

Official Programme 30p for conditions of admission see inside

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RITCHIES CROALL & CROALL TROPHY RACE MEETING

INGLISTON, 16th SEPTEMBER, 1979





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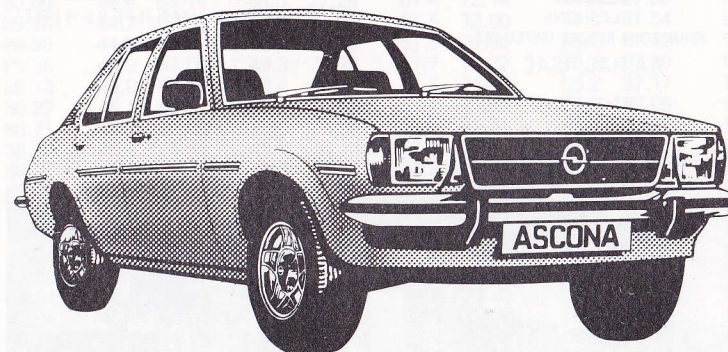
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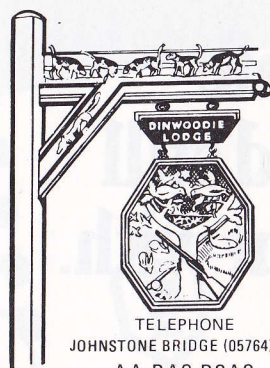
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secs	m.p.h.	secs	m.p.h.	secs	m.p.h.	secs	m.p.h.	secs	m.p.h.	secs	m.p.h.
40.0	92.70	43.4	85.44	46.8	79.23	50.2	73.86	53.6	69.18	57.0	65.05
40.1	92.47	43.5	85.24	46.9	79.06	50.3	73.72	53.7	69.05	57.1	64.94
40.2	92.24	43.6	85.05	47.0	78.89	50.4	73.57	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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101 Dougal Niven (10*, 8*, 8*, 10*) ... 36 pts
132 Ricky Gauld (10*, 1, 11**, 8*) ... 30 pts
106 Ian Forrest (1, 5, 11**, 10*) ... 27 pts
114 Jim Pinkerton (11**, —, 7, 7) ... 25 pts
105 Walter Robertson (1, 2, 10*, 9*R) ... 22 pts
126 Jim McGaughay (6*, 3, 1, 10*) ... 20 pts
104 John Kirk (6*, 5, 4, 5) ... 20 pts
140 George Coghill (7, 8*, 1, 1) ... 17 pts
120 Alex Littlejohn (7, 5, 5, —) ... 17 pts
98 Jimmy Robertson (7, 3, 5, —) ... 15 pts
124 Ken Murray (4, —, —, 5) ... 9 pts

Prize Fund — £300, £200, £100, £60, £40.
£50 Bonus to Class Winner.

THE SHELL CHAMPIONSHIP FOR FORMULA FORD 1600 CARS

74 Stu Lawson (10, 11*, 11*, 11*) ... 43 pts
60 David Duffield (6*, 8, 6, 5) ... 25 pts
75 Keith Lawrence (6, 6, 3, 6) ... 21 pts
71 Ivan Robinson (4, 4, 4, 4) ... 16 pts
69 Roy Low (3, 3, 2, 3) ... 11 pts
63 Dave Manners (8, —, —, —) ... 8 pts
58 Cameron Binnie (—, —, 8, —) ... 8 pts
86 Martin Longmore (—, —, —, 8) ... 8 pts
48 Tom Brown (—, —, 5, 2) ... 7 pts
82 Bryan Gowans (2, 2, 1, 1) ... 6 pts
72 Arnie Black (—, 5, —, —) ... 5 pts
47 Mark Paulo (1, 1, —, —) ... 2 pts

Prize Fund — £250, £100, £75, £50, £25.

THE DINWOODIE LODGE HOTEL CHAMPIONSHIP FOR CLUBMANS' CARS

CARS	POINTS
Jim Stevenson (8*, 8*, 1*, —, 7, —, 9*R) ...	33
Clive Reeves (7*, 7*, 3, —, 3, 7*, 5*R) ...	32
Dave Orchard (—, —, 7, 5, 5, —, 5) ...	22
Jim Irwin (—, —, 5, 2, 1, 3, 7) ...	18
John Mackie (5, 5, 3, —, —, —, 5) ...	18
Glenn Eagling (—, —, —, 8*, 8*, —, —) ...	16
Paul Gibson (—, —, 5, 5, 6*, —, —) ...	16
Chris Hodgetts (—, —, 7, 7, —, —, —) ...	14
John Barr (—, 2, —, —, —, 7, 1) ...	10
John Walker (3, —, 2, —, —, 5) ...	10
Andy Smith (—, 1, —, —, 3, 3, 3) ...	10

Prize Fund — £200, £100, £60, £40

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5 Andrew Jeffrey (—, 8*, 9*R, 3) ... 20 pts
17 Geo McMillan (3, 8*, 5, 2) ... 18 pts
11 Norman Dickson (—, —, 8*, 9*R) ... 17 pts
1 Graham Hamilton (6, 3, —, 5) ... 14 pts
16 Jimmy Jack (5, 5, 1, —) ... 11 pts
4 Bernie Hunter (—, 5, 5, —) ... 10 pts
3 Andy Barton (—, 1*, —, 8*R) ... 9 pts
15 Stewart Robb (7, —, —, —) ... 7 pts
18 Bob Leckie (—, —, 3, 3) ... 6 pts
8 Dave Muter (4*, —, 2, —) ... 6 pts
26 John Barr (2, 2, 2, —) ... 6 pts

Prize Fund — 4 Krugerrands, 3Kr, 2Kr, 1Kr.

THE HAMILTON & INCHES CHAMP- IONSHIP FOR MODIFIED SPORTS CARS

152 John Fyda (8*, 8*, 8*, 9*R) ... 33 pts
163 Brian Stevenson (8*, 5, 8*, 8*) ... 29 pts
160 Angus Young (5, 8*, 5, 5) ... 23 pts
38 Clive Reeves (5, 5, 5, 5) ... 20 pts
39 Jim Irwin (3, —, 3, 3) ... 9 pts
159 Stan Share (2, 3, 2, 1) ... 8 pts
158 Alan Ritchie (3, —, 3, —) ... 6 pts
162 Roy Wilson (—, 2, —, 3) ... 5 pts
155 John Gallagher (—, 1, 2, 2) ... 5 pts

Prize Fund — £100, £50, £30, £20

GENERAL CHAMPIONSHIP SCORING RULES

- Where run in classes, per class: 1st 7, 2nd 5, 3rd 3, 4th 2, 5th 1 (plus 1 for finishing each part where run as a two-part race or in heats and a final): 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 all cases, bonus points for bettering class lap record (marked R in Tables).
- In event of ties, highest number of highest placings rule.
- In all bar Dinwoodie Lodge Championship, best 4 scores only to count (Dinwoodie, best 8).

