



DEALER SPORT



SUNDAY 15th AUGUST, 1982



S.M.R.C. Organised by
THE SCOTTISH MOTOR RACING CLUB LTD.

OFFICIAL PROGRAMME: 40p
For Conditions of Admission see inside



OFFICIALS AND CREDITS

Steward for R.A.C.: E. Hooks; Clerk of the Course: W. Fenwick; Chairman of Race Committee: G. Hamilton; Secretary of Meeting: L. Jacobsen; Chief Marshal: J. Robertson; Deputy Chief Marshal: P. Poole; Chief Observer: R. Traill; Chief Flag Marshal: H. Bruce; Chief Track Marshal: W. J. Wilkie; Chief Medical Officer: Dr. R. Jeffries; Chief Paddock Marshal: W. Pollock; Chief Spectator Marshal: A. Donald; Chief Grid Marshal: G. Montgomery; Starters: J. W. Robertson, W. Struth; Chief Crossing Marshal: L. Haggard; Chief Pits Area Marshal: J. Johnstone; Chief Timekeeper: Dr. L. Jamieson; Chief Scrutineer: I. D. Bennie; Chief Lap Board Marshal: G. Kerr; Commentator: J. W. McInnes; Competitor Reception: J. Ferguson; Stewards for the Club: W. Martin, E. R. Herrald, J. L. Romanes, J. A. Dick Peddie; First Aid: British Red Cross Society (Scottish Branch); Breakdown Equipment Staff: Ross Chrysler Doge Ltd., Appleyard (Edinburgh) Ltd., Howden Motor Repairs, Rossleigh Ltd., Ashfield Motors, Glasgow; Rosebank Auto Services, Currie. Public Address: Kennedy of Lanark; Fire and Track Truck courtesy of Mower Care; 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 2507/1.

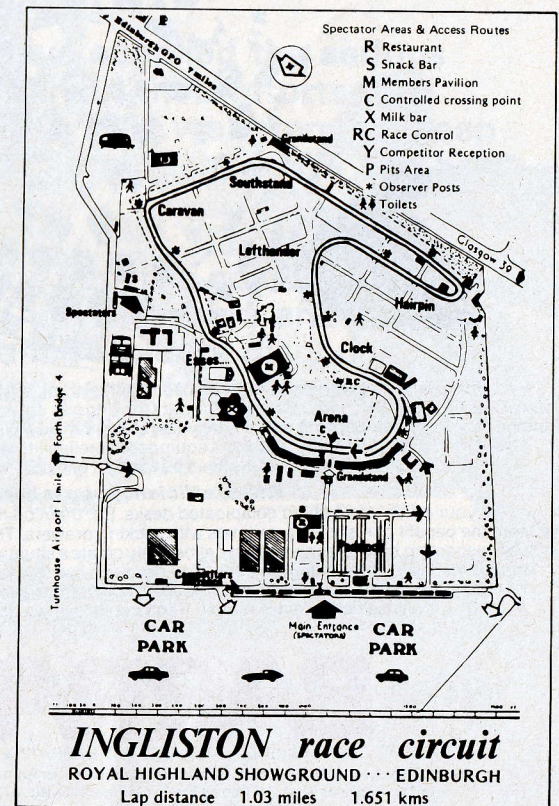
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Car and Motorcycle Racing is dangerous and persons attending this track do so entirely at their own risk. It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including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

FUTURE RACE MEETING DATES

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PROGRAMME NOTES

INGLISTON 15th AUGUST, 1982

1982 sees the amalgamation of Dealer Team Vauxhall and Dealer Opel Team into General Motors Dealer Sport. Funded by all the 674 Vauxhall Opel Dealerships in the United Kingdom, G.M. Dealer Sport has been formed to promote the sales of both Vauxhall and Opel cars through Motor Sport. It is managed by a National Committee, one of whose members is Bill Cleland, owner of a G.M. Dealership in Peebles.

This year, Rothmans have transferred their allegiance to Opel, and are currently leading the World Rally Championship with Walter Rohrl in his Opel Ascona 400. Meanwhile in the U.K., Henri Toivonen leads the Rothmans R.A.C. Open Rally Championship and Lanark's Jimmy McRae is third, both in Opel Ascona 400's. Vauxhall honours are upheld by Russell Brookes in fourth position. All three drivers have a chance of winning the series outright.

In the Pace Petroleum/Autosport National Rally Championship Malcolm Patrick in yet another Opel Ascona 400, holds a substantial lead over the second and third placed drivers. Ayrshire's George Gass, a Castrol/TV Times Rally Challenge winner, is contesting the series in a Group 1 Ascona i 2000.

Douggie Riach from Inverness, is campaigning a Group IV Chevette HSR in the Scottish Rally Championship this season, having clinched the Group 1 section in an Opel Ascona last year.

John Cleland, Bill's son, continues to campaign an Opel Monza 'S' in the Production Saloon series which he shares with Tony Lanfranchi.



Hugh McCaig of Caledon Coal expressing his delight over the vanquishing of David Duffield by Andy Barton!



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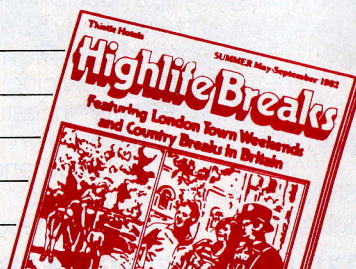
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MORRIS MINOR OWNERS CLUB SCOTTISH BRANCH

By Branch Chairman, Robin Brown

The Scottish Branch of the Morris Minor Owners Club has expanded rapidly since its formation in the Autumn of 1981. Membership is now in excess of 130 but is still only a small fraction of the potential of 6500 registered Minor owners in Scotland (A figure supplied by the D.V.L.C. in Swansea). Since its inception the Branch has been very active with a full programme of evening meetings in the winter, followed by the Inaugural Rally sent off by the Lord Provost of Glasgow, The Right Honourable Dr. Michael Kelly, in April 1982. The climax of the year's activities was the Annual Rally held at Doune Motor Museum where all but 60 Morris Minors – Saloons, Travellers, Convertibles and Commercials – competed in the self-judging competition for various substantial prizes donated by leading garages and oil companies. Benefits of Club membership include discounts at many garages and motor factors, technical advice and assistance, preferential motor insurance, frequent comprehensive newsletters and, not least, the opportunity to meet other owners and enthusiasts. At £7 subscriptions per year for the National Club, with over 6,000 members in the U.K., and £5 per year for the Scottish Branch, the membership fees represent real value for money in these days of high motoring costs. Further details of the Club can be obtained by sending a stamped addressed envelope to: Doug Kirk, Membership Secretary, M.M.O.C., 42 Main Street, Methven, Perthshire, PH1 3PU.

