JEFFREY	Triumph Dolomite Sprint	5
Vic COVEY	Mazda RX2 Coupe	3
Graham BIRRELL	Opel Kadett GTE	3
Arch CROMAR	Alfa Romeo 2000 GTV	1

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

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

THE MOWER CARE CHAMPIONSHIP for Formula 2000/Sports Cars

Iain McLAREN	Chevron B36	9 pts
Tony CHARNELL	Chevron B31	6
Andy SMITH	Mallock Mk 18B	4
John MACKIE	Gryphon (BDG)	3
Clive REEVES	Mallock Mk 16	2
Peter MacNAUGHTAN	Chevron B23	1

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

Prize Fund—£150—£75—£50—£25—£15

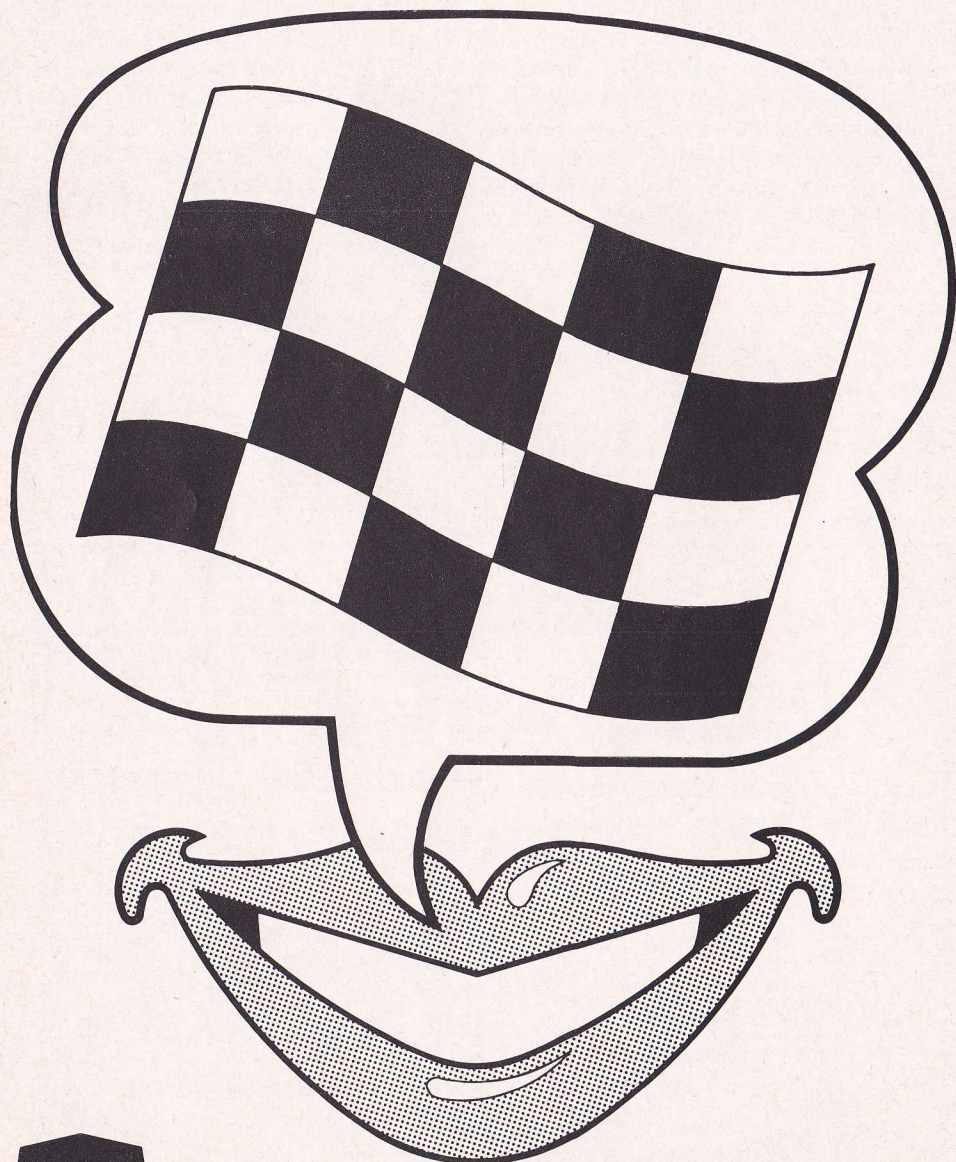
THE INGLISTON LIBRE CHAMPIONSHIP

Andy BARTON	Barton JTB3	10 pts
Iain McLAREN	Chevron B35	7
Bryce WILSON	Chevron B29	5
Dave MUTER	Lotus BDG	4
Ted DZIERZEK	Chevron B25	3
Andy SMITH	Mallock Mk 18B	2
Jim BAIRD	Chevron B23	1
Clive REEVES	Mallock Mk 16	1

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

Prize Fund—£500—£250—£125—£75—£50

THE VICTORY SMILE



Burmah Castrol Company, 48 St. Vincent Street, Glasgow.



THE BURMAH TROPHY RACE MEETING Ingliston—Sunday 7th May 1978

Promoted by
SCOTCIRCUITS LIMITED
Organised by
THE SCOTTISH MOTOR RACING CLUB LTD

Event No	Scrutin before am	PROGRAMME & TIMETABLE	No of laps	Practice time am	Event time pm
1	9.00	The Burmah Trophy Race—Heat 1 for Special Saloon Cars up to 1000 cc	12	10.00	2.05