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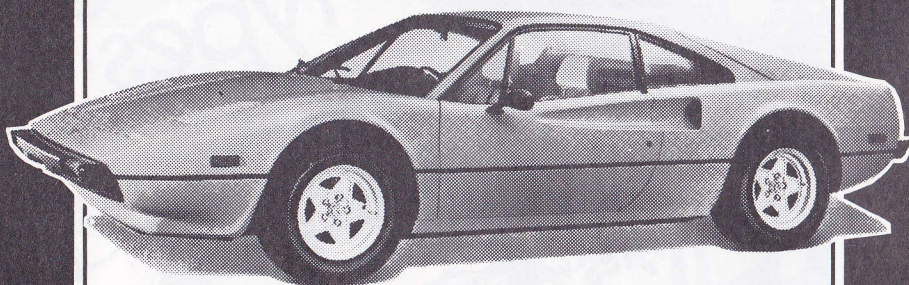


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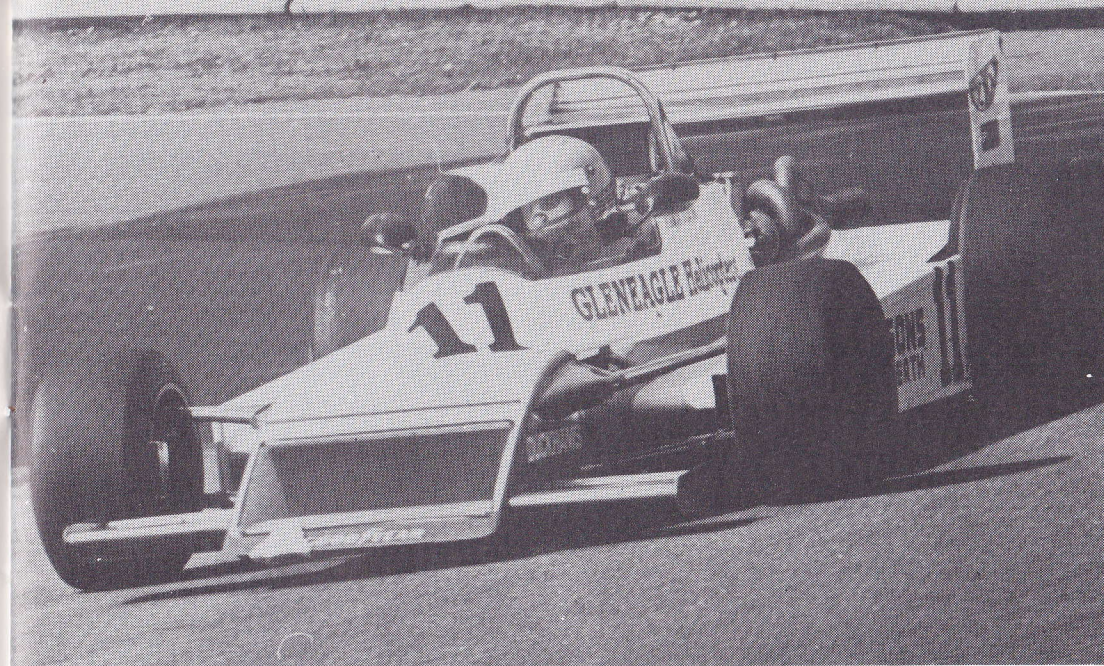
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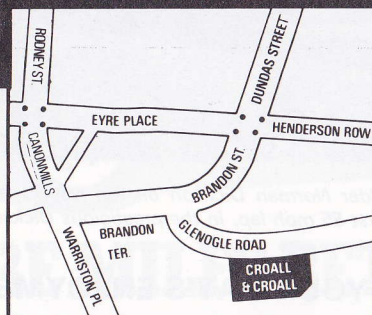
New outright lap record holder Norman Dickson on his way to a searing 83.51 mph lap in August. Will today see the first 85 mph lap, in the prestigious Dickson's of Perth Trophy Race?

FOR YOUR DAY'S ENJOYMENT

After all the excitement of welcoming S.M.R.C. President, Jackie Stewart, to Ingliston at our last meeting, today we make no apologies for having no personalities on display — instead, we have a prestigious 30-lap libre race, funded by our friends Dickson's of Perth, and in addition to that the promise of excellent saloon car racing in the Scottish Championship events. (For the current Championship placings, see the tables on page 5, which will also give you an excellent "rule of thumb" guide to form.)

First race on the card, however, after the Fiat/Ferrari Cavalcade, is of course a non-Championship event. With so many Formula Fords about these days, the only way of accommodating them all is to run two races, and hence the present system whereby the fastest 12 cars from practice automatically qualify for the Shell Championship Race while the remaining cars take part in a "consolation race", from which the first four registered Championship drivers home have a second chance to compete in the Championship race off the back of the grid. This first race is frequently where the novice racer gains his first experience of racing and it is thus particularly fitting that this should be sponsored by the **Scottish Motor Racing Club**, who, of course, do and have done so much to encourage newcomers to the sport. **The Ritchies Trophy Race** for Special Saloons over 1,000 cc sees one of the most interesting confrontations of the day, not only between Doug Niven's VW Beetle (101) and Walter Robertson's D.F. VW (105) but also because of the return of "Twiggy" Dryden in his "swan-song" appearance in the SMT Firenza (100). With SMT sponsoring the final of the Saloon Car Race, and subsidiary companies sponsoring the two heats, Bill just had to come back to the fray in this former Scottish Championship winning car, although it must be said that some demon mechanicing will be needed if the Firenza is to join the 1979 crop of saloon car leaders, where Dougal, Walter and John Kirk (104) are all hammering round well under the 50 second barrier — until last meeting Doug Niven retained the Saloon Car record, but although he held off a determined race challenge from Walter Robertson then, he was nevertheless forced to relinquish his record to Walter's scorch-

