

BMW County Championship Meeting July 20, 1980

Official Programme 40p
For Conditions of Admission see inside

INGLISTON'80

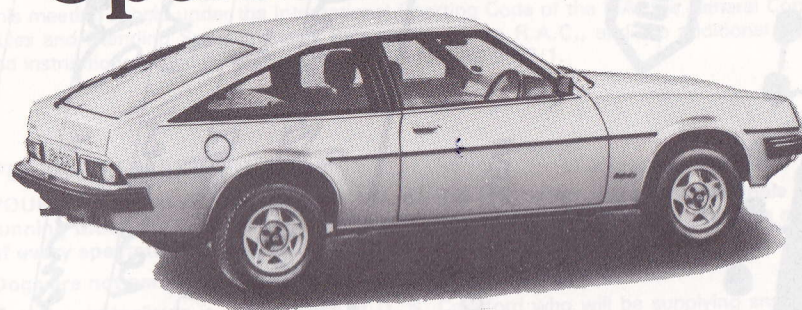




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This meeting is held under the International Sporting Code of the FIA, the General Competition Rules and Standing Supplementary Regulations of the R.A.C., and the additional regulations and instructions issued by SMRC Ltd., Permit No. RS 2007/1.

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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SCOTTISH MOTOR RACING CHAMPIONSHIP PLACINGS — 19/7/80

THE McLAREN OF BROXBURN BL CARS CHAMPIONSHIP for Grand Touring Cars.

101 Doug Niven (8*, 1*, 8*)	17 pts
126 Eric Paterson (—, 7, 8*)	15 pts
174 George Coghill (8*, —, 7)	15 pts
128 Jim Pinkerton (7, 2, 5)	14 pts
148 Alan Ritchie (5, 3, 3)	11 pts
107 Murray Burgess (—, 7, 1)	8 pts
172 Kenny Coleman (—, 8*, —)	8 pts
154 James McGaughay (5, 2, —)	7 pts
151 Bob Leckie (3, —, 4*)	7 pts
104 Laurence Jacobsen (—, —, 6*)	6 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
162 Richard Gauld (—, —, 5)	5 pts
105 Walter Robertson (—, —, 3)	3 pts
149 Stan Share (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 SHELL CHAMPIONSHIP for Formula Ford 1600 cars.

48 Tom Brown (11*, 6*, 11*)	28 pts
69 Roy Low (8, 8, 4)	20 pts
82 Bryan Gowans (—, 10, 6)	16 pts
56 Keith Wickham (—, —, 9*)	9 pts
68 Allan Bremner (6, 3, —)	9 pts
80 Vic Covey (—, 6, —)	6 pts
71 Bob Burgess (—, —, 5)	5 pts
88 Dave Steedman (5, —, —)	5 pts
60 Duncan Hall (—, 4, —)	4 pts
77 Martin Simpson (4, —, —)	4 pts
64 John Bothamley (3, —, —)	3 pts
75 Ken Dixon (—, —, 3)	3 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.

8 David Leslie (8*, —, 8*)	16 pts
14 Stuart Lawson (8*, 7, —)	15 pts
3 Andy Barton (6*, 8*, —)	14 pts
19 Jim Stevenson (—, 6*, 7)	13 pts
20 David Duffield (13, 5, 5)	13 pts
17 George McMillan (3, 3, 3)	9 pts
4 Norman Dickson (—, —, 6*)	6 pts
2 Iain McLaren (5, —, —)	5 pts
10 Colin Richardson (2, 3, —)	5 pts
7 Bernard Hunter (—, —, 3)	3 pts
6 George Franchitti (—, 1, 2)	3 pts

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

GENERAL CHAMPIONSHIP SCORING RULES

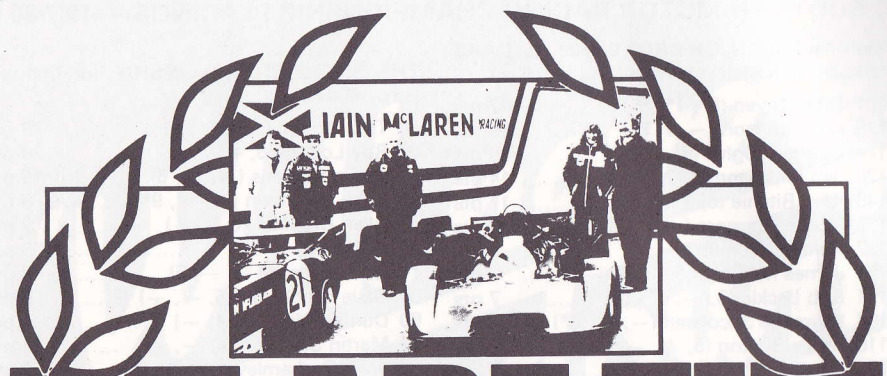
- Where run in classes, per class: 1st 7, 2nd 5, 3rd 3, 4th 2, 5th 1, subject to a minimum of three registered starters per class.
- Where run as a single class: 1st 10, 2nd 8, 3rd 6, 4th 5, 5th 4, 6th 3, 7th 2, 8th 1.
- In all cases bonus points for race fastest lap (marked * in Championship Tables).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

THE LOWLAND TYRES CHAMPIONSHIP for Clubmans Cars.

26 John Fyda (5, 8*, 7)	20 pts
38 Clive Reeves (8*, 7, 5)	20 pts
24 Andy Smith (8*, 3, 6*)	17 pts
41 Kevin McCormick (5, 3, 8*)	16 pts
31 Kenny Allen (4, 5, 2)	11 pts
39 Graham Sword (3, 6*, —)	9 pts
30 John Mackie (2, 2, 3)	7 pts
44 Jim Irwin (2, 2, 3)	7 pts
45 Ian Prentice (—, 1, 2)	3 pts
28 John Barr (—, 1, —)	1 pt

Prize Fund: £250, £125, £75, £50.

To the winner, the King Hussein Trophy.



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1978 Scottish Sports Car Champ.

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INGLISTON LAP CONVERSION TABLE

secs	m.p.h.	secs	m.p.h.	secs	m.p.h.	secs	m.p.h.	secs	m.p.h.	secs	m.p.h.
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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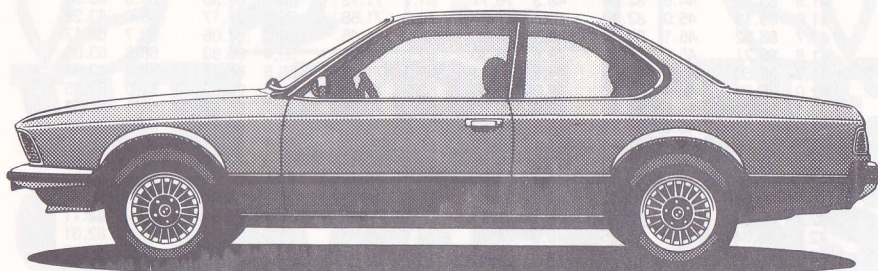
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BMW 323i County cars in action during the 1980 County Championship Charity Series.

Support Scottish Steel — Buy a Barrier for Ingliston

Don't be at all surprised if you hear these words stuttered at you in a broken sob-wracked voice by Scotcircuits Chairman, Graham Hamilton, tonight. After all, with 13 identically prepared 2.3 litre BMW 323i Sports Saloons, each delivering 170 bhp, roaring around the track at the hands of 13 of the country's top drivers (both 4 and 2 wheels!), and with a needle match between the country's top superloons Doug Niven (5 litre Beetle) and Mick Hill (7 litre Phoenix) scheduled later in the day, today's race meeting has all the hallmarks of a barrier bending bonanza! Pride of place, however, must go to the big BMs, this being the day the BMW County Championship Charity Race Series comes to Ingliston. The idea is a splendid one, with 13 race tuned BMW 323i sports saloons (all identically prepared by Tom Walkinshaw Racing) competing in a 12-round Championship, today's race being the eighth in the series. Each car is sponsored by a BMW dealer and bears the name and colours of the county which the dealership represents. A total prize purse of £6,000 for the series has been allocated by BMW (GB) Ltd., with each race worth £250, £150, and £100 for the first three cars. All prize money is donated by the sponsoring dealers to local charities of their choice, so that today's race is worth £500 to three of the charities listed on the entry list. In addition, the charities undoubtedly also benefit from "fringe benefits" — for example, it has become almost traditional for a group of boys from the nearby Dr. Barnardo's Home to attend each round, and today is no exception with 10 boys from the local home here with us today at Ingliston. To date, the leading "counties" in the series are: Norfolk (102 points), Avon (86), Gloucestershire (85), Sussex (73) and Nottinghamshire (57).