2	9.25	Formula 2000/Sports Cars	12	10.25	2.35
3	9.50	The Burmah Trophy Race—Heat 2 for Special Saloon Cars over 1000 cc	12	10.50	3.00
4	10.15	Formula Ford 1600 Cars	15	11.15	3.25
5	10.40	The Shell Race for Production Saloon Cars (and for Modified Sports Cars)	12	11.40	3.55
6	11.05	The Royal Highland and Agricultural Society Trophy Race for Libre Cars	20	12.05	4.20
7	—	The Burmah Trophy Race for Special Saloon Cars (Final)	15	—	4.50
		Presentation of Trophies			5.10
	1.45	Drivers' Briefing in Scrutineering Bay			
	1.55	All Marshals at posts, please.			

EVENT

1

THE BURMAH TROPHY RACE—Heat 1 for Special Saloon Cars up to 1000 cc

Car No	Driver/Entrant	Make/Model	cc	From
120	Alexander LITTLEJOHN	BMC Mini 'S'	999	Elgin
121	Bill THOMPSON/Associated Tyre Specialists	ATS Imp	998	Bowling
122	Roy KNOWLES	Sunbeam Stiletto	998	Aberdeen
123	Duncan FISHER	Fraser Imp	998	Dunoon
127	Robert MacDONALD	Hillman Imp	998	Glasgow
129	Ian FORREST/The Drambuie Liqueur Co Ltd	The Drambuie Imp	998	Kirkliston
132	Ricky GAULD	Sunbeam Imp	998	Insch
135	Ian SHARP	Hillman Imp	998	Newtonhill
136	Adrian HAMILTON	Ford Anglia 105E	1000	Edinburgh
138	Ewen BUCHAN	Hillman Imp	998	Currie
139	Nigel MacPHAIL	Longman Mini	850	Livingston
140	George COGHILL	CG Imp	998	Halkirk

Heat 1 of the Second round in the Lombard Scottish Saloon Car Championship
Class lap record: S A BELL (Mini Ford) 54.1 secs, 68.54 mph.