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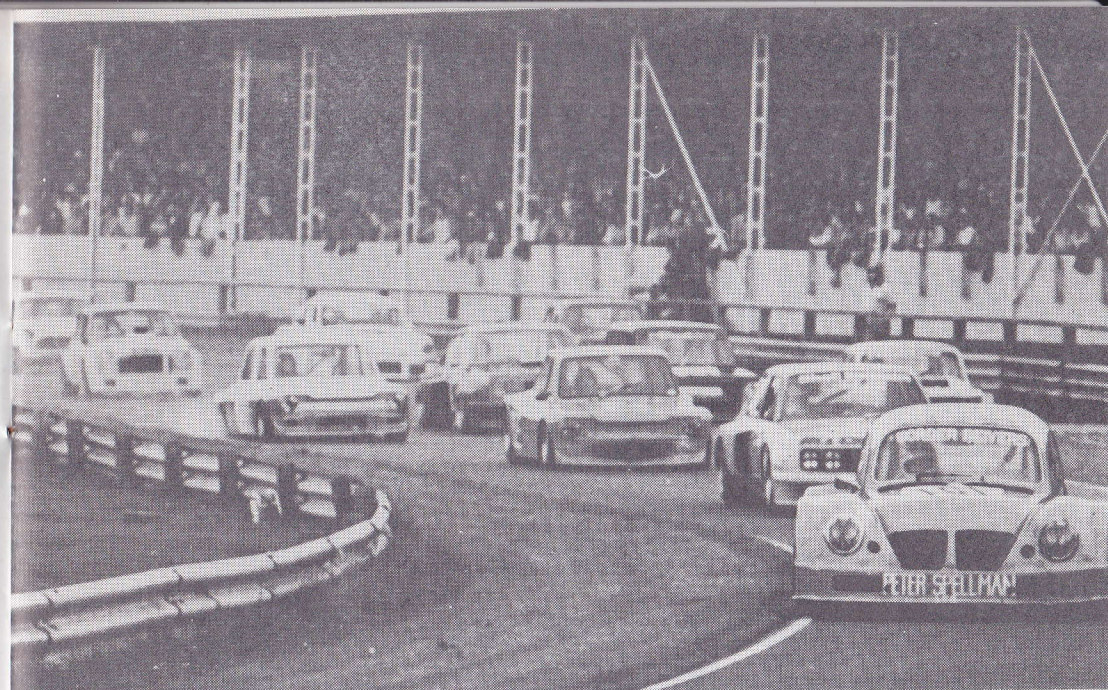
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Doug Niven (101) steams off the line in last meeting's Championship Final. Although he won the race, Walter Robertson (105) took fastest lap and a new lap record — what of today with Bill Dryden (100) back in the SMT Firenze!

ing 48.8 second lap. Indeed, the results of last meeting's racing have given us an intriguing situation at the top of the Lombard Scottish Saloon Car Championship. Don't forget that, as in all of the Scottish Championships, only the best four out of six scores will actually count. Thus, were Walter to win both heat and final, and take fastest lap in each, at each of today's Race Meeting and our final Meeting of the year on 14th October, he could total 41 points. Dougal, on the other hand, with similar success, could stretch his present total of 36 points to a total of 42 points by the end of the season. (Naturally, if the competition is so fierce that they share success between them, each is going to suffer from a Championship point of view!) One of their main opponents, however, lies tucked in the 1300 cc class, in the shape of Ian Forrest (106) who, by winning his class in both heat and final at each of this and our last meeting, could boost his score to a total of 43 points. So far, with the exception of Peter Baldwin (who has not registered for Championship purposes) at our last meeting, Ian Forrest has not really been pressed in this car in the 1300 cc class (not, at least, while it has begun going properly) and his position does seem extremely strong at the present time, barring mishap. Ian also has another bite at the cherry, through his 1000 cc car (129) in event 4 today, the **Croall & Croall Trophy Race** for Special Saloons up to 1000 cc. Ian has the choice of which car to take forward to the final (and can only take Championship points from one or other car, not both) but to date this season his main success has come from his 1300 cc Imp. The man of the 1000 cc class has been Ricky Gauld (132) who, like Ian, could boost his total Championship score, by the end of the season, to a figure of 43 points. (No account is made in these calculations for possible bonus points for bettering class lap records!) Ricky, however, was pipped at the post last time out by Jim McGaughay's Imp, and all through the season his battle for supremacy of the 1000 cc brigade has not been an easy one. This is one of the most fiercely competitive classes in club racing today, and it will be extremely interesting to see what Ian Forrest does, should both of his cars be on top form today — will he opt for the 1000 cc class, to try to kill two birds with one stone (by "downing" Championship contender Ricky Gauld if he can) or will he go for what he might consider the "soft option", in the 1300 cc class? Whatever he does, the final Scottish Saloon

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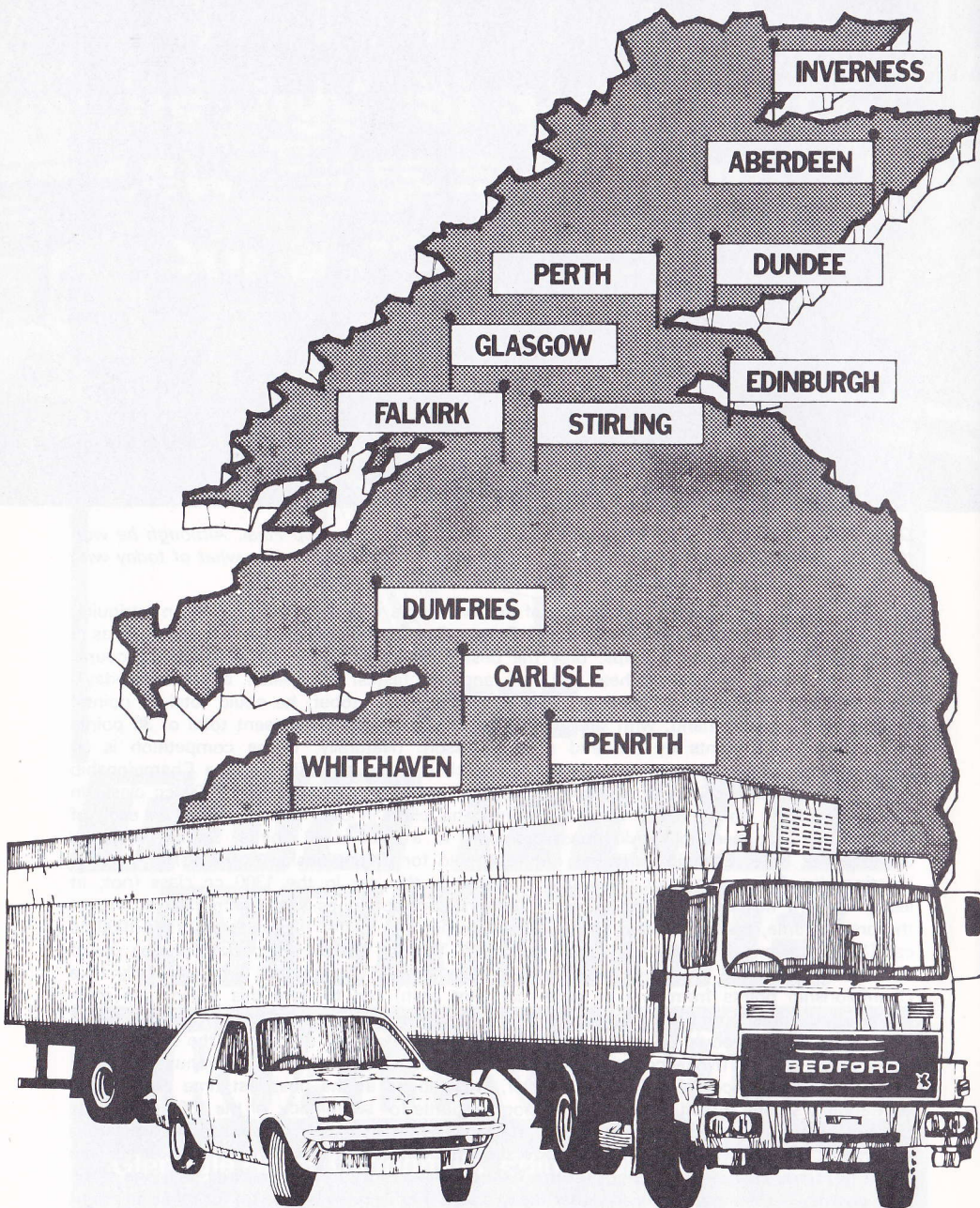
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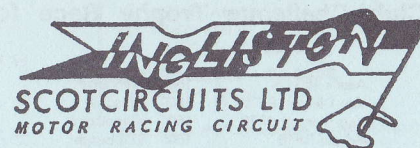


