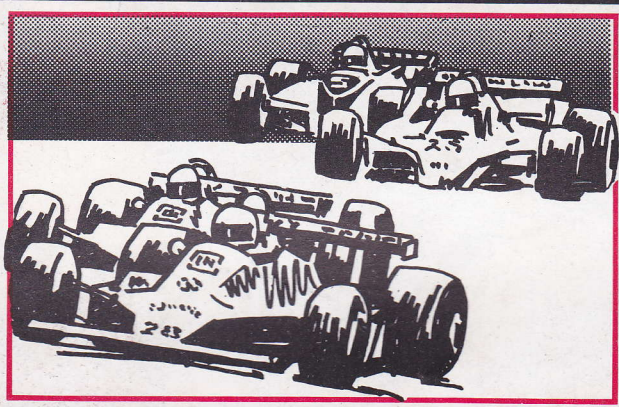


Marlboro

Trophy Race Meeting

Ingliston



Historic Racing Cars, Single Seater Racing Cars
Sports and Saloon Cars, Go-Karts

FINALS OF SCOTTISH CHAMPIONSHIPS

Marlboro Pitts Special Aerobatic Display,
Helicopter Rides, Lucky Programme Prizes

Sun. 11th October

Racing Starts at 2pm



OFFICIAL PROGRAMME — 40p

For Conditions of Admission see inside

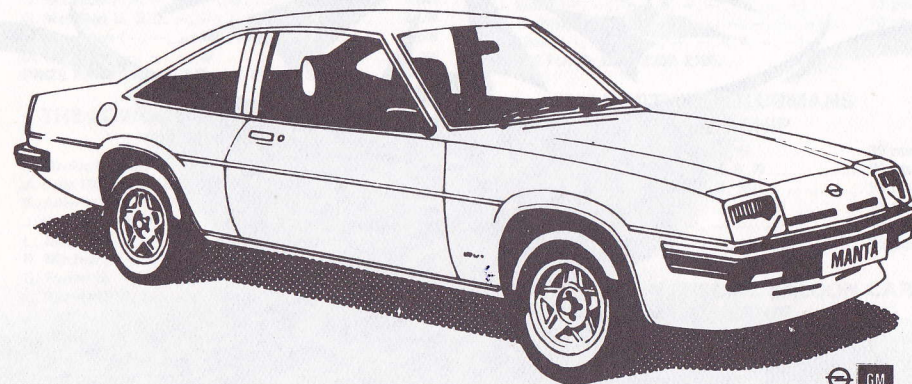




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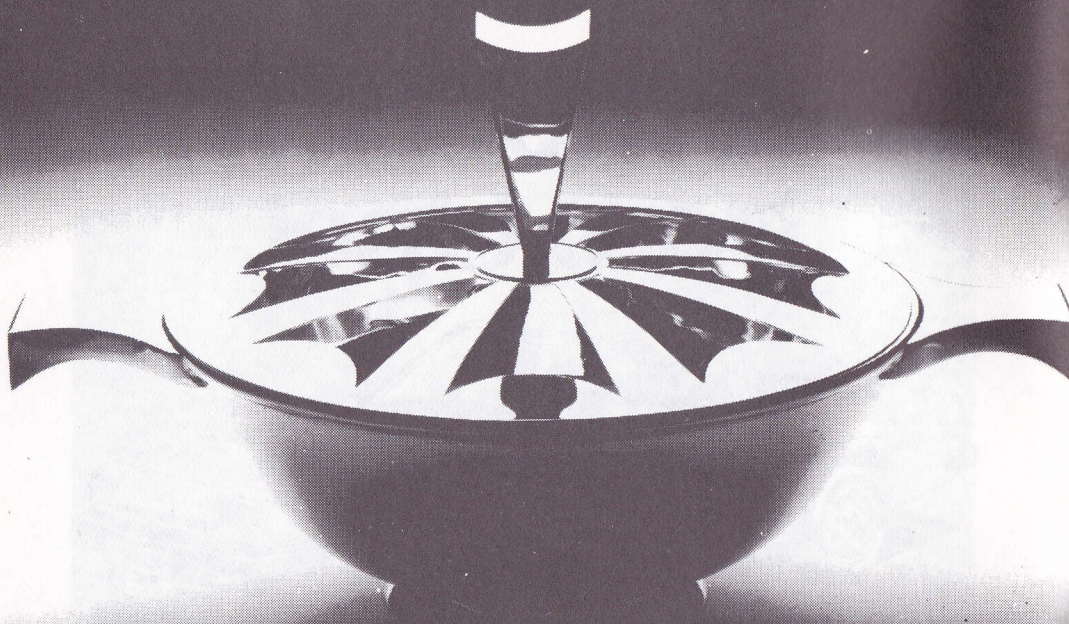


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SCOTTISH & NORTHERN CHAMPIONSHIP PLACINGS 14/9/81

THE GLASGOW HERALD SCOTTISH LIBRE SERIES organised by SMRC

D. Duffield (-, 10, 7, 7, 10)	34 pts
A. Barton (6, 6, 8, 10, 10)	34 pts
J. Evans (11, -, 9, -, -)	20 pts
S. Lawson (6, -, 4, -, 6)	16 pts
B. Leckie (4, 10, -, -, -)	14 pts
S. Robb (1, 4, 3, -, 4)	12 pts
C. Richardson (4, -, -, -, 4)	8 pts
G. McMillan (3, 3, 2, -, -)	8 pts
J. Stevenson (-, -, -, 6, -)	6 pts
D. Muter (-, -, -, -, 6)	6 pts

PRIZE FUND: 4 Svrs, 3 Svrs, 2 Svrs, 1 Svr.

THE CALEDON COAL COMPANY NORTHERN LIBRE SERIES

A. Barton (-, 9, 6, 8, 8, 4, 7, 11, 10, 10)	73 pts
D. Duffield (7, -, 10, 7, 7, -, -, 7, 7, 7)	52 pts
V. Musetti (-, -, -, 10, -, 6, 11, 6, -, -)	33 pts
D. Muter (3, -, 6, 3, -, -, 7, 3, 3, 3)	28 pts
S. Robb (-, 3, 4, -, 4, -, -, -, -, -)	17 pts
B. Leckie (-, 6, 10, -, -, -, -, -, -, -)	16 pts
J. Evans (-, -, -, 4, 9, -, -, -, -, -)	13 pts
G. McMillan (-, 4, 3, -, 3, -, -, -, -, -)	10 pts
A. Glass (-, -, -, -, -, -, 4, 4, -, -)	8 pts

PRIZE FUND: £500, £200, £100.

