

The Marlboro Challenge



SUNDAY, 10th APRIL, 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
- Suppliers of Coal and Fireclay for the Home and Overseas Markets.

CALEDON COAL CO. LTD.

AVONBRIDGE 559/502



WATCH OUR CAR DRIVEN BY
D. DUFFIELD
IN THE LIBRE RACE

OFFICIALS AND CREDITS

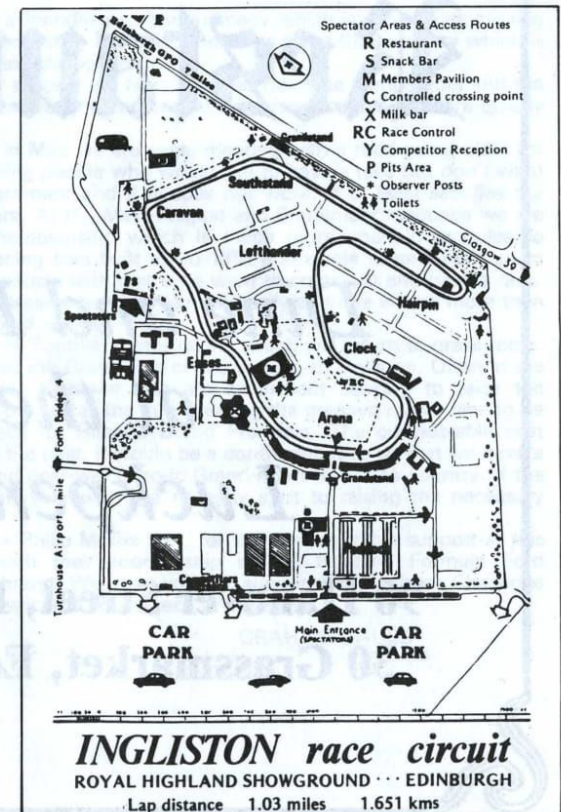
Steward for R.A.C.: R. P. Grimwood; Clerk of the Course: W. Fenwick; Chairman of Race Committee: G. McCaig; Secretary of Meeting: R. Bruce; Chief Marshal: J. Robertson; Deputy Chief Marshal: P. Poole; Chief Observer: R. Traill; Chief Flag Marshal: Dr J. A. M. Howe; Chief Track Marshal: W. J. Wilkie; Chief Medical Officer: Dr 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. Herral, J. L. Romanes, J. A. Dick Peddie, J. McMillan, 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. RS1004/7.

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

1st May
24th July
14th August
11th September
2nd October



The Luckpenny Restaurant

*Dine and Relax
at the
Luckpenny*

**90 Hanover Street, Edinburgh
30 Grassmarket, Edinburgh**

INTRODUCTION

On behalf of Ingliston Race Circuit Ltd., I would like to welcome you to the first race meeting of the 1983 motor racing season at Ingliston.

Since last year some changes have been made and with the demise of Scotcircuits Ltd., which has held the franchise to run motor racing at the circuit since the beginning of 1965, that franchise is now held by Ingliston Race Circuit Ltd.

The three directors of the new company are well known in motor racing, the managing director being Hugh McCaig whose Caledon Coal Company has sponsored David Duffield in motor racing for the past few years. Colin Carmichael, a director of the Carmichael Motor Group has also been a regular Ingliston follower for some years whilst, in my own case, those years add up to almost a lifetime.

That you should arrive today and find everything suddenly changed would be much too much to expect. What the directors of the new company have sought to do is to create a solid base on which to build, and in places rebuild, the reputation of a circuit which has a considerable reputation nationally.

This reputation has been built on a friendliness and intimacy which is sometimes missing at circuits south of the Border. To achieve this, however, there has to be the harmony which is created by disciplined organisation behind the scenes.

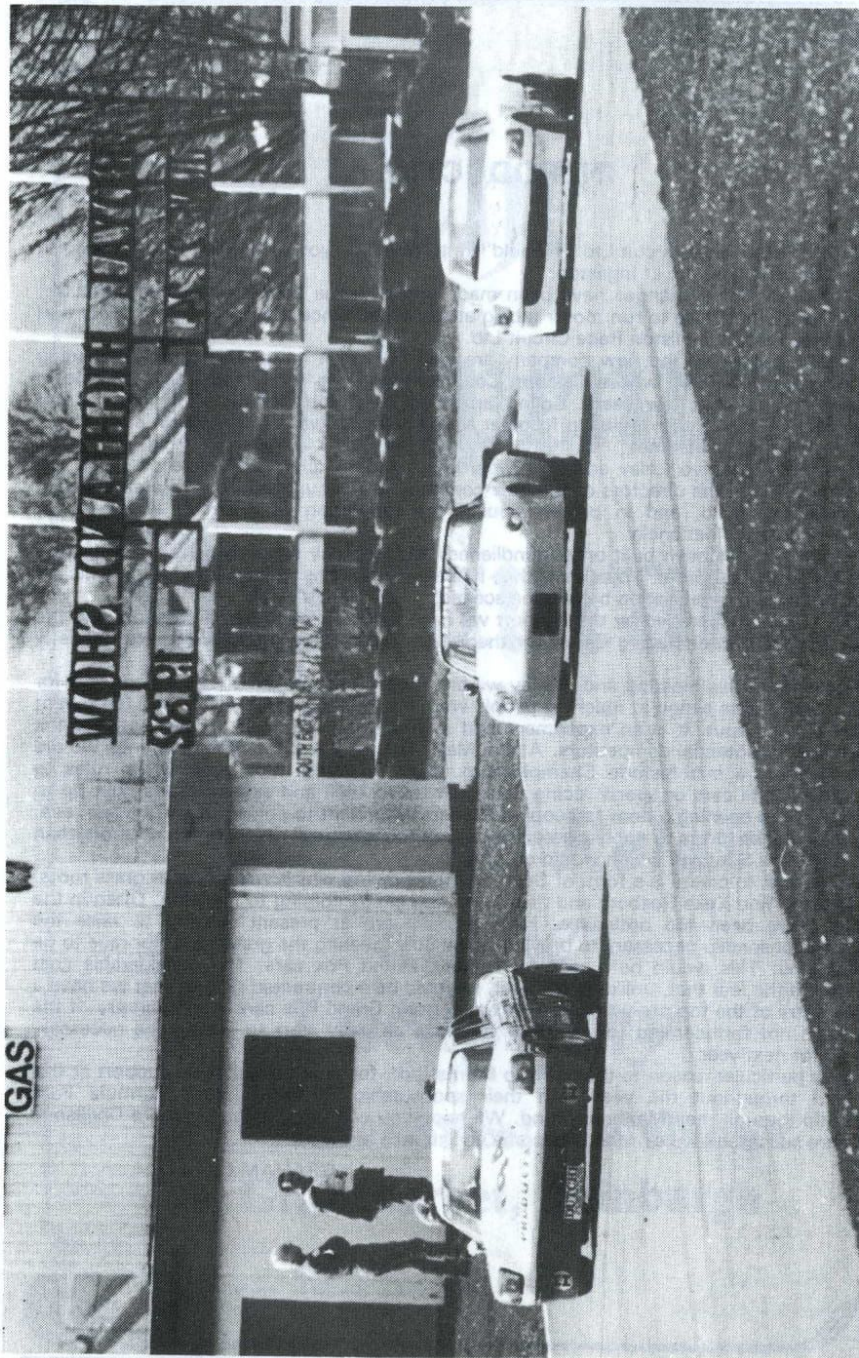
We have been encouraged by the support we have received from the competitors and the officials of Scottish Motor Racing Club over the winter and our plans for this year are quietly ambitious.