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THE RITCHIES/CROALL & CROALL TROPHY RACE MEETING Ingliston — Sunday, 16th September, 1979

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THE SCOTTISH MOTOR RACING CLUB LTD.

Event No.	Scrutiny before a.m.	PROGRAMME & TIMETABLE	No. of LAPS	Practice time a.m.	Event time p.m.
—	—	Fiat/Ferrari Cavalcade	—	—	2.00
1	8.30(A) 8.55(B)	The Scottish Motor Racing Club Challenge Trophy Race for Formula Ford Cars.	10	9.30(A) 9.55(B)	2.15
2	9.20	The Ritchies Trophy Race Heat 1 for Special Saloons over 1000 c.c.	10	10.20	2.40
3	9.45	The Haleys Motor Services Trophy Race for Clubmans' Sports Cars.	10	10.45	3.05
4	10.10	The Croall & Croall Trophy Race — Heat 2 for Special Saloons up to 1000 c.c.	10	11.10	3.30
5	—	The Shell Championship Race for Formula Ford 1600 Cars.	12	—	3.55
6	10.35	Modified Sports Cars.	10	11.35	4.20
7	11.00	The Dicksons of Perth Trophy Race for Libre Cars.	30	12.00	4.45
8	—	The SMT Trophy Race for Special saloon Cars (Final). Draw of Lucky Programme for Fiat Rally Jacket.	15	—	5.30
1.45 Drivers' Briefing in Scrutineering Bay.					
2.05 All Marshals at posts please.					

EVENT

1

The Scottish Motor Racing Club Challenge Trophy Race for Formula Ford Cars.

46.	ADRIAN HAMILTON	Alexis 18B/24	(A)	1600	Edinburgh
48.	TOM BROWN/Parks of Hamilton	Van Diemen RF78	(B)	1600	Glasgow
49.	JOHN DUNN	Van Diemen RF76	(A)	1600	Kilmalcolm
50.	KEN SHADE	Royale RP16	(B)	1600	Edinburgh
51.	IAN HENDERSON	Hawke DL11	(A)	1600	Falkirk
53.	JAMES PATRICK	Hawke DL19	(B)	1600	Whitecross
55.	PETER JAMIESON	Hawke DL12	(A)	1600	Falkirk
57.	KEITH WICKHAM	Van Diemen	(B)	1600	Whitburn
59.	DONALD MACKENZIE	Lotus 69	(A)	1600	Canonbridge
60.	DAVID DUFFIELD/Hubert Mitchell Insurance Brokers	Crossle 32F	(B)	1600	Linlithgow
61.	ROBIN SIMPSON	Crossle 25F	(A)	1600	Isle of Whithorn
62.	IAN McCLOY	Hawke DL19	(B)	1600	Bishoptown
64.	GEORGE FRANCHITTI/W. N. Mitchell Soft Drinks	P.R.S.	(A)	1600	Bathgate
65.	PETER GALLACHER	Crossle 20F	(B)	1600	Glasgow
68.	ALLAN BREMNER	Hawke DL15	(A)	1600	W. Kilbride
69.	ROY LOW	Hawke DL19B	(B)	1600	Linlithgow
70.	NEIL CUTHILL	Hawke Mk20B	(A)	1600	Bonnybridge
73.	DAVID FARRER/E. & N. Farrer, Hauliers	Van Diemen RF78	(B)	1600	Brampton
75.	KEITH LAWRENCE	Van Diemen RF79	(A)	1600	Helensburgh
76.	VIC COVEY/John Brown Racing	Van Diemen RF78	(B)	1600	Edinburgh
77.	MARTIN SIMPSON/Lothian Distributors	Lotus 61	(A)	1600	Falkirk
78.	TOM PAULO	Hawke DL19	(B)	1600	Corstorphine
80.	DAVE STEEDMAN	Merlyn 11/17	(A)	1600	Linlithgow
82.	BRYAN GOWANS	Van Diemen RF78	(B)	1600	Dalbeattie
83.	BOB BURGESS	Image FF3	(A)	1600	Mintlaw
84.	GRAHAM MILLAR/Lauder Alarms	Dulon MP17	(B)	1600	Glasgow
85.	ARCH CROMAR	March 708	(A)	1600	Anstruther
86.	MARTIN LONGMORE	Crossle 32	(B)	1600	Lockerbie
91.	IAIN BOYD	Duletta G17	(A)	1600	Musselburgh
94.	GORDON MELVIN	Lotus FF	(B)	1600	Ballater

2.15 p.m.
10 laps

EVENT

2

The Ritchies Trophy Race — Heat 1 for Special Saloons over 1000 cc

over 1300 cc					
96.	MURRAY BURGESS	Escort II Chevvy	5000	Mintlaw	
100.	BILL DRYDEN/SMT	Firenza Ecosse	2500	Edinburgh	
101.	DOUG NIVEN/Border Reivers	VW Beetle Chevvy	5000	Whitsome	
104.	JOHN KIRK/DWS Cash & Carry, Edinburgh/All Car Equip	Escort	3400	Caldercruix	
105.	WALTER ROBERTSON/S. G. Baker (Leith)/Sports-tune/Lothian Van Rental	D.F. VW	3000	Howgate	
1001 cc - 1300 cc					
106.	IAN FORREST/The Drambuie Liqueur Co. Ltd.	The Drambuie Imp	1190	Kirkliston	
107.	JIM DRYDEN	Longman Mini Ford	1297	Lundie	
110.	GORDON KING	GBD Mini	1293	Glenrothes	
111.	ERIC PATERSON	Robinson Imp	1300	Edinburgh	
114.	JIM PINKERTON	Mini Cooper S	1293	Glasgow	
115.	IAN TULLOCH	BL Mini S	1293	Inverness	
117.	GRAHAM STUPPLE	BLMC Mini	1300	Edinburgh	
119.	RICHARD J. ORTTEWELL	Mini Cooper S	1293	Edinburgh	
120.	ALEX LITTLEJOHN	Austin Cooper S	1300	Elgin	

A round in the Lombard Scottish Saloon Car Championship

Class lap records: Over 1300 cc — Walter Robertson (D.F. VW) 48.8 secs, 75.98 m.p.h. (19/8/79); 1001-1300 cc — E. M. Smith (Mini 1275 GT) & J. Dryden (Longman Mini) 53.6 secs, 69.18 m.p.h.