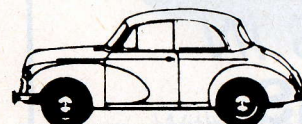
Display of Morris Minors

at

Ingliston Motor Race

Meeting on

**SUNDAY 15th
AUGUST 1982**



The Scottish Branch of the Morris Minors Owners Club, in conjunction with Scotcircuits Ltd., is staging a display of Morris Minors on Sunday 15th August 1982 at Ingliston Race Circuit, 7 miles west of Edinburgh. This event, which will include both a static display and a cavalcade round the circuit, will be staged between 11.30 a.m. and 5.00 p.m. On show will be approximately 40 Morris Minors of all ages from 1948 to 1971, and all models including saloons, travellers, convertibles, vans and pick-ups.

Championship Positions: 26th July after 3 rounds

The Lowland Tyres Sports Car Championship

1st	No. 37	Brian Stevenson	26 pts.
2nd	No. 24	John Fyda	22 pts.
3rd equal	No. 31	Kenny Allan	21 pts.
4th	No. 36	R. Mitchell	12 pts.

Scottish Marlboro Championship for Formula Fords

1st	No. 48	Tom Brown	25 pts.
2nd	No. 69	Roy Low	14 pts.
3rd	No. 78	Ross Cheever	9 pts.

Caledon Coal Company Scottish Libre Series

1st	No. 20	David Duffield	27 pts.
2nd	No. 3	Andy Barton	22 pts.
3rd	No. 10	Colin Richardson	14 pts.

GT Championship

1st	No. 110	Jim McGaughay	29 pts.
2nd	No. 177	E. Paterson	21 pts.
3rd equal	No. 181	K. Murray	19 pts.
" "	No. 179	Gus Young	19 pts.



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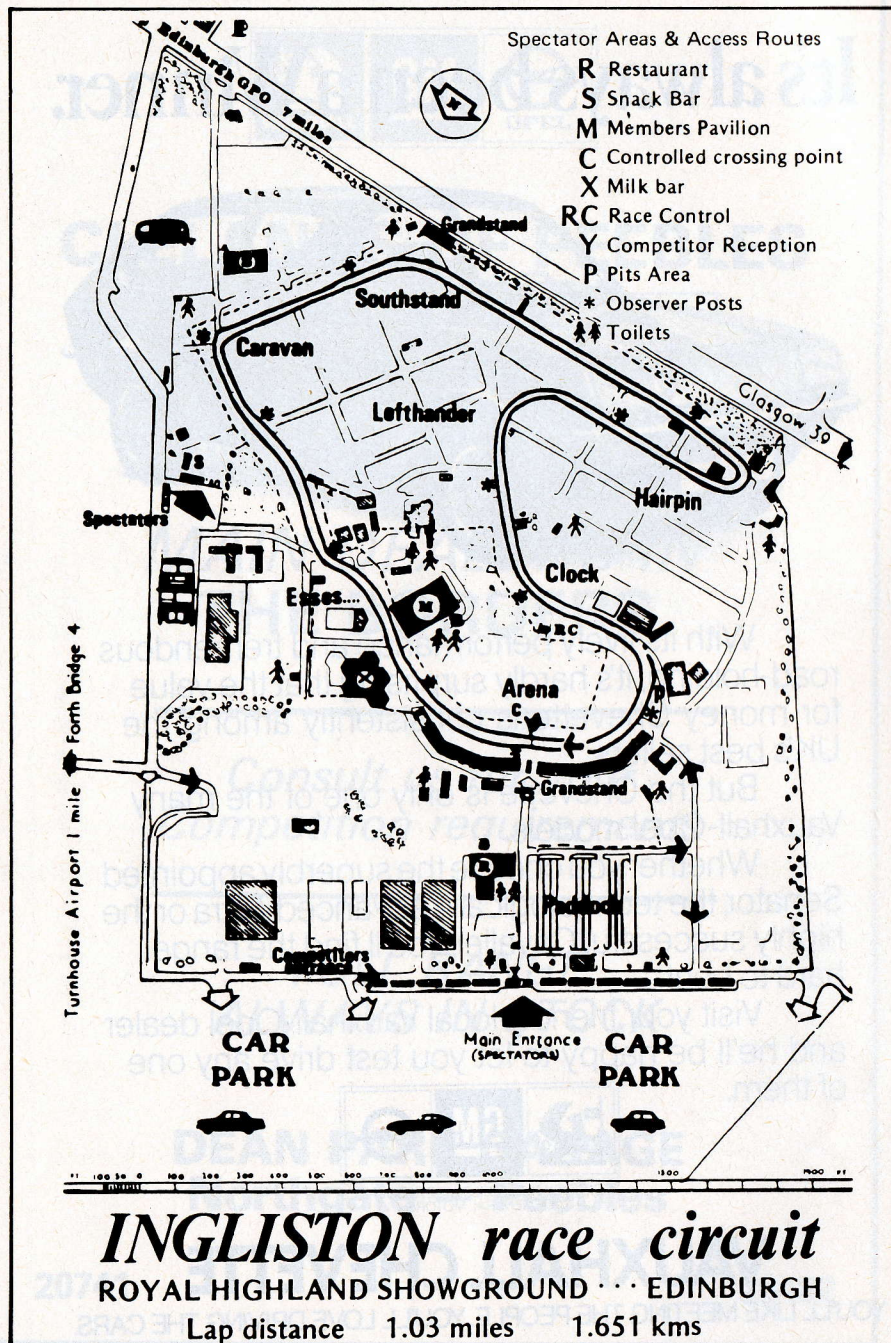
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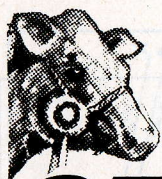
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THE OPEL DEALERS TROPHY RACE MEETING

