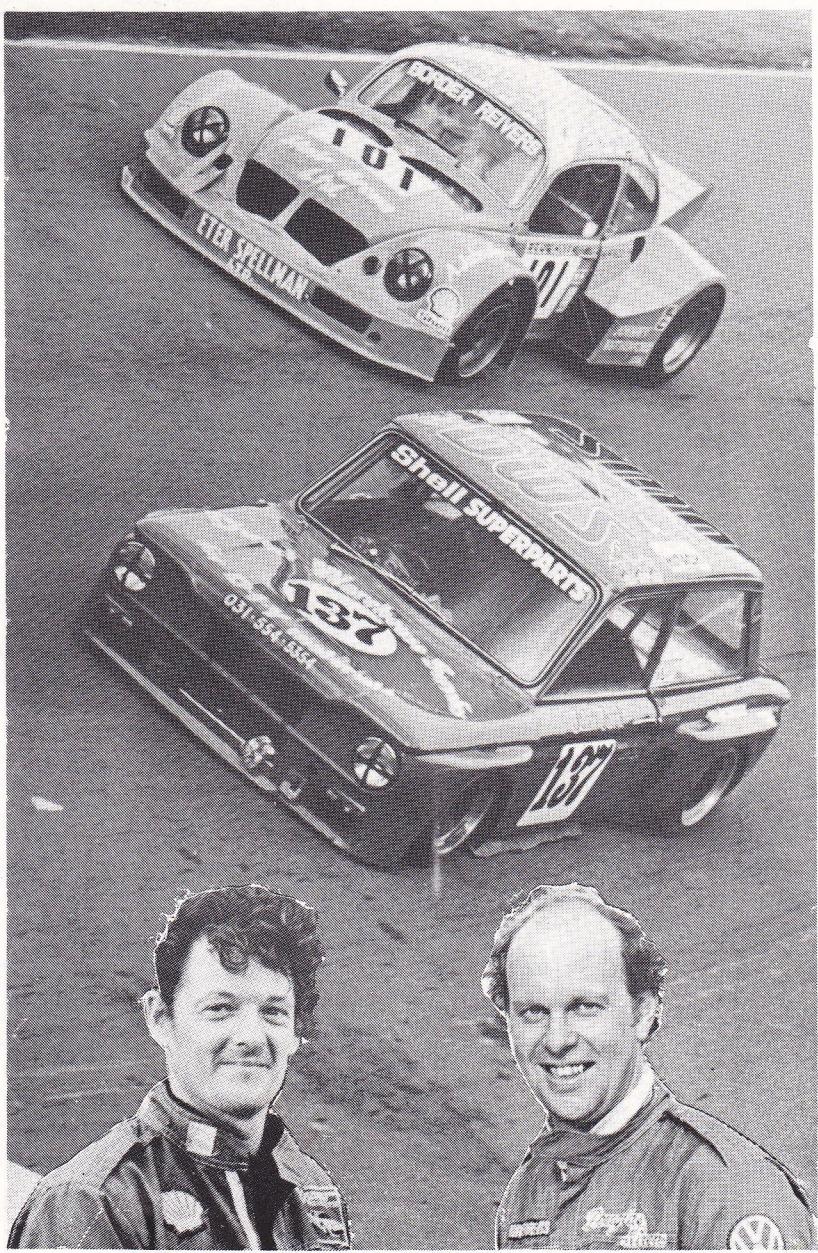


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CHAMPIONSHIP YEAR BOOK 1978

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THE LOMBARD SCOTTISH SALOON CAR CHAMPIONSHIP 1978

While, normally, speculation as to the forthcoming racing season starts around about the New Year, for 1978, and Special Saloons, speculation was already rife at the October Race Meeting in 1977, when Doug Niven appeared at the wheel of Mick Hill's amazing 5-litre Chevrolet Beetle. Mick had already pulverised the Saloon Car opposition with this car in September of last year, and Dougal's appearance with this in October naturally sparked off rumours that the whole affair had been a sales gimmick on the part of Mick Hill. (They may well have been right, at that!). Then, as the winter progressed, came word of the acquisition by Walter Robertson of a Formula 2 BMW engine for 1978, and whispers of S.M.T. experimenting with turbocharging on Bill Dryden's Firenza Ecosse. The grapevine reported a continuation of Drambuie's sponsorship of Ian Forrest, one of the most successful partnerships of 1977, while there was talk too of John Kirk trying his hand in a 1000cc Imp, to see how he liked it (and if he did like it, the whisper was that he would then put a 2-litre engine into the Imp!). Indeed, the 1000cc Class, which saw some of the closest racing in 1977, absolutely abounded with rumours for 1978, and by April 9th it was clear that this class was again to be one of the most closely contested for the coming season.

Even before the *Jock McBain Memorial Trophy Race* (sponsored by *John McBain & Son Limited*) on 9th April, the writing was on the wall so far as the heavy brigade were concerned. In March, Doug Niven, who was confirmed in the ex-Mick Hill Beetle, dominated his first race meeting at Croft, taking both the lap record and a win from Walter Robertson's highly impressive Escort. Repeating the first place and lap record at Silverstone shortly thereafter, Doug Niven appeared on the entry list for the *Jim Clark Foundation Race Meeting* as the out and out favourite. In testing for the race, however, a newly installed engine went on him, occasioning an all night re-build session which was not completed until 5 in the morning of race day. In practice, although the car seemed to need some loosening up, it was still able to take second fastest lap, pole position going to Walter Robertson's BMW-powered RS2000. In 1300s too, everything seemed to be following the expected "form", with Dave Farrer clearly the fastest man about. As for the small saloons, Rick Gauld's Sunbeam Imp proved itself to be the fastest in practice (an honour which was to repeat at all bar one of the Ingliston Race Meetings in 1978) ahead of John Kirk's Imp. For the first heat of the *Jock McBain Memorial Trophy Race*, therefore, Rick Gauld was careful to power his Imp into an early lead, and although

John Kirk tucked in behind him initially, the reigning joint Modsports Champion found the going in this, his first Special Saloon Car Race, slightly rougher than he was accustomed to in the more gentlemanly field of Modsport racing, with Bill Thompson exchanging nudges with him periodically. Knowing that the Championship points were weighted on the Saloon Car Final, and that there was little percentage in playing dodgems during a Heat, John Kirk backed off, letting Bill Thomson through and indeed on lap 6, Bill squeezed past Ricky Gauld on the inside line out of the Hairpin to take a lead which he maintained to the end of the race. Behind him Ricky Gauld had second place well in control from Jim McGaughay's Imp, Roy Knowles similar car and John Kirk's Imp but, as John Kirk very quickly "twiggled" in this class, it ain't the Heat which counts, its the Final!