2.40 p.m.
10 laps

EVENT

3

The Haleys Motor Services Trophy Race for Clubmans' Sports Cars.

CLASS A CLUBMANS' CARS

26.	JOHN BARR/Nethan Valley Homes Ltd.	Mallock Mk19	1600	Callander
28.	JOHN MACKIE	Mallock Mk18 BW	1700	Kirkcaldy
30.	JIM STEVENSON	Mallock 20B	1700	Inverurie
31.	CHRIS HODGETTS/Glass Team Leasing/Altergo Computer Systems	Gryphon C73	1600	Redditch
32.	PAUL GIBSON/John Gibson Lifting Gear	Mallock U2 Mk20A	1700	Maltby

1. 30

2. 26

3. 28

4. 34

5. 38

6. 33

3.05 p.m.
10 laps

EVENT

4

1. X

2. 121

3. 140

4. ✓

5. 134

6. 125

3.30 p.m.
10 laps

EVENT

5

3.55 p.m.
12 laps

EVENT

6

1) F

2) 163

3) 160

4) D

5) 38

6) 162

4.20 p.m.
10 laps

33. KENNY ALLEN
34. ANDY SMITH
35. REG FORESTER-SMITH

Mallock Mk18	1600	Crossford
Mallock Mk20B	1600	Ayr
Marquis Magnum	1700	W. Calder

CLASS B CLUBMANS' CARS

- 38 CLIVE REEVES

Mallock U2 Mk16	1600(B)	Stonehouse
-----------------	---------	------------

A round in the Dinwoodie Lodge Hotel Championship for Clubmans' Cars.

Class lap records: Sports Cars — R. Scott & I. McLaren (Chevron B26), J. Lepp (March 75S) 46.8 secs, 79.23 m.p.h.
Clubmans' Cars — Class A — J. Stevenson (Mallock) 47.6 secs, 77.90 m.p.h. (19/8/79); Class B — C. Reeves (Mallock) 52.3 secs, 70.90 m.p.h. (19/8/79).

The Croall & Croall Trophy Race — Heat 2 for Special Saloons up to 1000 cc.

121.	BILL THOMPSON/Associated Tyre Specialists	A.T.S. Imp	998	Bowling
124.	KEN MURRAY	Sunbeam Imp	998	Strichen
125.	KIM DEVIN	Imp	998	Edinburgh
128.	BRIAN MACLEOD	Hillman Imp	998	Alness
129.	IAN FORREST/The Drambuie Liqueur Co. Ltd.	The Drambuie Imp	998	Kirkliston
131.	BRIAN ROBERTSON	Mini Cooper	850	Poimont
132.	RICKY GAULD/E. MacRitchie (Construction) Ltd., Cumbernauld	Hillman Imp	998	Insch
133.	DAVE OGILVY/Sportstune Accessories	Sportstune Stilleto Imp	998	Edinburgh
134.	MARTIN DUNN	Imp	998	Evanton
136.	ROBERT MILNE	Davrian Imp	998	Aberdeen
140.	GEORGE COGHILL/Caithness Glass	C.G. Imp	998	Halkirk
142.	COLIN PHILIP	Imp	998	Inverness
143.	RICHARD MITCHELL	Talbot Imp	998	North Berwick

A round in the Lombard Scottish Saloon Car Championship

Class lap record: J. Kirk (Imp) 52.6 secs, 70.49 mph (20/8/78)

The Shell Championship Race for Formula Ford 1600 Cars.

For the fastest 12 Championship Registered Formula Ford Cars in practice plus the first 4 Championship Registered finishers from Event 1.

A round in the Shell Championship for Formula Ford Cars.

Class lap records: S. Lawson (Hawke DL19), D. McLeod (Van Diemen 77) and C. Binnie (Van Diemen 78), 52.4 secs, 70.75 mph.

1) 48 2) 75 3) 60 4) 69 5) 78 6) 78

Modified Sports Cars

OVER 1300 cc

38. CLIVE REEVES

153. IAN McCORD

UP TO 1300 cc

156. GEORGE WILSON

159. STAN SHARE

160. ANGUS YOUNG/Agra (Precision Engineering) Co. Ltd.

161. DOUGIE HAMILTON

162. ROY WILSON

163. BRIAN STEVENSON/Bardene Automotive

164. COLIN McGHEE/Birds & Bees

165. IAN RAE

166. J. MILLAR

167. OLIVER LA BARRE

EUROPA

Mallock U2 Mk16	1600	Stonehouse
Jensen Healey	2200	Fauldhouse

Cox GTM	1275	Helensburgh
Clan Crusader	1150	Ardentinny
Agra Davrian MkV	1070	Tealing
Ginetta G15	998	Edinburgh
Clan Crusader	998	Dingwall
Davrian MkVIIA	1120	Glasgow
MG Midget	1293	Alva
Clan Crusader	998	Thurso
Healey Sprite	1275	Strathaven
Clan Crusader	998	Edinburgh

A round in the Hamilton & Inches Championship for Modified Sports Cars

Class lap records: Over 1300 cc — J. Fyda (Agra Elan) 50.8 secs, 72.99 mph (19/8/79); Up to 1300 cc — K. Allen (Clan Crusader) and B. Stevenson (Davrian Mk7) 51.8 secs, 71.58 mph.

EVENT

7

The Dicksons of Perth Trophy Race for Libre Cars.