For instance, at this meeting and in May we are experimenting with a road-going class for saloons and sports cars aimed at reaching people who would like to have a race but don't want to hack their cars about. It is an experiment and if it does not work, it at least satisfies the demands made by potential competitors. At the May, August and September meetings we are running events for a mini-historic Championship which is much more open in its rules to accommodate sports cars or sports racing cars built up to 1955 and single seaters built up to 1962. Again we are opening a door to people with cars who want to come out and have a race. It would be pointless for us to apply classes which are run nationally as there are no more than a handful of cars in Scotland which would qualify.

What we seek to create is a form of Scottish motor racing which will return to grass roots. Do not expect to find Keke Rosberg and the Grand Prix circus coming to Ingliston. Often in the past people have been too optimistic. However, we are at present seeking to raise the considerable sponsorship necessary to provide at the July meeting the greatest motor race to be held in Scotland. This would be a race for Historic Grand Prix cars. The considerable cost revolves around the fact that, unlike in the past, it would be a contracted race so that we have a guaranteed entry of the top pre-war and post-war historic Grand Prix cars in the country. If the sponsorship is not forthcoming for this year we have an early start to raising the necessary sponsorship for next year.

We have particular reason to thank Philip Morris Ltd., for their considerable support at this meeting and throughout the year with their sponsorship of the Scottish Formula Ford Championship through their Marlboro brand. We hope you will support the Marlboro Challenge and if you are successful we can then welcome you to race at Ingliston.

GRAHAM GAULD



Last year in the GT class up to 1000 c.c. the battling Davrians of Harry Simpson, Ken Murray and Ian Forrest provided a number of close finishes. The three of them are likely to be at it again in 1983.

TODAY'S MEETING

This is the start of the 19th season of motor racing at Ingliston. As such it is the longest-serving motor racing circuit north of the Border. Regular Ingliston visitors will know many of the faces racing today, but they may not recognise the cars in which they race because the past winter has seen a number of people changing their cars.

If there was any doubt that Formula Ford might be waning in popularity then these doubts are dispelled for what must surely be the hardest season ever in that category.

For the Formula Ford drivers there are now two championships and each is run on a points fund basis to which all registered competitors may score. In this way every point scored means £1 or £1.50 at the end of the season in the Championship so this means everyone will be out to improve their position in the field no matter where they lie.

The great thing in motor racing is not only the fight for the lead but the fighting down the field and we are going to see a lot of that. If we take Formula Ford then who is going to come out top with names like TOM BROWN, VIC COVEY and ROY LOW missing? Brown might have a change of heart and race but at the time of writing his entry has not been received. Vic Covey is now racing MG Metros in the National Championship and Roy Low has retired; officially, he says.

This then opens out the Formula Ford class and we are going to see considerable competition. Of the Scots the real dark horse is STEWART RODEN from nearby Kirkliston. Last season his black Van Diemen was well up there in the pack and he has been impressive in winter testing. Then there is TONY GEMMELL who campaigned an aged Crossle last year and who this year now has a PRS 82F formerly raced by Vic Covey. The sister car to this one is driven by LANCE GAULD in the colours of Financial Advisory Services. The two Aberdeenshire brothers HARVEY and NEIL GILLANDERS are both racing Van Diemens in Formula Ford and Harvey will also have a single seater March 782 in the Libre event.

There are a lot of new names in Formula Ford this year including MICHAEL McPHERSON from Alness with a Van Diemen, BARRY NICHOLSON from Carlisle with a Royale and KEN LE MAY from Paisley with a PRS 81F. GEORDIE TAYLOR will be racing his Sparton once more and former Toyota production saloon driver IAIN GARDNER is likely to create some fireworks driving Ralph Halley's new Crossle 50F. Ralph incidentally has become the agent for Crossle cars in Scotland.