THE LOWLAND TYRES SPORTS CAR CHAMPIONSHIP

J. Mackie (11, 10, 11, 10, 11, 10)	53 pts
J. Fyda (10, -, 10, 6, 3, 10)	39 pts
K. Allen (-, 10, 7, 10, -, 5)	32 pts
J. Stevenson (6, 6, -, -, 7, -)	19 pts
L. Jacobsen (-, -, 6, -, 6, 7)	19 pts
R. Mitchell (4, 4, 3, 4, 1, 1)	16 pts
G. Sword (6, -, -, 6, -, 3)	15 pts
C. Reeves (3, 6, 4, -, -, -)	13 pts
J. Barr (4, -, 4, -, -, 3)	11 pts
S. Watson (-, -, -, 4, 6)	10 pts

PRIZE FUND: £250, £125, £75, £50.

THE SHELL SUPER MOTOR OIL CHAMPIONSHIP FOR FORMULA FORDS

T. Brown (8, 11, 10, 10, 10, 5)	49 pts
R. Low (10, 8, 6, 6, 6, 9)	39 pts
V. Covey (3, 3, 4, 4, 4, -)	18 pts
C. Stenhouse (4, -, 3, 3, 2, 2)	14 pts
W. Hourie (-, -, -, -, 3, 6)	9 pts
K. Wickham (-, 4, -, -, -, -)	4 pts
G. Stephenson (2, 2, -, -, -, -)	4 pts
C. D'Agostino (-, -, -, -, -, 3)	3 pts
W. Warwick (-, -, -, 2, 1, -)	3 pts
B. Jamieson (-, -, 2, -, -, 1)	3 pts

PRIZE FUND: £300, £150, £100, £75, £50.

THE HAMILTON & INCHES NORTHERN MODIFIED SPORTS CAR CHAMPIONSHIP

K. Murray (-, 6, 11, 10, 10, -)	37 pts
G. Coghill (7, 5, 6, 4, 5, 10)	37 pts
S. Share (4, 4, 6, 3, 7, 7)	31 pts
C. Simpson (6, 7, 9, 7, -, -)	29 pts
H. Simpson (9, 11, -, 4, 4, -)	28 pts
R. Gauld (10, 11, 1, -, -, -)	22 pts
K. Coleman (4, 4, -, 6, 6, -)	20 pts

PRIZE FUND: £100.

THE NORTHERN CLUBMANS CHAMPIONSHIP

K. Allen (6, -, 7, 4, 7, -, 10, -, 5)	39 pts
J. Mackie (-, -, 7, 8, -, -, 7, 8, 7)	37 pts
J. Fyda (-, 7, -, 7, -, -, 6, 6, 10)	36 pts
S. McEwen (-, 6, 3, -, -, -, -, 3, 3)	15 pts
A. Smith (7, -, -, -, 7, -, -, -)	14 pts
S. Watson (-, -, -, -, -, 4, -, 6)	10 pts

THE INGLISTON SPECIAL SALOON CAR CHAMPIONSHIP

D. Ogilvy (10, 11, 7, 10, -, 6)	44 pts
J. Pinkerton (7, 10, 6, 6, 10, 7)	40 pts
G. Stuppel (9, 6, 10, 10, -, -)	35 pts
H. Gillanders (6, 8, 9, -, -, 10)	33 pts
R. Cumming (-, -, -, 10, 7, 10)	27 pts
W. Donald (3, 1, 3, 6, 10, 4)	26 pts
M. Burgess (7, -, 10, -, -, 6)	23 pts
B. Milne (4, -, -, 4, 6, 3)	17 pts

THE SCOTCIRCUITS GT CHAMPIONSHIP

J. McGaughay (7, 10, 7, -, 10, 10)	44 pts
A. Ritchie (-, 4, -, 9, 10, 6)	29 pts
H. Chalmers (10, -, 11, 1, -, 7)	29 pts
G. Coghill (6, 7, 1, 6, 8, -)	28 pts
R. Gauld (8, 9, -, -, 9)	26 pts
K. Murray (-, -, 10, -, 9, -)	19 pts
H. Simpson (-, 9, -, 9, -, -)	18 pts
H. Gillanders (4, 3, 6, -, -, 5)	18 pts
C. Simpson (4, 7, 6, -, -, -)	17 pts
J. Pinkerton (-, 3, -, 4, 6, 3)	16 pts
W. Robertson (-, -, 4, 10, -, -)	14 pts
R. Cumming (-, -, -, 6, -, 6)	12 pts
E. Beermann (3, 6, -, -, -, 3)	12 pts
G. Stuppel (-, 2, 4, 6, -, -, -)	12 pts
I. Forrest (11, -, -, -, -, -)	11 pts
E. Paterson (-, -, -, -, -, 10)	10 pts
W. Donald (3, -, 4, -, -, 3)	10 pts

PRIZE FUND: £500, £300, £200, £100.

Bonuses of £50 to each class winner.

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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AVONBRIDGE 559/502

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



THE END OF AN ERA?

Yes, we know today sees our traditional Historic Racing Car event, but it is not that type of ERA that is referred to above! Racing drivers, like racing cars, do tend to age, but unlike the Historic machines (some of which are in fact going faster now, on modern rubber, than in their heyday) the drivers are prone to falling away with vintagification! Whether this has anything to do with the drivers personal power to weight ratio or not is a question that could provide someone with an interesting research project!

Seriously, the regular drivers at Club circuits do tend to change from time to time, and the crowd's favourites in one decade will be forgotten, to all but the most enthusiastic, in the next. At Ingliston, this "change-over" in drivers has tended to occur somewhat dramatically, rather than in a gradual fashion over the years. For example, in the late '60s the favourites at Ingliston included Willie Forbes, Bill Stein, Tommy Reid, Ronnie Mackay, Graham Jenny and Gerry Birrell, Tom Walkinshaw, Dick Scott, Andy Barton, Sedric Bell, Bill Borrowman, and others. Of those drivers, only Andy (who must surely be one of the greatest Club competitors of all time) remains a regular Ingliston competitor. The rest either moved south, or gave up racing in one way or another in the early '70s. At the time, the disappearance of so many favourite names and faces from the grids at Ingliston over a relatively short period of time, marked a definite end to an era, and many then wondered who would rise to take their place.