For the second Heat of the *Jock McBain Memorial Race* Walter re-affirmed his mastery of the start line, by taking off with a phenomenal spurt into the lead, and although Doug Niven set off in pursuit, it was soon clear that the Border Reivers' Beetle was still a sick beastie. Bill Dryden took up the chase on his behalf, leaving Dougal to fade to a distant 3rd place losing oil pressure steadily. Indeed, Dougal was about to call it a day when the heavens opened and, with all of the drivers out on slicks, race control ordered the stoppage of the race after 7 laps on safety grounds. For the Final, therefore, with Doug Niven failing to reappear from the Paddock, all eyes were on Walter Robertson, particularly since *Ford*, unofficially backing the Race Meeting to support the *Jim Clark Foundation*, had put forward a special £250 bonus should the Saloon Car Final be won by a Ford-bodied car. Once again Walter rocketed into the Esses in the lead, the cash registers already ringing in his brain, but this time Bill Dryden was out to remind everyone that, old as his car was, it was still one of the best about. As Walter slid wide onto the dirt coming out of the Hairpin on lap 4 Bill was through and into the lead, although still harried mercilessly by Walter. Bill made no mistakes, however, and Walter's job was made just that bit more difficult when a couple of Imp engines expired messily with oil all over the track, so that Bill it was who took the first Saloon Car Trophy of the year, leaving Walter to fight for the Ford Bonus another day. In the 1300 class, the disappearance of Dave Farrer left the position wide open (as it was to be for the rest of the season), Dave Colvin eventually taking the honours with his Mini Cooper from Norman Whitmey's similar car. Down amongst the 1000cc cars, John Kirk was putting his money where his mouth was, storming home ahead of Ricky Gauld's Imp. Indeed, the April Final set the pattern for the rest of the season, with the 1000cc cars persistently coming home ahead of 1300cc opposition.

By the time May 7th arrived, however, everyone knew that Doug Niven's Beetle had undergone appropriate hospitalisation, and the car was well into a winning streak throughout the U.K. In practice Doug emphasized the point by putting himself on pole position, with Walter alongside him on the front row, but Dougal it was who eased his 5-litre monster away from the line to take a relatively painless win in the Heat from Walter's Escort. Bill Dryden's new turbocharged unit looked comfortable in third place, while the leading 1300cc Escort of Eric Paterson came home fourth. The problems began, however, in the second Heat of the *Burmah Trophy Race*, when Rick Gauld again confirmed his fastest practice lap by streaming into a lead from Bill Thompson, both cars crossing the line in that order on the track. However, both cars having been reported for passing under the yellow flag, they were excluded from the results of that race leaving Roy Knowles as the official Heat winner, with Ewan Buchan and Ian Forrest in second and third places. With John Kirk failing to finish (and thus he, Rick Gauld and Bill Thomson were out of the Final) the 1000cc honours were left to Jim McGaughay in the Final, elevating him into second place in the Scottish



Championship after 2 meetings, 2 points behind Bill Dryden. The yellow flag incidents were not over yet, however, since more was to come during the Final. Rumbling off pole position, Doug Niven took up an early lead, closely harried by Walter Robertson, and so the pair of them circulated, with Bill Dryden in hot pursuit for several laps. Then, out came the yellow flags, and with Dougal easing off in response, Walter slipped past into a lead which he was not to relinquish on track. However, once again the Stewards excluded him from the results for having passed under a yellow, leaving Dougal the winner, with Bill Dryden second and happy in the knowledge that that was good enough to give him an early Championship lead.

By July the dust had settled again, and considerable interest was already being shown in several of the more bizarre entries, not the least of which was a mid-engined supercharged 6-litre Volvo entered by reigning Scottish Saloon Car Champion, Jim Pinkerton. While, as it turned out, the whole entry was a hoax on the part of Jimmy the Pink (a long distance lorry driver, who had in fact entered a Volvo tractor unit) as the Saloons came out for practice, all of the "heavy brigade" were looking fearfully over their shoulders to see what was about to come up behind them.



Once again, though, Doug Niven dominated practice, and in the first Heat he just ran away and hid, scoring an easy victory over Walter's RS2000. The 1000cc race, however, was quite another matter, with Ricky Gauld powering off in front of John Kirk, and John Kirk apparently determined to try just a bit harder in the Heat this time. A spin at the Hairpin dropped him right back down the field, however, leaving Ian Forrest to pick up second place from Ewan Buchan in third. While relegated temporarily to the back of the field, John Kirk put everything together again and put on one of those tremendous upward surges, leaping past cars all over the place to eventually pip Bob Leckie for fourth position, and assure himself of a place in the Final. Due to the difference in track conditions between the two special Saloon Car Heats, the *Lombard North Central Final* saw Ricky Gauld alongside Doug Niven on the front row, but there wasn't a lot that Rick could do about the Beetle as it disappeared into the wild blue yonder to score its second win of the day, this time lowering the lap record to 49.6 seconds (a time which, 8 years earlier, would have taken the outright lap record!). This left Walter Robertson and Bill Dryden to supply the main interest, which they did for the major part of the 15 lap race, until a rear oil seal failed on Bill Dryden's car, spraying oil on to the back brakes and causing him to adopt some novel handling approaches! In the 1300cc, Alexander Littlejohn took the honours from Eric Paterson, while John Kirk again confirmed his dominance of the 1000cc Saloon Car field, Ricky Gauld having to retire with a broken oil cooler mounting.



At the Halfway stage in the *Lombard Scottish Saloon Car Championship*, therefore while Bill Dryden was maintaining a tentative one point lead from Doug Niven, already it looked like being a two horse race between Doug Niven in the big saloons, and John Kirk in the small saloons. August, and the *B.P. Trophy Race*, was to confirm that impression, Doug Niven again winning both Heat and Final easily, and setting a new lap record of 49 seconds, while John Kirk astounded everyone by lowering Sedric Bell's lap record of 54.1 seconds (established in October of 1974) first to 53.5 seconds in the small saloon car Heat, and then to a shattering 52.6 in the Final. So sudden was this reduction in the lap record, indeed, that there were even those who unkindly suggested that John had sneaked away and bolted on his 1125cc Davrian engine, but his performances in an undoubtedly 1000cc engine in September (where he was circulating in 52.8) and the very fast times also set up by Ricky Gauld in the *B.P. Trophy Race* in August (53.2) soon convinced people that, suddenly, John Kirk was one of the fastest 1000cc men about of all time! And, with Jim Evans having relegated Walter Robertson into third place, the Championship position, with two races to go, confirmed Doug Niven at the top of the table with John Kirk in second place. Eric Paterson, taking his second class win of the season in the *B.P. Trophy Race*, was quietly storing up championship points also, in third place.