Drivers in the BMWs are, of course, interchangeable, although it is a prerequisite that any driver must be a racer of note and experience — in short, the top of his particular three. And you can't really get much higher than World Motor Cycling Champion Barry Sheene, which is one very good reason for giving him his big chance on 4 wheels in the Grampian car (much more in this vein and we'll be talking him into F1!) Last time a World Champion actually competed at Ingliston (there have been several demonstrations by World Champions) was when Jim Clark took part in the milk float race at our inaugural meeting, so it is probably fair to say that this will be the first time we have really seen a Champion in competitive action at Scotland's premier circuit. A warm welcome to Barry, who we hope will enjoy his visit to Ingliston both on and off the track.

The remaining 12 BMW drivers read like a "Who's Who" of club motor racing. F1, F2, F3 and Can-Am driver Patrick Neve runs the leading Norfolk car, while former Super 'V' Champion John Morrison is in the Wiltshire BMW. For Notts we have Sports 2000 Champion Frank Sytner (and while on the subject of Sports 2000, now that we have a Sports 2000 manufacturer in Scotland, Ingliston will be organising a Scottish Sports 2000 Championship for 1981, which

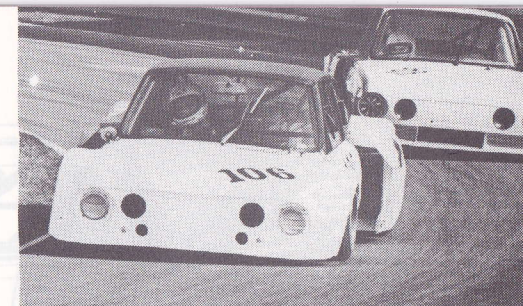
Barry Sheene's Okay at Ingliston OK?

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*If you were wondering where Brian Robertson and
Kenny Coleman got to in May . . .*



*Iain McLaren's rebuilt 3.5 Skoda just hangs on
ahead of Tony Sugden's 2-litre version.*

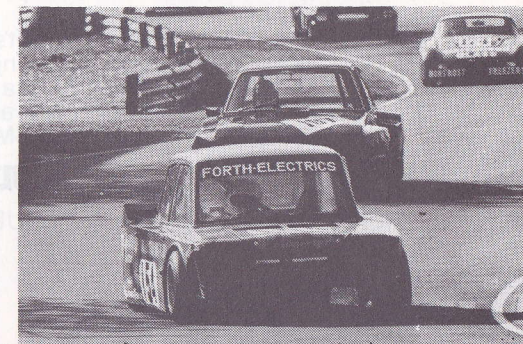
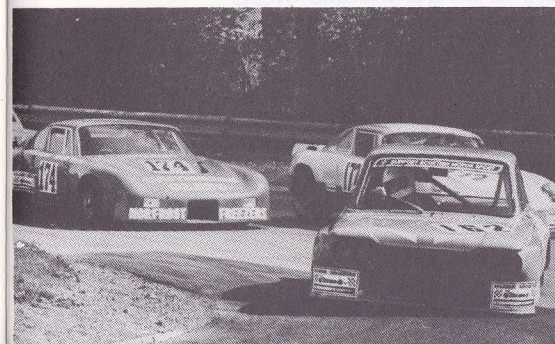
gives all of you ample warning to rush out and get your motors now!). From the world of saloon car racing come Scottish Saloon Car Champion Doug Niven (driving the Surrey car), ex-superlooon ace Nick Whiting (Kent), former Group 2 star Andy Rouse (of Broadspeed fame) and production saloon car maestro Alan Minshaw, while one of the most successful Clubmans drivers of all time, Geoff Friswell, pilots the Herts BMW. Space does not permit us to give detailed biographical details of all 13 drivers, but suffice it to say that all are top exponents of the art of flinging mechanically propelled machines around at the fastest possible speed. And judging by previous rounds in the BMW County Championship, that is what has been done to the 323i's by their pilots, this class having established itself as a classic for doorhandle to doorhandle racing.

With BMW sponsoring today's race meeting saloons have to be the talking point, and if we stretch the definition a bit into Grand Touring cars we've arrived at the other main attraction, a round in the **Motoring News Donington Grand Touring Championships**. Pride of place in Gts always goes to the hairy monsters, and you aren't going to find anything hairier or more monstrous than Mick Hill . . . 's 7-litre Phoenix (124)! Currently lexding the Donington Championship overall by a mere 1 point from the exceptionally fast 2-litre Skoda Coupe of - Derek Walker (114), Mick is going to have his hands full on this his first trip away from "home" this year, since second in class to him in the Donington series is our own Walter Robertson (105) whose Formula 1 powered D.F. VW is the onlt Gt car yet to have circulated in under 49 seconds in a race at Ingliston. Having said that, however, don't forget that Dougal Niven (101) has not been following the Donington Championship this season (that honour has gone to mechanic Jeff Wilson who has only just had the effrontery to better Dougal's Croft lap record in the Beetle) but that, since today's **Caledon Coal Co. Trophy Race** counts also towards the McLaren of Broxburn BL Cars Championship, Dougal will be out there in the cockpit seeking to keep himself firmly at the top of the Scottish series. Confrontations between Dougal and Mick Hill tend to be pretty explosive affairs and, having in mind the incredible 48.4 second lap turned in by Dougal in practice at Ingliston on 11th May, this one could be no exception. Forget not, either, that Laurence Jacobsen has been poking his immaculately cheeky 2-litre Imp (104) right up Dougal's exhaust all season and this car just seems to get faster and faster and more and more reliable. Since it already shares the GT lap record with Dougal, a continuation of the trend can only mean trouble for the heavier machinery!

While, at Ingliston, we run only one class for Gt cars over 1500 c.c. (the nature of the circuit is such that a smaller lighter car does not have the disadvantage it would have on a

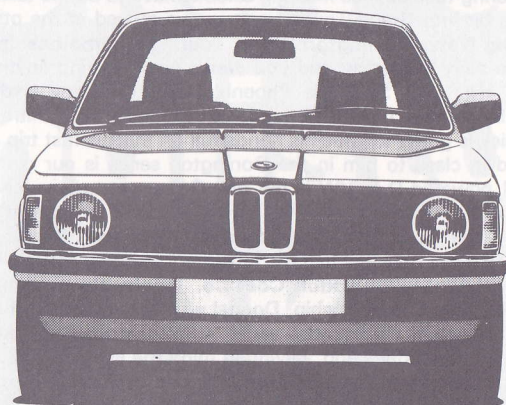
*and then it's Jim McGaughay's turn
to trump the big boys.*