FORMULA ATLANTIC AND F3 CARS

4. BERNARD HUNTER	Ralt RT1	1600	Edinburgh
5. ANDREW JEFFREY/The Hope Scott Garage Ltd.	Chevron B49	1598	Currie
9. STUART LAWSON/AD TV Surveys	Chevron B25/27	1600	Kirkliston
25. A. N. OTHER /Cuthbertson's Dairies/Rosetta Fruit Juices	Chevron B29	1600	Glasgow

LIBRE CARS

1. ED CHEEVER /Smith & Jones	Surtees TS19	3000	Dumfries
2. BRIAN HENTON	Toleman Ralt	2000	Donington
7. IAIN McLAREN/McLaren of Broxburn	McLaren M26	3000	Broxburn
11. NORMAN DICKSON/Dicksons of Perth/Gleneagles Helicopters	March 792	1998	Perth
15. STEWART ROBB	March 75B	2000	Blairlogie
16. JIMMY JACK/Jack Crane Hire, Evanton	March BMW 772	1980	Alness
17. GEORGE McMILLAN/Bass Rock Garage (Renault)	Chevron B35	2000	North Berwick
18. BOB LECKIE	Chevron B40	2000	Aberdeen
20. JIM STEVENSON	March 782	2000	Inverurie
21. KIM MATHER	March 772B/782	2000	St. Helens
23. DAVE BROTHERSTON	March 782 Hart	2000	Edinburgh

RESERVES

26. JOHN BARR/Nethan Valley Homes Ltd.	Mallock Mk19	1600	Callander
34. ANDY SMITH	Mallock Mk20B	1600	Ayr
33. KENNY ALLEN	Mallock Mk18	1600	Crossford
32. PAUL GIBSON/John Gibson Lifting Gear	Mallock 20A	1700	Maltby
31. CHRIS HODGETTS/Glass Team Leasing/Altergo Computer Systems	Gryphon C73	1600	Redditch
228. SANDY WATSON/Agra Precision Engineers	Mallock Mk18 BW	1700	Kirkcaldy

A round in the Lothian Chemical Company Ltd. Formula Libre Series (organised by SMRC)

Class lap records: Class and outright lap record — Norman Dickson (March 792) 44.4 secs, 83.51 mph (19/8/79);
Formula Atlantic — Andy Barton (March 78/79) 45.4 secs, 87.67 mph (19/8/79).

4.45 p.m.
30 laps

EVENT

8

The SMT Trophy Race for Special Saloon Cars — Final

For the fastest 5 cars from each class in Events 2 and 4, plus one.

Final of the Lombard Scottish Saloon Car Championship event.

5.30 p.m.
15 laps

RACE PRIZE FUNDS

In Events 1, 4 and 5 — £25, £15, £10, £5.

In Events 2, 3, 6 and 8* — £25, £10, £5 per class (*bonus of £25 to race winner).

In Event 7 — £500, £250, £150, £100.

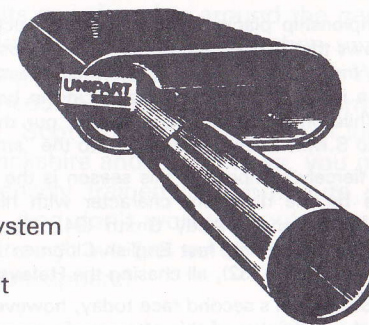
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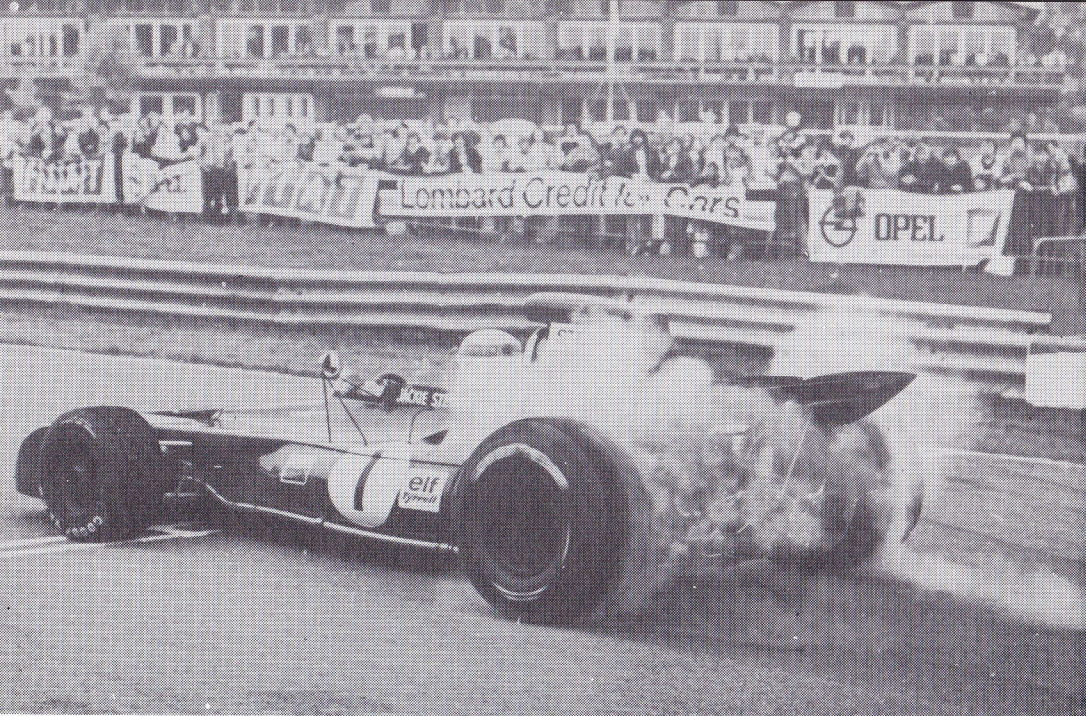
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Club President Jackie Stewart demonstrates the noble art of tyre warming — Ingliston, 19th August.

Car Championship placings are now very much in contention, and current Champion Doug Niven knows that he has to pull out all the stops for the end of the season if he is to hold on to that title. Indeed, to be certain, he really needs to pop the lap record back under his belt. Certainly a recipe for pyrotechnical racing in both of today's heats, and in the **SMT Trophy Final**. (While on the subject of saloons, our thanks to Mr. E. MacRitchie, who has donated a trophy to S.M.R.C. for presentation to the "small saloons", at the year-end.)

Also fiercely competitive this season is the Clubmans' class, although Jim Stevenson has proved to be the dominant character with his Mallock (30). Quite apart from the potent Scottish opposition of Andy Smith (34), Kenny Allen (33), John Mackie (28), and John Barr (26), two extremely fast English Clubmen are here today in the hands of Chris Hodgetts (31) and Paul Gibson (32), all chasing the **Haleys Motor Services Trophy** at 3.05.