2.05 pm
12 laps

EVENT

2

Formula 2000/Sports Cars

No	Driver/Entrant	Make/Model	cc	From
21	Iain McLAREN/McLarens of Broxburn/Iain McLaren Caravans	Chevron B36	1970	Broxburn
24	Peter MacNAUGHTAN	Chevron B23	1850	Edinburgh
35	Reg FORESTER-SMITH	Marquis Magnum	1600	West Calder
37	Bob BURGESS	Mallock Mk 17B	1600	Peterhead
38	Clive REEVES	Mallock U2 Mk 16	1600	Stonehouse
43	Kenny ALLEN	Mallock Mk 19	1600	Crossford
44	John MACKIE/Agra (Precision Engineering)	Gryphon (BDG)	1800	Kirkcaldy
45	Derek McDONALD	Mallock U2 Mk 16	1600	Edinburgh

The second round in the Mower Care Championship for F2000/Sports Cars.
Class Lap Records: Sports Cars—R SCOTT and I McLAREN (Chevron B26), J LEPP (March 75S) 46.8 secs, 79.23 mph, FF2000—S LAWSON (Hawke DL 16) 50.8 secs, 72.99 mph. Clubmans—G FRISWELL (Mallock Hart U2) 48.6 secs, 76.30 mph.
NEW RECORD FOR STEVENSON & ALLEN (CLUBMANS): 48.2 secs, 76.93 mph.

2.35 pm
12 laps

EVENT

3

THE BURMAH TROPHY RACE—Heat 2 for Special Saloon Cars over 1000 cc

No	Driver/Entrant	Make/Model	cc	From
98	Jimmy ROBERTSON/Robertson's of Cardenden	Ford Escort Turbo	2800	Cardenden
100	Bill DRYDEN/Team SMT/Pinegrove	Vauxhall Firenza	2300	Edinburgh
101	Doug NIVEN/Border Reivers	VW Beetle		
		Chevrolet	5000	Whitsome
103	James PATRICK	Chevrolet Camaro	6100	Whitecross
105	Walter ROBERTSON/S G Baker (Leith) Ltd/Sports Tune (Accs)	Ford RS2000	1998	Wester Howgate
107	Jim DRYDEN	MAE Longman Mini	1297	Lundie
108	David COLVIN	Mini Cooper 'S'	1293	Livingston
109	Dave FARRER	Ford Escort	1297	Brampton
110	Gordon KING	Ford Escort	1297	Glenrothes

1001-1300 cc/
NORMAN WHITMEY MINI 1300

UP TO 1300 CC
PATERSON
WHITMEY
COLVIN

Event 3 (continued)

1001-1300 cc

111	Eric PATERSON	Colvend Escort	1297	Edinburgh
113	Richard ORTTEWELL	Mini Cooper 'S'	1293	Edinburgh
114	James PINKERTON	Leyland Mini	1293	Glasgow

Heat 2 of the Second Round in the Lombard Scottish Saloon Car Championship

Class Lap Records: Over 1300 cc—J EVANS (AET Skoda) 49.9 secs, 74.31 mph.
1001-1300cc—E M SMITH (Mini 1275 GT) & J DRYDEN (Longman Mini) 53.6 secs 69.18 mph.

3.00 pm
12 laps

EVENT

4

Formula Ford 1600 Cars

No	Driver/Entrant	Make/Model	cc	From
48	Thomas BROWN	Dulon Mk 17 Scholar	1600	Cambuslang
50	Don LAIRD	Van Diemen RF77	1600	Cupar
52	Robin AITKEN	Hawke DL11	1600	East Linton
53	Andrew JEFFREY/The Hope Scott Garage Ltd	Van Diemen	1600	Currie
54	Ian BOYD	Dulon LD4	1600	Musselburgh
55	Peter JAMIESON	Hawke DL12	1600	Falkirk
56	Richard KING	MRE FF1600	1600	Fearn
57	Graham STUPPLE	Royale RP16	1600	Edinburgh
59	Peter J SHAND/Sculthorps Office Equipment	Royale RP24	1600	Glasgow
60	David DUFFIELD/Old Court Scotch Whisky	Crossle 32F	1600	Linlithgow
61	Robin SIMPSON/Fortnum Farm Chemicals	Crossle 25F	1600	Isle of Whithorn
67	George McMILLAN	Hawke DL19	1600	N Berwick
68	Allan BREMNER	Merlyn Mk 11	1600	West Kilbride
69	Roy A LOW	Crossle 25F	1600	Linlithgow
71	George FRANCHITTI/W N Mitchell & Sons Drinks/Dalmen Motors	Hawke DL20F	1600	Bathgate
73	Bernard HUNTER	Van Diemen RF78	1600	Edinburgh
74	Stuart LAWSON	Hawke DL20F	1600	Kirkliston
77	Chris LAWSON	Van Diemen RF78	1600	Ponteland
79	Archie BOYLE/Lothian Distributors	Lotus 51	1600	Falkirk
80	Dave STEEDMAN	Hawke 12/15	1600	Linlithgow