The era of Willie Forbes and the others was of course the golden period of libre racing at Ingliston, when single-seater races were the crowd favourites and main events of the day. As that period in Ingliston's history drew to a close a new style of racing developed, and during the 1970s there can be no doubt but that it was the mighty saloons/GTs that captured the public imagination. Before long, Border Farmer Doug Niven's flamboyant style of driving established him as one of the crowds favourites in this new atmosphere, and the '70s then saw a succession of top saloon/GT names making Ingliston a regular racing place — Bill Dryden, Walter Robertson, Mick Hill, Tony Sugden, Norman Hodgson, Alec Poole, "Yogi" Muir, all played their part in establishing Ingliston as THE special saloon car circuit of Great Britain during the decade just past.

Are there signs, now, that the end of that era is now upon us? We have to be honest and admit that 1981 has been one of the poorest years for racing for quite some time. While much can quite properly be blamed upon the present economic climate, it is perhaps worth remembering that Ingliston has previously suffered two periods which might loosely be described as providing racing of a less exciting than usual nature! One such period was in the mid-'70s, during the last economic crisis, and the second such period was at the time of the



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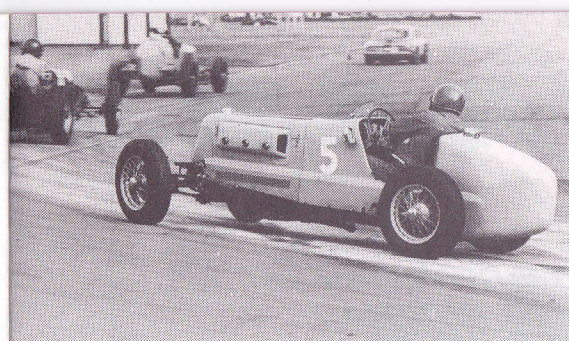
There's never been a standard production Colt as fast as the new Lancer 2000 Turbo * 127 mph top speed; 0-60 mph in 8.6 seconds; standing start ¼ mile in 16.1 seconds (Source: Autocar 11.7.81) * 168 bhp (DIN) turbocharged Mitsubishi 'silent shaft' engine * alloy wheels * ventilated disc brakes all round * front and rear air spoilers. See the 127 mph Lancer 2000 Turbo now at:

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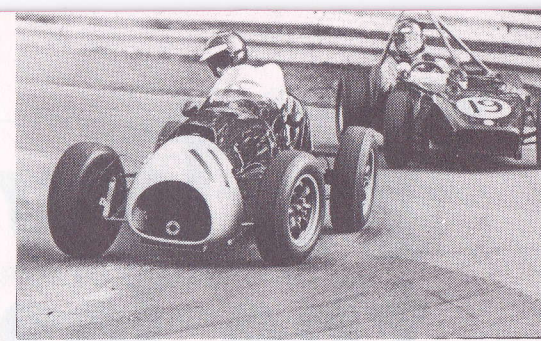
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Guy Smith's 1934 Frazer Nash.



Roddy MacPherson and Mike Harrison fight it out.

"change over" from the "old brigade" to the stars of the '70s. Are we thus seeing a combination of both factors in this current year? Economic considerations have certainly affected all spectator sports, and this has undoubtedly affected in turn the quality of the grids at Motor Racing Meetings. Then, too, many of the old favourites have not been appearing at Ingliston, for one reason or another, this season, and there is a definite feel of "retirement" in the air! Perhaps the position is best summarised in the history of perhaps the "king" of the special saloon car drivers, Dougal Niven. Dougal's first race (in which he finished second in a twin-cam Ford Anglia) was in fact at the Novices Race Meeting at Ingliston in March 1969. His appearance on the racing scene coincided with the end of the "Libre era" and he more than anyone has personified the Special Saloon/GT racing scene throughout the '70s. Today, for the **Akai Trophy Race**, Dougal makes his final Ingliston appearance in the monster 5-litre VW Beetle (101) in which he scored many of his finest successes. Although (unlike its driver?) the Beetle is now getting somewhat long in the tooth — its first appearance at Ingliston was at the hands of Mick Hill in September 1977 — nevertheless it remains the joint class lap record holding GT at the circuit, and providing Dougal's racing skills have not rusted up over the summer, the car should give a good account of itself today.

While the appearance of the Beetle may signal the end of an era, that era will certainly go out with a bang! Assembling against Dougal are the 2-litre Skoda of Donington Champion Walter Robertson (105) and the 2-litre Renault 5T of the new Scottish GT Champion Jim McGaughay (110). Bearing in mind that the Beetle can be something of a handful in the wet, Dougal will be looking for dry conditions today — should the track be slippery, however, the lighter 2-litre cars could well have the edge, as could last year's GT Champion Eric Paterson, with his 1380 cc Lotus Europa (125). On this car's first outing in September Eric was clocking up times a mere 0.3 seconds off Hugh Chalmers' class lap record, and the undoubted potential of the Europa could make this the car to watch in 1982.

The Europa itself is based on Eric's Championship winning 1980 car with a lengthened wheelbase, and its appearance sets alight the 1500 cc GT class. Then too, mixed in amongst the 1981 GTs, is a GT from 11 years ago. Although technically ineligible for this class as presently constituted, there really is no other home for Andrew Fletcher's Chevron B16 (100) today, and considering that this was turning in 52-second laps in 1971, what might it do today on modern tyres and with the faster hairpin!

Although Jim McGaughay can be acknowledged as the new 1981 GT Champion, the battle for second place is now raging fast and furiously. In the 1500 cc class of the Akai Trophy Race, Alan Ritchie's Davrian (175) has to find its way home ahead of Eric Paterson to make sure of maximum points, while, on equal points in the Championship, Hugh Chalmers takes on a capacity 1-litre grid with his Davrian (176). Principal opposition in the 1000 cc class will undoubtedly come from George Coghill's Davrian (180), the similar car of Ken Murray (181), and Ricky Gauld's Siletto (170) and any one of these drivers could yet take second place in the Championship! Perhaps with more of an "edge" than the others is Ricky Gauld, who also makes his final Ingliston appearance today before emigrating to Canada. No doubt all of his many friends will wish him every success in his new life, as do we.