Jim Stevenson's second race today, however, is in his new mount, and F2 March 782 (20), in one of the highlights of this afternoon's programme, the 30-lap **Dickson's of Perth Trophy Race**. With the £1,000 prize fund provided by Dicksons, naturally they are eager for their sponsored driver, Norman Dickson (the current Scottish Libre Champion) to scoop the pool with his March 792 Hart (11). Never before at Ingliston, however, has Norman had such opposition. Leading the ranks is a provisional entry from arguably the fastest Formula 2 car in Britain, the Toleman Ralt of Brian Henton (2). He is joined by another leading European F2 competitor, Kim Mather with his March 772P/782 Hart (21), while an ex-Brian Hanton March 782 Hart finds itself under the hands of Edinburgh driver Dave Brotherston (23). Added to these Formula 2 cars, and the regular Ingliston Formula 2 entries, are two ex-Grand Prix Formula 1 cars. Already this year we have seen Scotcircuits Chairman Graham Hamilton heaving the Smith & Jones Surtees TS 19 around Inglison, and with the initial shock of all that power now behind him, Graham returns to do a planned assault on all that lovely lolly. (It's one way of making a profit!) The other F1 car, a McLaren M26 (7), is entered by Broxburn's Iain McLaren, a long time rival of Norman Dickson, and an ex-Scottish Libre Champion in his own right. Sadly, Iain has had the most depressing of seasons with this car,

WANTED — WYATT EARPS

Yup, the Scottish Motor Racing Club sure is in sore need of a few more Marshals to help clean up this here track at Ingliston. Problem is, the good guys (the Marshals, that is) keep wandering off to new jobs, to get married, or just to have a well-earned kip of a Sunday afternoon, all of which tends to mean that our compliment of Marshals quietly erodes with time. [Ever seen an eroded Marshall, not a pretty sight!] On the other hand, the bad guys (the Competitors, and sometimes Joe Public) continue to litter up the circuit with bits of machinery, dods of oil and the like, all of which require to be sorted out by an ever decreasing bunch of good guys. Add to that some of the bad guys acting like a bunch of cowboys on de track and you'll see why we need more rootin' tootin' gin-slingin' Marshals to control 'em.

As we say, to keep this place law-abiding both on and off the track we need a fair body of handsome, virile, imaginative, forceful, tactful and masterful men and women (recognise yourself in that description did you?) and recruits to the ranks of Archie Craig's corn collecting car minders are always eagerly welcomed. If you fancy yourself quick on the draw with a brush, or handy at clobbering the odd passing driver with a flag, or if you can see yourself paddling about the pits or palavering around the paddocks, and if you have a sense of humour (absolutely essential!), then you're the man for us. Why not sign on as an Ingliston Marshal right away. We need men (and women) like you and we need 'em now. Fill in the form below and fire it off immediately to the Scottish Motor Racing Club Ltd., National Bank Chambers, Duns, Berwickshire and who knows, you may find yourself one of a select band of intensely trained (a two-minute pep-talk at signing on) motor racing marshals. And don't worry if you're not a Club member — that's not an essential, although we feel sure you'll want to join once you've tasted the friendly Club atmosphere!

To: SCOTTISH MOTOR RACING CLUB LTD.,
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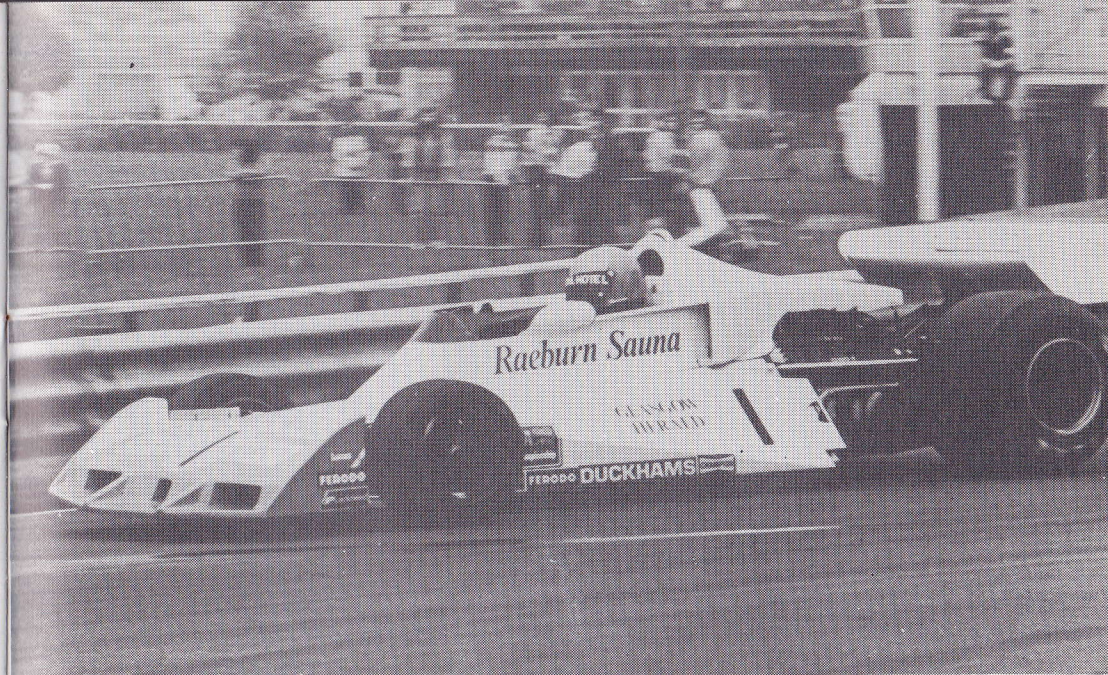
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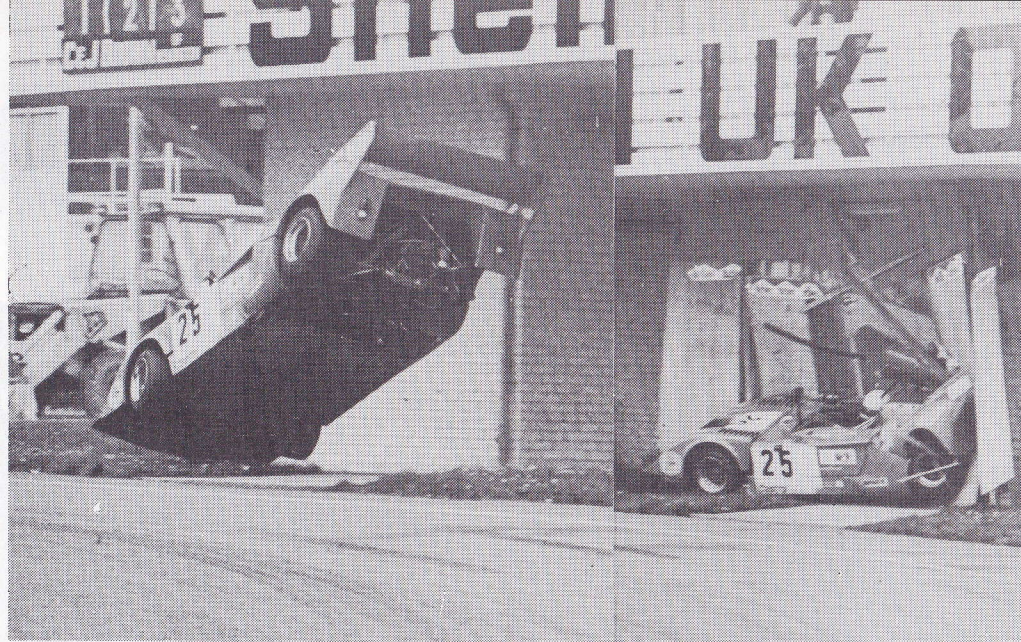