Round 2 of the Canonmills Tyre Centre Formula Ford Championship

Class Lap Record: S LAWSON (Hawke DL19) & D MacLEOD (Van Diemen 77) 52.4 secs, 70.76 mph.

3.25 pm
15 laps

EVENT

5

The Shell Race for Production Saloon Cars and Modified Sports Cars

No	Driver/Entrant	Make/Model	cc	From
149	Ray MOORE	Opel Commodore GSE	2800	Belfast
154	Campbell McLAREN	Opel Kadett GTE	1897	Glasgow
155	Graham BIRRELL/Lylesland of Paisley	Opel Kadett GTE	1897	Milingavie
157	Ralph HALLEY	Opel Kadett GTE	1897	Edinburgh
158	Dougie HAMILTON	Mazda RX3 Coupe	1964	Edinburgh
162	Andrew JEFFREY/The Hope Scott Garage Ltd	Triumph Dolomite Sprint	1998	Currie
165	Arch CROMAR/A J Cromar/Craws Nest Hotel	Alfa Romeo 2000 GTV	1966	Anstruther

A round in the Shell Production Saloon Car Championship.

Class Lap Records: Over 2000 cc—R MOORE & A MINSHAW (Opel Commodore) 62.4 secs, 59.42 mph. Under 2000 cc—G BIRRELL (Opel Kadett) 62.8 secs, 59.04 mph.

NEW RECORD (UNDER 2000 CC) FOR BIRRELL: 62.4 secs, 59.42 mph.

1. S. LAWSON
2. DUFFIELD
3. LAWRENCE
4. JEFFREY
5. HUNTER
6. SHAND

OVERALL:
1. FYDA
2. ELLIS
3. STEVENSON
4. BIRRELL
5. JEFFREY
6. SHARE
MODSPORTS OVER 1300CC -
FYDA, ELLIS.
MODSPORTS UP TO 1300CC -
STEVENSON, SHARE, YOUNG

ROD SALOONS
OVER 2000 cc -
IRVINE, MOORE,
COVEY

ROD SALOONS UP
TO 2000 cc -
BIRRELL, JEFFREY,
ROMAR.

Event 5 (continued)

Modified Sports Cars		DAVRIAN ELAN	
176	ANGUS YOUNG NICK ELLIS	Lotus Elan	1598
174	Derek PALMER	Mallock U2 Mk 16	1600
175	Gary McDONALD	Davrian	998
181	Brian STEVENSON	Davrian Mk 6	1150
183	Alan RITCHIE	Clan Crusader	1150
184	Stan SHARE	Cox GTM	1150
186	George WILSON JOHN FYDA	ELAN	1800

A round in the Hamilton & Inches Championship for Modified Sports Cars.

Class Lap Records: Over 1300 cc J FYDA (Agra Elan) 51.4 secs, 72.14 mph. Up to 1300 cc—K ALLEN (Clan Crusader) 51.8 secs, 71.58 mph.

3.55 pm
12 laps

EVENT

6

THE ROYAL HIGHLAND & AGRICULTURAL SOCIETY TROPHY RACE for Libre Cars

1	Iain McLAREN/McLaren of Broxburn/Iain McLaren Caravans	Chevron B35	1970	Broxburn
2	Bryce WILSON/Cuthbertsons Foods/Rosetta Fruit Juices	Chevron B29	1998	Glasgow
3	Andy BARTON	Barton JTB3	1975	Newcastle
5	Bob ROLLO/Rollo Builders	March 75B	1975	Tranent
6	James JACK/Jack Crane Hire	March BMW 772	1970	Alness
7	Colin RICHARDSON	Brabham BT40	1598	Peebles
9	Ted DZIERZEK/A D Television Surveys (Scotland)	Chevron B25/27	1970	Kirkliston
14	Jim BAIRD	Chevron B23	1850	Edinburgh
35	Reg FORESTER-SMITH	Marquis Magnum	1600	West Calder
38	Clive REEVES	Mallock U2 Mk 16	1600	Stonehouse
43	Kenny ALLEN	Mallock Mk 19	1600	Crossford
44	John MACKIE/Agra (Precision Engineering) Co	Gryphon BDG	1800	Kirkcaldy

A round in the Glasgow Herald Formula Libre Championship.