First it's Ricky Gauld having a go at heading the Davrians





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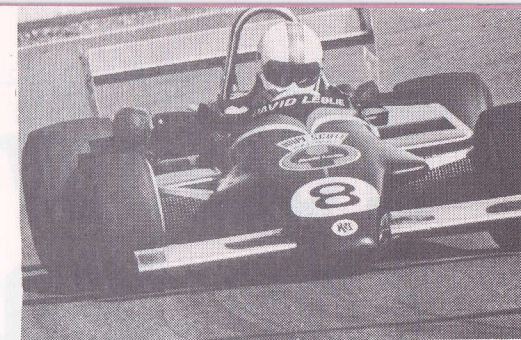
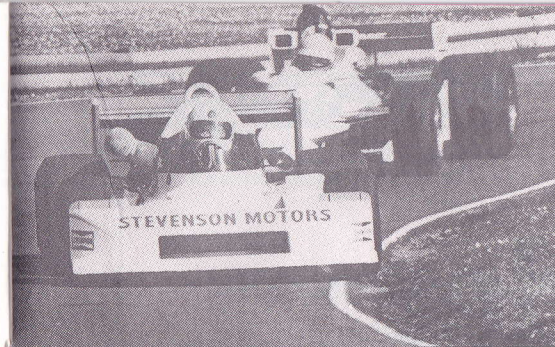
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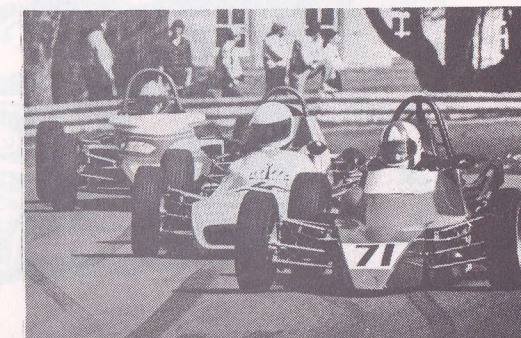
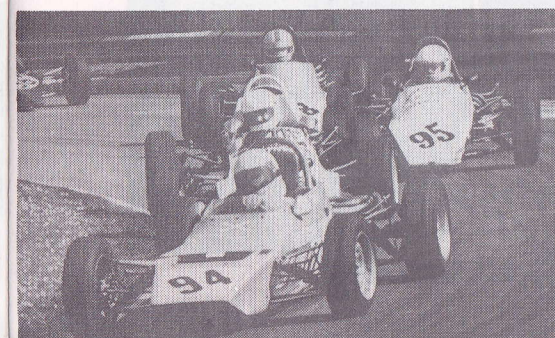
longer track with room for the bigger engined cars to wind themselves up), the Donington Championship provides for an additional class "break" at 2500 c.c. Leading this 1501-2500 c.c. class in that Championship at present is Derek Walker (114), and his Skoda (possibly [the] fastest in the country) could prove to be a hard car to beat on the tight Ingliston track. During the early part of this season, however, even the might of Mick Hill's 7-litre Phoenix was being left standing on the straight at Donington by the diminutive 2-litre Elan of Nicky Ellis (115), one of Derek Walker's main rivals in the 2½ litre Class, and many commentators felt that Nicky might well be unbeatable in this car at Ingliston. Today will be the test of that.

And if power to weight ratio is what it's all about at Ingliston, just get out your calculators and tot up the potential of Jim Evans' turbocharged Lotus Esprit (120). Jim's reputation as both a car builder and turbocharger is second to none, and pretty nearly everything he has turned out has been an instant success at Ingliston (with him behind the wheel). In theory, the Esprit should be no exception, and it completes one of the most intriguing GT line-ups we've seen yet at Ingliston.

The Crawford's Catering Trophy Race for 1500 c.c. GT Cars welcomes David Auger's very potent Skoda 130RS (130): David, who is joint leader of the 1500 c.c. class in the donington Championship with Peter Baldwin, takes on Eric Paterson's very fast Robinson Imp (126) and Gus Young's Agra Davrian (145). Regular 1100 c.c. Davrian pilot Brian Stevenson (144) is having to make do today with a 998 c.c. engine, putting him into the fray with no fewer than 29 cars entered for the **Luckpenny Restaurant Trophy Race**. (Indeed, so many 1-litre cars are there that only the fastest 16 will be able to compete for Championship points, the faster unqualifying cars being allowed a consolation run on the back of the grid for event 5.) At the start of the year it looked as if the Davrians (and particularly those of George Coghill (174) and Kenny Coleman (172)) were going to have the edge on the Imps, but some sterling drives by Bob Leckie (151), Jim McGaughay (154) and Ricky Gauld (162) have caused us to reconsider. Class lap record now rests with Bob Leckie at 53.2 secs, although Ricky Gauld did turn in a 53.0 second lap in May's Supercar race, while in the same event Jim McGaughay astonished everyone with a brilliant 4th place, way ahead of the nearest Davrians. All good reasons for suspecting that the Davrians spell of success could be past. Particularly to with the appearance of Donington 1 litre front runner Dick Wallinger, with his Imp (164).

Ingliston's Formula Atlantic racing has been excellent this year (don't forget that we host a round of the Hitachi National Atlantic Championship on 17th August) and accordingly today's Glasgow Herald race is marred only by the knowledge of Andy Barton's recent road accident. While Andy will be out of racing for quite a spell, we feel sure all competitors, officials and

IT CAN GET KINDA CLOSE IN FF1600 RACING!

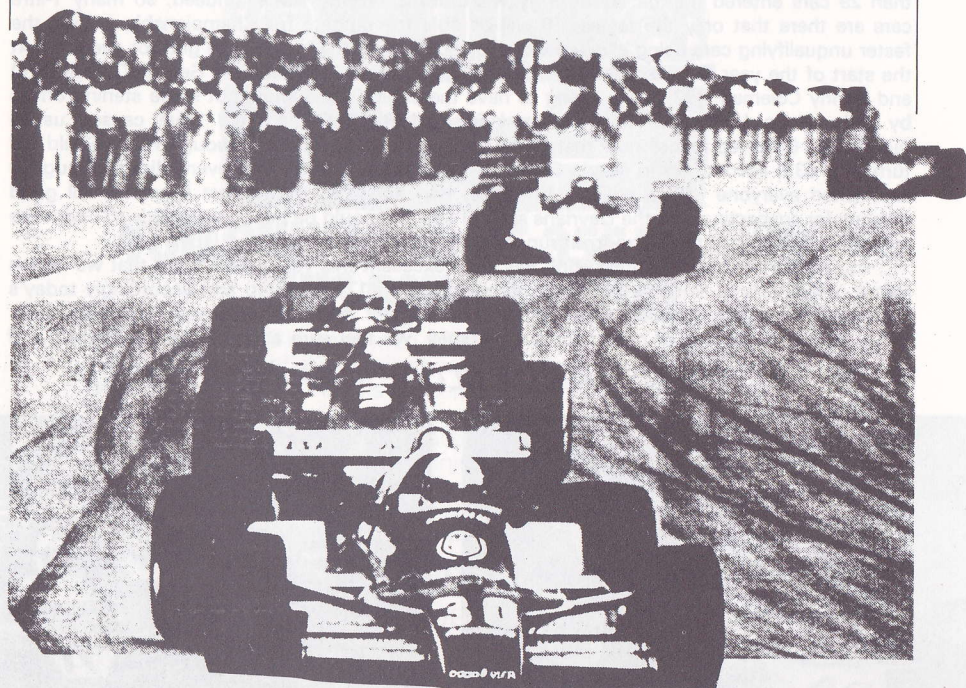


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SCOTTISH MOTOR RACING CLUB LTD.

THE BMW COUNTY CHAMPIONSHIP MEETING Ingliston — 20th July, 1980

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.
—	—	BMW Cavalcade	2	—	2.10
1.	(A)8.30 (B)8.55	The Luckpenny Restaurant Trophy Race for Grand Touring Cars up to 1000 c.c.	12	(A)9.30 (B)9.55	2.20
2.	9.15	Clubmans Sports Cars and Formula Ford 2000 Cars.	10	10.15 track open	2.45
3.	9.40	The BMW Trophy Race for BMW 323i Sports Saloon Cars.	12	10.40 track open	3.10
4.	(A)10.05 (B)10.25	The Shell Championship Race for Formula Ford 1600 Cars.	12	(A)11.05 (B)11.25 track open	3.35
5.	10.50	The Crawford's Catering Trophy Race for Grand Touring Cars 1001-1500 c.c.	12	11.50	4.00
6.	11.10	The Glasgow Herald Race for Libre Cars.	15	12.10 track open	4.25
7.	11.35	The Caledon Coal Company Trophy Race for Grand Touring Cars over 1500 c.c.	12	12.35	4.50
8.	—	The Laidlaw Trophy Race for Formula Ford 1600 Cars.	10	—	5.15
	1.00 2.05	Drivers briefing in scrutineering bay. All Marshals at posts, please.			

EVENT

1

1) 154
2) 172
3) 162
4) 151
5) 170
6) 164

2.20 p.m.
12 laps

EVENT

2

1) 26
2) 24
3) 31
4) 30
CLASS WINNERS -
26, 39, 23

2.45 p.m.
10 laps

THE LUCKPENNY RESTAURANT TROPHY RACE for Grand Touring Cars up to 1000 c.c.