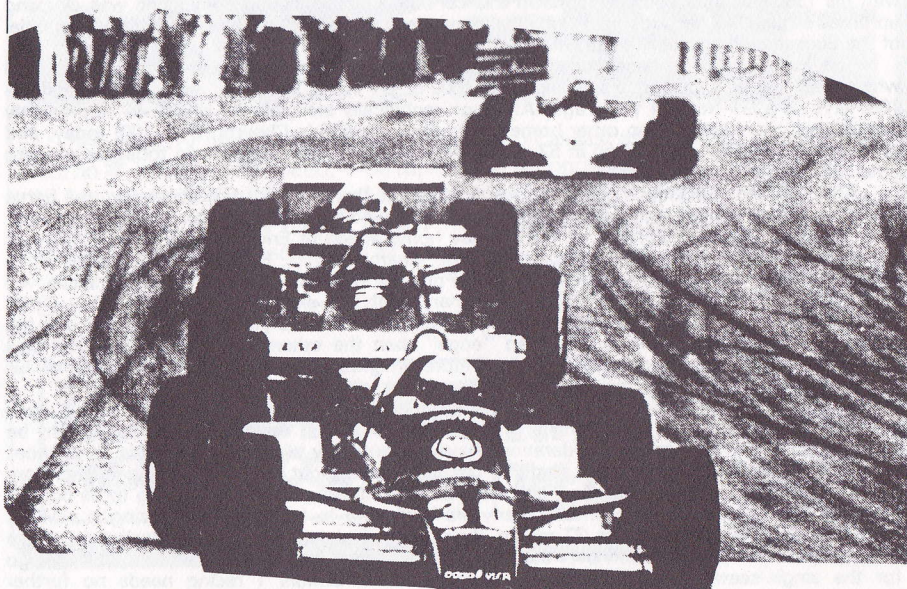
If this is the end of the GT era (and we have yet to be convinced that that is the case, although undoubtedly we are seeing a gradual change over in drivers), could the pattern be reverting to Libre? Economic considerations have undoubtedly blighted Libre fields throughout Britain this year, but once money starts to circulate throughout the economy again there are many excellent Formula 1, Formula 2 and Atlantic cars sitting around just waiting to be bought up. Although never a cheap Formula, many are beginning to feel that Libre racing is now no more expensive than competitive GT racing, if not even cheaper at club level! **Marlboro**, whose blanket sponsorship at Ingliston over the past 2 years has been greatly appreciated, certainly go for the single-seaters and their heavy involvement in Formula 1 racing needs no further

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SCOTTISH MOTOR RACING CLUB LTD.

INGLINGTON
SCOTCIRCUITS LTD
MOTOR RACING CIRCUIT

THE MARLBORO TROPHY RACE MEETING

Inglinton — 11th October, 1981

Promoted by
SCOTCIRCUITS LTD.

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.
—	—	250cc/125cc Kart Demonstration	8	12.00	1.45
1	8.30	The Longstone Motor Co. Ltd. Trophy Race for Sports Cars	12	9.30	2.00
—	—	Cavalcade of Colt Cars	1	—	2.20
2	8.55	The Akai Trophy Race , Heat 1 for GT Cars over 1000 cc.	10	9.55	2.30
3	9.20	The Shell Super Motor Oil Championship Race for Formula Ford 1600 Cars.	12	10.20	2.55
4	9.45	The Akai Trophy Race , Heat 2 for GT Cars up to 1000 cc.	10	10.45	3.20
—	—	Demonstration by Colt Racing Team .	5	—	3.40
5	10.10	The McLaren Builders' Historic Car Race .	12	11.10	3.45
—	—	Aerobatic Display by Marlboro Pitts Special.	—	—	4.10
6	10.35	The Marlboro Trophy Race for Libre Cars.	15	11.35	4.30
7	—	The Akai Trophy Race for GT Cars — Final.	15	—	4.55
12.30		Drivers' Briefing in Scrutineering Bay.			
1.40		All Marshals at posts, please.			

EVENT

1

THE LONGSTONE MOTOR COMPANY LTD. TROPHY RACE
for Sports Cars.

Car No.	Driver/Entrant	Make/Model	c.c.	From
Class A Clubmans Cars				
25	JOHN FYDA/Agra (Precision Engineering) Co. Ltd.	Mallock Mk18B	1700	Dundee
28	JOHN BARR	Mallock Mk19	1600	Callander
29	JIM STEVENSON	Mallock Mk21	1700	Aberdeen
31	KENNY ALLEN/Alex Smith Metals, Ayr	Mallock Mk20	1600	Crossford

Class B Clubmans Cars				
39	GRAHAM SWORD/Perries of Elgin	Mallock 16B	1600(B)	Calcotts
40	REG FORESTER-SMITH	Marquis Magnum	1600(B)	Annan
43	SANDY McEWEN/Tom Brown Racing	Mallock 16B	1600(B)	Rutherglen
44	JIM IRWIN	Mallock U2	1600(B)	Hamilton
46	JOHN MACKIE	Mallock 21B	1600(B)	Kirkcaldy
47	WILLIAM DRUMMOND	Centaur 17B	1600(B)	Echt

Sports 2000 Cars				
30	KEITH BOWMAKER	Lola 492	2000	Chopwell
32	BRIAN STEVENSON	Chevron B52	1996	Falkirk
33	JOHN CLARK	Chevron B52	2000	Aberdeen
35	LAURENCE JACOBSEN	Chevron B52	2000	Glasgow
36	RICHARD MITCHELL	Link 2000	2000	N. Berwick

Final round in the LOWLAND TYRES CHAMPIONSHIP for Sports Cars, and a round in the Northern Clubmans' Championship.

Class lap records: Class A — Andy Smith (Mallock), 46.8 secs., 79.23 mph (14/9/80); Class B — John Mackie (Mallock), 50.4 secs., 73.57 mph (16/8/81); Sports 2000 — Laurence Jacobsen (Chevron B52), 51.0 secs., 72.71 mph (17/5/81).

2.00 p.m.
12 laps

EVENT

2

THE AKAI TROPHY RACE. Heat 1 for GT Cars over 1000 cc.

Over 1500 cc				
100	W. H. TUCKETT/ADT Fletcher	Chevron B16	1930	Pencaitland
101	DOUG NIVEN/Border Reivers	Beetle	5000	Whitsome
102	RON CUMMING	Fiat Coupe	1850	Kemnay
105	WALTER ROBERTSON/Colin Bennet Racing/ Sportstune (Accs), Edinburgh	Skoda	2000	Edinburgh
107	MURRAY BURGESS	Escort Chevy	4700	Mintlaw
108	EDDY BEERMANN	Ford Escort	1994	Glasgow
109	MAX BROWN	Ford Escort BDA	1700	Largs
110	JIM McGAUGHAY/FES Forth Electrical (Stirling)	FES Renault 5T	1930	Lochgillhead
1001-1500 cc				
114	JIM PINKERTON	Mini Cooper 'S'	1293	Glasgow
125	ERIC PATERSON	Lotus Europa	1380	Edinburgh
171	STAN SHARE	Clan Crusader	1100	Ardentenny
172	COLIN SIMPSON	Davrian	1140	Dundee
175	ALAN RITCHIE	Davrian	1120	Paisley

Rounds in the HAMILTON 8 INCHES CHAMPIONSHIP for Modified Sports Cars and in the Ingliston Special Saloon Car Championship.