Class & Outright Lap Record—N DICKSON (March 722) 45.5 secs, 87.49 mph

4.20 pm
20 laps

EVENT

7

THE BURMAH TROPHY RACE for Special Saloon Cars (Final)
(For the fastest 5 cars from each class in Events 1 and 3).

The Second Round in the Lombard Saloon Car Championship

OVERALL - NIVEN, DRYDEN, J. ROBERTSON, MCGAUGHAY, KNOWLES
OVER 1300cc - NIVEN, DRYDEN, J. ROBERTSON, PATERSON
1000-1300cc - PATERSON, WHITNEY.
UP TO 1000cc - MCGAUGHAY, KNOWLES, SHARP
NB. W. ROBERTSON FINISHED 1ST OVERALL, BUT WAS DISQUALIFIED.

4.50 pm
15 laps

RACE PRIZE FUNDS

In Events 1, 2, 4 and 5
(per category of car)

£25 - £15 - £10 - £5

In Events 3 and 7*

£25 - £10 - £5 per class
*(1st overall £25—if Ford bodied, bonus of £250 to winner).

In Event 6

£50 - £25 - £15 - £10

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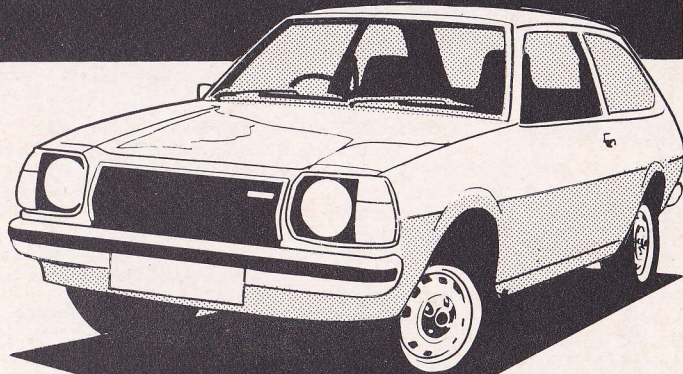
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20th-23rd JUNE 1978