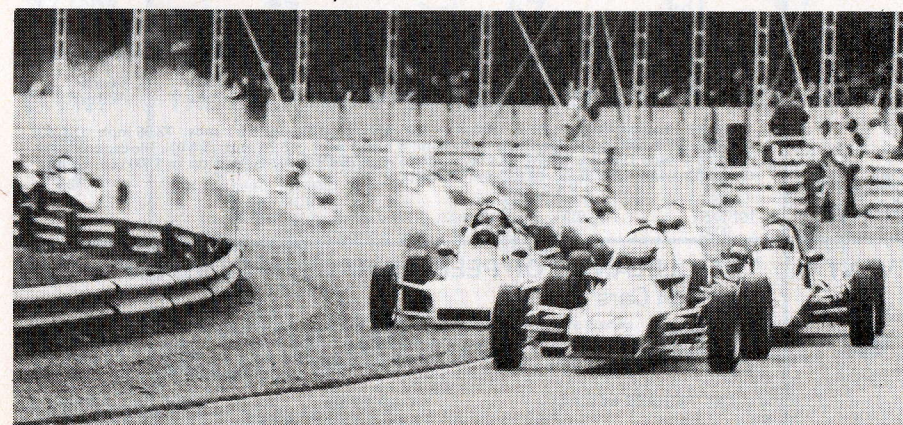
Ingliston — 15th August, 1982

Promoted by
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Organised by
THE SCOTTISH MOTOR RACING CLUB LTD.

PROGRAMME & TIMETABLE

Event No.	Scrutiny before a.m.	EVENT	No. of laps	Practice time a.m.	Event time p.m.
		Morris Minor Club Cavalcade	1		2.00
1	8.45(A) 9.10(B)	The Barratt Office Equipment Race for Formula Ford cars	10	(A)9.45 (B)10.10	2.15
2	9.35	Opel Dealers Trophy Race for GT cars (Heat 1 over 1000cc)	10	10.35	2.40
		Opel Cavalcade			3.00
3	10.00	Clelands of Peebles Race for Sports 2000 & Clubman Cars	12	11.00	3.05
4	10.25	The Opel Dealers Trophy Race for GT Cars (Heat 2 under 1000cc)	10	11.25	3.30
5		The Canon Formula Ford Race for Formula Ford Cars	12		3.55
6	10.50	The Beef Tub Steak House Race for Formula Libre Cars	15	11.50	4.20
7		Opel Dealers Trophy Race for GT Cars — Final	15		4.45
	12.45 1.50	<i>Drivers Briefing in Scrutineering Bay Marshals to posts</i>			



Who says the tracks too narrow!

EVENT

1

THE BARRATT OFFICE EQUIPMENT RACE for Formula Ford cars

Car No.	Driver/Entrant	Car	cc	From
48	TOM BROWN/Tom Brown Racing	Van Diemen RF80	1600	Glasgow
49	TOMMY McNAY	Crossle 32F	1600	Dublin
50	CHRIS D'AGOSTINO	PRS 80F	1600	Bridge of Don
51	ALEX McDONALD/Reflex Racing/Canon	PRS 1	1600	West Calder
53	JOHN DUNN	PRS 79F	1600	Kilmacoll
54	IAIN NICOLSON/SSCC	Agent DR2	1600	Saltcoats
55	PETER JAMIESON	PRS 80F	1600	Laurieston
56	KEITH WICKHAM/Tom Brown Racing	Van Diemen RF80	1600	Whitburn
57	KEN CRAIGIE	Crossle 25F	1600	Galashiels
63	WILLIAM ROSE	Royale RP26/80	1600	Fyvie
65	NEIL COCHRANE	Crossle	1600	Glasgow
69	ROY LOW	RPS 79F	1600	Linlithgow
70	MIKE THOMSON	PRS 79	1600	Huntly
73	GORDON MELVIN	Van Diemen RF79	1600	Ballater
74	SANDY McEWEEN/Moores Lemonade/Tom Brown Racing	Van Diemen RF80	1600	Rutherglen
75	CLIFFORD HARPER	Hawke DL15	1600	Peterhead
76	NEIL GILLANDERS	Van Diemen RF78	1600	Hatton
79	LANCE GAULD	Lotus 51	1600	Glasgow
80	VIC COVEY/Reflex Racing/Canon	PRS	1600	West Calder
83	RALPH HALLEY	Borderman Royale	1600	Strathblane
91	COLIN BIRKBECK	Van Diemen RF 78	1600	Penrith
92	IAIN J. COWIE	Merlyn 29A/30	1600	Edinburgh
93	JOHN HEWIT	PRS Scholar	1600	Kelso
94	EDDIE WHITAKER	Crossle 25F	1600	Shildon
96	TONY GEMMELL	Crossle	1600	Edinburgh
97	WILLIE HOURIE	Van Diemen	1600	Orkney
98	STEWART RODEN	Sparton FF79	1600	Kirkliston
99	GEORDIE TAYLOR		1600	Kemnay

1st 2nd 3rd

2.15 p.m.
10 laps

EVENT

2

THE OPEL DEALERS TROPHY RACE for GT Cars (Heat 1 over 1000cc)

101	GEORGE COGHILL/Norfolk	Lotus Esprit Agra/Hart	2000	Halkirk
102	RON CUMMING	Lotus Esprit	1800	Kemnay
103	ERIC MUNNOCH	Chevron Imp	3528	Larbert
104	JIMMY FLEMING	Toyota Starlet	3500	Ayr
105	JOHN BOTHAMLEY/Penicuik Aluminium Products			
108	EDDY BEERMANN	Escort	1994	Glasgow
109	MAX BROWN/Linn Products	Fiat 850 Coupé	1700	Largs
110	JIM McGAUGHAY/FES Forth Electrical (Stirling)	FES Renault St	1998	Lochgilphed
112	GRAHAM STUPPLE	Marcos GT	1293	Edinburgh
136	JAMES PATRICK	Imp	1040	Edinburgh
171	STAN SHARE	Clan Crusader	1100	Ardentenny
179	GUS YOUNG/Agra (Precision Engineering) 6	Agra M/E 82	1500	Dundee
182	HUGH McKINNON	Davrian Mk 7	1140	Houston

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).