Car No.	Driver/Entrant	Make/Model	c.c.	From
144	BRIAN STEVENSON/Bardene Automotive	Sunbeam Imp	998(A)	Glasgow
149	STAN SHARE	Clan Crusader	998(B)	Ardentinnny
151	BOB LECKIE	Hillman Imp	998(A)	Aberdeen
152	MARTIN DUNN	Hillman Imp	998(B)	Evanton
153	ROBERT MACDONALD	Davrian Imp	998(A)	Glasgow
154	JIM McGAUGHAY/FES Forth Electric (Stirling)/Motorists Discount Centre Chain.	FES Imp	998(B)	Lochgillhead
155	IAIN DONALD	Imp	998(A)	Glenfarg
156	IAN FORREST/The Drambuie Liqueur Co.	The Drambuie	997(B)	Kirkliston
158	BRIAN MACLEOD/Coul Plant Hire	Hillman Imp	998(A)	Alness
159	DAVE OGILVY/Sportstune Accessories	Sunbeam Stiletto	998(B)	Edinburgh
160	RICHARD MITCHELL	Mitchell Imp	998(A)	North Berwick
161	HARVEY GILLANDERS	Chessman Imp	998(B)	Ellom
162	RICKY GAULD/Express Surefreight	Sunbeam Stiletto	998(A)	Insch
164	DICK WALLINGER/John Poynton Cars/Bruce Motor Services	Wallinger Imp	998(A)	Hinkley
166	ROBERT GRAY	Hillman Imp	998(B)	Alness
167	IAIN McLEOD	Mini	998(A)	Dalkeith
168	RICHARD KING	Hillman Imp	998(B)	Fearn
169	EWEN BUCHAN	Maguire Imp	998(A)	Currie
170	KEN MURRAY/Murray's Garages, Stricken	Davrian Mk VII	998(B)	Stricken
172	KENNY COLEMAN	Davrian	998(A)	Plains
173	ROY WILSON	Clan Crusader	998(B)	Dingwall
174	GEORGE COGHILL/Caithness Glass/Norfrost Freezers	Davrian Mk 7/8	998(A)	Halkirk
175	OLLY LA BARRE	Clan Crusader	998(B)	Edinburgh
176	ROD MacLEOD	Hillman Imp	998(A)	Stirling
177	COLIN PHILIP	Imp	998(B)	Ardersier
178	BRIAN ROBERTSON	BL Mini	998(A)	Polmount
179	GRAHAM STUPPLE	Mini Clubman	999(B)	Edinburgh
180	STAN SHARE	Clan Crusader	998(B)	Ardentinnny
181	BRIAN FLETCHER	Hillman Imp	998(A)	Aberdeen
	ROY KNOWLES/Roy Thomson Car Stereo Centre	Davrian Imp	998(B)	Portlethen

(For the fastest 16 up to 1000 c.c. cars from practice [balance to Event 5])

A round in the McLAREN OF BROXBURN BL CARS CHAMPIONSHIP for GT Cars (incorporating the Hamilton and Inches Silver Jubilee Quiaich and the E. MacRitchie Construction Ltd. Trophy).

A round in the MOTORING NEWS DONINGTON GRAND TOURING CAR CHAMPIONSHIPS.

Class Lap Record — Kenny Coleman (Davrian) and Bob Leckie (Imp), 53.2 secs, 69.70 m.p.h. (27/4/80).

CLUBMANS SPORTS CARS and FORMULA FORD 2000 CARS

FF2000				
16	KEITH LAWRENCE	Lola TS80	2000	Helensburgh
22	DAVE MANNERS	Delta T80	2000	Darlington
23	JOHN WALKER	Mertle	2000	Lancaster
25	DEREK BUCKTON	Reynard 79	2000	Harrogate
29	DAVID WINSTANLEY	Royale RP27	2000	Crewe
Class A Clubmans				
24	ANDREW SMITH	Mallock Mk 21B	1700	Ayr
26	JOHN FYDA/Agra Precision Engineering Co.	Mallock 18B	1700	Dundee
30	JOHN MACKIE	Mallock 18BW	1700	Fife
31	KENNY ALLEN/A. Smith (Metals), Ayr	Mallock 20	1600	Crossford
Class B Clubmans				
38	CLIVE REEVES	Magnum 79B	1600(B)	Stonehouse
39	GRAHAM SWORD	Mallock U2 Mk 16	1600(B)	Elgin
41	KEVIN MCCORMICK	Mallock U2 Mk 20	1600(B)	Tollesby
44	JIM IRVIN	Mallock U2	1600(B)	Hamilton
45	IAN PRENTICE	Centaur Mk 17B	1600(B)	Blantyre

A round in the LOWLAND TYRES CHAMPIONSHIP for Clubmans Cars and in the North British Clubmans Series. A round in the HARRISON BROS. (STEEPLEJACKS) NORTH BRITISH FF2000 CHAMPIONSHIP.

Class Lap Records — Class A: John Fyda (Mallock), 47.0 secs., 78.89 m.p.h. (27/4/80); Class B: Graham Sword (Mallock), 51.8 secs., 71.58 m.p.h. (27/4/80).

EVENT

3

1) 7
2) 6
3) 14
4) 8
5) 9
6) 2

3.10 p.m.
12 laps

EVENT

4

3.35 p.m.
12 laps

EVENT

5

1) 126
2) 145
3) 130
4) 148
5) 169 (EVENT 1)
6) 176 (EVENT 1)

4.00 p.m.
12 laps

EVENT

6

1) 5
2) 7
3) X
4) 14
5) 17
6) 15

THE BMW TROPHY RACE FOR BMW 323i SPORTS SALOON CARS

Car No.	Driver	Sponsor	Charity	County
1.	John Morrison	Dick Lovett Specialist Cars	Thamesdown & District Spastic Association	Wiltshire
2.	DOUG BASSET Frank Sytner	Sytner of Nottingham Ltd.	Nottingham & District Sports Club for the Disabled	Nottinghamshire
3.	Stuart Cole	LJK Garages Ltd.	National Children's Home	Essex
4.	PATRICK NEVE DAVID SEARS	Sorensens Motors Ltd.	King's Lynne Day Centre for Handicapped	Norfolk
5.	Tony Dron	BMW Park Lane Ltd.	Help a London Child	London
6.	Nick Whiting	L. & C. Auto Services Ltd.	Dene College — The Spastics Society	Kent
7.	Barry Sheene	John Clark Specialist Cars	Royal National Lifeboat Institute, Aberdeen	Grampian
8.	Andy Rouse	Chandlers Ltd.	Brighton & Hove District Spastics Society	Sussex
9.	Alan Minshaw	Beechwood Garages Ltd.	Alder Hey Children's Home	Lancashire
10.	David Smith	Western Counties Automobile Co. Ltd.	The Lord's Taverners	Avon
11.	Barrie Williams	Richard Cound Ltd.	Glos. Royal Hospital	Gloucestershire
12.	Geoff Friswell	Howard Cars Ltd.	Radlett School for Autistic Children	Hertfordshire
14.	Doug Niven	Coombs & Sons (Guildford) Ltd.	Dr. Barnardos	Surrey

A round in the 1980 BMW County Championship Charity Series.

THE SHELL CHAMPIONSHIP RACE for Formula Ford 1600 Cars. 1) 48 2) 69 3) 91 4) 60 5) 89 6) 82

For the fastest 16 Formula Ford Cars in practice — see entry list to event 8.

A round in the SHELL CHAMPIONSHIP FOR FORMULA FORD 1600 CARS.

Class Lap Record — Tom Brown and Keith Wickham (Van Diemen) 53.2 secs, 69.70 m.p.h. (11/5/80).

THE CRAWFORDS CATERING TROPHY RACE for Grand Touring Cars 1001-1500 c.c.