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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.
45.0	82.40	48.4	76.61	51.7	71.72	55.0	67.42	58.3	63.60	61.6	60.19
45.1	82.22	48.5	76.45	51.8	71.58	55.1	67.30	58.4	63.49	61.7	60.10
45.2	82.04	48.6	76.30	51.9	71.45	55.2	67.17	58.5	63.38	61.8	60.00
45.3	81.85	48.7	76.14	52.0	71.31	55.3	67.05	58.6	63.28	61.9	59.90
45.4	81.67	48.8	75.98	52.1	71.17	55.4	66.93	58.7	63.17	62.0	59.81
45.5	81.49	48.9	75.83	52.2	71.03	55.5	66.81	58.8	63.06	62.1	59.71
45.6	81.32	49.0	75.67	52.3	70.90	55.6	66.69	58.9	62.95	62.2	59.61
45.7	81.14	49.1	75.52	52.4	70.76	55.7	66.57	59.0	62.85	62.3	59.52
45.8	80.96	49.2	75.37	52.5	70.63	55.8	66.45	59.1	62.74	62.4	59.42
45.9	80.78	49.3	75.21	52.6	70.49	55.9	66.33	59.2	62.64	62.5	59.33
46.0	80.61	49.4	75.06	52.7	70.36	56.0	66.21	59.3	62.53	62.6	59.23
46.1	80.43	49.5	74.91	52.8	70.23	56.1	66.10	59.4	62.42	62.7	59.14
46.2	80.26	49.6	74.76	52.9	70.09	56.2	65.98	59.5	62.32	62.8	59.04
46.3	80.09	49.7	74.61	53.0	69.96	56.3	65.86	59.6	62.21	62.9	58.95
46.4	79.91	49.8	74.46	53.1	69.83	56.4	65.74	59.7	62.11	63.0	58.86
46.5	79.74	49.9	74.31	53.2	69.70	56.5	65.63	59.8	62.01	63.1	58.76
46.6	79.57	50.0	74.16	53.3	69.57	56.6	65.51	59.9	61.90	63.2	58.67
46.7	79.40	50.1	74.01	53.4	69.44	56.7	65.40	60.0	61.80	63.3	58.58
46.8	79.23	50.2	73.86	53.5	69.31	56.8	65.28	60.1	61.69	63.4	58.49
46.9	79.06	50.3	73.72	53.6	69.18	56.9	65.17	60.2	61.59	63.5	58.39
47.0	78.89	50.4	73.57	53.7	69.05	57.0	65.05	60.3	61.49	63.6	58.30
47.1	78.73	50.5	73.42	53.8	68.92	57.1	64.94	60.4	61.39	63.7	58.21
47.2	78.56	50.6	73.28	53.9	68.79	57.2	64.83	60.5	61.29	63.8	58.12
47.3	78.39	50.7	73.14	54.0	68.67	57.3	64.71	60.6	61.19	63.9	58.03
47.4	78.23	50.8	72.99	54.1	68.54	57.4	64.60	60.7	61.09	64.0	57.94
47.5	78.06	50.9	72.85	54.2	68.41	57.5	64.49	60.8	60.99	64.1	57.85
47.6	77.90	51.0	72.71	54.3	68.29	57.6	64.38	60.9	60.89	64.2	57.76
47.7	77.74	51.1	72.56	54.4	68.16	57.7	64.26	61.0	60.79	64.3	57.67
47.8	77.57	51.2	72.42	54.5	68.04	57.8	64.15	61.1	60.69	64.4	57.58
47.9	77.41	51.3	72.28	54.6	67.91	57.9	64.04	61.2	60.58	64.5	57.49
48.0	77.25	51.4	72.14	54.7	67.79	58.0	63.93	61.3	60.49	64.6	57.40
48.1	77.09	51.5	72.00	54.8	67.66	58.1	63.82	61.4	60.39	64.7	57.31
48.2	76.93	51.6	71.86	54.9	67.54	58.2	63.71	61.5	60.29	64.8	57.22
48.3	76.77									64.9	57.13

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Please supply tickets as under

DATE	Adults No. £1 ea	Juveniles No. 50p ea	South Stand No. 50p ea	Stand D-E No. £1 ea	Stand A-B-F No. 75p ea	TOTAL
	£	£	£	£	£	
July 23	£	£	£	£	£	
Aug 20	£	£	£	£	£	
Sept 17	£	£	£	£	£	
Oct 15	£	£	£	£	£	

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Clerk of Course—W Fenwick: Chairman of Race Committee—J L Romanes: Secretary of the Meeting—A M Lamb: Chief Marshal—A H B Craig: Deputy Chief Marshal—J Robertson: Chief Observer—R Traill: Chief Flag Marshal—J A Millar: Chief Track Marshal—J A Douglas: Chief Medical Officer—Dr M Carmichael: Chief Paddock Marshal—W Pollock: Chief Spectator Marshal—J Paton: Chief Grid Marshal—G Montgomery: Starters—J W MacMillan, W Struth: Chief Crossing Marshal—A Dick: Chief Pits Area Marshal—P Poole: Chief Time-keeper—Dr L Jamieson: Chief Scrutineer—I D Bennie: Chief Lap Board Marshal—G Kerr: Commentator—J W McInnes: Competitor Reception—J Ferguson: Steward for RAC—W N Thompson: Stewards for Club—W Martin, J A Dick Peddie, E R Herald: Results Processors—M Malcolm, D Allan: First Aid—The British Red Cross Society (Scottish Branch): Breakdown Equipment & Staff—Ross Chrysler Dodge Ltd, Appleyard (Edinburgh) Ltd, Howden Motor Repairs, Rossleigh Ltd, Newbridge Garage Glasgow: Photographs by—E Bryce Public Address—Kennedy of Lanark: Press Liaison—J Swinton.