1st 2nd 3rd

2.40 p.m.
10 laps

EVENT

3

THE CLELANDS OF PEEBLES RACE for Sports 2000 & Clubman Cars

Sports 2000				
23	KEITH BOWMAKER	Lola 492	2000	Newcastle
34	STEPHEN BUXTON	Chevron B52	2000	Edinburgh
36	RICHARD MITCHELL	Link S2000	2000	North Berwick
37	BRIAN STEVENSON/Central Motors	Chevron B52	1993	Cumbernauld

1) 24
2) 37
3) X
4) 44
5) 36
6) 35

3.05 p.m.
12 laps

EVENT

4

THE OPEL DEALERS TROPHY RACE for GT Cars (Heat 2 under 1000cc)

129	WILLIAM DONALD	Imp	998	Tarland
134	BRIAN FLETCHER	Imp	998	Aberdeen
135	BOB MILNE	Imp	998	Aberdeen
138	BRIAN MacLEOD	Imp	998	Alness
139	ADRIAN HAMILTON	Davrian Imp	998	Edinburgh
170	RICKY GAULD/Express Surefreight	Davrian	998	Insch
178	TOM PATERSON	Clan Crusader	998	Airdrie
181	KEN MURRAY	Davrian Mk VII	998	Strichen
190	IAN FORREST/Drambuie Liqueur Co.	Drambuie Davrian	998	Kirkliston
194	HARRY SIMPSON/Edinburgh Aluminium Products	Davrian Mk 8	1000	Edinburgh

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), 52.6 secs., 70.49 mph (11/4/82).

3.30 p.m.
10 laps

EVENT

5

THE CANON FORMULA FORD RACE for Formula Ford Cars — Final

For the fastest 12 Formula Ford cars in practice plus the first 4 finishers from Event 1.
A Round of the Scottish Marlboro Championship for Formula Ford Cars.
Class lap record: Tom Brown (Van Diemen) and Roy Low (PRS), 52.5 secs., 70.63 mph (26/4/81).

3.55 p.m.
12 laps

1st 2nd 3rd
4) 98 5) 55 6) 53

EVENT

6

THE BEEF TUB STEAKHOUSE RACE for Formula Libre Cars

5	CAMERON BINNIE	March 802	1994	Cornhill
9	HARVEY GILLANDERS	March 75/782	2200	Ellon
10	COLIN RICHARDSON	March 77B	1600	Peebles
15	STEWART ROBB	March 75/78	2000	Alloa
17	GEORGE McMILLAN/Bass Rock Garage	March 772B	2000	North Berwick
20	DAVID DUFFIELD/Caledon Coal Co.	Ralt RT4	2000	Kirkliston
24	JOHN FYDA/Agra	Mallock Mk 24	1700	Dundee
35	REG. FORESTER-SMITH	Marquiss Mallock 21B	1700	Annan

A Round of the Caledon Coal Company 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. and outright Lap Record — David Duffield (Ralt RT4), 43.8 secs., 84.66 mph (16/5/82).

4.20 p.m.
15 laps

1st 2nd 3rd
4) 17 5) 9 6) 15

EVENT

7

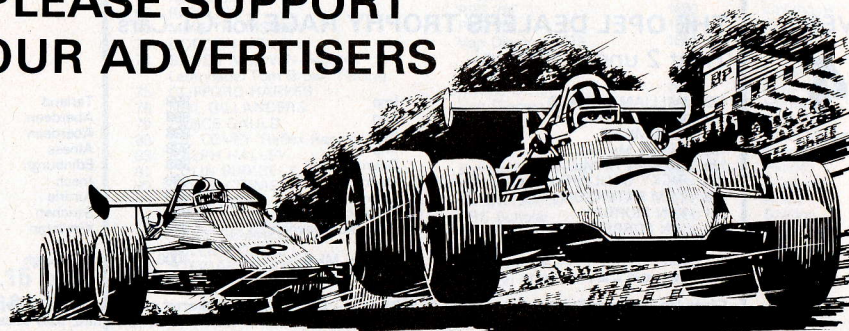
THE OPEL DEALERS TROPHY RACE for GT cars — final

For the fastest 5 from each class in events 2 and 4 plus the next fastest car (irrespective of class).
 Class lap records: Over 1500 c.c. — Joint: Geoff Wilson (BMW M1), and Jim McGaughey (Renault 5 Turbo), 47.7 secs., 77.74 mph (25/7/82); 1001-1500 c.c. — Eric Paterson (Lotus Europa), 50.6 secs., 73.28 mph (16/5/82); Up to 1000 c.c. — Ian Forrest (Davrian), 51.6 secs., 71.45 mph (16/5/82).

4.45 p.m.
15 laps

1st) 110 2nd) 105 3rd) 194
 4) 181 5) 103 6) 179

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WHEELSPIN

To members of the Scottish Motor Racing Club the name **Wheelspin** is that of the Club magazine which goes out monthly to members. To non-members it is obviously something of a mystery. As an experiment to encourage more non-members to become members and to provide race reports in the Ingliston programmes, Scottish Motor Racing Club have decided to join forces with Scottcircuits who promote motor racing here at Ingliston to publish **Wheelspin** for the racing months within the programme itself.

Wheelspin will revert to its normal format from the November issue when, as Club members know, all the stories the other motor sport magazines fail to print will appear as well as the close season news. So if you are a casual visitor to Ingliston for the motor racing why not fill in the form below and become a member of Scottish Motor Racing Club so that you can keep in touch with everything to do with motor racing at Ingliston.
Graham Gauld.

THANK YOU FOR
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APPLICATION FORM FOR 1982 MEMBERSHIP

Please complete in BLOCK CAPITALS throughout

I, Mr/Mrs/Miss
 (delete as appropriate) (Christian names) (Surname)
 of
 (Occupation)

hereby apply for membership of the Scottish Motor Racing Club Limited for the calendar year 1982 and agree, if elected, to be bound by the Memorandum and Articles of Association thereof for the time being.

...../...../1982
 (Signature, please)

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

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Entrance Fee	£1.10
	<u>£7.10</u>

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WHEELSPIN AUGUST

Firstly let me begin with an apology. The reason for the vast delay in your Wheelspin is entirely my fault. No excuses. Having been drawn, reamed and countersunk in the past three months and spent most of my time on aeroplanes — even Graham Hamilton's travels pale into insignificance — the backlog of Wheelspin became more and more chronic. Added to which I had to be at Silverstone for the 6 hour race which was the same day as the May Ingliston and so that added to the problems.

Indeed the way things are I feel I could perhaps do with some help from any of our members who has an interest in writing about motor sport, and what is more important, a capability of so doing.

It is quite crazy that nearly four months have passed since the Evening With Derek Bell held in Glasgow and before launching into the other news I'd like to say a few words about that evening.

