



CROALL & CROALL / RITCHIES

CENTENARY MEETING

Ingliston's 100th Race Day — 11th May

Official Programme 35p
For Conditions of Admission see inside

INGLISTON'80

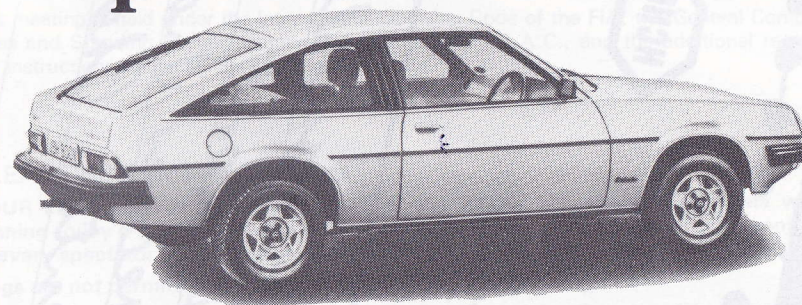




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Steward for R.A.C.: to be advised; Clerk of the Course: W. Fenwick; Chairman of Race Committee: G. Hamilton; Secretary of the Meeting: A. M. Lamb; Chief Marshal: J. Robertson; Deputy Chief Marshal: P. Poole; Chief Observer: R. Traill; Chief Flag Marshal: J. A. Millar; Chief Track Marshal: W. J. Wilkie; 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: 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, J. A. Dick Peddie, E. R. Herral, J. L. Romaines; Results: R. Bruce; First Aid: British Red Cross Society (Scottish Branch); Break-down Equipment Staff: Ross Chrysler Dodge Ltd., Appleyard (Edinburgh) Ltd., Howden Motor Repairs, Rossleigh Ltd., Ashfield Motors, Glasgow; Rosebank Auto Services, Currie; Photographs by E. Bryce; Public Address: Kennedy of Lanark; Press liaison: J. Swinton; Winner's Car: Courtesy of General Motors; Champagne: Courtesy of Moët et Chandon.

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. RS 1105/4.

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 a.m. 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.

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 a.m. on race days.

Details of Programme Advertising are available from Scotcircuits Ltd., PO Box 5, 25 Market Square, Duns, Berwickshire (Duns 3222), while details of trackside advertising and sales concessions are available from Scotcircuits Ltd., Bath Place, Moffat (Moffat 20550).

Racing 'Goodies' are on sale by DRE at a site adjacent to the Highland Grandstand, and in the Paddock.

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

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INGLSTON LAP CONVERSION TABLE

secs	m.p.h.	secs	m.p.h.	secs	m.p.h.	secs	m.p.h.	secs	m.p.h.	secs	m.p.h.
40.0	92.70	43.4	85.44	46.8	79.23	50.2	73.86	53.6	69.18	57.0	65.05
40.1	92.47	43.5	85.24	46.9	79.06	50.3	73.72	53.7	69.05	57.1	64.94
40.2	92.24	43.6	85.05	47.0	78.89	50.4	73.57	53.8	68.92	57.2	64.83
40.3	92.01	43.7	84.85	47.1	78.73	50.5	73.42	53.9	68.79	57.3	64.71
40.4	91.78	43.8	84.66	47.2	78.56	50.6	73.28	54.0	68.67	57.4	64.60
40.5	91.56	43.9	84.46	47.3	78.39	50.7	73.14	54.1	68.54	57.5	64.49
40.6	91.33	44.0	84.27	47.4	78.23	50.8	72.99	54.2	68.41	57.6	64.38
40.7	91.11	44.1	84.08	47.5	78.06	50.9	72.85	54.3	68.29	57.7	64.26
40.8	90.88	44.2	83.89	47.6	77.90	51.0	72.71	54.4	68.16	57.8	64.15
40.9	90.66	44.3	83.70	47.7	77.74	51.1	72.56	54.5	68.04	57.9	64.04
41.0	90.44	44.4	83.51	47.8	77.57	51.2	72.42	54.6	67.91	58.0	63.93
41.1	90.22	44.5	83.33	47.9	77.41	51.3	72.28	54.7	67.79	58.1	63.82
41.2	90.00	44.6	83.14	48.0	77.25	51.4	72.14	54.8	67.66	58.2	63.71
41.3	89.78	44.7	82.95	48.1	77.09	51.5	72.00	54.9	67.54	58.3	63.60
41.4	89.56	44.8	82.77	48.2	76.93	51.6	71.86	55.0	67.42	58.4	63.49
41.5	89.35	44.9	82.58	48.3	76.77	51.7	71.72	55.1	67.30	58.5	63.38
41.6	89.13	45.0	82.40	48.4	76.61	51.8	71.58	55.2	67.17	58.6	63.28
41.7	88.92	45.1	82.22	48.5	76.45	51.9	71.45	55.3	67.05	58.7	63.17
41.8	88.71	45.2	82.04	48.6	76.30	52.0	71.31	55.4	66.93	58.8	63.06
41.9	88.50	45.3	81.85	48.7	76.14	52.1	71.17	55.5	66.81	58.9	62.95
42.0	88.29	45.4	81.67	48.8	75.98	52.2	71.03	55.6	66.69	59.0	62.85
42.1	88.08	45.5	81.49	48.9	75.83	52.3	70.90	55.7	66.57	59.1	62.74
42.2	87.87	45.6	81.32	49.0	75.67	52.4	70.76	55.8	66.45	59.2	62.64
42.3	87.66	45.7	81.14	49.1	75.52	52.5	70.63	55.9	66.33	59.3	62.53
42.4	87.45	45.8	80.96	49.2	75.37	52.6	70.49	56.0	66.21	59.4	62.42
42.5	87.25	45.9	80.78	49.3	75.21	52.7	70.36	56.1	66.10	59.5	62.32
42.6	87.04	46.0	80.61	49.4	75.06	52.8	70.23	56.2	65.98	59.6	62.21
42.7	86.84	46.1	80.43	49.5	74.91	52.9	70.09	56.3	65.86	59.7	62.11
42.8	86.64	46.2	80.26	49.6	74.76	53.0	69.96	56.4	65.74	59.8	62.01
42.9	86.43	46.3	80.09	49.7	74.61	53.1	69.83	56.5	65.61	59.9	61.90
43.0	86.23	46.4	79.91	49.8	74.46	53.2	69.70	56.6	65.51	60.0	61.80
43.1	86.03	46.5	79.74	49.9	74.31	53.3	69.57	56.7	65.40	60.1	61.69
43.2	85.83	46.6	79.57	50.0	74.16	53.4	69.44	56.8	65.28	60.2	61.59
43.3	85.63	46.7	79.40	50.1	74.00	53.5	69.31	56.9	65.17	60.3	61.49

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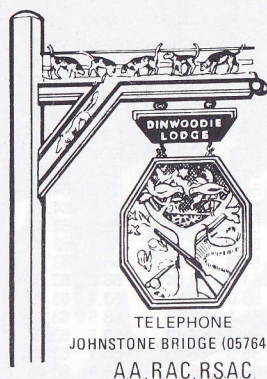
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A variety of meals are served from 8 a.m. to 9.30 p.m. These range from Breakfast, Lunch, High Tea and Dinner in the Dining Room, to Morning Coffee, Bar Lunches, Afternoon Teas and evening Bar Snacks. The Hotel is renowned locally for its high standard of cuisine.

A Caravan Site adjoins the Hotel and provides a convenient night stop for holidaymakers, or a base to tour the surrounding area.

SCOTTISH MOTOR RACING CHAMPIONSHIP PLACINGS

10/5/80

THE McLAREN OF BROXBURN BL CARS CHAMPIONSHIP for Grand Touring Cars

128 Jim Pinkerton (7, 2)	9 pts
101 Doug Niven (8*, 1*)	9 pts
174 George Coghill (8*, —)	8 pts
172 Kenny Coleman (—, 8*)	8 pts
148 Alan Ritchie (5, 3)	8 pts
126 Eric Paterson (—, 7)	7 pts
107 Murray Burgess (—, 7)	7 pts
154 Jim McGaughay (5, 2)	7 pts
110 Steve Buxton (5, —)	5 pts
124 Geoff Todd (—, 5)	5 pts
145 Angus Young (—, 5)	5 pts
159 David Ogilvy (—, 5)	5 pts
149 Stan Share (½, —)	3 pts
151 Bob Leckie (3, —)	3 pts
161 Harvey Gillanders (—, 3)	3 pts
152 Martin Dunn (2, 1)	3 pts

Prize Fund — £500, £300, £200, £100.

£50 bonus to Class Winners.

To the highest placed Special Saloon Car, £100 and the E. MacRitchie Construction Ltd. Trophy. To the highest placed Modified Sports Car, £100 and the Hamilton & Inches Silver Jubilee Quaich.