Then, with the *S.M.T. Trophy Race* in September, even more drama. For the first Heat of the race, Doug Niven seemed to be doling out the medicine as usual, powering off the line to lead the race from the beginning to end. Bill Dryden, although alongside Doug on the front row, had a poorish start only to lose his drive coming out of the Hairpin first time round, the main gear selector lever having snapped off inside. This left second place to Jimmy Robertson, showing considerable promise in his Jim Evans built 3.4 litre Skoda and managing to hold Walter Robertson behind him in third place. In the 1000cc heat too, John Kirk had suddenly discovered that, should he tie for points with Doug Niven in the Championship Table, the matter would be resolved by referring not only to the highest number of highest placings in the Saloon Car Finals, but also in the Heats, and he accordingly took off from the line like a scalded cat only to miss a gear almost instantly and be passed by Jim McGaughay and Ricky Gauld. Not to be outdone, John Kirk slammed his car past Gauld between Hairpin and Lefthander on lap 2, and then went round the outside of McGaughay at Lefthander itself, to ensure the chequered flag. Then, as the cars sat quietly steaming on the grid for the Final of the *S.M.T. Trophy Race*, Doug Niven's clutch failed, causing the Beetle to lurch forward dramatically off the start line before the flag had even trembled. The car then ground to a halt immediately in front of the grid, just as the flag fell, with the result that Stuart Cooper's Mini ramped off the back of the Beetle (with some slight assistance possibly from Jim Patrick's Camaro), all in one of the most spectacular shunts yet to be seen at Ingliston. By the time the race had restarted there was not a lot left in the way of heavy machinery, and Jimmy Robertson had an unchallenged win ahead of John Kirk's Imp, the clear winner of the 1000cc class.

This of course put John Kirk into a points lead in the Lombard Championship (and secured for him the *Sandy Forrest Trophy* as the highest placed 1,000cc driver of the year) and it was all down to Doug Niven for the closing meeting of the season. As frequently happens, it was just at that point in time that Dougal's luck failed, and nothing he seemed to do over the next few weeks could go right for him. Having chewed his way through some two or three engines after Ingliston, however, it all seemed to be coming back together again at the beginning of October, only for Dougal to find himself suddenly whisked into hospital early on the morning of Thursday, 12th October. Released on Friday the 13th with a clean bill of health, nevertheless the whole experience was a worrying one, and there was much soul-searching as to whether Dougal would race or not on the Sunday, indeed the final decision was not made until he was pretty well on the track itself. In practice for the *Opel Dealers Trophy Race* Dougal was thus clearly taking things easily and, with appallingly wet conditions obtaining, and with John Kirk trying out his 1125cc engine in the Imp, Kirk it was who took pole position in both Heat and Final. John knew, however, that a class win for Doug Niven would give Doug the Championship, whatever he might do, and in the diabolical conditions it was pretty certain that lap records were out of the question in any event, so all that was at stake was prestige. Firing off the line in the first Heat, John Kirk took up a lead which he never relinquished, although suddenly Doug Niven found himself in third place behind Jimmy Robertson's Skoda, which was being forcibly hammered around the track. So forcibly, indeed, that he lost it well before the end of the heat, letting Dougal back into second place on the track, and a class win. Bill Dryden (the only other contentious "big saloon" with Walter Robertson competing in a Rivet Supply Round in the South), qualified "just and no more", having lost the valve from his left-hand front tyre in a first-lap fracas with Jimmy Robertson's Skoda. For the Final, therefore, all eyes were on the expected battle between Bill Dryden and Doug Niven as, in the heat, John Kirk disappeared into the distance in an immaculate display of wet weather driving, leaving Doug Niven comfortably placed behind him (or as comfortably as one could expect, man-handling "the Beast" in such dreadful conditions). Dougal did make one tentative effort to pass into the lead at South Stand, but with Kirk shutting a very wet door firmly on him, Dougal reckoned that discretion would be the better part of valour, and he hung on in second place, keeping a wary eye open for Bill Dryden. Bill, slicing his way up to third place, seemed to be in a position to do himself a bit of good in the Championship (and Dougal no good at all) but, when one puts the clocks on them, it quickly became apparent that Dougal was well aware of Bill in his mirror, and was doing just enough to keep him a second or two behind. A spin on lap 12, followed by another "happening" in front of the Grandstand, ended Bill Dryden's chances, leaving the *Opel Dealers Trophy* to John Kirk, with a class win in second place to Doug Niven and third place to Ricky Gauld, who perhaps deserved this more than any other 1000cc driver, he undoubtedly being the runner-up of the 1000cc contenders during the year. To John Kirk, for his exceptional drive in the wet, went a joint share in the *Shell Man of the Meeting Award*, but the prestigious *Shell Man of the Year Award* went to Doug Niven for his season long efforts in the Beetle, as does the 1978 *Lombard Scottish Saloon Car Championship*. For Dougal, who has won the Championship only once before, October 15th was the perfect conclusion to one of his best seasons ever (despite his ups and downs), and a season in which he has scored more race wins than any other mainland U.K. driver.

THE LOMBARD SCOTTISH SALOON CAR CHAMPIONSHIP 1978

1st	Doug NIVEN	VW Beetle Chevrolet	38 points (£350)*
2nd	John KIRK	Hillman Imp	37 points (£250)*†
3rd	Eric PATERSON	Colvend Escort	30 points (£150)*
4th	Ricky GAULD	Sunbeam Imp	29 points (£60)
5th	Alexander LITTLEJOHN	BMC Mini 'S'	29 points (£40)

* Includes £50 Class Winners Bonus.