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

EVENT

3

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

48	TOM BROWN/Tom Brown Racing	Van Diemen RF80	1600	Cambuslang
50	CHRIS D'AGOSTINO	Van Diemen RF79/80	1600	Bridge of Don
51	ALEX McDONALD/Reflex Racing/Canon	PRS 80F	1600	W. Calder
52	WALLY WARWICK	Van Diemen	1600	Darlington
55	PETER JAMIESON	PRS	1600	Falkirk
58	BOB BAILEY/Space Invaders from Tobac Vending	Van Diemen RF79	1600	Riding Mill
62	IAN McCLOY	Dulon MP17	1600	Bishopton
63	WILLIAM ROSE	Merlyn 29A/30	1600	Fyvie
66	GRAHAM LEGGET	Van Diemen RF78	1600	Edinburgh
72	DOUGLAS HAMILTON/Lothian Sports Cars Ltd.	Van Diemen RF78	1600	Edinburgh
80	VIC COVEY/Reflex Racing/Canon	PRS81F	1600	W. Calder
82	BRYAN GOWANS	PRS	1600	Dalbeattie
83	RALPH HALLEY/Scott Halley's Touring Stabiliser	Crossle 31F	1600	Milngavie
85	ARCH CROMAR/Crow's Nest Hotel	March 708	1600	Anstruther
86	ANDREW PATTERSON	Hawke DL19B	1600	Blairlogie
89	CHIC STENHOUSE	Van Diemen RF81	1600	Kirkcaldy
94	KEVAN CROSTHWAITE	Crossle 25F	1600	Glasgow
96	TONY GEMMELL/Newtown Auto Centre	Crossle 25F	1600	Edinburgh
97	WILLIE HOURIE	Crossle 32F	1600	Sandwick
99	GEORDIE TAYLOR	Merlyn MkII	1600	Kemnay

Final round 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).

2.55 p.m.
12 laps

EVENT

4

THE AKAI TROPHY RACE, Heat 2 for GT Cars up to 1000 cc

126	EWEN BUCHAN	Maguire Imp	998	Currie
128	HARVEY GILLANDERS	Hillman Imp	998	Ellon
129	WILLIAM DONALD	Hillman Imp	998	Tarland
130	DAVID OGILVY/Sportstune	Sunbeam Stiletto	998	Edinburgh
131	COLIN PHILIP	Imp	998	Adersier
134	BRIAN FLETCHER	Hillman Imp	998	Aberdeen
135	BOB MILNE	Hillman Imp	998	Aberdeen
138	BRIAN MacLEOD/Coul Plant Hire	Hillman Imp	998	Kildary
139	BOB BURGESS	Hillman Imp	998	Mintlaw
140	ROBIN INCH	Hillman Imp	998	Corstorphine
141	ROD MacLEOD	Hillman Imp	998	Stirling
142	ROBERT GRAY	Hillman Imp	998	Alness
159	NORMAN GILLANDERS	Hillman Imp	998	Peterhead
170	RICKY GAULD/Express Surefreight	Sunbeam Stiletto	998	Insch
176	HUGH CHALMERS	Davrian	998	Balerno
180	GEORGE COGILL/Norfrust	Davrian Mk7/8	998	Halkirk
181	KEN MURRAY	Davrian MkVII	998	Strichen
187	KENNY COLEMAN	Davrian	998	Plains
190	IAN FORREST/The Drambuie Liqueur Co Ltd	Drambuie Davrian	998	Kirkliston
194	HARRY SIMPSON/Edinburgh Aluminium Products	Davrian Mk8	998	Corstorphine

A round in the HAMILTON 8 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. — Ken Murray (Davrian), 52.8 secs., 70.23 mph (17/5/81).

3.20 p.m.
10 laps

EVENT

5

THE McLAREN BUILDERS' HISTORIC CAR RACE

Car No.	Driver/entrant	Year	Make/Model	c.c.	From
Pre-War Cars					
1	RON FOOTITT	1925	AC/GN The Cognac	1991	Kidderminster
2	GUY SMITH	1934	Fraser Nash	3500	Matlock
Post-War Cars					
7	RODERICK MACPHERSON	1953	Cooper Bristol	1971	Perth
8	OLIVER ROBINSON	1953	Cooper Bristol	1971	Romsey
11	GRANT STEPHEN	1960	Elva Junior	1100	Duns
12	ROD TOLHURST	1961	Cooper T56 FJ	997	Maidstone
14	PHIL BOWKER	1959	Elva	1098	Carnforth
15	BILL NESS	1959	Merlyn Mkl FJ	997	Bearsden
16	RANDOLPH STEWART	1957	Cooper Norton	500	Alexandria
17	JOHN FOSTER	1950	Jaguar XK120	3443	St. Andrew's
18	DOUGLAS McLAY	1957	MG A	1650	Colchester
19	K. R. MACLEOD	1958	MG A Coupe	1650	Edinburgh
20	MIKE HARRISON	1960	Mallock U2	1100	Appleby
		1962	Brabham BT		
80	DAVID GRANT	1959	Elva FJ	1098	Caton
83	TONY STEELE	1960	Lola FJ	1098	High Bentham

3.45 p.m.
12 laps

EVENT

6

THE MARLBORO TROPHY RACE for Libre Cars.

Over 1600 cc				
3	ANDY BARTON	March 78/792	1994	Newburn
6	JOHN BOTHAMLEY	March 792 Hart	1998	Penicuik
7	STUART LAWSON	March 772	1994	Kirkliston
18	MARTIN DUNN	Chevron B40 Hart	2000	Evanton
21	RUSSELL SPENCE	Royale RP30	2000	Bradford
25	JOHN FYDA/Agra (Precision Engineering) Co Ltd	Mallock Mk18B	1700	Dundee
29	JIM STEVENSON	Mallock 21B	1700	Aberdeen

Up to 1600 cc				
10	COLIN RICHARDSON	March 77B	1600	Peebles
11	DAVE MUTER	Barton JTB1	1600	Newcastle
20	DAVID DUFFIELD/Caledon Coal	Ralt RT4	1600	Kirkliston
31	KENNY ALLEN/Alex Smith Metals, Ayr	Mallock Mk20	1600	Crossford

A round of the CALEDON COAL COMPANY NORTHERN LIBRE SERIES.
A round of the GLASGOW HERALD SCOTTISH LIBRE SERIES.