125	ADRIAN HAMILTON	Fiat Coupé	1460	Edinburgh
126	ERIC PATERSON	Robinson Imp	1297	Edinburgh
128	JIM PINKERTON	Maguire Mini	1293	Glasgow
130	DAVID AUGER	Skoda 130RS	1293	King's Lynn
131	IAN TULLOCH	BL Mini 'S'	1293	Inverness
132	ALEXANDER LITTLEJOHN	BL Mini 'S'	1300	Aboyne
133	RUSSELL SPENCE/R. J. Spence Construction	Mini	1300	Bradford
143	G. R. WILSON	Cox GTM	1275	Helensburgh
145	GUS YOUNG/Agra (Precision Engineering) Co. Ltd.)	The Agra Davrian	1070	Dundee
146	IAN FORREST/The Drambuie Liqueur Co.	The Drambuie Davrian	1190	Kirkliston
148	ALAN RITCHIE	Davrian	1150	Paisley
149	STAN SHARE	Clan Crusader	1100	Ardentinnny

(To be added to this grid will be the fastest up to 1600 c.c. cars not qualifying for Event 1. Such cars will not be counted for Championship purposes.)

A round in the McLAREN OF BROXBURN BL CARS CHAMPIONSHIP FOR GT CARS (incorporating the Hamilton & Inches Silver Jubilee Quiaich and the E. MacRitchie Construction Ltd. Trophy).

A round in the MOTORING NEWS DONINGTON GRAND TOURING CAR CHAMPIONSHIPS.

Class Lap Record — Jimmy Robertson (Skoda Coupe) 53.3 secs., 69.57 m.p.h. (27/4/80).

THE GLASGOW HERALD RACE for Libre Cars.

Up to 1600 c.c.				
6	GEORGE FRANCHITTI/All Car Equipment/W. M. Mitchell Soft Drinks	March 79B	1600	Bathgate
7	BERNARD HUNTER/Colin Bennett Racing	March 80A	1600	Warrington
8	DAVID LESLIE/The Hope Scott Garage Ltd./Nixon Vehicle Wash Ltd.	Ralt RT4	1600	Currie
20	DAVID DUFFIELD/Caledon Coal Co.	Ralt RT1	1600	Kirkliston
21	NICK ADAMS/Maclean Hunter Business Public	March 80A	1600	Warrington
31	KENNY ALLEN/A. Smith (Metals), Ayr	Mallock Mk 20	1600	Crossford
Over 1600 c.c.				
12	GRAHAM HAMILTON/Scotcircuits Motor Racing	Surtees TS20S	3000	Moffat
14	STUART LAWSON/ADTV Surveys	March 772P	1998	Kirkliston
15	STEWART ROBB	March 7S/782	1800	Blairlogie
17	GEORGE McMILLAN/Bass Rock Garage (Renault)	March 772P	2000	North Berwick

A round in the LOTHIAN CHEMICAL COMPANY LTD. LIBRE SERIES organised by Scottish Motor Racing Club. A round in the North British Formula Libre Series.

Class Lap Records — Up to 1600 c.c.: David Leslie (Ralt RT4), 44.7 secs., 82.95 m.p.h. (11/5/80); Over 1600 c.c.: Jim Stevenson (March 782), 45.2 secs, 82.04 m.p.h. (27/4/80).

EVENT

7

- 1) 101
- 2) 104
- 3) 124
- 4) 105
- 5) 114
- 6) 103

4.50 p.m.
12 laps

EVENT

8

- 1) 71
- 2) 74
- 3) 87
- 4) 62
- 5) 49
- 6) RALPH
MALLEY
(83)
- 11) 54

5.15 p.m.
10 laps

THE CALEDON COAL COMPANY TROPHY RACE for Grand Touring Cars over 1500 c.c.

1501-2500 c.c.			
102 RON CUMMING	Escort Mk 1	1900	Kemnay
103 COLIN CHRISTIE/Bilston Garage Co.	Vauxhall Chevette	2400	Penicuik
104 LAURENCE JACOBSEN/Cuthbertson's Foods/Rosetta Fruit Juices	Hillman Imp	2000	Glasgow
114 DEREK WALKER	Skoda Coupe	1970	Altrincham
115 NICKY ELLIS/Cowgate Motor Co.	Cowgate Elan HV/80/50	2000	Newcastle
116 RONALD SOMMERVILLE	Lotus Elan	1559	Helensburgh
117 BOB DICKENS/WSC Machinery Service (UK) Ltd.	Lotus Elan	1600	Helensburgh
120 JIM EVANS/AET Engineering	Lotus Esprit	2240	Selby

Over 2500 c.c.			
101 DOUG NIVEN/Doug Niven Cars Ltd.	VW Beetle	5000	Whitsome
105 WALTER ROBERTSON/Sports-tune Accessories	DF VW	3000	Howgate
107 MURRAY BURGESS	Escort RS/Chevvy	4700	Mintlaw
110 STEVE BUXTON/S.B. Offshore & Marine (Edin.) Ltd.	Porsche 934	2993	Granton
123 GEOFF TODD/John Kerr Construction Equipment	Chevrolet Corvette	5300	Broughtyferri
124 MICK HILL	Phoenix	7000	Draycott

A round in the McLAREN OF BROXBURN BL CARS CHAMPIONSHIP FOR GT CARS (incorporating the Hamilton & Inches Silver Jubilee Quaich and the E. MacRitchie Construction Ltd., Trophy).

A round in the MOTORING NEWS DONINGTON GRAND TOURING CAR CHAMPIONSHIPS.

Class Lap Record — Doug Niven (VW Beetle) and Laurence Jacobsen (Imp) 49.0 secs., 75.67 m.p.h. (27/4/80).

THE LAIDLAW TROPHY RACE for Formula Ford 1600 Cars.

48 TOM BROWN	Van Diemen RF80	1600(A)	Cambuslang
49 TONY QUINN	Hawke 20B	1600(B)	Aberdeen
50 DENIS LEDINGHAM	Lotus FF	1600(A)	Kennethmont
51 IAN HENDERSON	Hawke DL11	1600(B)	Falkirk
53 JOHN DUNN	Van Diemen RF76	1600(A)	Kilmalcolm
54 IAIN NICOLSON	Hawke DL11	1600(B)	Saltcoats
55 PETER JAMIESON	Hawke DL19B	1600(A)	Laurieston
60 DUNCAN HALL/Hall's of Broxburn/Laidlaw	Royale RP26	1600(B)	Edinburgh
61 TONY REID	PRS RH01	1600(A)	Caterham-on-Hill
62 IAN McLOY	Dulon MP17	1600(B)	Bishopton
63 MARK PAULO	PRS 80F	1600(A)	Largs
64 JOHN BOTHAMLEY	Van Diemen RF78	1600(B)	Penicuik
66 GRAHAM LEGGET	Hawke DL19B	1600(A)	Edinburgh
67 GERARD DOHERTY/Clip Joint, Greenock	Hawke DL12	1600(B)	Falkirk
68 ALLAN BREMNER	Hawke DL15	1600(A)	W. Kilbride
69 ROY LOW	PRS RH01	1600(B)	Linlithgow
71 BOB BURGESS	Image FF2B/3	1600(A)	Mintlaw
72 DOUGIE HAMILTON	Van Diemen RF78	1600(B)	Edinburgh
74 CHRIS SURTEES	Crossle 32F	1600(A)	Inverness
75 KEN DIXON	Crossle 35F	1600(B)	Ballynabinnich
76 PETER J. ROSE	Van Diemen RF78	1600(A)	East Kilbride
77 MARTIN SIMPSON	Lola FF	1600(B)	Glenrothes
78 TOM PAULO	Van Diemen	1600(A)	Corstorphine
79 ARCH BOYLE	Hawke DL12	1600(A)	Falkirk
80 VIC COVEY/John Brown Racing Bathgate Storage	PRS RH02	1600(A)	Edinburgh
81 GARY McDONALD	Marlyn 29A/30	1600(B)	Edinburgh
82 BRYAN GOWANS	PRS RH01	1600(A)	Dalbeattie
84 GRAHAM MILLAR/Lander Alarms	Hawke DL19B	1600(B)	Bishopbriggs
85 ARCH CROMAR/Crows Nest Hotel/A. J. Cromar	March 708	1600(A)	Anstruther
87 MARTIN ALLINSON	Van Diemen	1600(B)	Penrith
88 DAVE STEEDMAN	Van Diemen RF78	1600(A)	Linlithgow
89 CHIC STENHOUSE	Van Diemen RF79	1600(B)	Kirkcaldy
90 RICHARD TAYLOR	Royale RP16	1600(A)	Falkirk
91 COLIN BIRBECK	Royale RP26	1600(B)	Penrith
92 TONY ALLINSON	Van Diemen	1600(A)	Penrith
93 RONNIE WHITAKER	Image Mk 4	1600(B)	Shiloon
95 GORDON STEPHENSON/Washington Computers	PRS RH01	1600(B)	Richmond

RACE PRIZE FUNDS

In Events 1, 5 and 7* (*per class)	£70, £60, £50, £40, £30
In Event 3	£250, £150, £100
In Event 2	£40, £20, £10 per class
In Events 4 and 8	£40, £30, £20, £10
In Event 6	£100, £50, £25, £10.