In the Libre event DAVID DUFFIELD, who now has sponsorship from Money Concepts UK Ltd., will be out to hold on to his Championship but GEORGE McMILLAN the quiet spoken Renault dealer from North Berwick has bought the ex-Wyatt Stanley Ralt with a Hart engine and should give Duffield a headache or two. The car is beautifully finished in the yellow and black of the Renault Formula 1 cars. COLIN RICHARDSON from Peebles will again be running his March 77B with sponsorship from Cross Keys Inn, Peebles and GERARD DOCHERTY, who entered ARCHIE BOYLE, with his Reynard FF2000 will race the car himself this year.

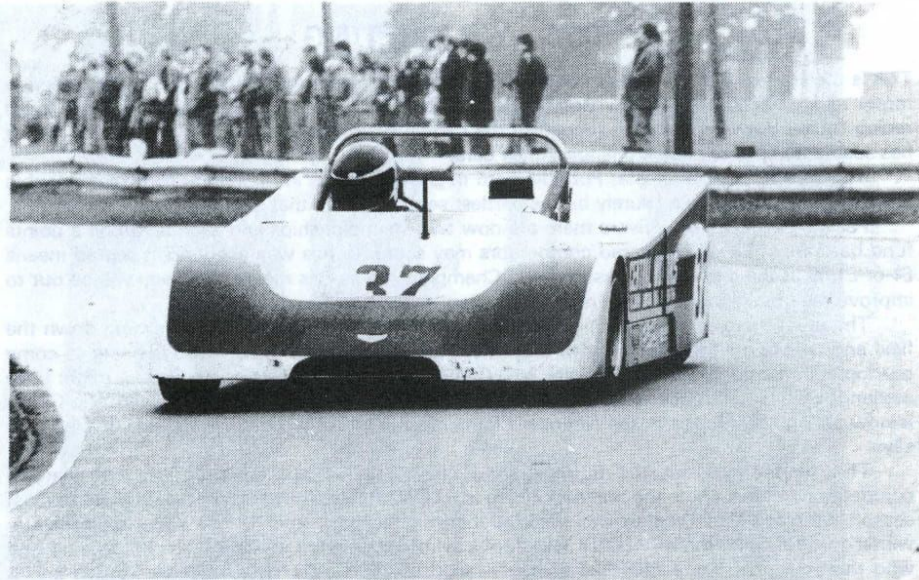
In the big GT field some people are still preparing their cars for the season, JIM McGAUGHAY's new car not being ready yet. He will run the amazing Renault at this meeting and will be faced by people like GEORGE COGHILL's Lotus Esprit and ERIC MUNNOCH's Rover-engined Davrian Stiletto.

JIMMY FLEMING is back with us again — remember his Toyota-Rover last year — this time with his ex-Per Eklund Toyota Clica rally car. Hardly the car to win the race but good fun to watch.

In the smaller class IAN FORREST's Drambuie Davrian is likely to be battling with HARRY SIMPSON's Edinburgh Aluminium Products Davrian Mk8.

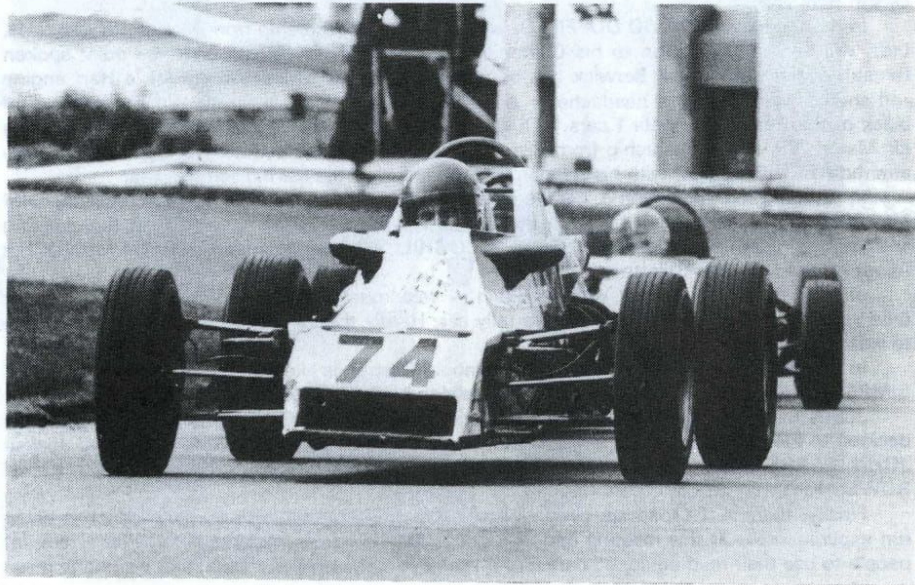
JOHN BOTHAMLEY who raced single seaters and his fast GT Esprit last season has now decided to look at Sports 2000 and his brand new Lola 590 should be worth watching against JOHN CLARK with his Chevron B54, RICHARD MITCHELL with the Link and KEITH BOWMAKER with his older Lola 492.

Finally, there is the road car class which is something new this season and which is being run experimentally at this meeting and also at the May meeting. The idea is to offer a race for people to use their road equipped cars and these have to be properly taxed and insured and run



Brian Stevenson won the Sports Car Class last year which was sponsored by Lowland Tyres and again he will be out with his Chevron B52 to try for the sports car honours.

Below: Formula Ford has been the most competitive formula at Ingliston and many drivers have come up through the ranks. One who has been doing well has been Glasgow lawyer Sandy McEwen with his Van Diemen. He will be competing in the Marlboro Formula Ford Championship.



INGLISTON

INGLISTON RACE CIRCUIT LTD.

S.M.R.C.

SCOTTISH MOTOR RACING CLUB LTD.