THE LOWLAND TYRES CHAMPIONSHIP for Clubmans Cars.

38 Clive Reeves (8*, 7)	15 pts
26 John Fyda (5, 8*)	13 pts
24 Andy Smith (8*, 3)	11 pts
31 Kenny Allen (4, 5)	9 pts
39 Graham Sword (3, 6*)	9 pts
41 Kevin McCormick (5, 3)	8 pts
30 John Mackie (2, 2)	4 pts
44 Jim Irwin (2, 2)	4 pts
28 John Barr (—, 1)	1 pt
45 Ian Prentice (—, 1)	1 pt

Prize Fund — £250, £125, £75, £50.

To the winner, The King Hussein Trophy.

THE SHELL CHAMPIONSHIP for Formula Ford 1600 Cars.

48 Tom Brown (11*, 6*)	17 pts
69 Roy Low (8, 8)	16 pts
82 Bryan Gowans (—, 10)	10 pts
68 Allan Bremner (6, 3)	9 pts
80 Vic Covey (—, 6)	6 pts
88 Dave Steedman (5, —)	5 pts
77 Martin Simpson (4, —)	4 pts
60 Duncan Hall (—, 4)	4 pts
64 John Bothamley (3, —)	3 pts
84 Graham Millar (2, —)	2 pts
95 Gordon Stephenson (—, 2)	2 pts

To the Winner, The Shell Trophy.

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

THE LOTHIAN CHEMICAL COMPANY LTD. FORMULA LIBRE SERIES organised by Scottish Motor Racing Club.

14 Stuart Lawson (8*, 7)	15 pts
3 Andy Barton (6*, 8*)	14 pts
8 David Leslie (8*, —)	8 pts
20 David Duffield (3, 5)	8 pts
19 Jim Stevenson (—, 6*)	6 pts
17 George McMillan (3, 3)	6 pts
2 Iain McLaren (5, —)	5 pts
10 Colin Richardson (2, 3)	5 pts
11 Dave Muter (—, 2)	2 pts
16 Keith Lawrence (2, —)	2 pts

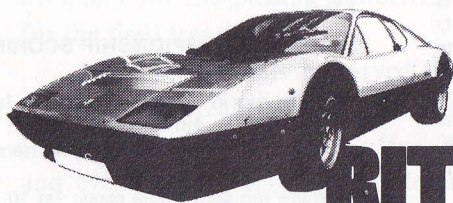
Prize Fund — 4 Svrs., 2 Svrs., 2 Svrs., 1 Svr.

GENERAL CHAMPIONSHIP SCORING RULES

- (a) Where run in classes, per class: 1st 7, 2nd 5, 3rd 3, 4th 2, 5th 1, subject to a minimum of three registered starters per class.
- (b) Where run as a single class: 1st 10, 2nd 8, 3rd 6, 4th 5, 5th 4, 6th 3, 7th 2, 8th 1.
- (c) In all cases bonus points for race fastest lap (marked * in Championship Tables).
- (d) In event of ties, highest number of highest placings rule.

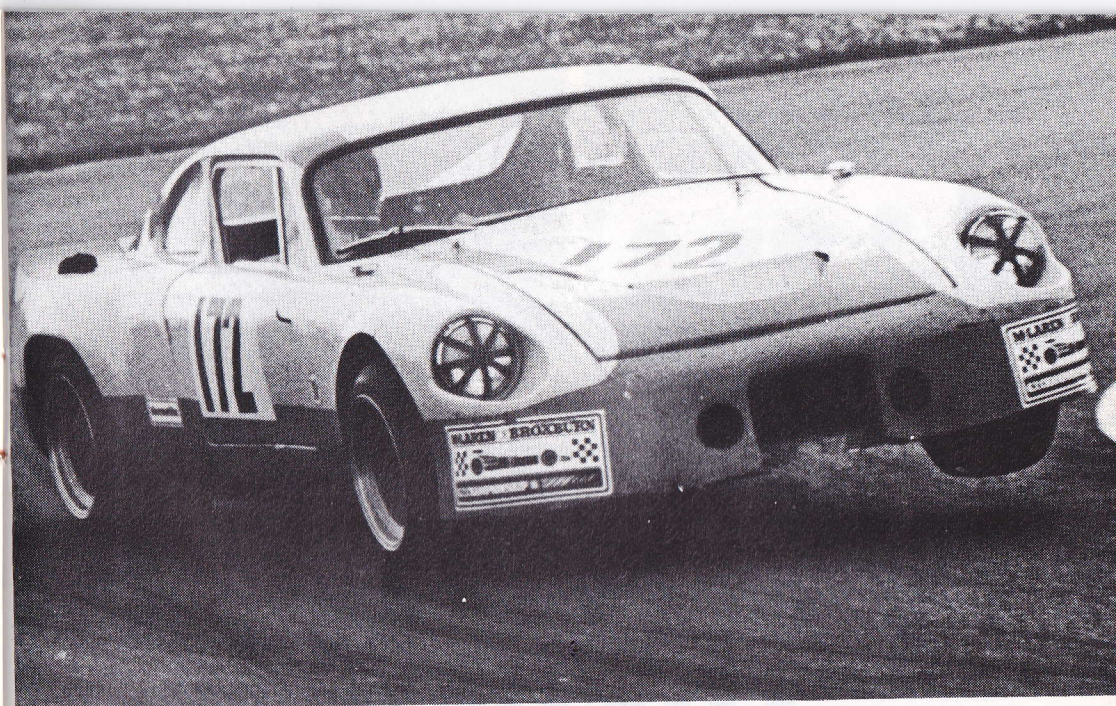
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Kenny Coleman's incredibly potent Davrian "lifts off" at Lethander

INGLISTON MAKES THE "TON"

Yes, today's Ritchies/Croall & Croall Centenary Race Meeting is the 100th race meeting to be held at Ingliston, now acknowledged as Scotland's most successful motor racing circuit ever. With so much happening in the track's 16 year history there really is no way that anyone could hope to give a definitive précis of even the highlights of these 100 meetings, although elsewhere in this programme we do print some historical "facts and figures", and we also indulge in a very limited trip down memory lane, recalling a couple of great Ingliston races of the past, and a quite at random selection of faces from the past (they just happened to be the drivers we had photographs of!). Any driver whose photograph does not appear should not therefore feel unjustly discriminated against, and conversely any driver whose photo does appear should not thereby consider himself a "superstar". (What we have to print nowadays, just to keep out of court!).

With 100 meetings under the belt, obviously a spot of nostalgia is in order. For example, founder Director and founder Chairman of promoters Scotcircuits Ltd., John Romanes, will be here today (he is one of our Club Stewards, and a depute Clerk of the Course to boot, in any event) while another of his fellow founder Directors, the man primarily responsible for designing the initial circuit, and first Secretary of the Meetings, Ian Scott Watson, should also be on hand. The man who reckons he was on pole position for the very first Ingliston race, Eric Liddel, is also to make his face to be seen this afternoon while the winner of the first official race at the circuit (Ronnie Martin in his Lotus Elan) could well be found amongst the regular spectators. While Andy Barton is perhaps the only driver competing today who was also competing at the first Ingliston, a quick survey of the first race meeting's results discloses a wealth of information about many of our marshals and officials. John Romanes for example, was out in his Brabham in the first ever libre race, as was Jock Russell with his Lotus (want to bet that Jock would miss being at the 100th meeting — after all, if we get a telegram from the Queen who else would we ask to read it for us!). Bill Dryden (now an Observer and depute Clerk of the Course) retired his VX4/90 while fellow Observer and depute Clerk of the Course, Doug Lamb, took 4th place (there were only 4 finishers, Doug) in his Lotus 11. As for non-

The new Mirafiori Sport.

Performance: 0-60mph - 10.2 secs. Top speed 112mph.*

Engine: Twin-cam 1995cc. Max bhp - 115 at 5,800rpm.

Ancestry: The 1977 & 78 World Rally Champion, Mirafiori Abarth. **Availability:** Be quick. They're vanishing fast.

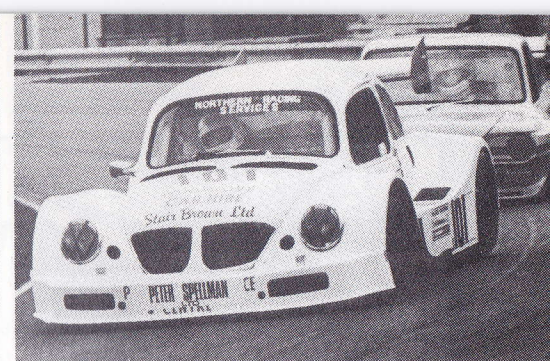
FIAT



Source of performance figures: Fiat SpA.*



Yes, the battle between Murray Burgess, Kenny Coleman and Jim McGaughay did get that close last time out!