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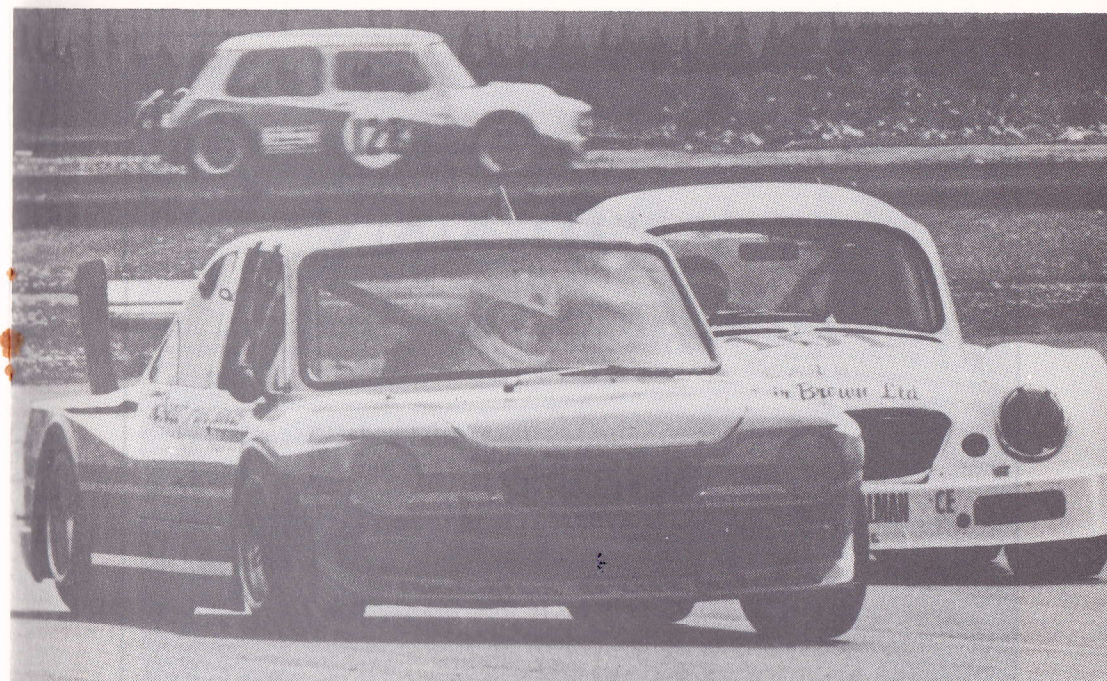
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**WATCH OUR CAR DRIVEN BY
D. DUFFIELD
IN THE LIBRE RACE**



Now that's an interesting sight!

spectators join with us in wishing him a speedy recovery. Making up for Andy's absence, in part anyway, is a welcome visit from Atlantic front runner Nick Adams in a March 80A (21), a similar car to Bernie Hunter's (7), and both Colin Bennett prepared cars will be after outright lap record holder David Leslie's title. (Who said you needed an F1 car to go faster at Ingliston!) Completing the FA line-up in the Caledon Coal car is David Duffield, while in over 1600 c.c. cars are Lothian Chemical Co. Ltd. Series second place man, Stu Lawson (14) and Scotcircuits Chairman Graham Hamilton (12), the latter in the F1 Surtees. Watch out though for the extremely fast Clubmans A Class Mallock of Kenny Allen (31) which is also taking on the like cars of Andy Smith (24), Croft round winner on 11th May John Fyda (26) and John Mackie (30) in the Clubmans race today.

At one time when talked of B Class Clubmans cars at Ingliston, Clive Reeves' name immediately sprang to mind. However, on 11th May at the Lowland Tyres Championship round at Croft, Kevin McCormick (41) showed his mettle by heading Clive by 1½ seconds, while at Ingliston on 27th April Graham Sword (39) underlined the fact that Clive cannot any longer reckon on an easy race, when Graham took the new class lap record away from Clive. All in all, a portent of more exciting Class B days to come! And joining the Clubmans today, just to vary the medicine a bit, are a handful of FF2000 cars, competing in the North British FF2000 series.

Last, but not least (more like most in fact), is the biggest ever FF1600 entry at Ingliston. Originally we were only going to run one FF1600 race today, but so many cars entered that we had little choice but to squeeze in an unscheduled non-Championship Laidlaw Trophy Race at the end of the day. The fastest 16 formula Fords, however, go forward to the Shell Championship Race at 3.35 p.m., a Championship in which Tom Brown (48) is establishing the sort of lead we came to expect from his FF predecessor. Stu Lawson.

Today's racing thus seems a pretty varied day's sport, which is what you can expect when we welcome you back to Ingliston on 17th August. Quite apart from hosting a round of the Hitachi Formula Atlantic Championship that day, we hope to be adding to all our regular races events for Production Saloons and for Escort Sports in an 8-race card that should have all the ingredients of another exciting day at the races, Ingliston style.

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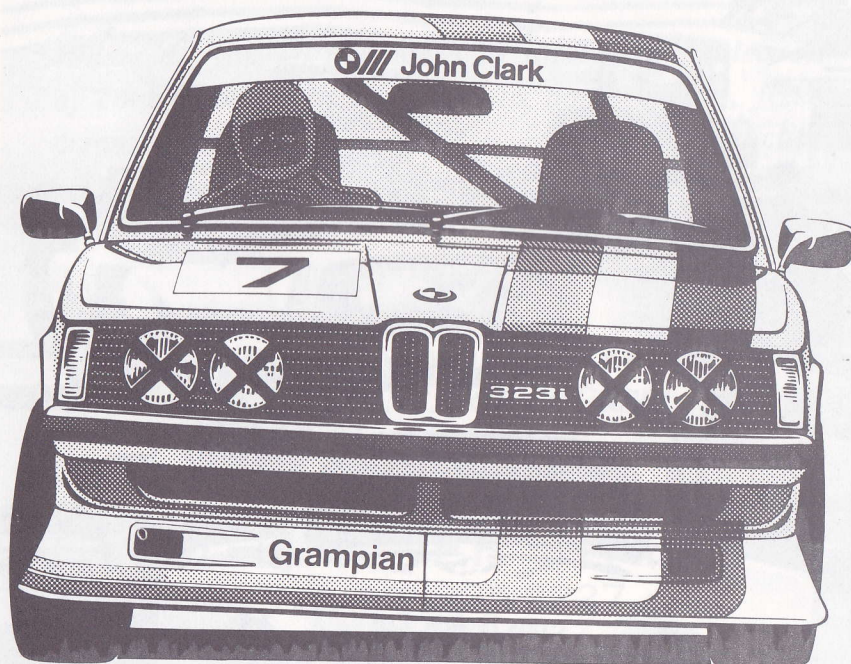
90 HANOVER STREET
TEL. 031-225 2227

30 GRASSMARKET
TEL. 031-225 1752



Doug Niven leads the pack into the Esses, 11th May.

HELP MAKE US NUMBER 1.



John Clark Specialist Cars,
122/124 Broomhill Road, Aberdeen, Grampian.
Telephone: (0224) 54938.



**BMW County
Championship**

100 INGLISTON FACTS

(Further haphazard research by Ranald Bruce and accurate [as at 10th May, 1980])

For anyone who didn't buy a programme at the Centenary Meeting this is Part 2 of an article which was written for that occasion, but in which the author was so verbose that it was impossible to fit it all into the one programme!