THE MARLBORO CHALLENGE

INGLISTON — 10th APRIL, 1983

Promoted by
INGLISTON RACE CIRCUIT LTD.

Organised by
SCOTTISH MOTOR RACING CLUB LTD.

PROGRAMME & TIMETABLE

| Event No. | Scrutiny before a.m. | Event | No. of laps | Practice time a.m. | Event time p.m. |
|-----------|----------------------|--|-------------|----------------------|-----------------|
| 1 | (A) 8.15 (B) 8.40 | The Edinburgh Students' Charities Cup Race for Formula Ford Cars. | 10 | (A) 9.15 (B) 9.40 | 2.15 |
| 2 | 9.05 | Forth Electrical Services Trophy Race for GT Cars over 1000 c.c. | 12 | 10.05 | 2.40 |
| 3 | 9.30 | Mowercare Trophy Race for Sports Cars. | 12 | 10.30 | 3.05 |
| 4 | — | The Marlboro Challenge for Formula Ford Cars. | 12 | — | 3.30 |
| 5 | 9.55 | Permanite Asphalt Trophy Race for GT Cars up to 1000 c.c. | 12 | 10.55 | 3.55 |
| 6 | 10.20 | Formula Libre Race | 15 | 11.20 | 4.20 |
| 7 | 10.55 | Road Car Race | 12 | 11.55 | 4.45 |

EVENT

1

THE EDINBURGH STUDENTS' CHARITIES CUP RACE for Formula Ford Cars. A round in the Hubert Mitchell Scottish Junior Formula Ford Championship.

| Car No. | Driver/Entrant | Car | c.c. | From |
|---------|--|-----------------|------|---------------|
| 48 | TOM BROWN/Tom Brown Racing | Van Diemen | 1600 | Glasgow |
| 57 | KEN CRAIGIE/Freight Express | Crossle 25F | 1600 | Galashiels |
| 58 | JOHN DOHERTY/G. Doherty | Hawke DL12 | 1600 | Greenock |
| 59 | KEN LE MAY | PRS 81F | 1600 | Paisley |
| 60 | WILLIAM LIPPE | Spartan | 1600 | Inverurie |
| 61 | NEIL DORWARD | Alexis Mk 24 | 1600 | Tron |
| 63 | WILLIE ROSE | Royale RP 26/80 | 1600 | Fyvie |
| 64 | MICHAEL MACPHERSON | Van Diemen RF80 | 1600 | Alness |
| 65 | NEIL COCHRANE | Crossle 30F | 1600 | Bearsden |
| 66 | GRAHAM LEGGET/Swedish Pine Company | Van Diemen RF78 | 1600 | Edinburgh |
| 67 | BARRY NICHOLSON | Royale RP31M | 1600 | Carlisle |
| 68 | STEPHEN ROBERTSON | PRS | 1600 | Penicuik |
| 73 | GORDON MELVIN | Van Diemen RF79 | 1600 | Ballater |
| 74 | SANDY McEWEN/Moore's Lemonade/Crusader Insurance | Crossle | 1600 | Glasgow |
| 75 | CLIFF HARPER | Hawke DL15 | 1600 | Peterhead |
| 76 | NEIL GILLANDERS | Van Diemen RF78 | 1600 | Hatton |
| 79 | LANCE GAULD/Financial Advisory Services | PRS 82F | 1600 | Glasgow |
| 80 | TONY GEMMELL/Douglas Brown Pianos | PRS 82F | 1600 | Edinburgh |
| 81 | RICHARD MITCHELL | PRS 80F | 1600 | North Berwick |
| 83 | RALPH HALLEY | Van Diemen | 1600 | Strathblane |
| 84 | IAIN GARDNER/R. Halley | Crossle 50F | 1600 | Strathblane |
| 86 | ANDREW PATERSON | Hawke FF1600 | 1600 | Blairgowrie |
| 87 | HARVEY GILLANDERS | Van Diemen RF82 | 1600 | Peterhead |
| 88 | HARRY MINTY | PRS 79F | 1600 | Peterhead |
| 89 | CHIC STENHOUSE | Van Diemen RF81 | 1600 | Dunfermline |
| 90 | ADRIAN HAMILTON | Van Diemen | 1600 | Carnwath |
| 91 | COLIN BIRKBECK | Royale RP31M | 1600 | Penrith |
| 96 | J. LINDSAY MANN | Crossle 25F | 1600 | Edinburgh |
| 98 | STEWART RODEN | Van Diemen RF80 | 1600 | Kirkliston |
| 99 | GEORDIE TAYLOR | Spartan FF79 | 1600 | Kemnay |

Class lap record: Tom Brown/Roy Low, 52.5 secs.

2.15 p.m.
10 laps

1st... 83 2nd... 74 3rd... 76

EVENT

2

FORTH ELECTRICAL SERVICES TROPHY RACE for GT Cars over 1000 c.c. A round in the Scottish GT Challenge.

| Car No. | Driver/Entrant | Car | c.c. | From |
|---------|---|-------------------|------|---------------|
| 101 | GEORGE COGHILL/Norfrost | Lotus Esprit | 2000 | Halkirk |
| 103 | ERIC J. W. MUNNOCH | Davrian Stiletto | 3500 | Larbert |
| 104 | JIMMY FLEMING | Toyota Celica | 2000 | Ayr |
| 108 | EDDY BEERMAN | Escort | 2000 | Glasgow |
| 110 | JIM MCGAUGHAY/Forth Electrical (Stirling) Ltd./J. Jack (Crane Hire) | FES Renault 5T | 1998 | Lochgilphhead |
| 171 | STAN (THE CLAN) SHARE | The Old Clan | 1150 | Ardentenny |
| 179 | ANGUS YOUNG/Agra (Precision Engineering) | Agra Scirocco GTL | 1500 | Dundee |

Lap record: 1001-1500 c.c., Eric Paterson, 50.6 secs; over 1500 c.c., Jef Wilson/Jim McGaughay, 47.7 secs.