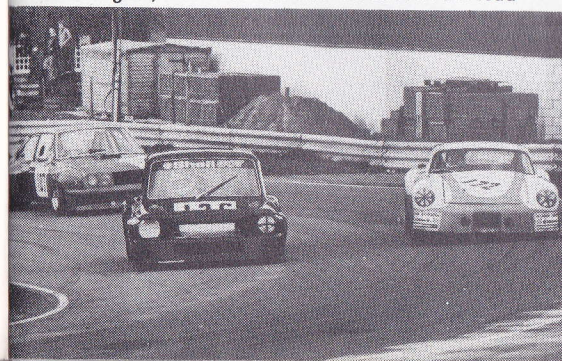


And yes, so too was the dice between Doug Niven and Lawrence Jacobsen.

racing Marshals (at least, non-racing at Ingliston) the top honours must go to John "Mac" Macmillan and Jimmy Millar, both of whom are able to claim the incredible distinction of attending all 100 Ingliston race meetings. Longest serving "Chief Marshals" are Archie and Betty Craig, the greatly loved and admired husband and wife Chief Marshal team that served from the outset right up to October of last year — let us all hope that they will be with us today, to celebrate a 'century' of sport on Scotland's longest serving circuit.

To celebrate our 100th meeting we turn to the class of car for which Ingliston has become a byword in motor racing circles — the heavy saloons. (since the north has "gone GT" this year, artistic licence is applied to this definition in our invitation "supercar" race this afternoon). No expense has been spared (Graham Hamilton will blanch when he sees the phone bill for this little lot) in tracking down as many of these monsters as possible, and at the time of going to press the Secretary of the Meeting is still to be found with one hand on the telephone dial, his silken persuasive voice whispering across the country to try to tempt the last couple of available cars up over the Border. First of all, who are confirmed as entries for today's Centenary "Supercars" Invitation Race. Favourite and winner of last year's £400 first prize in the similar Super Saloon event then, is 3 times Scottish Saloon Car Champion, Dougal Niven (101) in the 5 litre VW Beetle which must by now be the most consistently successful car in club saloon racing. Although circulating in practice at Ingliston on 27th April at 49.1 secs., Dougal's team "went the wrong way round" in setting the car up for the first of the GT heats then, where his speed dropped to a "mere" 49.9 secs. With the car not handling as well as it has done, Dougal found his work cut out to keep a determined Lawrence Jacobsen (104) at bay in the immaculately turned-out 2-litre Imp, and although Lawrence was forced to give up the battle when his clutch went on the seventh lap, he had demonstrated on its first outing just what a 2 litre lightweight Imp can do around Ingliston. Certainly this car has enormous potential, and once further developed (as it undoubtedly will be), the big bangers really will have to look to their litres! Some adroit fumbling by Arch and Big Jeff saw a quite different position in the GT Final, however, with Dougal rumbling off into a half lap lead within the first 4 laps, turning in a new GT lap record of 49.0 seconds in the process before his drive shaft went, and with it all further chance of reducing that lap time. The only man in fact to better the magical 49.0 second GT barrier in a like car is Walter Robertson (105), whose DFVW screamed its way to a 48.8 sec., lap last August (while in special saloon trim) and, with Walter aiming to have this back on

Then again, Eric Paterson had his shot in the lead



... While Brian MacLeod contented himself with just getting steamed up!



DWELL ANGLE —

Timing is everything, especially in June when The Royal Highland Show is the distributor of sparkling entertainment at Ingliston.

'ADVANCE' INFORMATION:—

- JUDGING: begins Monday, 9.30 a.m., continues 4 days.
- PARADES: Tuesday, Wednesday, Thursday.
- MAIN RING: Pipes and Drums, R.A.F. Drill Squad, Camel Racing ('short circuit' of course!)
- SHOW JUMPING: exciting events each day.
— enough high tension for everyone!

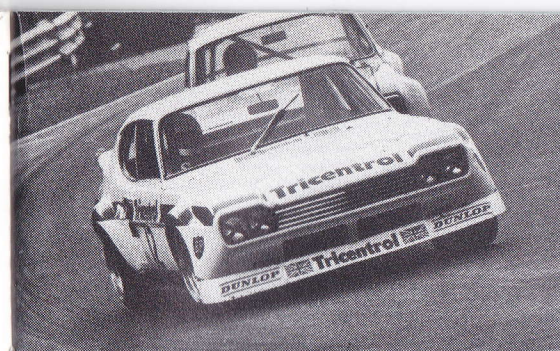
Here's the 'dwell angle' —

Stay late on Thursday evening and enjoy

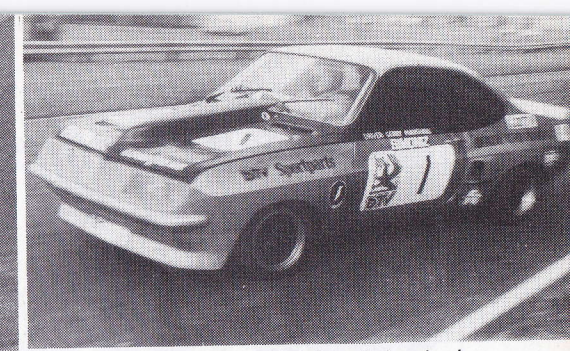
**A BARBECUE — FIREWORKS
DANCING TILL 1 a.m.**

The Royal Highland 'gap' — 16th - 19th

*Don't be a Contact Breaker —
keep in touch with Ingliston*



Mick Hill and Nick Whiting in the first ever "Superloon" at Ingliston.



... With Gerry Marshall doing all the chasing.

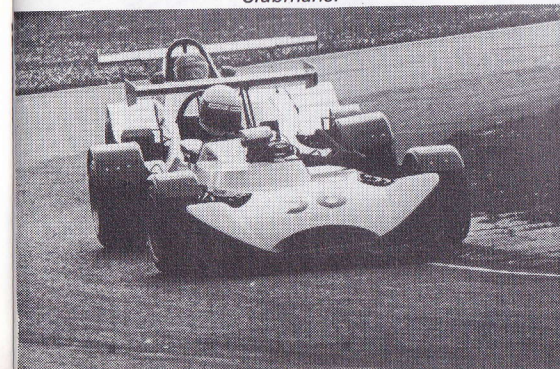
top form today after its April 6th accident, we could have a prize confrontation just between the three Scots, Dougal Walter and Lawrence! Add to that ex-Scottish Hill Climb/Sports Car/Libre Champion Ian McLaren in the ex-Jim Evans/Jimmy Robertson 3.4 litre Unipart Skoda, and anything could happen just from the locals. (that goes for the **Ritchies Trophy** Race for Grand Touring cars and the Invitation Centenary Supercar Race). Forget not either, Murray Burgess (107) in the monster Chevvy Escort (reminiscent of the old Niven Boss Escort) who turned in a solid performance to win that nailbiting GT Final two weeks ago.

Murray's main opposition then came from the determined 1300 c.c. cars of Eric Paterson (126) and Jimmy Robertson (127), Jimmy's Skoda proving to be the faster at a new class lap record of 53.3 secs., although not so reliable as Eric's Robinson Imp. Eric was in fact leading at one point, but not realising this to be the case he let Murray Burgess through since, being in different capacity classes he didn't think it mattered! Not a mistake he's likely to make twice!

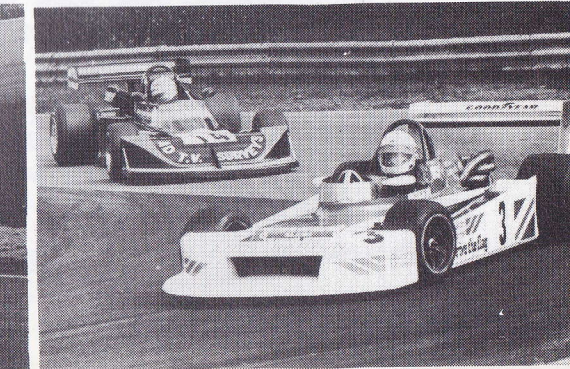
And while on the subject of 1300's, don't forget that Brian Stevenson (144) pumped his Davrian round the old track at 51.8 secs last year — this season he's not looked to be just on his best form, but the day will undoubtedly come when he and Gus Young (145), with perhaps the dark horse of the Davrians, Ian Forrest (146), will be flexing their throttles in response to the saloon challenge.