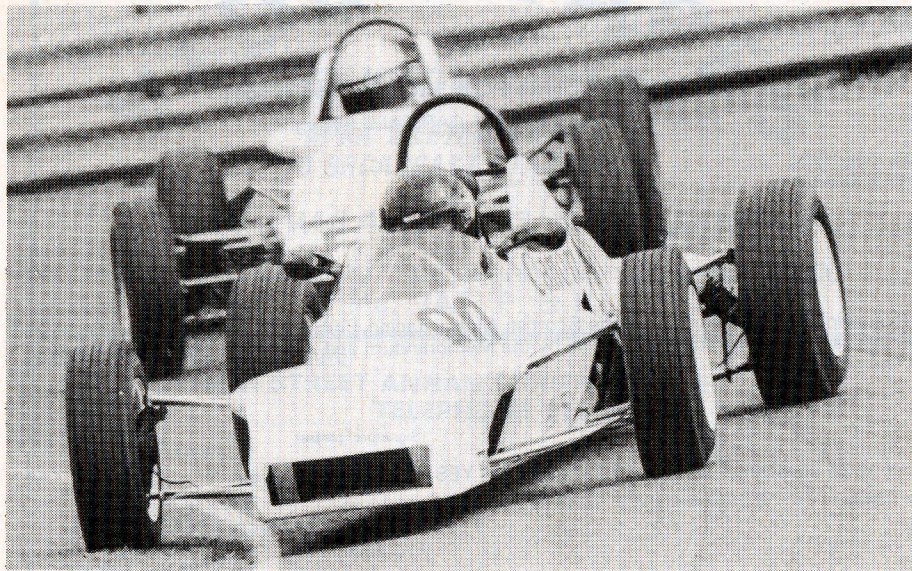
For some two years now the S.M.R.C. Committee has been concerned with the general turnout of members to functions arranged during the winter. It has been a bitter disappointment particularly to people like Keith Millar who has for so many years had the thankless task of trying to get films for these nights only to find that around 25 people turn up.

The same is true in Glasgow where the numbers are about the same and the people are the same.

With the Derek Bell evening the plan was to offer something unique. We rarely have the chance not only to see but to meet people like Derek and as he had just arrived back from Ricard after testing the new Porsche for the first time he was full of the latest news which hadn't even been published in the comics. To find just 36 members and outside invitees coming along was pretty shameful and something of a snub to our guest. Thankfully those who were there enjoyed the evening (See letters) and I can assure those who were not there that they missed a great night with a lot of behind the scenes stories that you normally do not hear.

So what do we conclude from all this. Firstly that the members of Scottish Motor Racing Club really don't want any links with racing from the end of the season to the beginning of the following season. (Save of course the loyal band of members who attend all these functions and, speaking as one of the organisers, I particularly appreciate it as it makes it at least partially worthwhile.) Perhaps television is more interesting. Maybe the members can tell us if they want anything but the argument would have to be a very convincing one indeed. At the moment, therefore, no plans have been made for next winter. That any plans should be made depends on the members; the balls in your court.

The annual dinner dance begins to loom up again and to give you the low down the event will take place on November 26 1982 at the King James Hotel at the East end of Princes Street. This is in response to members wishing to move from the MacRobert Pavilion where generally



One of the best Formula Ford battles this season was for third place with Vic Covey in his Canon car just holding Keith Wickham at bay in his sliding Van Diemen.

diminishing numbers were making the venue un-economic. The idea this year is to have a much smaller party with more of an intimate nature. Music will be by the George Penman Jazz band and there will be the usual mighty raffle with lots of good prizes, including a Highlife Holiday Break, Bells whisky etc. This is always a great fun night where you see most of the drivers trying to be dignified and running the gauntlet of vocal villification as they come up to collect their hard earned awards. There will be more information about tickets later.

Today's race meeting is usually a crucial one because with three meetings already gone in this season and three, including this one, to go everyone has assessed his position in the various championships and is already working out the odds.

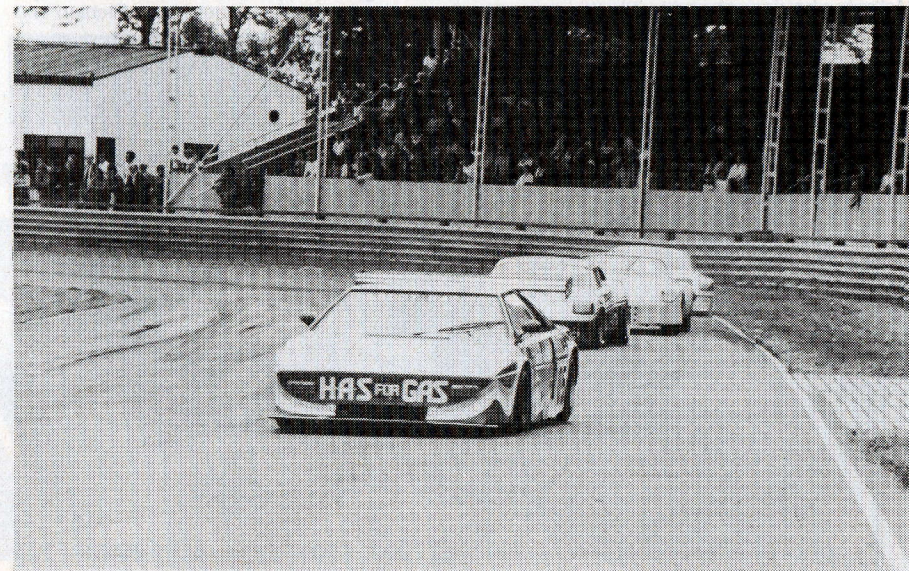
Last month, for instance, we saw a number of surprise results particularly when Jeff Wilson and Jim McGaughay both struck problems in the final of the GT event. Remember it is points scored in the final that are really important. The heats are important mainly to ensure you compete in the final.

Also at last month's meeting there were an additional two races, rounds in the Ford Fiesta Championship, and a number of drivers had problems with the barriers at the Esses and this caused some delay. We don't expect to have such delays this time.

Formula Fords make up the bulk of most motor racing grids these days and Ingliston is no exception. At the July meeting there was the usual huge affair and following practice the quickest cars are weeded out and put straight into the "Final" or fast race whilst those at the back run in their own race which is usually first on the programme to find out which handful will qualify to race with the faster men.