2.40 p.m.
12 laps

1st... 101 2nd... 110 3rd... 103

EVENT

3

MOWERCARE TROPHY RACE for Sports Cars. A round in the Lowland Tyres & Exhausts Scottish Sports Car Championship.

| Car No. | Driver/Entrant | Car | c.c. | From |
|---------|-----------------------------|----------------------|------|---------------|
| 23 | KEITH BOWMAKER | Lola 492 | 2000 | Newcastle |
| 33 | JOHN CLARK | Chevron B54 | 2000 | Aberdeen |
| 34 | JOHN BOTHAMLEY | Lola 590X | 2000 | Penicuik |
| 36 | RICHARD MITCHELL | Link Sports 2000 | 2000 | North Berwick |
| 41 | DR JOHN R. NORTH | Mallock MkII/24 Agra | 1600 | Kilbarhan |
| 44 | JIM IRWIN/irwin Engineering | Mallock Mk16 | 1600 | Hamilton |
| 46 | KEVIN McCORMICK | Mallock Mk20B | 1600 | Alford |

Class lap record: S2000, Russell Spence, 50.5 secs; Clubmans, John Mackie, 50.4 secs.

3.05 p.m.
12 laps

1st... 37 2nd... 34 3rd... 36

EVENT

4

THE MARLBORO CHALLENGE for Formula Ford Cars. A round in the Marlboro Scottish Formula Ford Championship.

| Car No. | Driver/Entrant | Car | c.c. | From |
|---------|--|-----------------|------|---------------|
| 48 | TOM BROWN/Tom Brown Racing | Van Diemen | 1600 | Glasgow |
| 57 | KEN CRAIGIE/Freight Express | Crossle 25F | 1600 | Galashiels |
| 58 | JOHN DOHERTY/G. Doherty | Hawke DL12 | 1600 | Greenock |
| 59 | KEN LE MAY | PRS 81F | 1600 | Paisley |
| 60 | WILLIAM LIPPE | Spartan | 1600 | Inverurie |
| 61 | NEIL DORWARD | Alexis Mk 24 | 1600 | Tron |
| 63 | WILLIE ROSE | Royale RP 26/80 | 1600 | Fyvie |
| 64 | MICHAEL MACPHERSON | Van Diemen RF80 | 1600 | Alness |
| 65 | NEIL COCHRANE | Crossle 30F | 1600 | Bearsden |
| 66 | GRAHAM LEGGET/Swedish Pine Company | Van Diemen RF78 | 1600 | Edinburgh |
| 67 | BARRY NICHOLSON | Royale RP31M | 1600 | Carlisle |
| 68 | STEPHEN ROBERTSON | PRS | 1600 | Penicuik |
| 73 | GORDON MELVIN | Van Diemen RF79 | 1600 | Ballater |
| 74 | SANDY McEWEN/Moore's Lemonade/Crusader Insurance | Crossle | 1600 | Glasgow |
| 75 | CLIFF HARPER | Hawke DL15 | 1600 | Peterhead |
| 76 | NEIL GILLANDERS | Van Diemen RF78 | 1600 | Hatton |
| 79 | LANCE GAULD/Financial Advisory Services | PRS 82F | 1600 | Glasgow |
| 80 | TONY GEMMELL/Douglas Brown Pianos | PRS 82F | 1600 | Edinburgh |
| 81 | RICHARD MITCHELL | PRS 80F | 1600 | North Berwick |
| 83 | RALPH HALLEY | Van Diemen | 1600 | Strathblane |
| 84 | IAIN GARDNER/R. Halley | Crossle 50F | 1600 | Strathblane |
| 86 | ANDREW PATERSON | Hawke FF1600 | 1600 | Blairgowrie |
| 87 | HARVEY GILLANDERS | Van Diemen RF82 | 1600 | Peterhead |
| 88 | HARRY MINTY | PRS 79F | 1600 | Peterhead |
| 89 | CHIC STENHOUSE | Van Diemen RF81 | 1600 | Dunfermline |
| 90 | ADRIAN HAMILTON | Van Diemen | 1600 | Carnwath |
| 91 | COLIN BIRKBECK | Royale RP31M | 1600 | Penrith |
| 96 | J. LINDSAY MANN | Crossle 25F | 1600 | Edinburgh |
| 98 | STEWART RODEN | Van Diemen RF80 | 1600 | Kirkliston |
| 99 | GEORDIE TAYLOR | Spartan FF79 | 1600 | Kemnay |

1st... 89 2nd... 48 3rd... 91

3.30 p.m.
12 laps

EVENT

5

PERMANITE ASPHALT TROPHY RACE for GT Cars up to 1000 c.c. A round in the Luckpenny Scottish GT Championship.

| Car No. | Driver/Entrant | Car | c.c. | From |
|---------|---|----------------------|------|-------------|
| 133 | HUGO FASTER | Hillman Imp | 998 | East Linton |
| 134 | BRIAN E. FLETCHER | Sunbeam Stiletto | 998 | Aberdeen |
| 135 | BOB MILNE | Davrian Imp | 998 | Aberdeen |
| 137 | JIM McDONALD | Hillman Imp | 998 | Limerig |
| 138 | BRIAN MacLEOD | Hillman Imp | 998 | Kildarv |
| 187 | KENNY COLEMAN/R. J. Cross, Peugeot-Talbot, Airdrie & Coatbridge | Davrian | 998 | Airdrie |
| 190 | IAN FORREST/The Drambaie Liqueur Co. Ltd. | The Drambaie Davrian | 998 | Kirkliston |
| 194 | HARRY SIMPSON/Edinburgh Aluminium Products | Davrian Mk8 | 998 | Edinburgh |

Class lap record: I. Forrest, 51.6 secs.