The fact is that, at Ingliston, we can be proud of our record of having on a regular basis the finest quality Saloon/GT (call it what you may) grids in the whole country, and perhaps we tend to forget that when we assemble "Supercar" grids. To be honest, and Southern circuit fielding our regular GT entry would be well pleased! Today, however, we add the spice to an already bubbling pot, with the first outing of ex-saloon lap record holder Jim Evan's turbocharged Ford Cosworth Esprit (111). Knowing Jim, and AET Engineering's, undoubted car building skills, this one could be a real eye opener (if you can see it above the barrier, that is — it is low!). Then too there are two of the fastest 2 litre cars outwith Scotland in Tony Sugden's Skoda Coupe (108) and Jim Price's similar S110R (112), both drivers keen to latch into the £1100 prize fund for today's Supercar race. Tony and Jim are, in fact, both its leading contenders in the North of England Special Saloon series (along with David Horsley (135) whose 1300 c.c. Maguire Mini we welcome today to the **Royal Highland and Agricultural Society Trophy Race**). It is only a pity that two other great 2 litre cars (those of Tony Dickinson and Derek Walker) are to be at Snetterton today! At the other end of the scale, while Mick Hill has decided

Is this the shape of things to come in 'B' class Clubmans.



... And is it to be Atlantics before F2's in Libre?

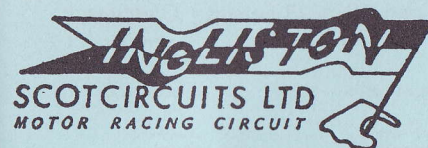
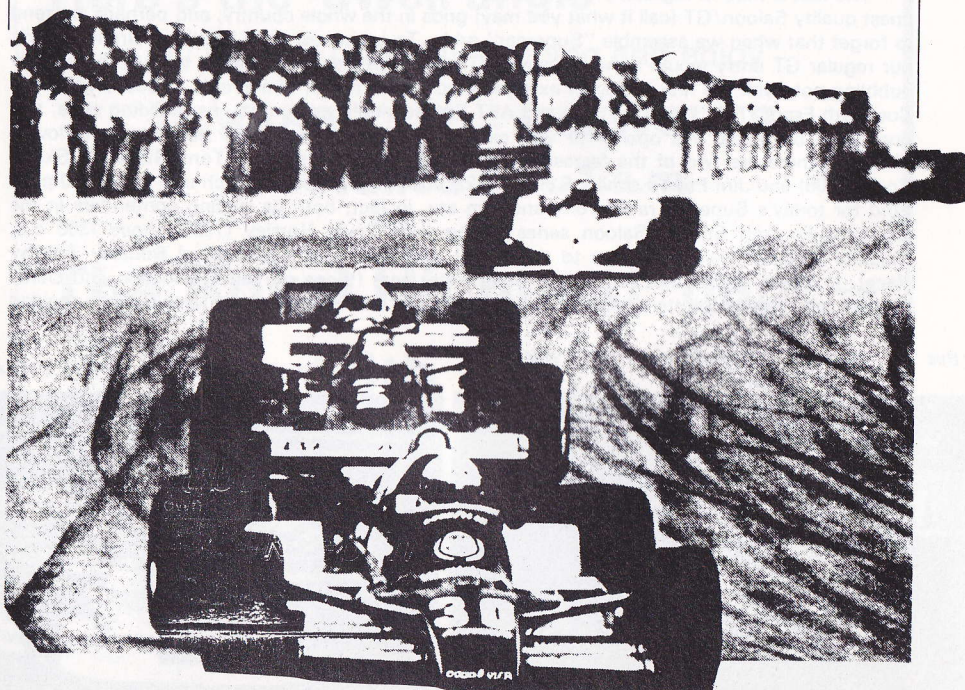


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THE CROALL & CROALL/RITCHIES CENTENARY RACE MEETING

Ingliston — 11th May, 1980

Promoted by
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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.
—	—	Fiat Cavalcade	2	—	2.00
1	8.45	The Ritchies Trophy Race for Grand Touring Cars over 1000 c.c.	10	8.45	2.10
2	9.35(A) 10.00(B)	The Laidlaw Trophy Race for Formula Ford 1600 Cars.	10	(A)10.35 (B)11.00	2.35
3	9.10*	The Croall & Croall Trophy Race for Grand Touring Cars up to 1000 c.c.	10	10.10*	3.00
4	—	The Shell Championship Race for Formula Ford 1600 Cars.	12	—	3.25
5	10.25	The Royal Highland & Agricultural Society Trophy Race for Special Saloon Cars.	10	11.25	3.50
6	10.50	The Glasgow Herald Race for Libre Cars.	15	11.50	4.15
—	—	Ferrari Cavalcade	2	—	4.35
7	11.15	The Croall & Croall/Ritchies Centenary Invitation Supercars Race.	20	12.15	4.45
1.45	—	Drivers Briefing in Scrutineering Bay	—	—	—
2.00	—	All Marshals at posts, please	—	—	—

EVENT

1

THE RITCHIES TROPHY RACE — for Grand Touring Cars over 1000 c.c.

Car No.	Driver/Entrant	Make/Model	c.c.	From
Over 1500 c.c.				
101	DOUG NIVEN/Doug Niven Cars Ltd.	VW Beetle	5000	Whitsome
102	RON CUMMING	Escort Mk 1	1900	Kernay
103	COLIN CHRISTIE/Bilston Garage Co.	Vauxhall Chevette	2500	Penicuik
104	LAWRENCE JACOBSEN/Cuthbertsons Food/Rosetta Fruit Juices.	Hillman Imp	2000	Glasgow
105	WALTER ROBERTSON/Sports-Tune Accs.	DFVW	3000	Howgate
106	IAN McLAREN/McLarens of Broxburn.	Unipart Skoda	3400	Broxburn
107	MURRAY BURGESS	Escort RS/Chevvy	4700	Mintlaw
109	DOUG EMMS	Vauxhall Firenza	5000	Malton
124	GEOFF TODD/John Kerr Farm & Construction Equipment.	Chevrolet Corvette	5300	Dundee
1001 — 1500 c.c.				
125	ADRIAN HAMILTON	Fiat Special	1490	Edinburgh
126	ERIC PATERSON	Robinson Imp	1297	Edinburgh
127	JIMMY ROBERTSON/Robertsons of Cardenden.	Skoda Coupe	1300	Cardenden
130	IAN TULLOCH	BL Mini 'S'	1293	Inverness
144	BRIAN STEVENSON/Bardene Automotive	Davrian V11A	1120	Glasgow
145	ANGUS YOUNG/Agra (Precision Engineering) Co.	The Agra Davrian	1070	Dundee
146	IAN FORREST/The Drambuie Liqueur Co. Ltd.	The Drambuie Davrian	1190	Kirkliston
148	ALAN RITCHIE	Davrian Mk6	1150	Paisley
149	STAN SHARE	Clan Crusader	1100	Ardentinn

Part 1 of Round 3 in the McLaren of Broxburn BL Cars Championship for Grand Touring Cars (incorporating the Hamilton & Inches Silver Jubilee Quaich and the E. McRitchie Construction Ltd. Trophy).

Class Lap Records: Over 1500 c.c. — Doug Niven (VW Beetle) 49.0 secs., 75.67 m.p.h. (27/4/80); 1001 - 1500 c.c. - Jimmy Robertson (Skoda Coupe), 53.3 secs., 69.57 m.p.h. (27/4/80).

2.10 p.m.

10 laps

EVENT

2

THE LAIDLAW TROPHY RACE — for Formula Ford 1600 Cars

48	TOM BROWN	Van Diemen RF80	1600(A)	Cambuslang
49	TONY QUINN	Hawke MK20B	1600(B)	Aberdeen
50	DENNIS LEDINGHAM	Lotus FF	1600(B)	Kennethmont
51	IAN HENDERSON	Hawke DL11	1600(A)	Falkirk
53	JOHN DUNN	Van Diemen RF76	1600(B)	Kilmalcolm
54	IAN NICOLSON	Hawke DL11	1600(A)	Saltcoats
55	PETER JAMIESON	Hawke DL19B	1600(B)	Falkirk
60	DUNCAN HALL/Hall's of Broxburn/Laidlaw.	Royale RP26	1600(A)	Edinburgh
64	JOHN BOTHAMLEY	Van Diemen RF78	1600(B)	Penicuik
65	PETER GALLAGHER	Hawke DL19B	1600(A)	Glasgow
67	GERARD DOHERTY/Clip Joint, Greenock	Lotus 61	1600(B)	Greenock
68	ALLAN BREMNER	Hawke DL15	1600(A)	W. Kilbride
69	ROY LOW/Tarduff Motors of Linlithgow	Van Diemen RF78	1600(B)	Linlithgow
71	BOB BURGESS	Image FF28/3	1600(A)	Mintlaw
74	CHRIS SURTEES	Crossle 32F	1600(B)	Inverness
75	KEN DIXON	Crossle 35F	1600(A)	Co. Down
76	PETER J. ROSE	Van Diemen RF78	1600(A)	E. Kilbride
77	MARTIN SIMPSON	Van Diemen 78	1600(B)	Glenrothes
78	TOM PAULO	Van Diemen	1600(A)	Corstorphine
79	ARCH BOYLE	Hawke DL12	1600(B)	Falkirk
80	VIC COVEY/John Brown Racing/Bathgate Storage	PRS RHO2	1600(A)	Edinburgh
81	GARY McDONALD	Merlyn 29A/30	1600(B)	Edinburgh
82	BRYAN GOWANS	PRS RH01	1600(A)	Dalbeattie
84	GRAHAM MILLAR/Lander Alarms	Hawke DL 19B	1600(B)	Bishopbriggs
85	ARCH CROMAR/Cravs Nest Hotel	March 708	1600(A)	Anstruther
87	MARTIN ALLINSON	Van Diemen	1600(B)	Penrith
89	CHIC STENHOUSE	Van Diemen RF79	1600(B)	Kirkaldy
90	RICHARD TAYLOR	Royale RP13	1600(A)	Falkirk
92	TONY ALLINSON	Van Diemen RF78	1600(A)	Penrith
94	RALPH HALLEY/Halleys Opel Centres	Crossle	1600(B)	Milngavie
96	COLIN VERITY	Hawke DL19	1600(A)	York

56 KEITH WICKHAM
Preliminary race in a round of the Laidlaw Formula Ford North British Championship

2.35 p.m.