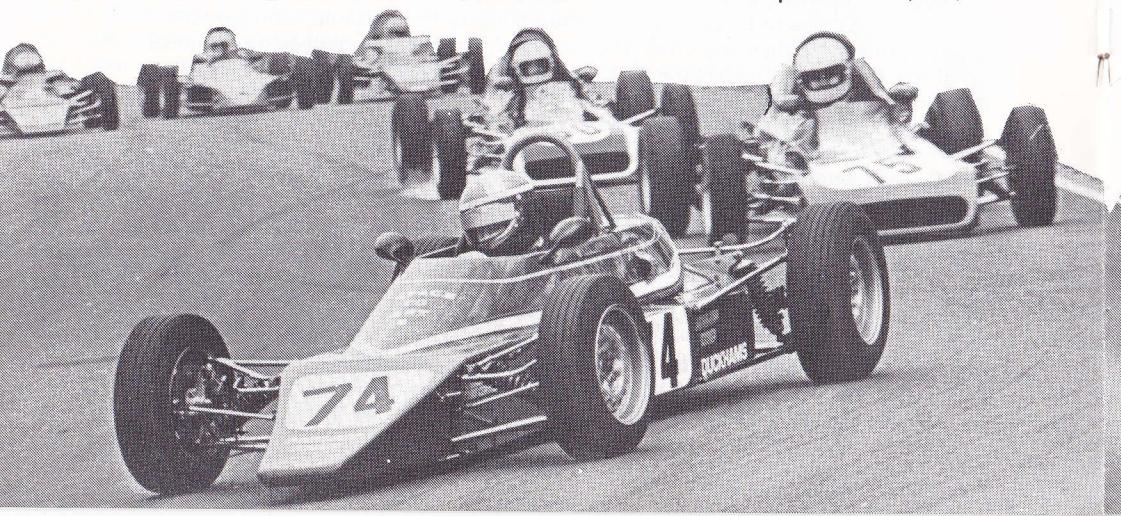
† Winner of the *Sandy Forrest Trophy*

THE CANONMILLS TYRE CENTRE FORMULA FORD CHAMPIONSHIP 1978

With three successive Scottish Formula Ford Championships to his credit, Stu Lawson started as clear favourite for the 1978 *Canonmills Tyre Centre Championship*, driving a split-new Hawke DL20. Even before the first race of the season, however, Stu's patience with the car was being tried, and despite an all night session, his was one of the missing contenders for *The Alexanders of Edinburgh Trophy Race* in April, that race going most convincingly to Andrew Jeffrey in the Hope Scott Garage Van Diemen. Was this, then, the car to put a stop to Stu Lawson's winning streak (and what was Roy Low suddenly doing on Pole position for that race in any event?). The possibilities became intriguing, and for May 7th, with both Stu Lawson and the strongly tipped David Duffield (Crossle 32F) in attendance, an interesting race was assured. A win to Lawson, with Duffield second and Keith Lawrence in third place, seemed to suggest that King Lawson was back again. However, the euphoria was short lived, since, from *The Crawfords Catering Race* in July onwards, the return of Borderer Cameron Binnie in his Van Diemen, saw him completely dominate the Formula Ford scene, taking 4 straight wins to give him maximum Championship Points. Even a change of cars in mid-season did not assist Stu Lawson, he being pipped for second place at the closing race meeting, when Andrew Jeffrey again piloted his Van Diemen through the spray ahead of him. The Championship was not quite so cut and dried as the statistics would seem to suggest, this class disclosing some of the closest and most exciting racing seen throughout the Season. In particular, several drivers showed considerable improvement, Tom Brown, Roy Low and Keith Lawrence being particularly impressive. At the end of the day, however, the Sheila Whyte Award (for the second most promising and deserving driver of the year) went to Martin Longmore, for his consistency in piloting a by now aging Hawke regularly in mid-field.

THE CANONMILLS TYRE CENTRE FORMULA FORD CHAMPIONSHIP 1978

1st	Cameron	BINNIE	Van Diemen	36 points	(£250)
2nd	Andrew	JEFFREY	Van Diemen	24 points	(£100)
3rd	Stuart	LAWSON	Hawke DL 19	23 points	(£75)
4th	David	DUFFIELD	Crossle 32F	18 points	(£50)
5th	Keith	LAWRENCE	Crossle 32F	10 points	(£25)



THE 'BMRC TROPHY' MEMBERS CHAMPIONSHIP

(for the leading SMRC Members competing at Ingliston during 1977)

1st	Doug NIVEN	46 pts	(£50)
2nd	John FYDA	46 pts	(£30)
3rd	Iain McLAREN	40 pts	(£20)
4th	Ricky GAULD	39 pts	(£10)
5th	Cameron BINNIE	36 pts	(£5)

THE A. K. STEVENSON TROPHY

(for the winner of the most races at Ingliston during 1978)

John FYDA Agra Elan 5 wins

THE IDA ROMANES TROPHY

(for the outright lap record holder)

Andy BARTON March 772B
(44.6 secs., 83.14 mph – 17/9/78).

THE HARTLEY & SHEILA WHYTE AWARDS

(for the most promising and deserving drivers in 1978)

1st Bryce WILSON Chevron B29
(£200)
2nd Martin LONGMORE Hawke DL11
(£100)

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Best prepared Single-Seater

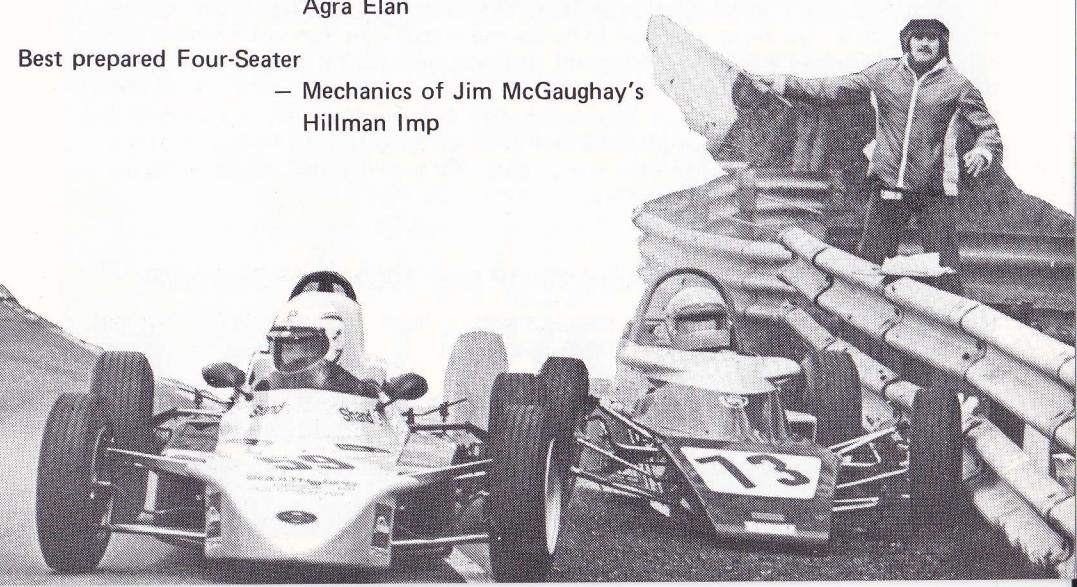
– Mechanic of David Duffield's
Crossle 32F