This meeting is held under the International Sporting Code of the FIA, the General Competition Rules and Standing Supplementary Regulations of the RAC, and the additional regulations and instructions issued by SMRC Ltd. Permit No RS 0705/6

PLEASE REMEMBER THAT

Your life could depend on any one of the 500 or so voluntary marshals who are running today's meeting. Please co-operate with them to ensure not only the enjoyment of every spectator but also your and their safety.

Dogs are not permitted in the Showground during race meetings.

Catering at Ingliston is in the hands of D.S. Crawford who will be supplying snacks in both the Herdsman's Restaurant and the MacRobert Pavilion (SMRC Members only), both from 12 noon onwards. Breakfast will be available in the Herdsman's Restaurant from 9.30 am and, throughout the day, all the usual snacks, sandwiches, pies, hot drinks, cakes and the rest will be available from the many Snack Bars and kiosks around the circuit (the major Snack Bars being situated in the Herdsman's Restaurant and on the ground floor of the MacRobert Pavilion). The Club Bar, the licence of which has been extended to include all competitors and their mechanics is open in the MacRobert Pavilion from 12.30 to 9.30 pm continually and it is hoped a Public Bar will be open in the Herdsman's Restaurant between 12.30 to 2.30 pm.

Grandstand Tickets are on sale as follows: for the Highland Grandstand from the kiosk immediately behind the crossing point to the Central Enclosure in the centre of that stand; for the South Grandstand at the approach to that stand. Tickets will not be on sale before 10.30 am on race days.

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

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

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

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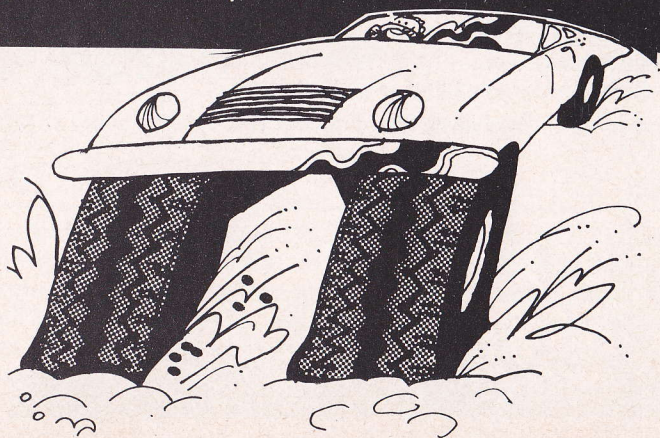
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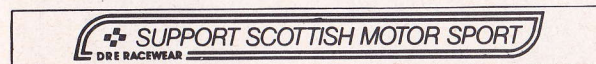
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_____	Blazer Badge	£3.50	£ :
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_____	Lapel Badge	£0.50	£ :
_____	Cuff Links (pair)	£1.50	£ :
_____	Tee Shirt	£3.00	£ :
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SCOTTISH MOTOR RACING CLUB LIMITED
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Please complete in BLOCK CAPITALS throughout

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 (delete as appropriate) (Christian Names)
 of _____ (Occupation)