10 laps

EVENT

3

THE CROALL & CROALL TROPHY RACE — for Grand Touring Cars up to 1000 c.c.

151	BOB LECKIE	Hillman Imp	998	Aberdeen
152	MARTIN DUNN	Hillman Imp	998	Evanton
154	JIM McGAUGHAY/FES Forth Electrics (Stirling)/Motorist Discount Centre Oban.	FES Imp	998	Lochgilphead
155	IAIN McDONALD	Hillman Imp	998	Edinburgh
156	IAIN FORREST/The Drambuie Liqueur Co. Ltd.	The Drambuie Scirocco	998	Kirkliston
157	GEORGE GUNN	Davrian Imp	998	Brora
158	BRIAN MACLEOD/Coul Plant Hire (Contin)	Hillman Imp	998	Alness
159	DAVID OGILVY/Sports-Tune Accs.	Sunbeam Stiletto	998	Edinburgh
160	RICHARD MITCHELL	Mitchell Imp	998	E. Lothian
162	RICKY GAULD/Express Surefreight	Sunbeam Stiletto	998	Insch
163	ANDY PATERSON	Mini Cooper	1000	Blairgowrie
165	EWEN BUCHAN	Hillman Imp	998	Currie
166	ROBERT GRAY	Hillman Imp	998	Alness
167	IAIN McLEOD	Mini	998	Edinburgh
168	ROY KNOWLES/Roy Thomson Car Stereo Centre	Davrian Imp	998	Portlethen
169	KEN MURRAY/Murrays Garages, Strichen	Sunbeam Imp	998	Strichen
170	COLIN PHILIP	Imp	998	Ardesier
172	KENNY COLEMAN	Davrian	998	Plains
173	ROY WILSON	Clan Crusader	998	Dingwall
174	GEORGE COGHILL/Caithness Glass - Norfrost	Davrian Mk 7	998	Halkirk

Part 2 of round 3 in the McLaren of Broxburn BL Cars Championship for Grand Touring Cars (incorporating the Hamilton & Inches Silver Jubilee Quaich and the E. MacRitchie Construction Ltd. Trophy).
Class Lap Record — Kenny Coleman (Davrian) 53.2 secs., 69.70 m.p.h. (27/4/80).

3.00 p.m.

10 laps

EVENT

4

THE SHELL CHAMPIONSHIP RACE — for Formula Ford 1600 Cars.

For the fastest 12 Formula Ford cars in practice plus the first 4 finishers from Event 2.

Round 3 in the Shell Championship for Formula Ford Cars. A Round in the Laidlaw Formula Ford North British Championship.

Class Lap Record: Tom Brown (Van Diemen) 53.3, 69.57 m.p.h. (27/4/80).

3.25 p.m.

12 laps

EVENT

5

THE ROYAL HIGHLAND & AGRICULTURAL SOCIETY TROPHY RACE — for Special Saloon Cars.

over 1300 c.c.

103	COLIN CHRISTIE/Bilston Garage Co.	Vauxhall Chevette	2500	Penicuik
108	TONY SUGDEN	Skoda Coupe	1975	Doncaster
112	JIM PRICE	Skoda S110R	1998	Nottingham
125	ADRAIN HAMILTON	Fiat Special	1490	Edinburgh

1001 - 1300 c.c.

135	DAVID HORSLEY	Maguire Mini	1300	Scarborough
-----	---------------	--------------	------	-------------

up to 1000 c.c.

154	JIM McGAUGHAY/FES Forth Electric (Stirling)/Motorist Discount Centre (Oban)	FES Imp	998	Lochgilphead
155	IAIN McDONALD	Hillman Imp	998	Edinburgh
170	COLIN PHILIP	Imp	998	Ardesier

(To be added to the above entries are Special Saloons from Events 1 and 3 wishing points in the North of England series).

A round in the North of England Special Saloon Car Series.

3.50 p.m.

10 laps

EVENT

6

1. 8
2. 19
3. 20
4. 7
5. +
6. 17

4.15 p.m.
15 laps

THE GLASGOW HERALD RACE — for Libre Cars

up to 1600 c.c.

3	ANDY BARTON	March 78/79B	1600	Newburn
6	GEORGE FRANCHITTI/All Car Equipment (Armadale)	March 79B	1600	Bathgate
	W. N. Mitchell Soft Drinks.	March 80A	1600	Warrington
7	BERNARD HUNTER/Colin Bennett Racing			
8	DAVID LESLIE/The Hope Scott Garage Ltd./			
	Nixon Vehicle Wash	Ralt TR4	1600	Currie
10	COLIN RICHARDSON	March 77B	1600	Peebles
20	DAVID DUFFIELD/Caledon Coal Co. Ltd.	Ralt RT1	1600	Linlithgow

over 1600 c.c.

14	STUART LAWSON/ADTV Surveys	March 772P	1998	Kirkliston
15	STUART ROBB	March 75/782	2000	Blairlogie
17	GEORGE McMILLAN/Bass Rock Garage (Renault)	March 772P	2000	N. Berwick
19	JIM STEVENSON	March 782	2000	Aberdeen

Round 3 in the Lothian Chemical Company Ltd. Formula Libre Series organised by Scottish Motor Racing Club. Class Lap Records: Up to 1600 c.c. — David Leslie (Ralt RT4) and Andy Barton March 78/79B) 45.0 secs., 82.4 m.p.h. (6/4/80): Over 1600 c.c. — Jim Stevenson, March 782) 45.2 secs., 82.04 m.p.h. (27/4/80).

+ NORMAN DICKSON LOTUS 78

EVENT

7

1. 105
2. 108
3. 104
4. 154
5. 107
6. 162

4.45 p.m.
20 laps

THE CROALL & CROALL/RITCHIES CENTENARY INVITATION SUPERCARS RACE

101	DOUG NIVEN/Doug Niven Cars Ltd.	VW Beetle	5000	Whitsome
104	LAWRENCE JACOBSEN/Cuthbertsons	Foods/		
	Rosetta Fruit Juices	Hillman Imp	2000	Glasgow
105	WALTER ROBERTSON/Sports-Tune Accs.	DFVW	3000	Howgate
106	IAIN McLAREN/McLarens of Broxburn	Unipart Skoda	3400	Broxburn
107	MURRAY BURGESS	Escort RS/Chevvy	4700	Mintlaw
108	TONY SUGDEN	Skoda Coupe	1975	Doncaster
109	DOUG EMMS	Vauxhall Firenza	5000	Malton
111	JIM EVANS/A & T Engineering	Lotus Esprit	2758	Selby
112	JIM PRICE	Skoda S110R	1998	Nottingham
126	ERIC PATERSON	Robinson Imp	1297	Edinburgh
127	JIMMY ROBERTSON/Robertsons of Cardenden	Skoda Coupe	1300	Cardenden

(Plus the fastest GT Cars and Saloons from Events 1, 3 & 5)

Special Prize Fund for this race £400 - £250 - £150 - £100 - £80 - £60 - £40 - £20.