The Barratt Office Equipment race in July saw a really good event with a battle royal between Tony Gemmell with his Irish built Crossle and Willie Rose from Fyfe with his Royale. Willie is relatively new to the game but he gave Tony Gemmell a real fight for his money, the Royale appearing to have the edge of handling. Behind those two Sandy McEwan in one of Tom Brown's Van Diemens and Ian Cowie in another Van Diemen hounding him. Gemmell began to have trouble towards the end of the race and it was no surprise when a delighted Willie Rose took the lead and Gemmell had to suffer the ignominy of being caught and passed by both McEwan and Cowie but he still qualified for the final.

The first heat of the GT event followed and this one was for the big over 1000cc cars. At the beginning of the year it had been thought that this would be a lean class with Jim McGaughay dominating it in his F.E.S. Renault but in fact there was a great deal of work done during the winter which saw not one but three Lotus Esprit GT cars being built. Also included in the entry



John Bothamley took a lucky win in the GT final with his Lotus Esprit and is much happier racing this season.

was one odd car, Jimmy Fleming's Toyota Starlet which is fitted with a John Fyda prepared Rover 3500 V8 engine. I asked Jimmy about the car and he remarked that John had done a great job on the engine so that it went well down the straights but the handling was still needing help.

Jeff Wilson rolled out his mighty B.M.W. M1 which is in essence a Formula 5000 Chevron — originally owned by David Purley — fitted with a Ford V6 "Essex" engine and it is a potent combination.

The race started with Jim McGaughay getting more grip down to the ground and his Formula 2 B.M.W. engine car streaked into the lead before the tree. Wilson tucked in behind as there was no way he could try and overtake into the Esses and the race continued in this vein. Every time Wilson used his power on the straight McGaughay just eased over to make it tough to get past and it was the Renault which won. The Esprits were having a good little battle though John Bothamly had started from the back of the grid with his HAS for GAS car and was weaving up through the field. Ron Cumming was holding a safe third place when his engine expired at the kind on the main straight and he pulled into the side. Just when Bothamly began to look good he buzzed the engine on the straight and it looked like he was having clutch troubles. George Coghill was now holding a good third in his Norfrost Freezers Esprit and Eric Paterson's pretty little Lotus Europa was in fourth ahead of Bothamly. Hugh McKinnon was in sixth and Jimmy Flemming a remarkable seventh in the Starlet. Already Gus Young had retired his Mallock and Eric Munnoch's Chevron GT (Laurence Jacobsen's former Chevron based Imp now fitted with a Rover V8) had also retired.

The third race was for the Ford Fiestas and though the race was fairly close and well fought most of the names were new and the drivers were mixed as to whether they liked Ingliston or not. It is often the way that when a Southern driver comes to the circuit for the first time he gets the Ingliston Wobblies and thinks there is no way to pass and can't fathom out the corners. When the majority of the Fiesta drivers believe in bodily contact the result was something like a demolition Derby in Spokane. Out of the rubble in the two races came Rob Hall to win the Alexanders of Edinburgh trophy in one heat and the Dalblair of Ayr Trophy in the second. Others limped home with miscellaneous dents and scrapes. The entry was split about 50-50 as to whether they wanted to race again next year and only time will tell.

The fourth race in July was the Sports Car event sponsored by the Buccleugh Arms Hotel in Moffat, a charming little hostelry on the Clyde — as Billy Connolly would say — The Sports car event as you will see today is in fact two races in one. One race concerns the Mallocks with various A and B class engines and the other group the Sports 2000's. We are at an interim period just now with Sports 2000 gaining popularity and matching them with the Mallocks is perhaps unfair as the latter cars with their more powerful engines and semi-ground effects have to be much quicker than the basic Ford 2000cc powered sports cars.

Certainly the Mallocks were the cars to watch for outright victory and on this occasion Major Mallock who designs and builds the cars was present along with his talented sons Richard and

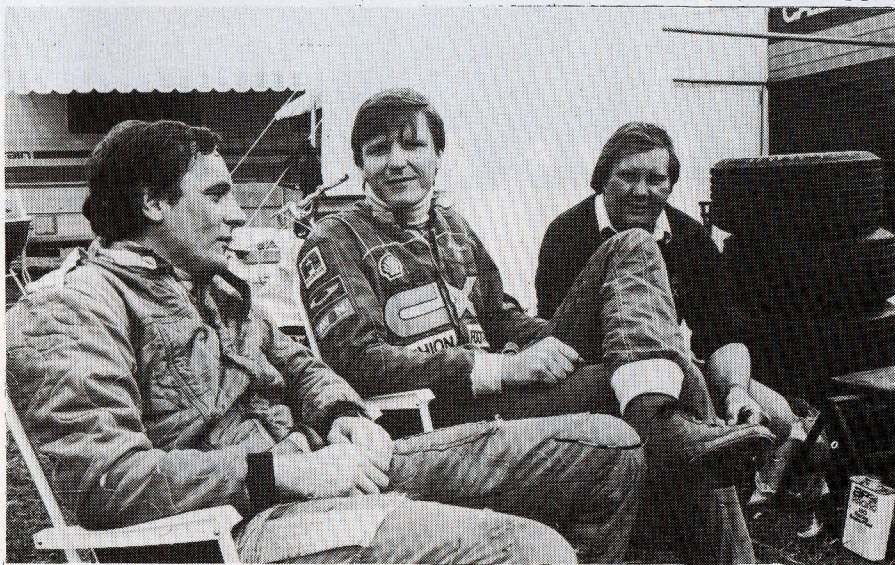


Former Sports 2000 racer Nick Adams displays his battle scars in the Fiesta race.

Ray. You don't normally see Ray Mallock competing in Clubmans cars as he is usually seen in a Formula 2 Ralt or a historic Lola T70 but his experience was going to stand him in good stead. In this race it was Richard Mallock who was driving the company's latest works car. John Fyda had an identical model, but it was genial pint-sized Kenny Allan who sprinted away from everyone and took a commanding lead. Fyda and Mallock contested second but Fyda had brake trouble — like he was only getting braking on three wheels — and it says much for his skill that he went so well. In the Sports 2000 category no one was likely to challenge Laurence Jacobsen's factory Chevron B 54. Behind him was Brian Stevenson in the Chevron B 52, last year's car. Kenny Allans fastest time equalled his own lap record and there are many Libre drivers who would like to lap Ingliston at 46.6.