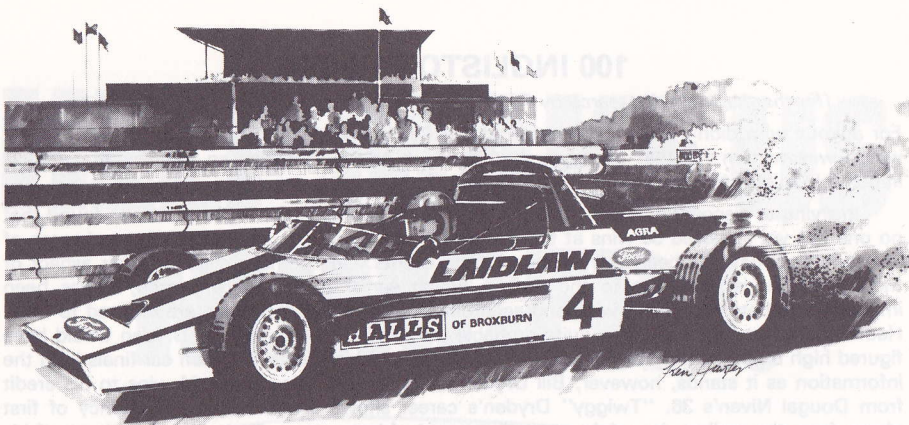
In trying to discover who has been the most successful driver at Ingliston, it was found that no one has yet achieved 50 wins at the circuit. (In counting wins, two-part races and races of heat and final have all been treated as separate events. One perhaps slightly unfair aspect of these statistics is that, due to the way in which earlier results were printed, it has been impossible to determine class wins and accordingly only overall race wins are referred to here. Had this not been the case, it is quite probable that Sedric Bell or Jimmy Dryden would have figured high on the tables, due to their sometimes astonishing feats in saloon car finals.) On the information as it stands, however, Bill Dryden is clearly in the lead with 44 wins to his credit from Dougal Niven's 36. "Twiggy" Dryden's career shows a remarkable consistency of first places from the earliest days right up until the end of last season. To begin with, many of his victories were in single seaters and of course latterly he was best known for regularly coming home first in the SMT Firenza. In between these two periods, he kept things going in the final part of the sixties in the remarkable little H. & G. Robinson entered Honda S800. This competed in the long-defunct Marque car class and, although usually about half the engine capacity of its rivals, proved invincible on almost every outing in Bill's hands. Graham Birrell, in a variety of special and production saloon cars, not to mention the occasional single seater, chalked up 28 wins over all, Willie Forbes achieved 22 and Andy Barton and the late Gerry Birrell have each managed 20.

With regard to individual events Ingliston has during its history seen all types of motor car races, together with motor cycle races, kart races, a traction engine demonstration which developed into a race, serious (and not so serious) cycle races and even a milk float race whose competitors included the late Jim Clark. Perhaps the most enduring championship races have been in the special saloon classes, Formula Libre, Formula Fords and modified sports cars. In special saloons, Dougal Niven just manages to edge Bill Dryden into second place with 34 wins as opposed to Bill's 33, but this takes into account Dougal's saloon outings in the new grand touring class this season. Graham Birrell won on 20 occasions, Sedric Bell on 16 and other prolific winners include Jimmy Dryden, Eric Smith, Andy Barton and Bill Borrowman, formerly a familiar sight in the Sportstune "box" Mini.

Although it is many years since he last competed at Ingliston, Willie Forbes from Aberdeen still leads the field in Formula Libre with 19 wins from Norman Dickson's 11, with Andy Barton again featuring along with Tommy Reid with 8 wins and Ian McLaren 7. Undisputed king of Formula Ford racing was Stuart Lawson, who, like Willie Forbes in the Libre Class, chalked up 19 wins to his credit which is far ahead of any of his rivals, the closest being Neil Ginn with 5. Considering the number of Formula Ford races which have taken place and the number of drivers who have won races (including Scotcircuits Chairman Graham Hamilton), this really serves to show how close Formula Ford racing has always been.

In the modsport classes, John Fyda's amazing feats with the Agra Elan over the last three seasons have ensured him the top of the table with 15 wins from John Absolom with 12. The Agra Elan's remarkable record makes it the most consistently successful car in any event during the period it was racing, having won almost every race it entered at Ingliston. Kenny Allen's remarkable little Clan Crusader and John Kirk's Davrian also deserves mention in this section. The former GT Sports classes were dominated over the years by Tony Charnell and Ian McLaren and also the amazing smaller capacity class Fisher Spyder driven to success on numerous occasions by Eddie Labinjoh. He also, along with Jenny Birrell, achieved a considerable number of wins in production saloon classes.

Outright lap record holder for the original 0.76 mile circuit is Peter Gethin, who achieved 37.0 seconds (73.9 m.p.h.) in a Formula 2 Chevron. After the circuit had been extended to a length of 1.03 miles, thus taking on its present shape, the first meeting was held on 8th September 1968. Fastest laps on that day were, in the Libre class, Willie Forbes (Lola) 49.8 seconds (74.46 m.p.h.) and in the saloon classes, Graham Birrell (Escort) in 57.0 seconds (65.05 m.p.h.) and



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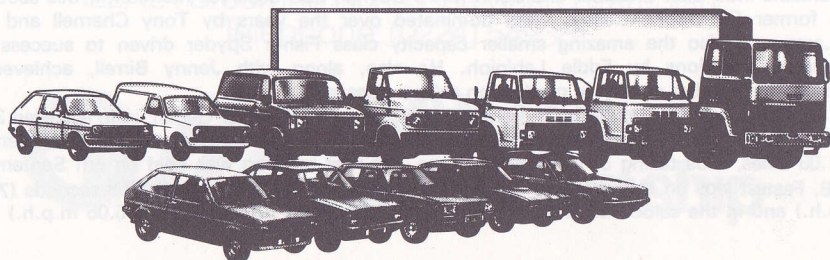
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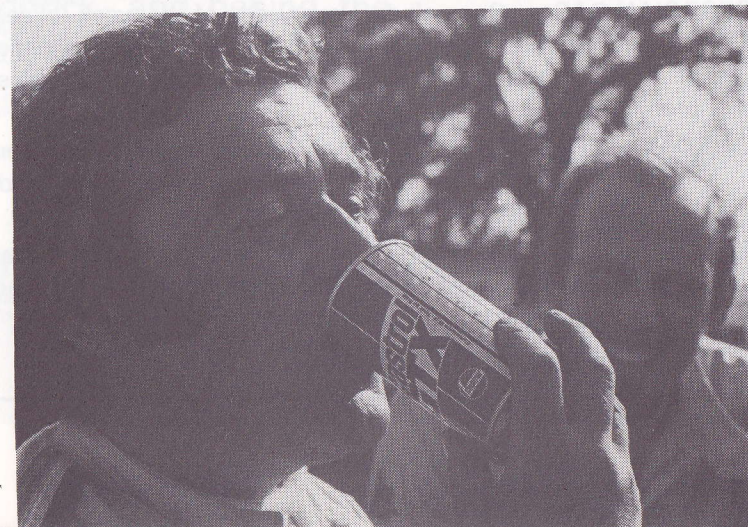
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Bill Borrowman's Mini in the small class in 58.9 seconds (62.95 m.p.h.). Several long-standing lap records were then established, the most remarkable of which was Sedic Bell's small saloon record, set in his Ford Engined Mini in September 1974. His time was 54.1 seconds, a speed of 68.54 m.p.h., and this remained unbeaten for almost 4 years until it finally fell to John Kirk's Imp (52.6 seconds, 70.49 m.p.h.) on 20th August, 1978. The first man to crack the 80 m.p.h. barrier was Tommy Reid in a Brabham on 13/5/73 when he lapped at 80.43 m.p.h. and this held for over three years until being beaten by Richard Scott in a Modus on 25/7/76. Due to changes in the line-up at the hairpin before the start of this season, a new series of lap records are in the process of being established. The outright lap record for the extended circuit in its initial form is therefore held by Norman Dickson (March 792) in 44.4 seconds, 83.51 m.p.h. The only man ever to have broken the 49 second saloon barrier in a race is Walter Robertson (D.F. VE) who set a time of 48.8 seconds (75.98 m.p.h.) on 19/8/79. To date the fastest lap on the newly altered circuit is 44.7 seconds (82.95 m.p.h.), set by David Leslie at the meeting on 11th May. There are also a number of interesting personality details concerning racing at Ingliston. Although perhaps considered out on a limb by some of the drivers from the south, it has yet managed to attract a number of competitors who have figured in Grand Prix racing. There are obvious associations with Jim Clark and in particular S.M.R.C. Club President Jackie Stewart, and in addition to these, Peter Gethin figured in several Grand Prix events and indeed won an Italian GP for McLaren. A fairly regular winner at one time at Ingliston was John Miles, who also figured in Formula 1 racing and is now the chief tester for Auto Car magazine. His father, incidentally, is the well known actor Bernard Miles. Other "firsts" also deserve some mention, and in fact Ingliston can boast some athletic achievements of near olympic proportions. In this, the "long jump" champion must be Jimmy Veitch, who succeeded in flying his Mini from the banking just after the left-hander almost to Clock without rolling in 1973. The altitude or "high jump" record holder must certainly be Dougal Niven who almost managed to clear a lavatory block on the back straight in April 1975 in his Boss Escort. Immediately afterwards, he built the engine into a Boss Capri and it was feared that his purpose in doing so was to attempt to jump the race control building but fortunately this proved unfounded. Longest short-cut on the course and runner-up in the long jump stakes must be Norman Hodgson who on one occasion left the circuit at the left-hander and was only prevented from rejoining it at the Esses by the somewhat unsporting intervention of the MacRobert Pavilion. Jock Russell, that well known buccaneer of the early single seater days, has the distinction of having been the only man to crash on a lap of honour for winning part one of a two-part race, and if a special award were created for piggy-back racing, it would surely be won by Ed Cheever and Patsy McGarrity for an amazing finish when Cheever crossed the line with McGarrity's car straddled across the back of his.