Class lap records: Up to 1600 c.c. (and Atlantic) — David Leslie (Ralt RT4), 43.9 secs., 84.46 mph (14/9/80); Over 1600 c.c. — Andy Barton (March 782), 44.3 secs., 83.70 mph (17/5/81).

4.30 p.m.
15 laps

EVENT

7

THE AKAI TROPHY RACE for Grand Touring Cars — Final

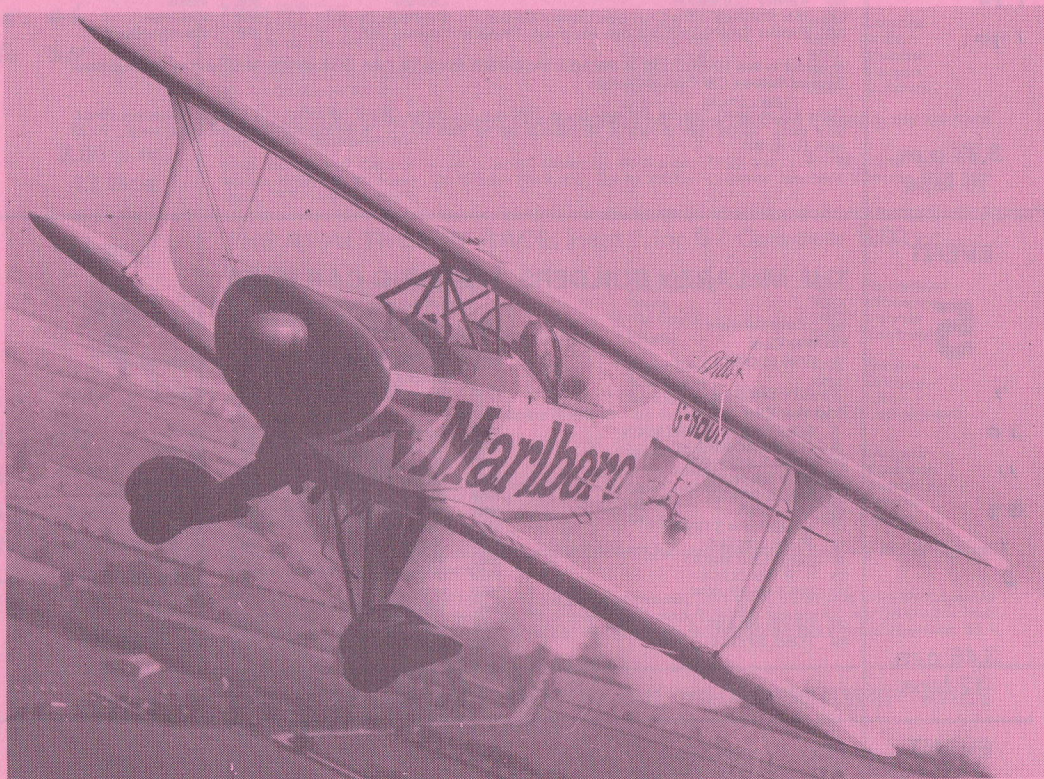
For the fastest 5 from each class in Events 2 and 4 plus the next fastest car (irrespective of class).

A round in the Scotscircuits 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. — Hugh Chalmers (Davrian), 52.2 secs., 71.03 mph (17/5/81); Up to 1000 c.c. — George Coghill (Davrian), 52.0 secs., 71.31 mph (16/8/81).

4.55 p.m.
15 laps

1) 110 2) 101 3) 105 4) 128 5) 102 6) 176



RACE PRIZE FUNDS

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

In Events 1, 2, 4, 5 and 7* £36, £24, £16 per class
(*1st overall £24)

In Event 3 ... £40, £30, £20, £10.

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

illucidation. Indeed, without Marlboro, motor racing would be in a very sorry state both at World Championship level and at club level, so heavily are they committed to supporting the sport. It is fitting, thus, that the race bearing their name in the **Marlboro Trophy Race Meeting** is for single-seaters, and that race should see a titanic struggle between the 2 leading contenders in the Glasgow Herald Scottish Libre Series. With Andy Barton (3) and David Duffield (20) tying on points for the lead of this Championship, everything hangs on today's race. When watching the event, don't forget that Andy and David are competing in different capacity classes, and also that only the best 4 scores will count at the end of the season. Since both competitors are already drawing their scores from 4 events, this of course means that each require to improve on their "worst" score today to augment their points total. Looking at the equation that way, Andy Barton has a slight edge, since his "worst" score is 6, David's being 7 — if each wins their class, as seems probable, everything is going to depend upon who gains bonus points for fastest class lap, and also for class lap records (if appropriate). No quarter will accordingly be asked or given in the **Marlboro Trophy Race**, and both drivers will be going "hell for leather" to gain maximum possible points. Probably David Duffield's only regret will be that he no longer has a chance of winning the Northern Libre Series sponsored by his own sponsors, Caledon Coal Company. Andy Barton is now the unbeatable Northern Libre Champion, with David Duffield in a secure second place. A battle remains, however, for third place, where Dave Muter (11) makes a last minute bid to overtake Val Musetti.

Marlboro's involvement in today's race meeting does not rest with their sponsorship, however. Immediately before the **Marlboro Trophy Race** John Taylor of the Marlboro Aerobatic Team will give a display demonstrating the amazing versatility of the Marlboro Pitts Special. Look out for the two-turn "Vertical Roll" as the aeroplane approaches to commence the display at over 200 mph. At the top of the roll the aeroplane will be almost stationary and with a smart movement of the rudder pedals the pilot will execute a "stall" turn — left a fraction too late and the Pitts will actually be flying backwards! Watch out too for the "Avalanche". The aircraft is pulled into a tight loop with the pilot experiencing over 5½-G — i.e. he is 5½ times his own weight — at the top of the figure the pilot momentarily puts on full rudder and the aircraft flicks twice about its own flight path. It all happens so fast that if you blink you will miss it! All of these manoeuvres are only really possible in such a versatile aircraft as the Pitts Special which is specially designed and built to withstand the extreme stresses of high speed aerobatics.