RACE PRIZE FUNDS

In Events 1 and 5	£40	£20	£10	per class
In Events 2, 3 and 4	£40	£30	£20	£10
In Event 6	£100	£50	£25	£10
In Event 7	As above			

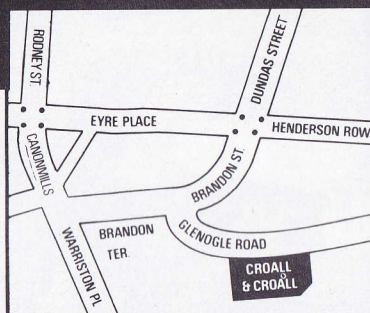


Kenny Allen and "friend" go for bust in the bike race. (At least it was a lady's bike — about the only genuine thing in the whole ensemble!)

that he is not going to do any races other than Donington GT Championship rounds this year (and he has confirmed that we will be seeing him at Ingliston on 20th July for his only race this season away from his "home" circuit Donington) the heavy brigade are also ably represented by Doug Emms (109) who, disappointed that the 6 litre Fastback he is building will not be ready on time, has rushed out to arrange a drive instead in the "notorious" Baby Bertha, the 5 litre Vauxhall Firenza so successfully raced by Gerry Marshall a couple of years ago. Also bitterly disappointed that his new 7.2 litre Esprit is not up to schedule is George "Welly" Potter, although at the time of going to press he was pursuing the chance of driving the former Tony Strawson Chevvy Corsair here instead — no guarantee on this one, however, just as we still await word as we write this as to whether Richard Simms will be able to bring his Chevron Skoda. (Speaking of Chevrans, what great news of the Scottish acquisition of the Chevron interest — every success to Robin Smith, Lawrence Jacobsen and Leslie Cuthbertson in their most enterprising venture).

While perhaps over shadowed on paper by the very power of the supercars, the 1 litre brigade will certainly have no less fierce a battle in the **Croall & Croall Trophy** race today. What a superb 1000 c.c. race we saw on April 27th (indeed, what splendid racing we enjoyed in all the events then), and how refreshing to see Jim McGaughay's red Imp (154) out in front of the Davrians for a while. Both Kenny Coleman (172) and cyclist extraordinary George Coghill (174) will be out to dominate this particular scene today, although Jim McGaughay and his arch-saloon rivals Bob Leckie (151) and Rick Gauld (162) will be determined to make things more than difficult for them. Then too, as it has its teething troubles smoothed out, just watch how that exceedingly handsome Scirocco of Ian Forrest (156) develops!

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Some famous faces start the "supercurs" bick race
last time out . . .



.... while some fettered farces lie finished
afterwards!

In Formula Fords today the favourite again seems to be Cambuslang's Tom Brown (48), fast establishing himself as the man to beat in the **Shell Championship** races, although none of Bryan Gowans (82), Roy Low (69), Vic Covey (80) or Duncan Hall (60) are going to let him make any mistakes. The point must be made, however, that with practice times of 52.4 (equalling the old FF lap record) Tom is a clear second a lap ahead of his nearest rivals to date. Another man to find himself suddenly ahead of his rivals on April 27th was Ralph Hasley (94) who made a splendid transition from Production Saloons to Single Seaters, romping home the winner of the **Laidlaw Trophy Race** by less than half a second, after a nailbiting display of close competition between 4 or 5 evenly matched cars.

1980 has also seen two epic **Glasgow Herald** races for Libre cars, on both occasions the smaller capacitated formula Atlantic cars just having the edge on the 2 litre F2 machinery. By 27th April, however, it was touch and go between Andy Barton's F. Atlantic March (3) and Stu Lawson's F2 March 772P Hart (14), the honours going to Andy by a short head gasket, although one of the most intriguing runners then was Jim Stevenson (19) who wound his March 782 up to a new lap record at an average of 82.04 m.p.h. With current Hitachi Championship leader David Leslie (8) back in his Ralt today, along with Bernie Hunter's March 80A (7), and with Graham Hamilton (1) determined to get the F1 Surtees TS20S onto the track, we could have some sport in today's **Glasgow Herald** race also!

All in all, a pretty satisfactory sounding sort of a line up for our Centenary celebrations. Just wait, though, for the start of our next 100 race meetings, when we return after the Highland Show, on 20th July. As you have heard, we host a round of the Donington Grand Touring Car Championship that day (a series followed by all of the major English GT competitors) and we also have a chance to see the BMW County Championship circus in a tyre screeching, doorhandle to doorhandle display of "derring-do". Then too, there are whispers that July will see reigning Scottish Libre and Aurora Champion, Norman Dickson, back on home territory with his F1, while the same little birdies are also predicting the possible appearance of no less than 4 Formula 1 cars, including one for Ed Cheever. There will also be our very first Formula Ford 2000 race (a counter in the FF2000 North British Series). Seems like the only excitement your going to get then is the sight of the Secretary cycling (that was his description of what he was doing) around the circuit, so why not make sure of the best possible view and book your Grandstand seat now! **DON'T FORGET — BE BACK AT INGLISTON ON 20th JULY:**

One prematurely aged Secretary of the Meeting
(just see what you've done, Niven!)

Seriously, Gordon Dalzell never looked like
that afterwards.



"100 INGLISTON FACTS"

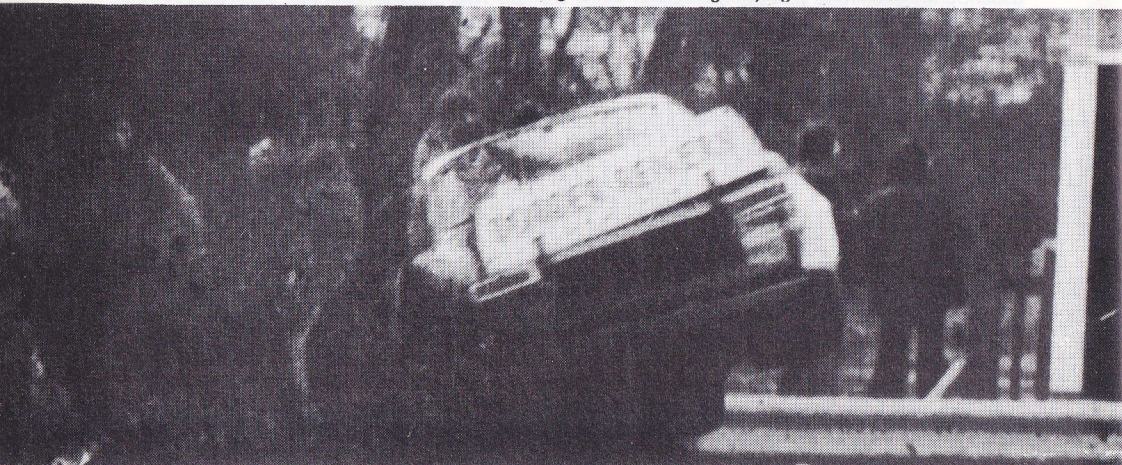
(Researched haphazardly by Ronald Bruce)

While discussing the Ingliston Centenary at the last meeting, a well-known competitor suggested that it would be a good idea to have a page in the programme containing some of the better and lesser known facts about Ingliston since racing there began. This article is the result of that idea and, as everyone is thinking in terms of 100, an attempt has been made here to gather 100 Ingliston details. If you allow for a little poetic licence in occasionally treating drivers, cars and times as "separate" facts then hopefully the target will have been achieved — don't count to closely (particularly as only half are printed here today — part 2 on 20th July).

Although the first meeting at Ingliston didn't take place until 1965, the idea of holding race meetings there first took root sometime prior to that. The showground was purchased by the Royal Highland and Agricultural Society in 1958, before which it had been a Golf Course. Because of that, it could perhaps be said that it was already used to "drivers", and Reg Forrester-Smith has over the years probably been its most consistent "putter". The R.H.A.S. held the first permanent Highland Show at Ingliston in 1960 and shortly after that, an approach was made to them by David Murray and A. K. Stevenson who suggested forming a permanent racing circuit within the Showground. At the time, the idea was not received favourably but they did not give up and eventually a circuit was permitted, designed and constructed. The original Ingliston small circuit, extending to 0.76 of a mile, was open to the public, fittingly by A. K. Stevenson, in April, 1965. Much of the credit for the design of the circuit lies with Ian Scott Watson who succeeded in getting the ideas for the circuit actually down on paper, while the practical, and sometimes seemingly impossible, job of translating fantasy to financial fact was very much the achievement of John Romanes, to whom the Ingliston ideal probably owes more than any other person. Ian also came up with an extremely ambitious plan to give Scotland its first circuit to reach international standard, situated within a complete motor sports centre. A look at the plan of this project shows that it incorporated the original small circuit and added to it a large loop stretching down past the Paddock and round a large portion of the Ingliston ground to the north of the circuit in what is now car parking and market area. It would have incorporated two potential club circuits which when joined together would have formed a national circuit extending to 1.87 miles with spectator facilities for 30,000 people and, in addition, a skid pan, driving tests arena and autocross circuit. Due to economic reasons and the difficulties which would have been presented in finding areas for spectators where they could see more than a small part of the circuit, the idea did not proceed any further, and ideas of a "Scottish Grand Prix" have now faded forever.

The extension to the small circuit which includes the present hair-pin, was first used on 8th September, 1968. The line taken by this extension does not take in any area which had been proposed for the national circuit, for which, incidentally, the plans were drawn in 1966.