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

_____/_____/1978 _____
 (Signature, please)

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

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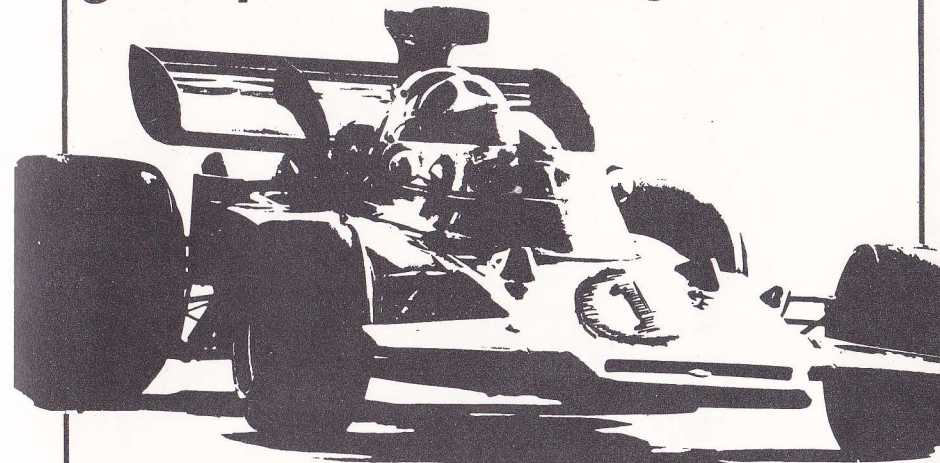
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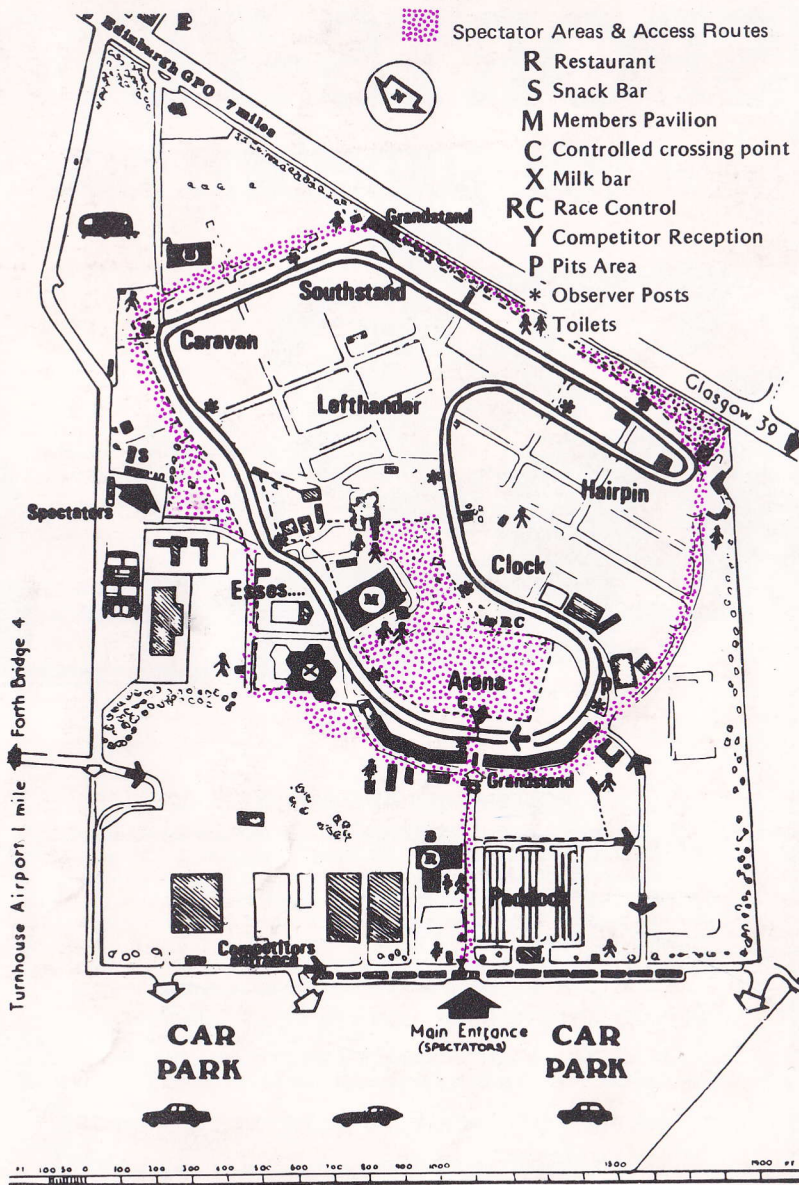
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