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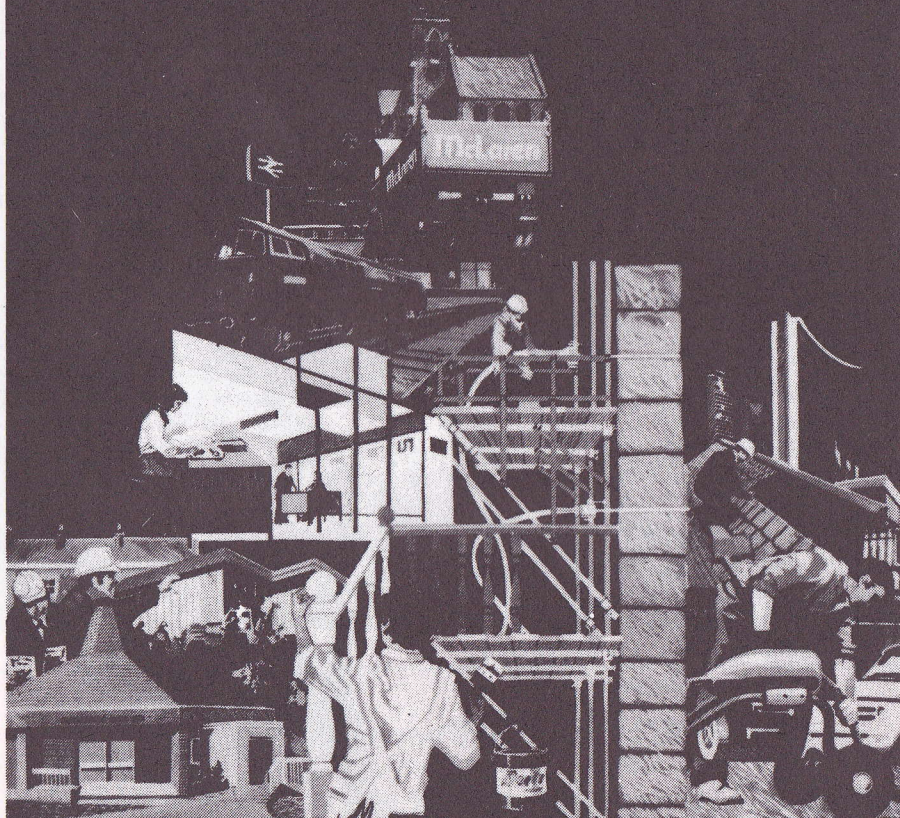
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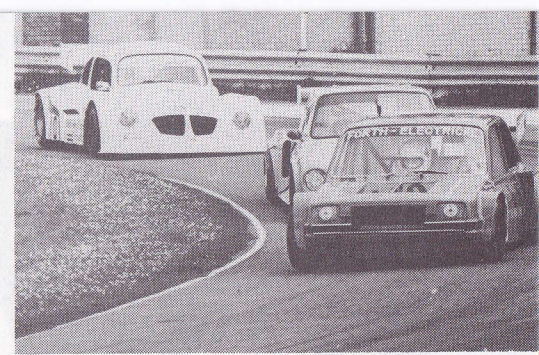
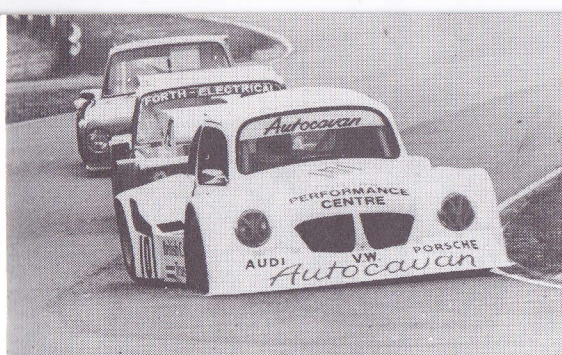
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If this is what happened the last time Messrs McGaughay, Niven and Robertson got together, what of today!

What else do we have for you in the non-racing sense for you today? You will of course have noticed that admission today was at greatly reduced prices. Adult admissions have been reduced from £1.80 to £1.50, and your children, if accompanied by an adult, will have gained free admission. Then, if you were here during the lunch-time break, you will have enjoyed a demonstration of gear-box 250 cc/150 cc Karts organised by Aberdeen's Sandy Taylor, one of Scotland's leading 250 cc Kart drivers. We are hoping that this demonstration will include at least 2 of the latest water cooled 250 cc Karts, capable of producing 700 horsepower and of speeds approaching very nearly 150 mph! Our sponsors, the **Longstone Motor Company Ltd** (who sponsor today's sports car race) have arranged too for a demonstration of the Colt Racing Team works Lancers by Barry Williams and David Morgan. **The Longstone Motor Company** sports car race, however, starts off the competitive racing today, and although John Mackie (46) is now the clear Lowland Tyres Sports Car Champion, his domination of the Sports 2000 'B' class Clubmans class began to look less secure in September when Laurence Jacobsen (35) held him at bay for much of the sports car race. Only at the end did Laurence, in one of the Scottish built Chevron B52s, allow the 'B' class Mallock past, and today Laurence is determined not even to give John Mackie that satisfaction. The main tension, however, will be for second place in the Championship, where John Fyda (26) is fighting off a last minute challenge from Kenny Allen (31). Kenny's early season hopes were dashed with the demolition of his 1700 cc Mallock at our July Meeting, and he has had to content himself with a 1600 cc version for the last two meetings. A win for Kenny, with class fastest lap, would put him on equal points with John Fyda (assuming John were to be second) but such a situation would give John second place in the Championship by reason of having more higher placings over the season. Both drivers, however, have the redoubtable Jim Stevenson to cope with (29) and all that can be said when these three get on the track together is that anything can happen!

If today's FF1600 competitors are tomorrow's libre drivers, there is certainly a wealth of talent to rely on for the future! Now that the eligibility checks carried out on Tom Brown, Roy Low and Vic Covey's cars have been completed (all cars were found to be eligible by the RAC Technical Commission) Tom Brown (48) can be confirmed as the new **Shell Super Motor Oil** Champion. Likewise, his main rival this year, Roy Low, is confirmed in second place, but Vic Covey (80) finds his third position just a bit less secure. Vic is being chased hard by Chic Stenhouse (89) but the man who really has come from nowhere to surprise us is Shetlander Willie Hourie (97) whose rise through the Formula Ford field throughout the 1981 season has been something quite spectacular. Willie crowned it all by taking second place in September, in a very respectable lap time. Were Willie to be able to pip Tom Brown today, and keep Vic Covey behind him, he could just take that third place, and Vic will have all of his work cut out to hang on to what (he considers) is rightly his! Watch out too for another newcomer, Chris D'Agostino (50), who has also been showing a marked improvement as the year progressed.

For many spectators the traditional October **McLaren Builders Historic Car Race** is the event of the year, when nostalgia is allowed to take over for 12 all too brief laps. The 1979

Eric Paterson (125) tries Ricky Gauld out for size.