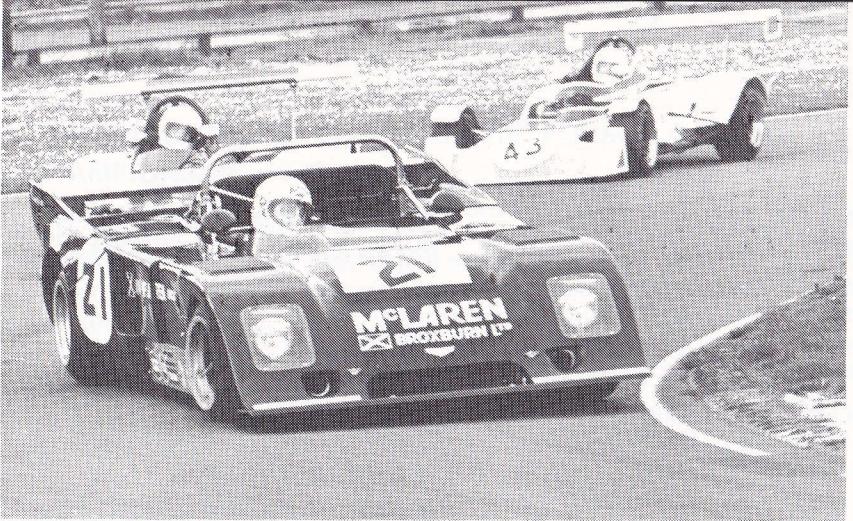
Best prepared Two-Seater

– Mechanics of John Fyda's
Agra Elan

Best prepared Four-Seater

– Mechanics of Jim McGaughay's
Hillman Imp





THE MOWER CARE CHAMPIONSHIP for FORMULA 2000/SPORTS CARS

This Championship started the Season looking like being a charity benefit for Iain McLaren in his split-new 2-litre Chevron B36. Indeed, for April, and *The Edinburgh Dairies Trophy Race*, the Sports Cars of both Iain McLaren and Tony Charnell left the other Clubmans competitors for dead, but by May 7th Ken Allen put the writing firmly on the wall by throwing his Mallock MK19 into the lead ahead of Iain McLaren for several laps. While Iain eventually slipped past, he did admit that the speed of the Clubmans Cars was beginning to worry him somewhat, and in that race both Ken Allen and Jim Stevenson lowered the Clubmans lap record to 48.2 seconds. On July 23rd it was the turn of Andy Smith's Mallock to take an early lead, but again Iain McLaren managed to move ahead to take his third successive win. That was, however, to be McLaren's last sports car win of the Season, Jim Stevenson astounding everyone in August by slamming the door in Iain's face to take both *The Northern Rock Trophy* and the *Shell Man of the Meeting Award* for his effort. This set the cat amongst the pigeons, and some quick mathematics disclosed that Jim Stevenson could still wrest the *Mower Care Championship* from Iain McLaren if he won both the September and October Races taking new lap records in each. For those who said that was impossible, Jim Stevenson replied by winning the September Race Meeting and bettering the existing Clubmans lap record in the process (although Ken Allen ended the race with the new Clubmans lap record at a staggering 47.8 seconds). It was all down to October, but the diabolical weather then brought Jim Stevenson's Championship trail to an end, lap records being out of the question. As it was, Ken Allen took the October Race, giving the Championship to McLaren for the second year running.

THE MOWER CARE CHAMPIONSHIP for F2000/SPORTS CARS

1st	Iain	McLAREN	Chevron B36	33 points	(£150)
2nd	Jim	STEVENSON	Mallock Mk 18B	27 points	(£125) *
3rd	Kenny	ALLEN	Mallock Mk 19	25 points	(£50)
4th	Andy	SMITH	Mallock Mk 18/20	19 points	(£25)
5th	John	MACKIE	Cryphon BDG	16 points	(£15)

* Winner of the King Hussein Trophy for the highest placed Clubmans Sports Car.

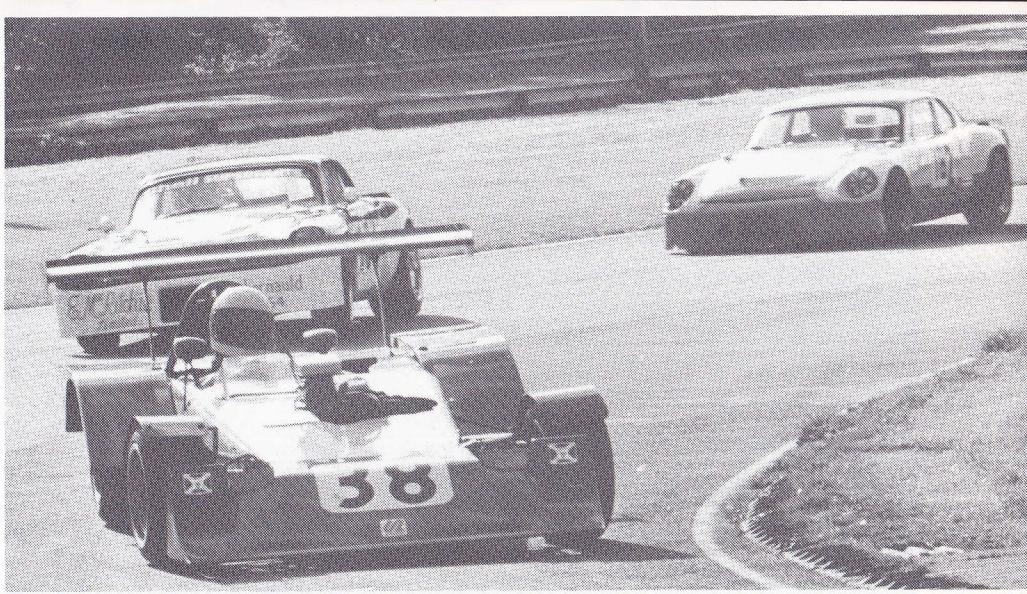
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Class 'B' Clubmans Contender, Clive Reeves

THE HAMILTON & INCHES CHAMPIONSHIP for MODIFIED SPORTS CARS

As in 1977, there did seem to be a shortage of Modified Sports Cars at the beginning of the 1978 Season, but the inclusion of the "B" class Clubmans Cars (that is, Clubmans Cars fitted with Formula Ford 1600 engines) helped to improve both the quantity and quality of the grids, these cars proving competitively compatible with the faster higher capacity modified Sports Cars. The fastest of these Clubmans Cars, Clive Reeves in his Mallock U2 MK16B, was nevertheless unable to match the speed of John Fyda's flying Agra Elan which dominated all but one of the Season's races. April 9th was the odd one out, when a surprised Brian Stevenson found himself on pole position alongside John Fyda, the latter ultimately succumbing to gear selection problems to bequeath the race to Brian Stevenson, but that was the only occasion on which John Fyda did not take the chequered flag. For May, his charge through the production saloons gave John the Shell Man of the Meeting Award while a new Modified Sports Car lap record to John Fyda on 17th September ensured for him the retention of the magnificent Hamilton & Inches Quaich for another year, while a full house of 4 class wins gave the undoubtedly "up to 1300cc" King, Brian Stevenson, a well deserved second place in the Championship. Angus Young, in 3rd place in the Championship gave John Fyda a second bite at the cherry, through his Agra-prepared Davrian, while 4th position went to the most successful of the "B" Class Clubman's Cars, that of Clive Reeves. Encouragingly, during the Season several new faces appeared (the Clan Crusaders of both Stan Share and Roy Wilson both showing promise) so that, with John Fyda talking of competing in a different class in 1979, the prospects for Mod-Sports next year are highly encouraging.