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Little wonder Jimmy Veitch came unstuck to take the circuit long-jump record in 1973.



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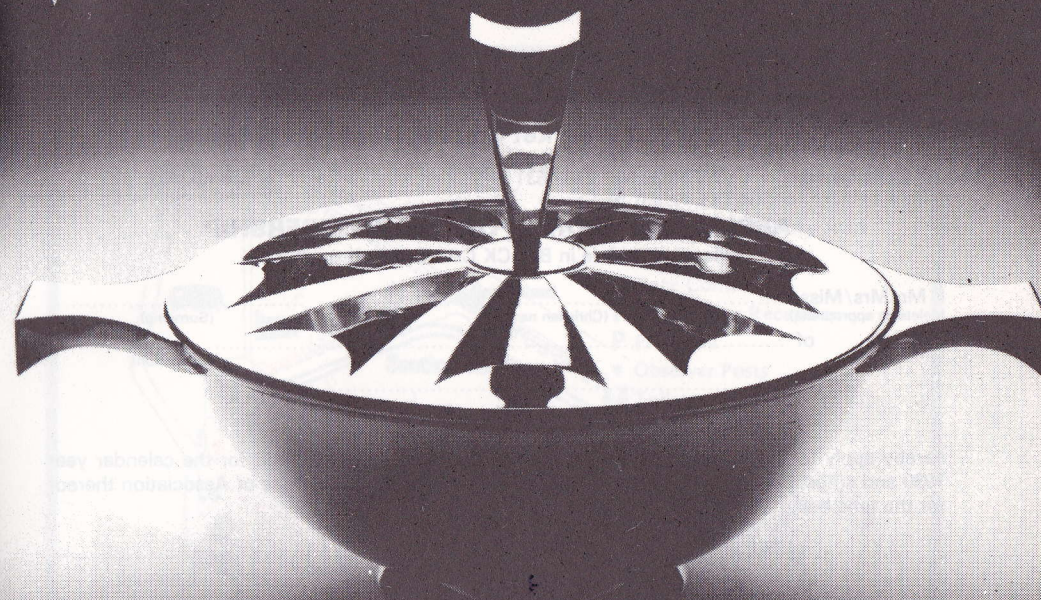
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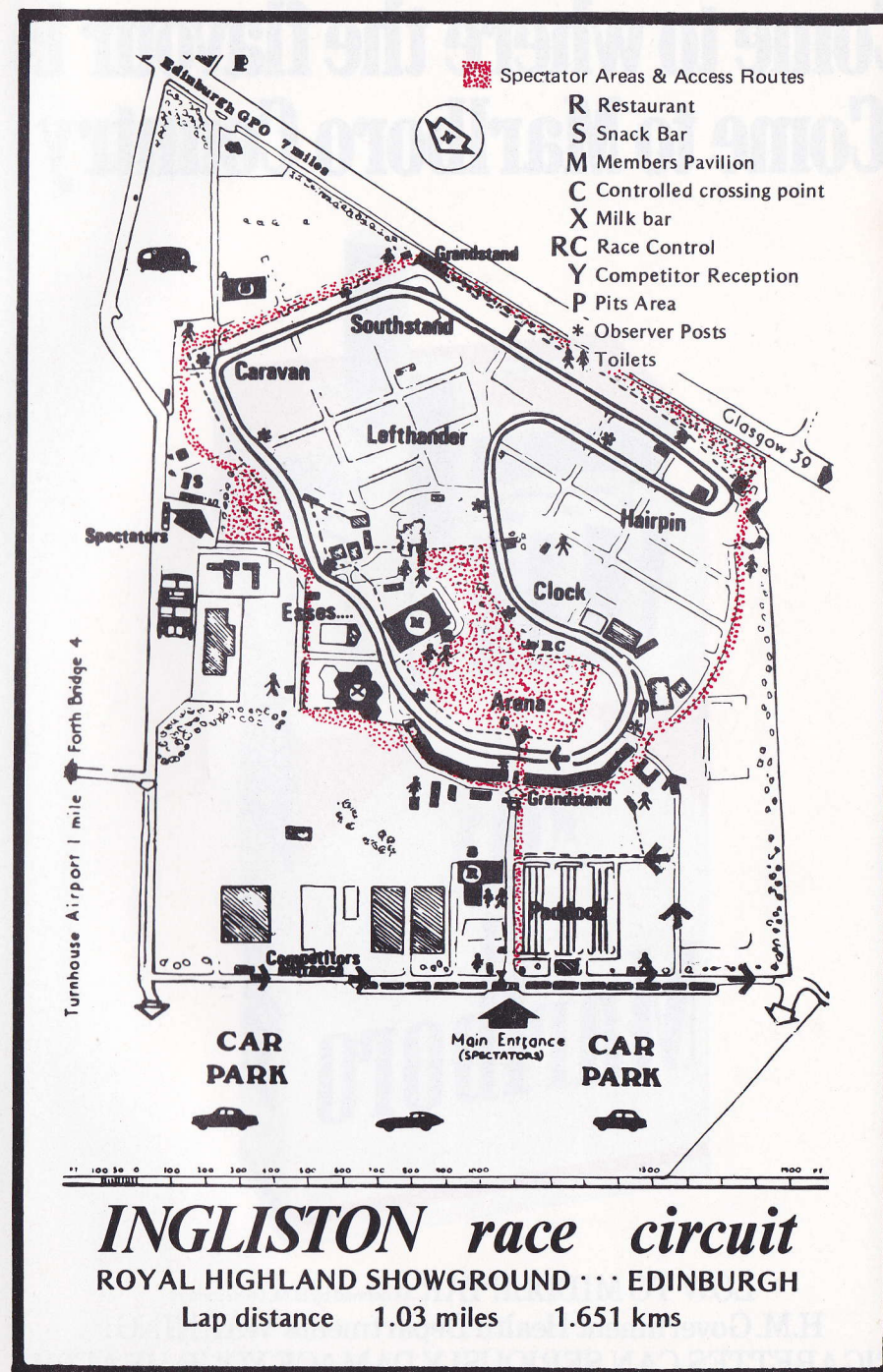
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