"Excuse me, is this the Gents? — Doug Niven in his High-flying "Toilet Roll".



MEDIUM RARE RUMP — Jimmy the Pink leaves the hottest seat at Ingliston, April, 1970.

Although a meeting was held "behind closed doors" in late March, 1965 to try out the facilities at the new circuit, the first public meeting was on the 11th April of that year. The first race on that day was won by Ronnie Martin in a Lotus Elan R and second was none other than Andrew Cowan. Pole position on the grid for that race was held by Eric Liddell, who has the distinction of being the first person to knock a building down at Ingliston, having done so on the first lap. In spite of this, however, he was not the first person to crash at Ingliston, this having been Jimmy Veitch who got as far as the Esses on the first lap.

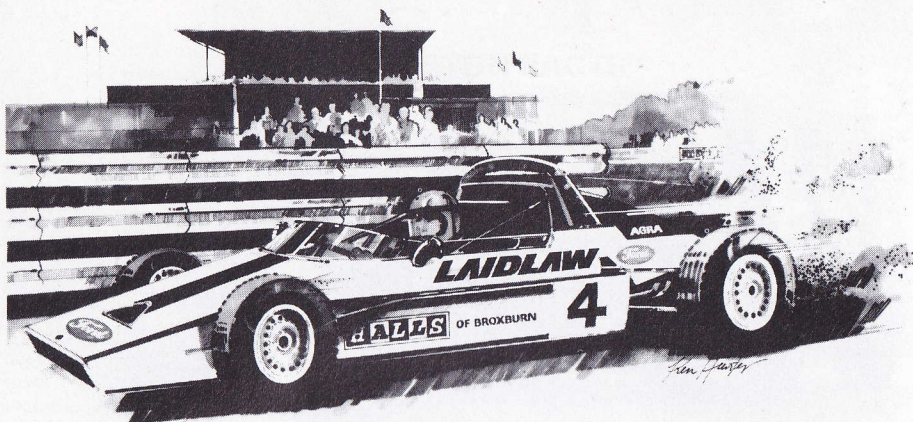
The first single seater race was won by Bill Stein, who later that day set the first outright lap record in 44.8 seconds, 60.0 m.p.h. This was achieved in an Ecosse Climax which had been built from a Cooper Monaco previously crashed by Jackie Stewart at Oulton Park. This car was run by Stein under the Ecurie Ecosse banner, and it also achieved the first 70 m.p.h. lap at Ingliston on 3rd October, 1965.

Over the 15 years of its existence, Ingliston has seen many drivers come and go, but also happily many drivers who came and stayed. A good few names have been with us at Ingliston since the very beginning, some of whom are still racing and some of whom have only recently retired. Taking into account two-part races, and races made up of heats and a final, a number of drivers have appeared in more than 100 races. By far the largest number is held by Bill Dryden, who has no less than 151 races to his credit in a variety of cars, of which more later. Next comes Kenny Allen, still one of Ingliston's foremost competitors who has to date driven in some 120 events. Reg Forrester-Smith, although never having won a race, has been in 112 races at Ingliston and in having done so must surely rank as a true example of the spirit of the club racing. Jimmy Dryden has appeared in 107 races, and an interesting fact is that all but 3 or 4 of these were in a Mini Cooper. Making up the "100 Club" are Dougal Niven (105), Andy Barton (102) and Tony Charnell, whose name appears in exactly 100 races. Only just failing to make it is Graham Birrell who has raced at Ingliston 98 times.

Acknowledgement, and appreciation, are due to the Scottish Motor Racing Encyclopaedia (alias Graham Gauld) for much mind bending matter, as also thanks to Jimmy Robertson for supplying the original idea. He can do the research next time!

No mean competitor himself, "Jimmy the Pink" has over 90 race meetings to his credit, his first having been in an Austin A40. He continues to entertain everyone today, and to him is dedicated one of the photographs above.

If you want to know who has won most races at Ingliston, who are the most successful drivers in the various classes, who achieved the first 80 p.m.h. lap (and other such useless information) you'll just have to wait for part 2 of this article on 20th July.



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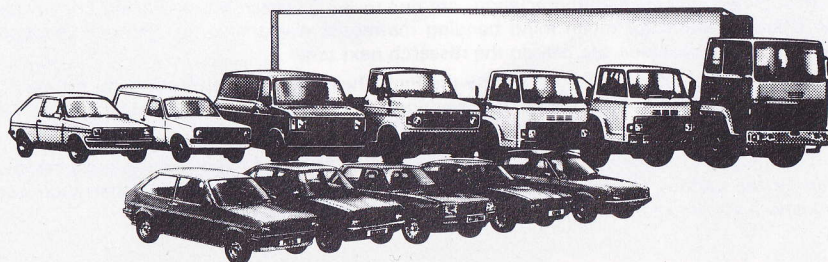
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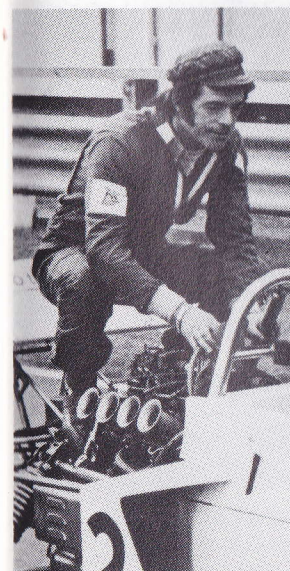


If we're selecting a very limited group of photos of faces and races over the past 100 race meetings, one race to remember must be the unbelievable Group 2 race in which the Japanese Hasemi very nearly confounded big Brian Muir by slotting his Datsun Cherry in front of Brian's Camaro! In this shot Brian heads off Vince Woodman's Escort.

FACES AND RACES FROM THE PAST '100'

Really, nothing more than the excuse for some nostalgia, with a very limited choice of shots from memorable races, and a reminder of one or two of the drivers who were THE men in Ingliston club racing when today's 'stars' were still at the back end of the field (whether in fact or in their dreams!) — apologies of course to Doug Niven and Andy Barton, neither of whom are now willing to disclose when they first started at this lark! Obviously, the shots on these two pages cannot begin to do justice to 100 competitive meetings at Ingliston (perhaps there is a book there for Graham Gauld?) but they might just stir a few almost forgotten memories and unlock the door to many more happy racing moments in Scotland.