The first F1 car to be driven round Ingliston in competition? Scotcircuits Chairman Graham Hamilton sweats it out in the Raeburn Sauna's Surtees last time out. Today it's either him or Ed Cheever in the cockpit, with Iain McLaren's M26 F1 in opposition!

which persists in blowing up regardless of how Iain holds the revs in check (which he has been doing). It is easy to say that there must be a fault in the car somewhere, but it is more difficult to find it and to date neither Iain nor Hesketh have been able to track the problem down. Iain did manage one successful outing recently at Croft, however, where he demolished the outright lap record, so there is always hope that the tide is turning his way.

Then there are the Atlantic Cars, headed by Andrew Jeffrey (5) and Bernis Hunter (4), although keep an eye open for the FF maestro, Stu Lawson, in Ted Dzierzek's Chevron (9). Having hired his Formula Ford P.R.S. to George Franchitti today (Stu cannot now be beaten in the Shell Championship), he is having a go amongst the heavy machinery. And what machinery! It is many years since such a high-powered grid has been assembled at Ingliston, and today should see an absolute cracker of a libre race. Although Norman Dickson's outright lap record now stands at 44.4 seconds, 0.8 seconds off the magical 43.6 second lap (which would be the first 85 mph lap at Ingliston), in practice in August he turned in a 44.2 second lap, an average lap time of 83.89 mph. With merely 0.6 seconds to go, what price now the Midlothian Insurance Brokers Speed Challenge, with its £1,000 prize for the first 85 mph lap at Ingliston! And to underline the point, special restrictions have been brought in to ensure that only the very fastest of competitors may compete in this (the Dickson's of Perth Trophy Race). To qualify for the grid, competitors must achieve a practice lap within 110% of the average of the three fastest laps recorded in practice!

That's it, then — one of the most competitive afternoons that we have had for quite some time. And after the dust settles, and the draw has been made for a free Fiat rally jacket (see Lucky Programme number on front cover) we shall look forward to welcoming you back to Ingliston again for the closing rounds in all of the Scottish Motor Racing Championships on Sunday, October 14th. And, as is traditional at our October Race Meetings, we will be adding a touch of nostalgia with the always popular race for historic cars. If you think that the owners of these vintage and veteran racing cars will not be really trying, but will simply be putting on a demonstration display, then you have obviously never seen an historic race at Ingliston before! All the more reason for coming on 14th October!



A sad end to a brave car. Laurence Jacobsen takes to the air in August, before writing off one of the most successful British entries at Le Mans for many years, Tony Charnell's immaculate Chevron B36. Not a sight that any of us like to see, and our commiserations go to Tony.

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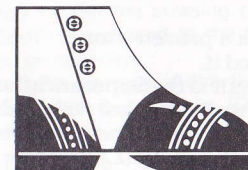
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This meeting is held under the International Sporting Code of the FIA, the General Competition Rules and Standing Supplementary Regulations of the RAC, and the additional regulations and instructions issued by SMRC Ltd. Permit No. RS 1609/2

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 from 12.30 to 9.30 p.m.

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., National Bank Chambers, 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 to spectators, ticket-holders or officials.



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(Occupation)

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...../...../1979

(Signature, please)

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Please tick appropriate box

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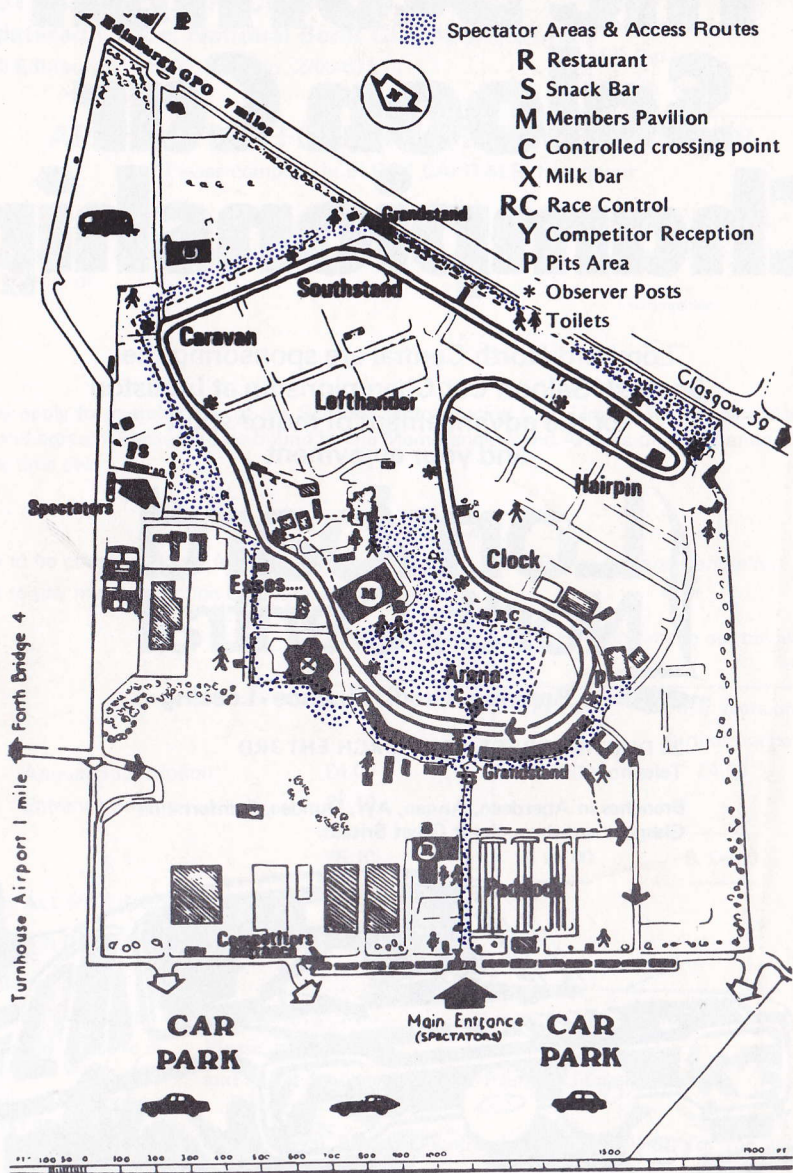
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