Race 5 was the up to 1000cc GT cars which has long been a favourite class for the Scots. Imps abound and with the GT category we now see various Davrians in there mixing with them. Generally speaking a lighter Davrian should always beat an Imp and so it was with Harry Simpson in his smart blue and white Edinburgh Aluminium Products car leading the determined Ian Forrest in his Drambuie Davrian (did you know Ian Forrest doesn't shave on race morning to psyche out the opposition). Ken Murray was also well up there and it was no surprise when Forrest did one of his line-switching jobs and caught Harry Simpson off guard so Forrest took the lead. For Forrest it was a welcome relief after about two barren seasons but his luck just didn't hold out and at Caravan bend he drifted wide enough — probably a missed gear — to let Simpson and Murray through. Even Ricky Gauld in his Surefreight Davrian was able to come close to Forrest but the Kirkliston man held him off to the finish. In the Formula Ford Final sponsored by Trust Skelly the Ford dealers it was a rematch of Tom Brown with his Van Diemen and Roy Low with his P.R.S. with the rest in a race of their own. When the flag came down, this, indeed was the case and everyone hustled off with Brown managing to get ahead at the start. Once out there he drove a defensive race to hold his position and no matter how hard Roy Low tried to overtake the Blue Van Diemen just stuck there in front of him. Behind, however, Vic Covey was getting very warm in his Canon sponsored P.R.S. as he swivelled his head from side to side to see what Keith Wickham in another of Tom Brown's cars tried to find a way past. This pair really had a go at each other with Wickham riding over the top of the P.R.S. and sliding on the corners trying to get past. After nine laps Covey seemed to relax just for an instant and that was all Wickham needed to edge ahead and Covey had no chance to get past again. Back in the ruck Geordie Taylor held a good fifth whilst the rest of the field scrapped amongst themselves. At today's meeting Low and Brown will be at it again with Roy having the confidence of two wins at Knockhill a fortnight ago under his belt.

The Beef Tub Steakhouse Libre Race appeared to be another two car battle with David Duffield's beautifully prepared Caledon Coal Ralt RT3 up against Andy Barton's March. What Barton gives away in horse power he more than makes up for in track craft so it was no surprise to see Andy outdragged at the start by David Duffield but he was quite content to play the waiting game



Just in case you were confused, both Mallock brothers were at the last Ingliston meeting. Richard Mallock is on the left, brother Ray Mallock is in the centre and Hugh McCaig is on the right.

and continually push Duffield and try to force him into making mistakes. In this race it was brother Ray Mallock who was driving the Mallock with his recognisable Chamtex crash helmet. Despite a menacing crouch in the cockpit he just couldn't look at Kenny Allan who is having his second wind — either that or it is the air up there on the Clyde Valley. Allan was going like the wind and so smoothly it hurt. George McMillan was back in the fray with his March and his big thrill of the day was when he was caught at the grandstands by Barton and Duffield and they both scraped past in a very short space. In the interim Barton had waited until everyone was being lapped and did the quick dive at the hairpin and got through ahead of the blue Ralt and despite Duffield's efforts it was Barton who won the event. Andy is going all out for another Libre Title this year.

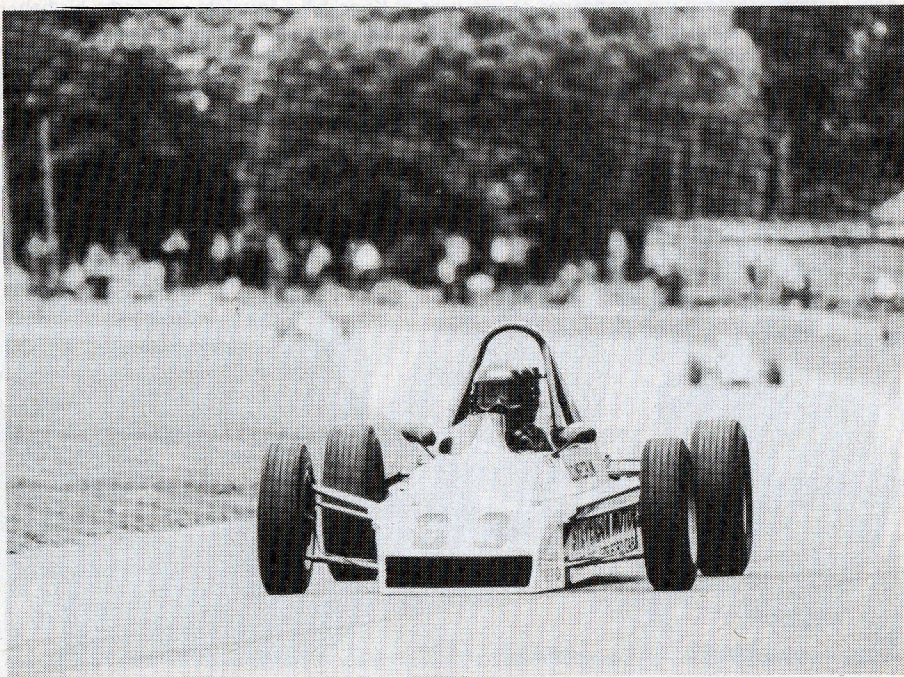
The last race was the GT final and again it was planned as the McGaughay/Wilson show but fate was to decree otherwise. McGaughay's car is much better at the starts and he led again only this time the two were so close that something had to happen and it did at a left-hander when both cars touched and spun. Wilson got back on an even keel first and despite torn bodywork at the back he came round past the start and finish line but up in the Esses it appeared the body fouled one of the wheels and he spun and went into the barriers taking Ian Forrest with him. McGaughay had restarted and began to eat up everyone but the red flag came out to stop the race on the lap when McGaughay got ahead of John Bothamly's Esprit which had inherited the lead. By the racing rules the positions were frozen at the end of the previous lap so it was Bothamly who was declared the winner with McGaughay second and Coghill third.

This then was the situation in July and now all is set for today's meeting. In the Formula Libre Championship sponsored by Caledon Coal Company the leader is still David Duffield in the Ralt RT3 with 27 points. In second place is Andy Barton (March 792) with 22 points and in third place Colin Richardson (March) 14. In fourth is the amazing Kenny Allan (Mallock) with 10.

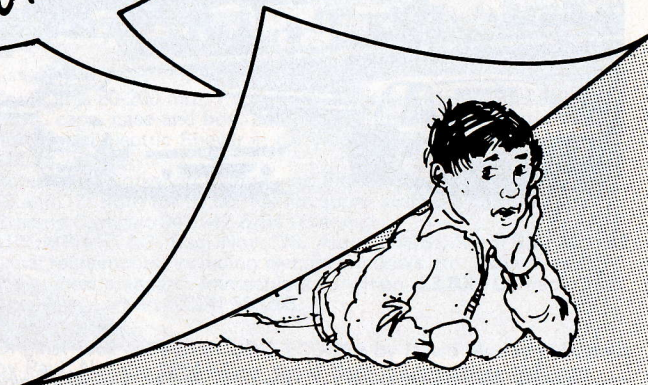
In the Marlboro Formula Ford Championship Tom Brown has a clear lead of 25 points with his Van Diemen RF 82 from Roy Low (P.R.S.) with 14, Ross Cheever (Van Diemen) with 9 and Keith Wickham (Van Diemen) with 8.