1st... 187 2nd... 194 3rd... 170

3.55 p.m.
12 laps

EVENT

6

Formula Libre Race. A round in the Scottish Formula Libre Series.

| Car No. | Driver/Entrant | Car | c.c. | From |
|---------|---|-----------------|------|---------------|
| 7 | GEORGE McMILLAN/Bass Rock Garages (Renault) | Ralt RT2 | 1998 | North Berwick |
| 10 | COLIN RICHARDSON /Cross Keys Inn, Peebles | March 77B | 1600 | Peebles |
| 11 | HARVEY GILLANDERS | March 75/782 | 2200 | Peterhead |
| 14 | GERARD DOHERTY | Reynard SF79 | 2000 | Greenock |
| 20 | DAVID DUFFIELD | Ralt RT4 | 2000 | Kirkliston |
| 24 | JOHN FYDA/Agra | Mallock | 1700 | Dundee |
| 26 | GEORGE WATT | Mallock 18B | 1700 | Rosehearty |
| 35 | REG FORRESTER SMITH | Marquis Mallock | 1700 | Annan |

Class lap record: Overall, David Duffield, 43.8 secs.; 'A' Clubman, John Fyda, 46.4 secs.

1st... 20 2nd... 7 3rd... 24

4.20 p.m.
15 laps

EVENT

7

Road Car Race.

| | | | | |
|-----|---------------------------------|-------------------|------|-------------|
| 150 | OLLY ROSS | Renault 5 Gordini | 1390 | Helensburgh |
| 160 | HUGH McCAIG | Audi Quatro | | Edinburgh |
| 161 | ALISTAIR GRAY | Escort RS2000 | 1998 | Menstrie |
| 162 | DOUG NIVEN/Doug Niven Cars Ltd. | Capri X | 2998 | Whitsome |

163 Eddie Beerman Ford Cortina Mk3
 104 Jimmy Fleming Toyota Corolla

open engine
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 no windscreen
 1 speed
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 spl. stages
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 lugs

12 reb
 rear parts

4.45 p.m.
12 laps

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

4,000 & 4,000
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 (10) pulis off at Hairpin
 medr farbrn
 lay 12
 Clark = reasons why
 request problems,
 return
 Clark return.

on the road. Obviously they may have to have laminated windscreens. It is rumoured that DOUGLAS NIVEN may make a comeback in this class but certainly Ingliston Race Circuit Director HUGH McCAIG has entered his Audi Quatro and OLLT ROSS, who used to race at Ingliston has come back with a Renault 5 Gordini.

We hope you enjoy your racing here at Ingliston and remind you that the next meeting is on Sunday, May 1 at which there will be the first round of our three-round Historic Championship as well as round two in the Marlboro Libre Championship.

See you then.

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.

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.

McLaren the Builders in Glasgow have been associated with Historic Car events through the enthusiasm of Campbell McLaren and this year they have stepped forward to sponsor a three-round Championship taking place at the May, August and September meetings here at Ingliston. McLaren Building is just one element of a group of companies which cover treatment services as well as other building services.

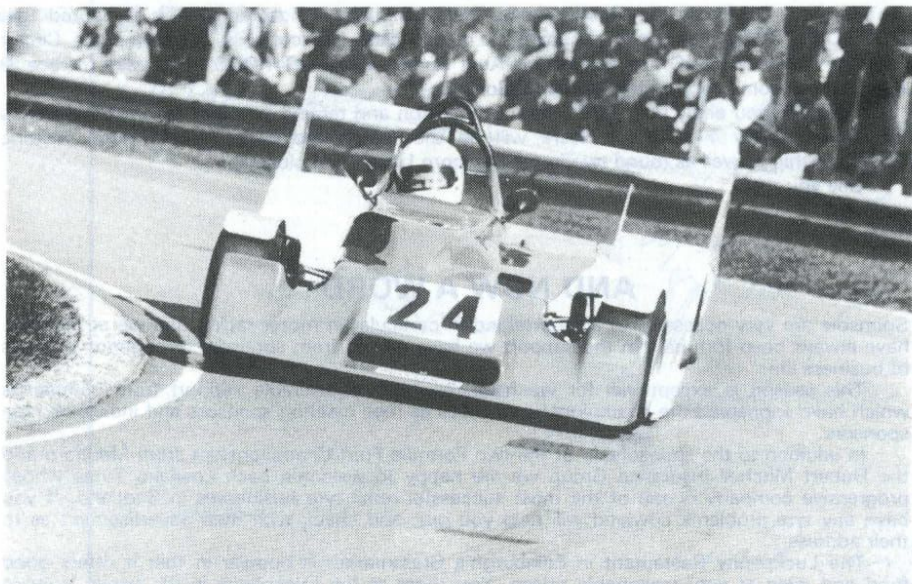
Finally there is the Formula Libre Championship which is unique in being sponsored by existing drivers, former drivers and enthusiasts all of whom have contributed cheques to raise a substantial fund for the championship. Those contributors include the following:—

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.

In addition to the Marlboro backing for today's meeting we have the F.E.S. Trophy Race which is sponsored by Forth Electrical Services, the sponsors of Jim McGaughay's car. Forth Electrical are based in Stirling and as the name suggests are in the electrical business. We also have the Sports Car race sponsored by Mowercare the Edinburgh based company which deals with everything to do with lawn maintenance. So if you haven't checked on your lawnmower recently, pop it into Mowercare and give it a tune-up for summer. Their address is 25 Savile Terrace, Edinburgh EH9 3DS.