TOMMY REID



WILLIE FORBES

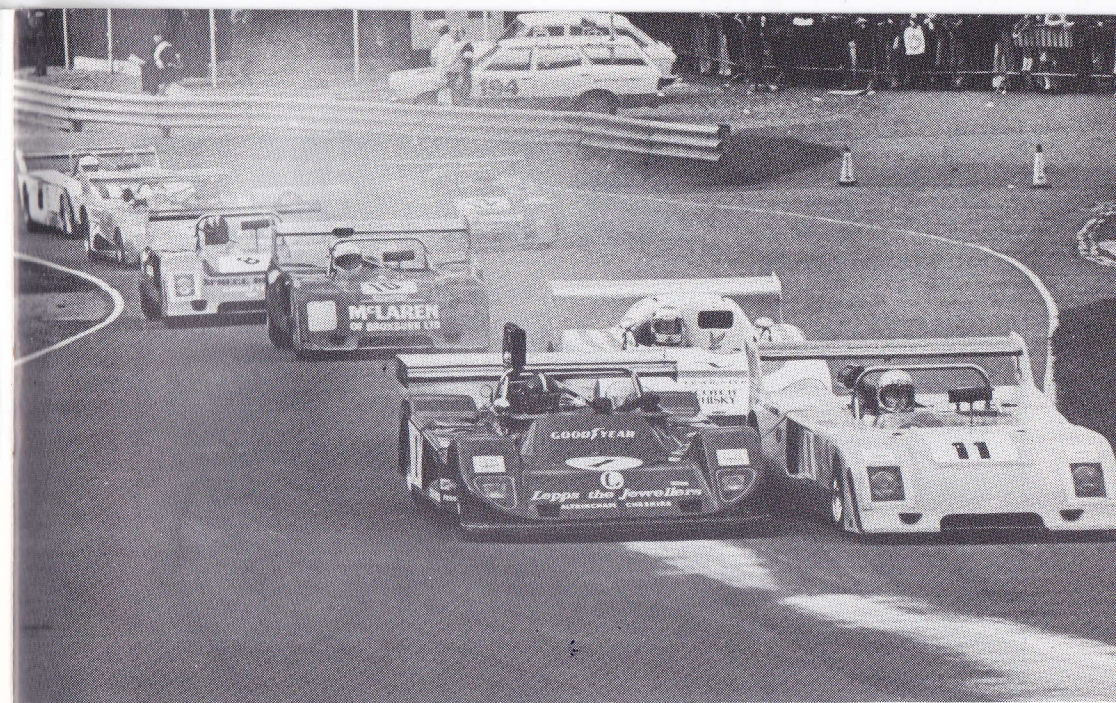


GRAHAM BIRRELL

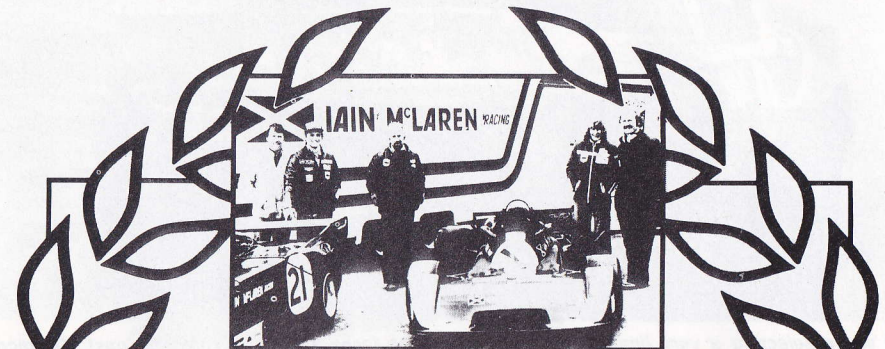
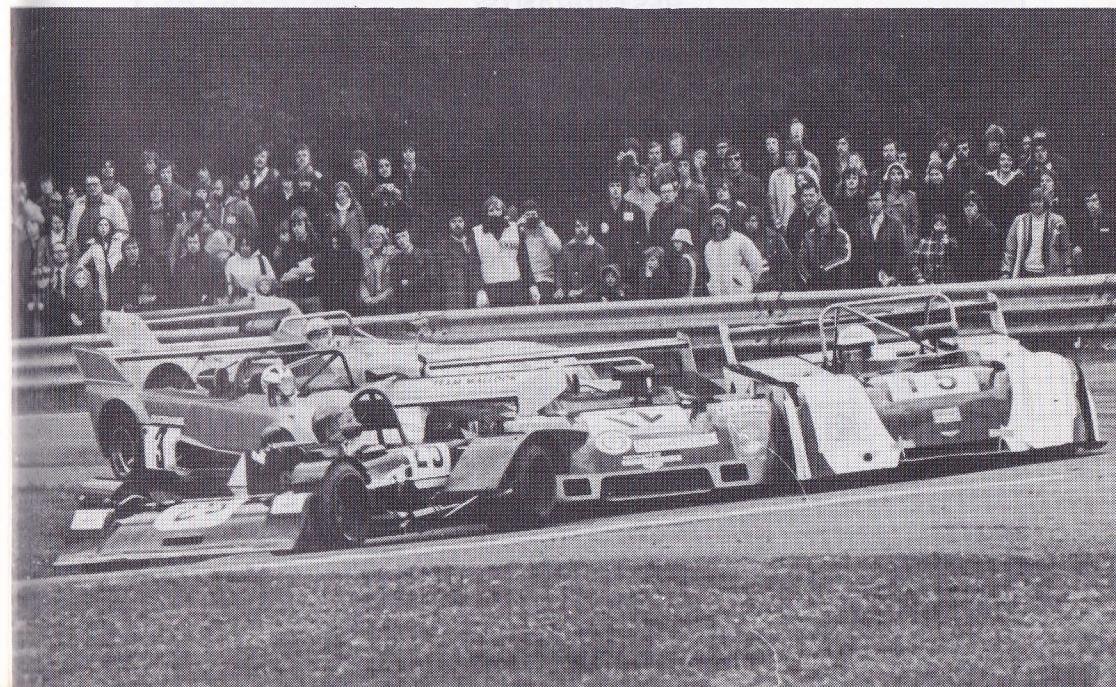


ED. LABINJOH





If we are going to get nostalgic, then no excuses for these two incredible shots of the major 2-litre sports car race held at Ingliston in 1975. Although only 11 cars competed, the majority completed the gruelling 100-mile course, and provided some of the closest high speed racing the circuit has seen. For those who reckoned that you can't pass at Ingliston, these boys tried everything (as can be seen from the photos) and certainly not one of them seemed to consider the track to be narrow! And as for the shot below, who said we needed to widen the hairpin (R.A.C. take note!). Amazingly, every single car scraped round in full working order, with only the odd bodywork scrape to show how close they'd been!



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1972 Scottish Hill Climb Champion
1973 Scottish Hill Climb Champion
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1976 Scottish Sports Car Champ.
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(delete as appropriate) (Christian names) (Surname)
of
(Occupation)

hereby apply for membership of the Scottish Motor Racing Club Limited for the calendar year 1980 and agree, if elected, to be bound by the Memorandum and Articles of Association thereof for the time being.

...../...../1980
(Signature, please)

I wish to be considered as a Marshal at Ingliston: YES/NO (delete as appropriate)

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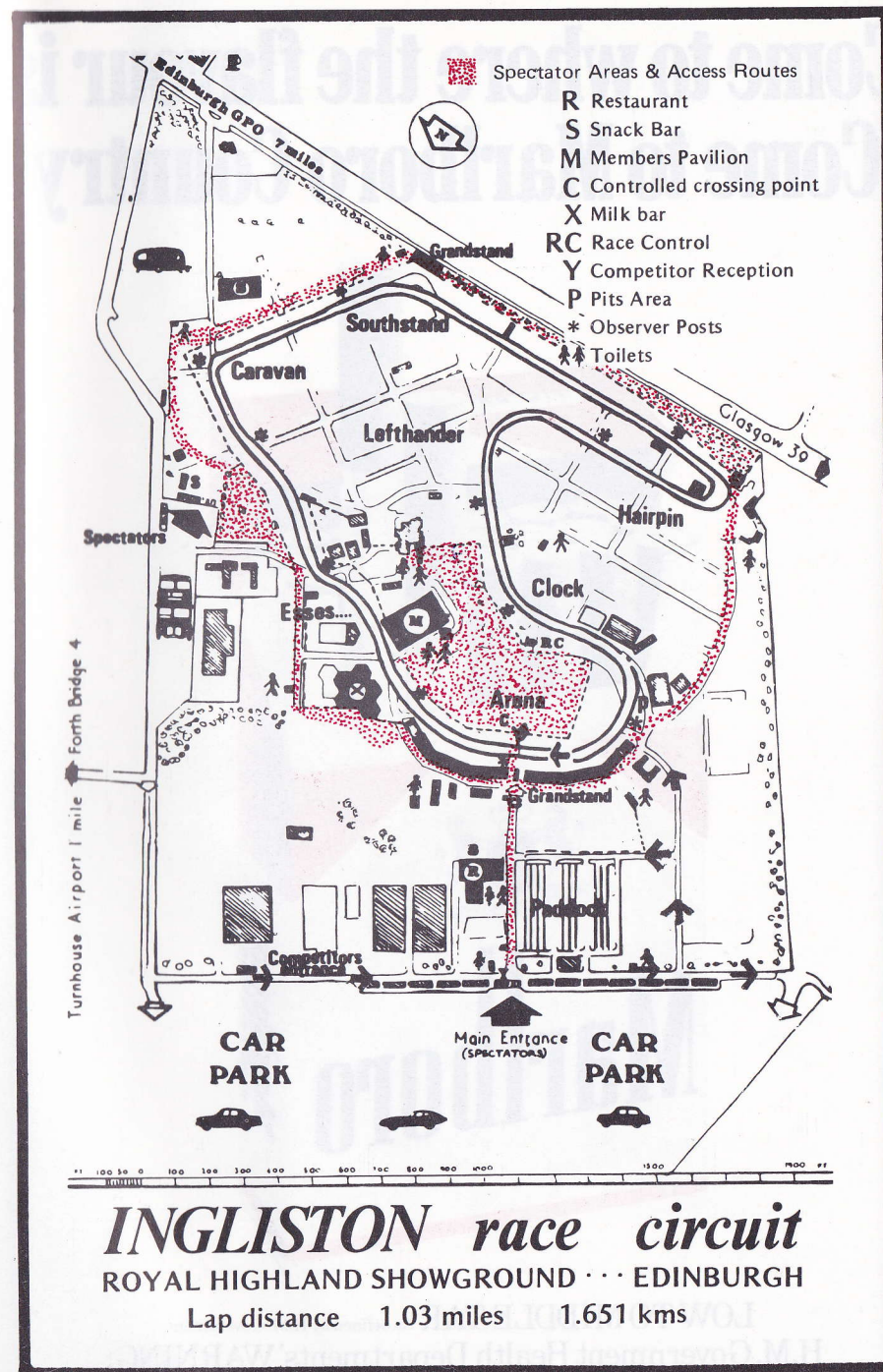
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.....	Repeat Motif Tie	£2.70 £ :			ExS S M L ExL		
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