The Lowland Tyres Sports and Clubmans Championship is being closely contested with Brian Stevenson's Chevron B52 leading with 26 points from John Fyda's Mallock with 22, Kenny Allan's Mallock with 21 and Richard Mitchell (Link 2000) with 12.

Finally in the GT Championship Jim McGaughay has a lead in his F.E.S. Renault with 26 points from Eric Paterson's Lotus Europa on 21 and a tie for third place between Gus Young (Agra Davrian) and Ken Murray (Davrian).



Having a good season so far is Highlander Willie Rose from Fyfie with his Royale R.P.26.





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The start of the controversial GT race with Jim McGaughay holding a slight lead in the F.E.S. Renault ahead of Jeff Wilson's BMW M1.

LETTERS

Scotcircuits Ltd.,
75 Buccleugh Street,
Dumfries.

Dear Graham,

I would like if you would, through your column in Wheelspin, to thank the many marshals, drivers and even sponsors who assisted on the Sunday and through the week with the removal of the barriers at Inggliston, in preparation for the Highland Show. I don't think the job has ever been done so quickly or as neatly as our volunteers achieved. The same goes for all the members who came back and helped to put them back up again in July.

Many thanks to all concerned again.
Yours sincerely,

G. B. Hamilton
Director.

Dunedin,
13 Glen Avenue,
Gourock.

Could we now reasonably ever again ask someone to come and join us at a meeting?

The film nights in Glasgow during the winter also only have a small band of regulars, with the emphasis on small. Again, where are all the rest of the so-called enthusiasts?

We would like to thank you, Graham, for all your efforts and understand how frustrating it must be to do so much organising for such a poor response. Please do not give up. If this letter is published in Wheelspin, I hope it will encourage members to come to next winter's social events — if we have any!

Yours sincerely,

Dr N. Murray-Lyon

31 Glendaruel Avenue,
Bearsden,
Glasgow G61 2PP

Dear Graham,

Thanks for the film nights — I enjoyed them all, but particularly the older films. Also I thoroughly enjoyed the evening with Derek Bell — he is certainly a very pleasant and entertaining person — I hope you can have something similar next year.

Yours faithfully,

Graeme Cathcart.

(Niall and Graeme, thank you for your support on the social evenings. In the body of Wheelspin I have commented on these and the people who were behind most of them including Peter Poole and Alan Muir. Time alone will tell. GG).

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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
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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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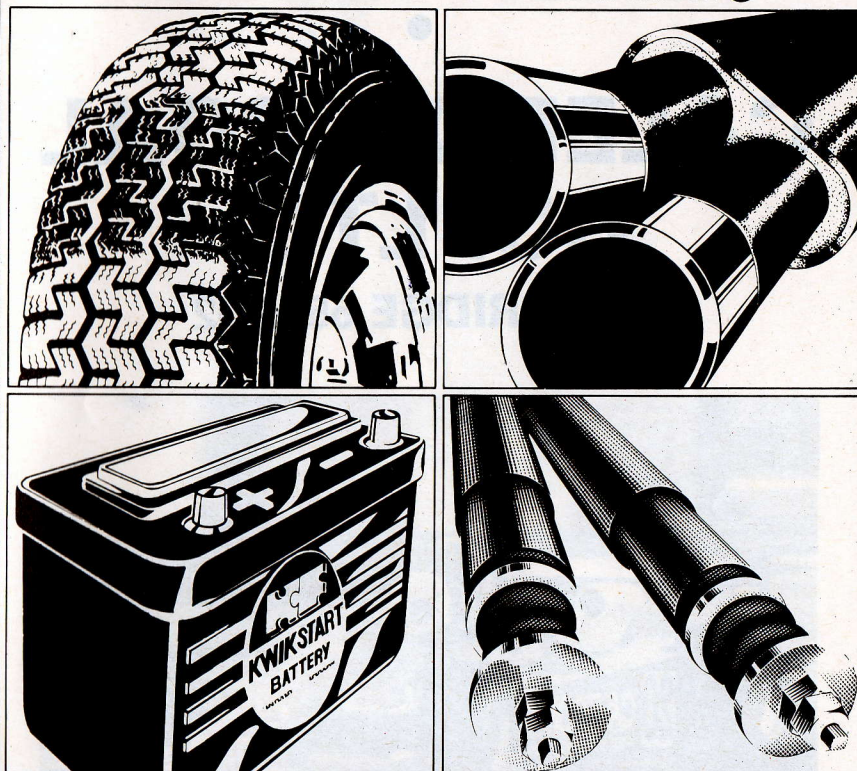
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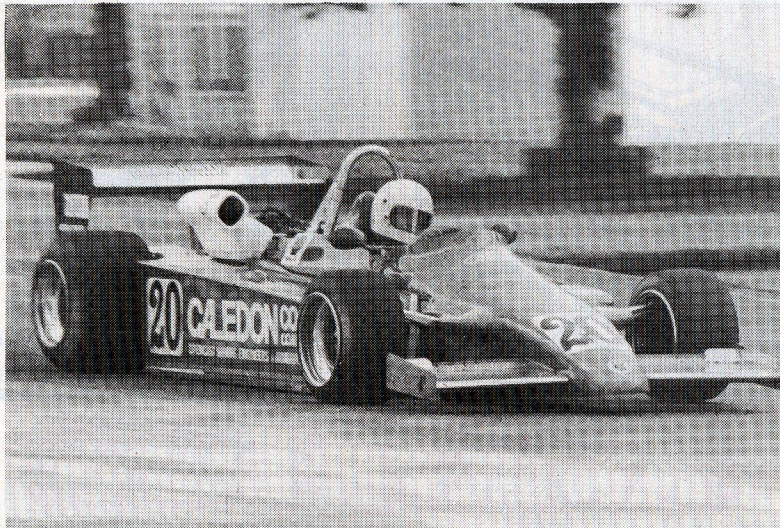
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