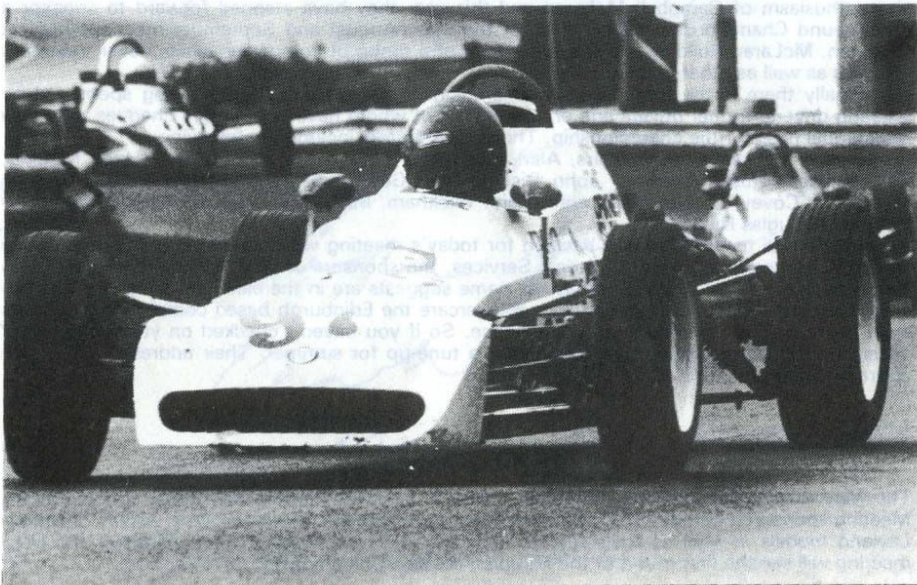
NEXT MEETING

The May meeting at Ingliston — Sunday, May 1 — is the Carmichael Motor Group Trophy Meeting sponsored by one of Scotland's largest motor groups. There will be a display of British Leyland models as well as Rolls Royce, including the new Maestro and remember the May meeting will see the first round of the McLaren Historic Championship.



The man who has dominated Clubmans classes since he changed some years ago from his successful Lotus Elan, John Fyda, who runs a successful engine tuning company, Agra, in Dundee. His A class Clubmans car should be competitive in the Formula Libre Class.

Below: The furthest travelled driver to visit Ingliston is Willie Hourie from the Orkney Islands with his Crossle. He has managed to raise sponsorship this year and hopes to race at Ingliston once more.



WHY CHARITIES?

It has become a tradition at Ingliston to run an event at the first meeting in aid of the Edinburgh Students' Charities Appeal.

No matter what subjective views you might have about students and their antics their commitment through the years to charity has been complete. Indeed they have on occasion shamed us all by their sheer brio in considering the plight of others.

The Appeal is an organisation run voluntarily by students from all Edinburgh colleges and universities. Last year they distributed nearly £15,000 and in 1983 they are out to raise even more.

If you don't support them today remember they have a whole programme in April and their other events are as follows:

Saturday, April 23 — Garden Fete on the Meadows with fun fair.

Monday April 25 — Torchlight procession from the Castle Esplanade to Calton Hill with a bonfire and fireworks display.

Saturday, April 30 — Floats, procession starting Waterloo Place at 3 p.m. and travelling along Princes Street, Lothian Road to the Grassmarket.

If you would like to obtain further details the appeal headquarters is at 42 Pleasance, Edinburgh and the telephone numbers are 031-556 3375 and 031-556 3203.

When the students come round today, help them to help others, give their can a link and you will be benefitting the following charities:

- Dr Barnardo's.
- Edinburgh University Settlement.
- Lord Provost's Benevolent Fund.
- Children's Holiday Venture.
- Evening News/Odeon Appeal Fund.
- The Thistle Foundation.
- Edinburgh Voluntary Transport.
- Saughton Braille Unit.
- Royal Scottish Society for the Prevention of Cruelty to Children.

- Craigmillar Festival Society (Ambulance Fund).
- The Royal National Institute for the Blind (Edinburgh).
- Scottish Society for the Mentally Handicapped (Edinburgh Branch).
- The Malcolm Sargent Cancer Fund for Children.
- Muscular Dystrophy Group of Great Britain.

THE MARLBORO CHALLENGE

Have you entered the Marlboro Challenge yet?