THE HAMILTON & INCHES CHAMPIONSHIP FOR MODIFIED SPORTS CARS

1st	John	FYDA	Agra Elan	29 points	(£100)
2nd	Brian	STEVENSON	Davrian	28 points	(£50)
3rd	Angus	YOUNG	Agra Davrian	16 points	(£30)
4th	Clive	REEVES	Mallock Mk 16	15 Points	(£20)

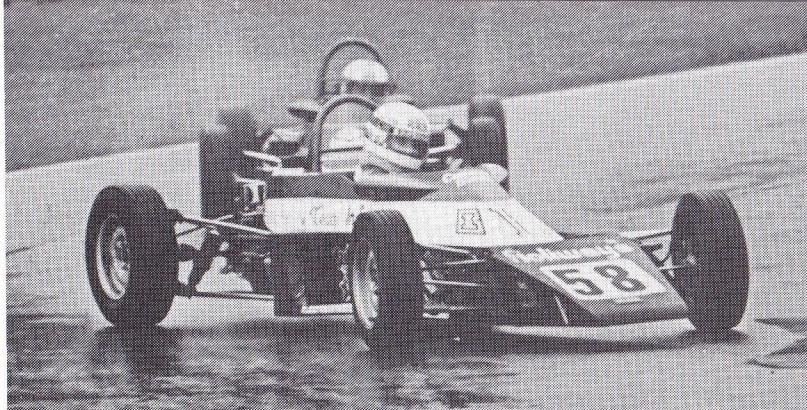
THE SHELL PRODUCTION SALOON CAR CHAMPIONSHIP 1978

To say that this Championship was a two horse affair would be misleading — while the Championship was decided between 2 competitors, they did not in fact come first and second in the Championship! The competitors in question were Graham Birrell, with his Opel Kadett GTE, and Ralph Halley, again in a Kadett, but this time in 1978 trim. Since the 1978 GTE was never in fact introduced in the U.K., Ralph's brave attempt to race an updated car rather rebounded in his face and, with no support whatsoever from the manufacturers, Ralph was left in the unhappy position of being allowed to race the car for 6 races (under an R.A.C. proviso) only to find that it was retrospectively excluded from three of the race meetings at Ingliston, due to the lack of a Specification Sheet. About the only beneficiary of the whole unhappy business is the R.A.C., who will undoubtedly be re-wording their Production Saloon Car Regulations for next season as a result, but happily, as things turned out, the Stewards were able to resolve the whole matter without in actual fact affecting the *Shell Championship* positions! The uncertainty over his car did cause Ralph to change to an Opel Commodore later in the Season, so that by the end of the year both Graham and Ralph appeared as class lap record holders. Four class wins to Graham, however, saw him confirm the *Shell Championship* in his name, while Ralph, at one time looking well placed to take the overall title himself, was edged into third place by a determined Hamish Irvine at the closing Ingliston Meeting. Quite apart from the eligibility problems of Production Saloon Car racing, however, 1978 also saw a quantitative problem, with poor grids being the rule rather than the exception. So much so, that the Production Saloon Car Class is being dropped for 1979 at Ingliston, and it was thus fitting that the closing race of the season saw perhaps the most entertaining race of the year, the grid being padded with Opels from all parts of Britain. During the year, also, world Hot Rod Champion, Barry Lee, also greatly entertained by taking Graham Birrell's Opel both to first place and a new lap record (only for him to lose that lap record back to Graham at the next Ingliston).

THE SHELL PRODUCTION SALOON CAR CHAMPIONSHIP 1978

1st	GRAHAM BIRRELL	Opel Kadett GTE	30 points	(£175)
2nd	HAMISH IRVINE	Opel Commodore	27 points	(£125)
3rd	RALPH HALLEY	Opel Commodore	20 points	(£50)
4th	ANDREW JEFFREY	Triumph Dolomite Sprint	20 points	(£25)



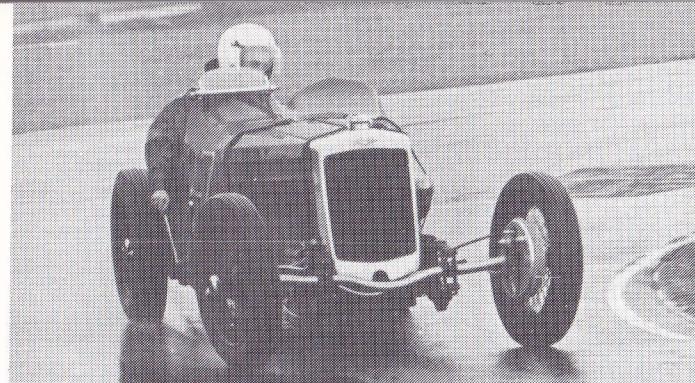


1978 FF Champion, Cameron Binnie

GENERAL MATTER

While the bulk of this publication concerns itself with the 1978 Racing Season at Ingliston, what of 1979, the 15th Season of motor racing at Scotland's longest serving, and most successful, racing circuit? Sadly, after several years of most entertaining racing, the decline in support for the Production Saloon Class at Ingliston has resulted in this particular class being dropped from the Programme for next year, but as often happens, what is a disappointment to the few remaining Production Saloon Car contenders (and they can now be counted on the fingers of one hand, by current calculations) has proved to be good news to a host of prospective Formula Ford drivers. With no Production Saloon Car race on the Programme, there will be room for an additional race at most meetings in 1979, and the intention now is to run two Formula Ford 1600 races at each of next season's meetings. While the exact format of these races has yet to be decided, this will prove a distinct encouragement to aspiring racing drivers.

Likewise, for 1979, even more emphasis is being placed on the Clubmans Sports Cars, which have now established themselves as one of the most exciting and competitive classes racing at the Scottish Circuit. Indeed, the success of this class in 1978 merely proves the point of those who suggested several years ago that Clubmans cars were ideally suited to the Ingliston Circuit. Then again, at the time of going to press, discussions were in course which could result in a "Triple Crown" series of Formula Atlantic races based on three circuits in each of Scotland, Ireland and England, a move which, if successful, can only encourage this class in Scotland and the North of England. (Already there are signs that several Formula Atlantic Cars may be in this area next season). Then too, quite apart from racing at Ingliston, there are intriguing plans afoot within the Scottish Motor



Always a favourite at Ingliston, this year the Historic Car Race was sponsored by McLaren Builders.

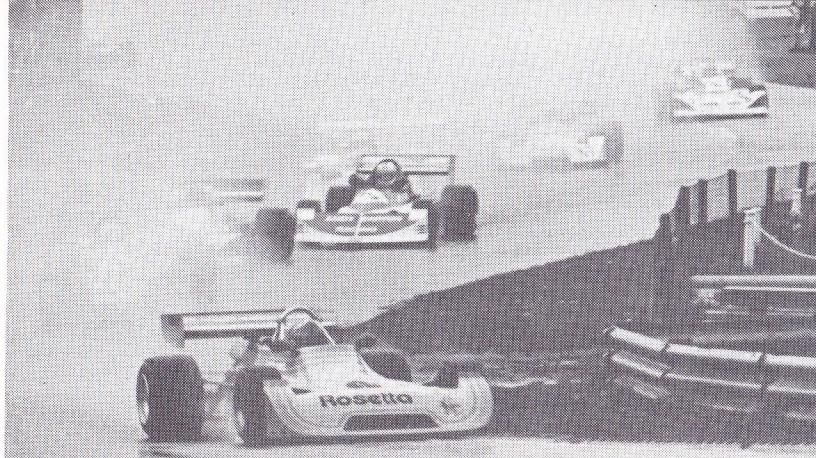
Racing Club to put together a Scottish Team to compete in a 6 hour relay race in England next season. Away from Ingliston too, Bryce Wilson's brilliant drive at the last Championship Formula 3 race of the 1978 Season at Thruxton on 11th November augers well for a good F3 year for him in 1979, and his will undoubtedly be a career watched with interest, and eagerly supported, by all enthusiasts in Scotland.