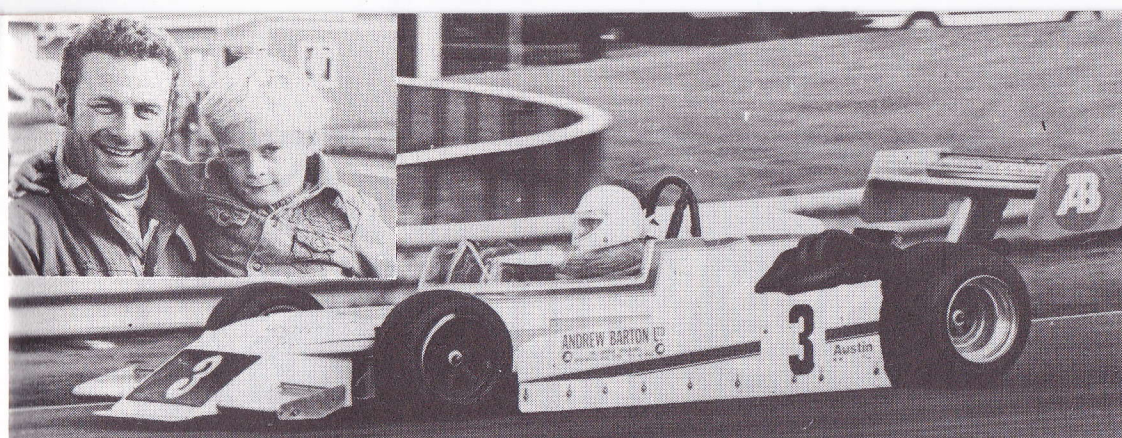
Remember what a B16 looks like?



AKAI's Okay at Ingliston OK?

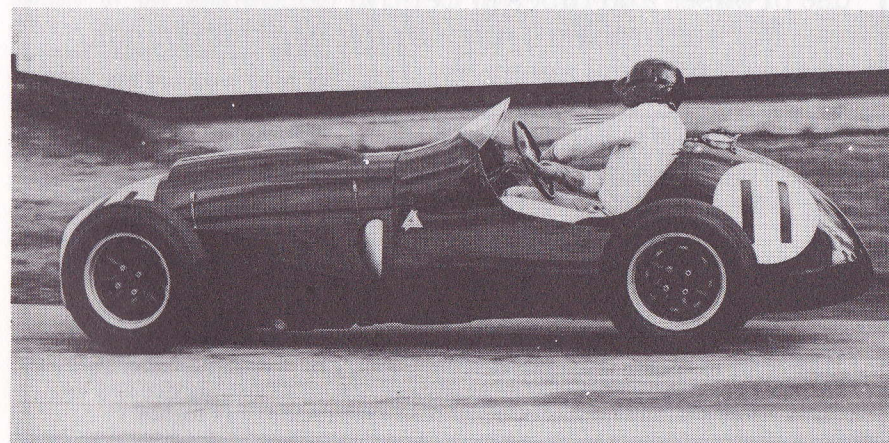
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winner, Perth's Roddy McPherson (7), fields his immaculate Cooper Bristol again, and he will undoubtedly be throwing this around in the flamboyant style that has endeared him to so many enthusiastic followers of historic racing down south — those of you at this year's British Grand Prix meeting will doubtless recall Roddy slithering his way through the chicane lap after lap! Last year Roddy sought to repeat the performance, but was just out-gunned by one of the very early Mallocks in the hands of Mike Harrison (20) who returns today to try to make it two years in a row. Also giving Roddy further competition is southerner Oliver Robinson with his Cooper Bristol. Mixed up with these should be a gaggle of Formula Juniors, and also the first Ingliston appearance of the ex-works Jaguar XK120, "JWK 977" which was 13th at Le Mans and the winner of the International Trophy in 1950. Leuchars farmer John Foster (17) forsakes his usual steed, the Fisher Riley, in favour of this very potent Sports Car. All in all, the usual feast of fascinating machinery being tested to their limits, even after so many years. To think that our regular friend, Ron Footitt (1) can remain so competitive in his 1925 AC/GN says much for the durability of this chain-driven car, while almost as old, and with similar chain drive, is Guy Smith's 1934 Fraser Nash, this being the original works single-seater. The engine is not the original, however, being an Alvis fitted by the Norris brothers in 1946.

We started off these programme notes by suggesting that perhaps today sees the end of an era. What is certain is that new stars and cars will appear to take the place of those favourites who go, and already there are signs of the "new men" for 1982. We will certainly be back with a full season of 6 Race Meetings in 1982, and we shall look forward to welcoming our regular enthusiasts, and hopefully new "yet-to-be-converted" fans. In the meantime, our thanks as always to all who have made motor racing possible in 1981 — the sponsors, the drivers, entrants and mechanics, the Marshals (not forgetting their long suffering wives/husbands) and lastly, but not least, you the spectators. All of us are essential for a successful and healthy racing scene in Scotland and let us accordingly pull together to make certain that 1982 sees the start of something big!



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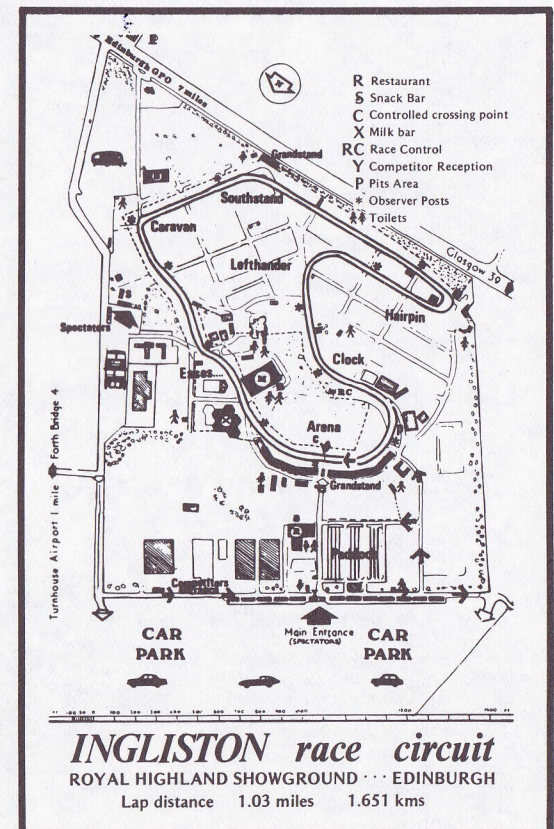
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