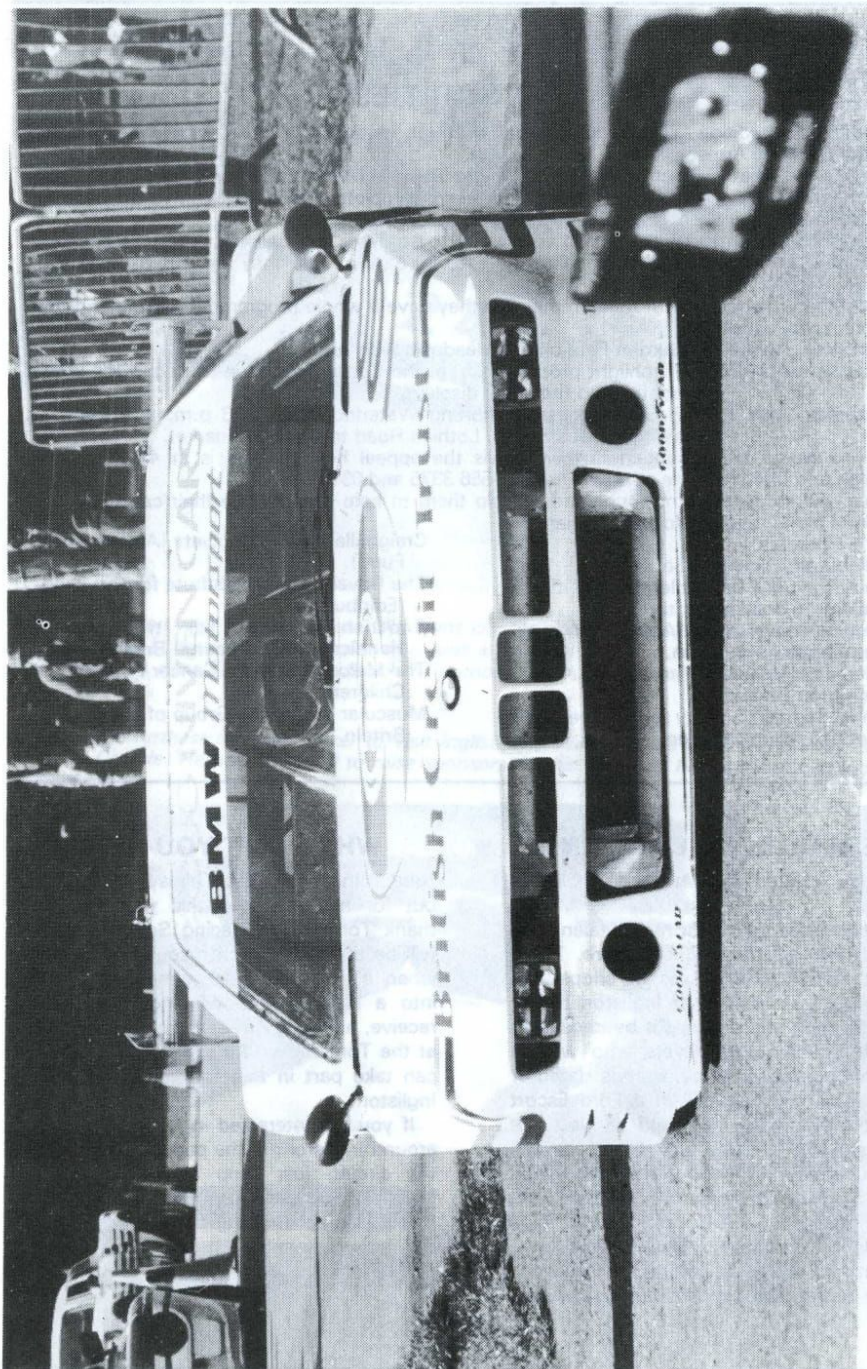
Marlboro are looking for racing talent and it might be you standing out there. There are six million entry forms in shops and garages as well as here at Ingliston today. Fill in the form and you might be chosen as one of the thousand drivers who will be taken to either Silverstone, Brands Hatch or Thruxton to try your skill in a Ford Escort XR3i to test your skill and if you are successful and become the winner you will get a full season of Marlboro sponsorship in the BRSCC Star of Tomorrow Formula Ford Championship in 1984 and a drive in a Formula 3 car at the end of the season.

Want to know more? Go to the Marlboro display beside the Herdsman's Restaurant.

WHY DON'T YOU HELP?

Here at Ingliston we are always on the look-out 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.



This year we hope to welcome back to Ingliston Jeff Wilson with his fabulous BMW M1 special GT. Built from the chassis of a Chevron Formula 5000 car it has proved to be very competitive both here and down south.

INGLISON 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 |

INSIGNIA ORDER FORM

I, Mr/Mrs/Miss

of

Membership No.

hereby apply for the following items of Insignia. All prices are VAT inclusive at current rate.

| No. ordered | Type | Unit Price | Order Value | No. ordered | Type | Unit Price | Order Value |
|-------------|------------------|------------|-------------|-------------|------------------|------------|-------------|
| ..... | Car Badge | £4.30 | £ : | ..... | Cuff Links (pr.) | £1.60 | £ : |
| ..... | Windscreen Bdge | 60p | £ : | ..... | Tee Shirt | £3.20 | £ : |
| ..... | Repeat Motif Tie | £2.70 | £ : | ..... | ExS S M L ExL | | |
| ..... | Blazer Badge | £3.80 | £ : | ..... | Sweat Shirt | £5.90 | £ : |
| ..... | Overall Badge | £1.60 | £ : | ..... | S M L ExL | | |
| ..... | Single Motif Tie | £1.10 | £ : | ..... | Key Ring | £1.60 | £ : |
| ..... | Lapel Badge | 60p | £ : | ..... | Car Decal | 60p | £ : |

Carried Fwd _____

Brought Fwd _____

TOTAL _____

When ordering Tee or Sweat Shirts please indicate size required.

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24440 Edinburgh VAT Reg. No. 270 4631 74

For Office Use

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:

Annual Subscription — Racing Member (£15) £
 Ordinary Member (£10) £
 £

INSIGNIA ORDER FORM

I, Mr/Mrs/Miss
 of
 Membership No.

hereby apply for the following items of Insignia. All prices are VAT inclusive at current rate.

| No. ordered | Type | Unit Price | Order Value | No. ordered | Type | Unit Price | Order Value |
|-------------|------------------|------------|-------------|-------------|---------------|------------|-------------|
| | Cuff Links (pr.) | £1.60 | £ | | Tee Shirt | £3.20 | £ |
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| | Blazer Badge | £3.80 | £ | | S M L ExL | | |
| | Overall Badge | £1.60 | £ | | Key Ring | £1.60 | £ |
| | Single Motif Tie | £1.10 | £ | | Car Decal | 60p | £ |
| ..... | Lapel Badge | 60p | £ | | | | |
| | Carried Fwd | | | | Brought Fwd | | |
| | | | | | TOTAL | | |

When ordering Tee or Sweat Shirts please indicate size required.

You could be going to the Italian Grand Prix this year, on us!

As the winner of our 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: _____

LOWLAND

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145 x 13 steel **from £15.95**
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