But, back to 1978, and our appreciation to all those without whom Ingliston just would not exist. We refer of course to all Marshals, Officials, Competitors, Sponsors, Journalists, Spectators, Promoters and others, all of whom combine to make Ingliston the unique circuit it is. To each and everyone of you, may we merely say thank you for your support during 1978. Let us not forget, either, the indirect support given to Ingliston by the wives and families of those already mentioned, whose long suffering indulgence is all too often taken for granted. Thank you all.

Each year a "specific" mark of appreciation is made in the presentation of one of the coveted Geoff Waugh Awards, an Award made annually to one of the many Officials "behind the scenes" at Ingliston in memory of Geoff (until his death, the Clerk of the Course at Ingliston). With a revitalised and forward-looking S.M.R.C. looking confidently to successes both in Scotland and abroad next year, it is particularly fitting that this year's Geoff Waugh Award should be made to the President of the S.M.R.C. for the past 2 years, Jimmy Millar, for his services to Motor Sport in Scotland. Jimmy, for many years Chief Flag Marshal at Ingliston, is another of the hardcore enthusiasts, who can be relied upon to turn his hand to all and any job which will benefit the sport, and no more fitting recipient of this Award could be put forward.

Undoubtedly the fastest 2-litre Escort in Britain this year.





Bryce Wilson on his way to his most impressive win of the season.

THE GLASGOW HERALD FORMULA LIBRE SERIES 1978

While the Libre racing was perhaps not quite so close in 1978 than it had been over the two previous seasons, the quality of the grids was probably the best seen at Ingliston for many years, and certainly the standard of driving has never been surpassed. Even before the Season began, the rumours were circulating, no one seeming absolutely certain as to what Norman Dickson was intending (had he bought a March 772P, or was he to team up with Tom Walkinshaw in a works BMW 5301?). Both Andy Barton and reigning Champion, Iain McLaren were expected back at the hands of single-seaters, but much of the interest centred on a complete novice to motor racing, Bryce Wilson. Already Junior World Kart Champion, 17-year-old Bryce had been given an opportunity of driving Laurence Jacobson's 2-litre Sports Car over the winter months, and had so impressed Laurence with his skill that the latter had unselfishly handed over to Bryce his entire sponsorship for 1978. Throwing Bryce in at the deep end, Cuthbertson Dairies/Rosetta Fruit Juices invested in a Formula 2 Chevron B29 for Bryce, turning him loose for his first race at Croft in March. Bryce rewarded them by putting the car on pole position and, despite a poor start, he went on to overwhelm regulars Dave Muter and Warren Booth to win the race. And, since Andy Barton had also been out in that event with his Barton JTB 3 (based on his 1977 Sana), Bryce's win really made the pundits sit up and take notice (even although Andy had in fact run out of fuel!).

This success, coupled with all the "off-season gossip", made one feel almost sorry for Bryce by the time April 9th arrived, since by then, if you believed the comics, he was about to become the next Scottish Jim Clark, a parallel not missed by many of the mags. having in mind that the first Ingliston Meeting was the Jim Clark Foundation Meeting. Bryce, however, sensibly took things cannily in practice to display a maturity beyond his years, leaving it to Andy Barton to turn in the fastest practice lap ahead of Jimmy Jack in the ex-Dickson March 772. As the Saltire fell on the 1978 Libre Season in Scotland, therefore, Andy staked an immediate claim on the, at that stage, unsponsored Championship, by disappearing into the distance and taking the *Edinburgh Students' Charities Cup* in the process. Behind him Dave Muter and Jimmy Jack maintained a respectful distance, just ahead of Bryce Wilson's Chevron. Livening the proceedings up, however, was Iain McLaren who had been obliged to start his last-season's Chevron B35 off the back of the grid and, by the fourth lap, he had sliced his way through the field to third place (by which time Jimmy Jack had retired ignominiously against the

barriers!). On lap 9 McLaren made his move against Muter, passing him on the inside of the Hairpin, Bryce Wilson following him past Muter and into third place on lap 13. And so it ended, with Andy Barton a clear winner from McLaren and then Wilson, the first *Shell Man of the Meeting Award* going to Iain for his efforts in carving through the race and taking fastest lap. Iain McLaren was again fastest in practice for the *Royal Highland & Agricultural Society Trophy Race* in May (when his practice time of 45.4 seconds bettered Norman Dickson's existing outright lap record). This time the tables were turned on Andy Barton, Iain McLaren taking first place from Andy, with Bob Rollo's March 75B in third place.

Thus, by the *Scottish Motor Racing Club Race* in July, McLaren and Barton were both tying for the Championship lead, but, over the traditional summer Highland Show break, quite a lot had been happening to change the outlook. While Andy was reclining in the sun abroad Iain, knowing that Norman Dickson would be entering his Hart-powered March 772P in July, had taken the opportunity of selling his Chevron to Bernie Hunter, and purchasing an un raced Chevron B40 with a split-new Hart 420R. With every prospect of good track conditions continuing, all available stop-watches were commandeered as the Libre practice began, and more than one person began to wonder about the *Midlothian Insurance Brokers' Speed Challenge*, with its £1,000 prize for the first 85mph lap at Ingliston. A 45 second lap from Norman in practice confirmed everyone's guess that he was to be the man to beat, while Bryce Wilson again quietly turned in the second fastest lap of practice, putting himself on the front row alongside Norman. When the flag fell, however, Norman made no mistake about snatching the lead, while Iain McLaren rocketed off the second row of the grid, out-psyching Bryce Wilson into the Esses to take second place. There was no catching Norman Dickson, however, who put on a powerful and impressive display of driving, bettering the existing outright lap record no fewer than 6 times during the race to leave this at the staggering 44.7 seconds at the end of the 20 laps. Behind him Iain McLaren held on to second place, despite a couple of manoeuvres by a determined Bryce Wilson, who eventually succumbed to a second gear jumping out at him, causing him to take to the grass at the Hairpin and putting him out of the race to give Bob Rollo the third place slot.

With the *Glasgow Herald* having taken on the mantle of sponsors earlier in the Season, and with them doing their usual excellent promotional job, interest intensified in this Championship for the August Meeting, particularly since there was talk, up until the last moment, of Ed Cheever and Ingo Hoffman appearing in F2 March BMWs in an effort to deprive Midlothian Insurance Brokers of their £1,000. Although Cheever did appear, sadly he was without a mount for the day, leaving it again to Norman Dickson to dominate both practice and the *Drakkar Trophy Race*. Once again, however, Bryce Wilson continued to quietly impress those who know what its all about, turning in a practice time below Norman Dickson's previous lap record. Wilson's gearbox troubles persisted, however, allowing Andy Barton to power past him into second place, a position which he held from Iain McLaren throughout the race. With little happening "up front", there was on this occasion time to enjoy the splendid racing put on by the Clubmans Cars, whose participation in Libre events all season did much to enliven the mid-field competition. Indeed, the faster Clubmans Cars (those of Kenny Allen, Jim Stevenson and Andy Smith for example) conclusively proved that not only were they a match for, but very often more than a match for, many of the Formula 2 Cars at the Circuit.

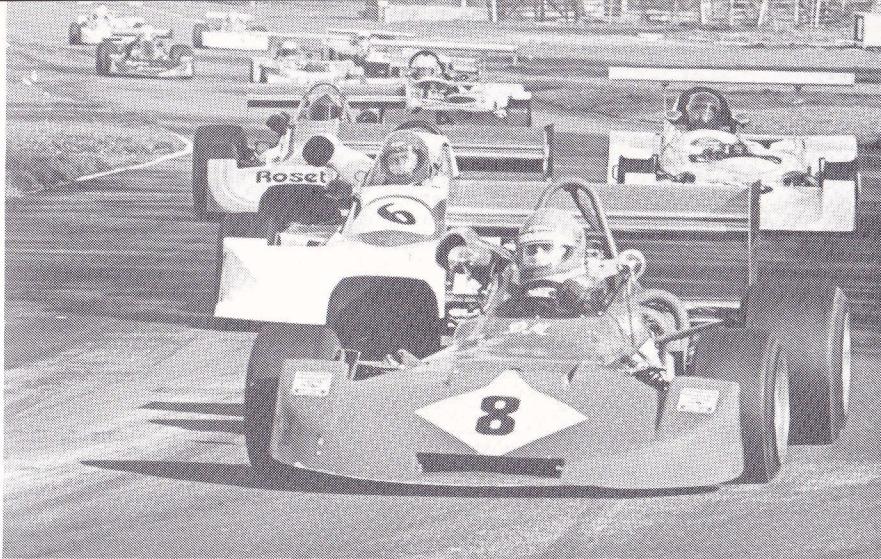
If Ed Cheever was unhappy about having missed the *Drakkar Trophy Race* at Ingliston in August, he certainly wiped the smile off everyone else's face when he took the wheel of Jimmy Jack's March 772 in September, powering home to a

Men of action choose **DRAKKAR**

Aftershave, Deodorant, Shave Foam,
Aftershave Baume, Talc, Eau de Toilette



The Drakkar sponsored Team Mercury powerboat is driven by Cees Var. Jer Velden.



Just one example of the fierce mid-field fighting this year.

fine win in the *John Nicholson Trophy Race*. For his sportsmanship in providing the car, Jimmy Jack was awarded the *Shell Man of the Meeting Award*, but he was not to know that as the racing was commencing, and Cheever's exuberant style of driving certainly added several grey hairs to Jimmy's head before the race was over. With Cheever on pole, and Norman Dickson alongside him, and with the track conditions perfect for a lap record, once again the *Midlothian Insurance Brokers' Speed Challenge* was in jeopardy. With both Norman and Cheever anxious to be away, and with a new starting system in operation, the start just had to be problematical, and it was. It appeared as if Cheever crept fractionally, and then held back, actually getting a very poor start when the flag moved. Alongside, Norman crept also, and seemed to be away with a flyer, so much so that the judges of fact docked him a 10 second penalty for the privilege — although upset about this, as a seasoned campaigner Norman knew enough to appreciate that you can't appeal the judges of fact, and the only thing to do was to put his head down and make that time loss up. By lap 3, however, Cheever put himself in the front and, with a masterful display of driving (in a style reminiscent of Doug Niven's earlier Escort days!) he was never to be challenged again despite all of Norman's guile. Behind these two, Iain McLaren and Andy Barton were side by side at the Hairpin, McLaren giving way at Lefthander only to have Bryce Wilson have a go at him as well, the ensuing contact sending both off the road and McLaren out of the race. While all eyes remained on Cheever and Dickson up front, Andy Barton set off after them and quietly secured for himself the *Ida Romanes Trophy* by setting a new outright lap record of 44.6 seconds. Although third place on the road, Norman Dickson's 10 second penalty put Andy into second place and into the lead of the *Glasgow Herald Series*, while Bryce Wilson's fourth place on the road also gave him a chance at a Championship Placing after failing to really score at all over the previous 3 races.

With one race to go, thus the championship was up for grabs between the three leading contenders, Andy Barton, Iain McLaren and Norman Dickson. With the rain lashing down, and diabolical conditions on track, power no longer really mattered, and suddenly Bryce Wilson decided to put on the type of display that suddenly confirmed him as one of Scotland's best prospects for many a year.



Norman Dickson has the contented look of a Champion, while Eddie Cheever waves goodbye to Ingliston for 1978.

Both he and Norman Dickson clocked the same practice times, putting them side by side on the front of the grid, with Andy Barton and Ken Allen on the second row. For once, Bryce Wilson made the start of his lifetime, storming away ahead of Kenny Allen, who had startled Norman Dickson out of his wits by pushing his Mallock into second place off the start line. This time, Bryce Wilson was not to be trifled with, and he twitched the Chevron around Ingliston in masterful style for his first, and highly deserved, win of the season taking the joint *Shell Man of the Meeting Award* in the process. What made it all the more remarkable was that Bryce was suffering from flu at the time, and had to ignore his clutch from half way through the race because of cramps in his left leg. Behind him, Norman Dickson and Andy Barton had already relegated the cheeky Ken Allen into fourth place, but neither were able to do anything about the leader, Dickson finishing a clear 8 seconds behind Wilson, but by his second place, clinching for himself his second Scottish Libre Championship by a single point from Andy Barton. Iain McLaren took third place in the series, with Bryce Wilson a well deserved fourth, Bryce being the unanimous choice for the Hartley Whyte Award of 1978 for the most promising and deserving driver of the year at Inglston. While the odds are, therefore, that we shall lose Bryce to International Racing next year, and while we will naturally be sorry to see less of him, that sadness is tinged with the pride that at long last another brilliant Scottish driver is being given a chance to follow in an exacting tradition. Bryce has both talent and age on his side — thanks to the generosity of such as Laurence Jacobsen, he is now in a position to capitalise on these assets. Given the only missing ingredient, luck, the world is at his feet: we can but wish him every success.

THE GLASGOW HERALD FORMULA LIBRE SERIES 1978 (& THE INGLISTON FORMULA LIBRE CHAMPIONSHIP)

1st	NORMAN DICKSON	March 772P	33 points	(£500)
2nd	ANDY BARTON	Barton JTB3	32 points	(£250)
3rd	IAIN McLaren	Chevron B40	29 points	(£125)
4th	BRYCE WILSON	Chevron B29	20 points	(£75)
5th	BOB ROLLO	March 75B	13 points	(£50)