

The Bernard Hunter Crane & Skip Hire Race for Formula Ford (HEAT)

10 laps

Top 2 qualify for Race 3

The Shell Championship for Formula Ford Cars

Results taken from the publication "INGLISTON motor racing '80" and times from Autosport report

Pos	No	Driver	Car		
1	61	Robin Simpson	Crossle 25F	9:53.3	
2	77	Martin Simpson	Lotus 61	9:57.7	NOTE 1
		(Entrant: Lothian Distributors)			
3	50	Ken Shade	Royale RP16	10:00.5	
4	49	John Dunn	Van Diemen RF76	10:18.9	
5	94	Gordon Melvin	Lotus	10:30.0	
6	53	James Patrick	Hawke DL19	9laps	
7	87	Iain Boyd	Duletta G17		NOTE 2

NON FINISHERS

85	Arch Cromar	March 708
83	Bob Burgess	Image FF2B / 3

FASTEST LAP Robin Simpson Crossle 25F 57.7 secs 64.26 mph

RACE WINNER'S SPEED 62.49 mph

NON STARTERS (excluding those who qualified direct for the final)

56	Richie King	MRE 73/75F	
51	Ian Henderson	Hawke DL11	
65	Peter Gallacher	Crossle 16/20F	
70	Neil Cuthill	Hawke DL20B	NOTE 3
76	Vic Covey	Van Diemen RF78	
	(Entrant: John Brown Racing)		
78	Tom Paulo	Hawke DL19	
79	Arch Boyle	Lotus 51	NOTE 4
	(Entrant: Lothian Distributors)		
88	Gary McDonald	Merlyn Mk29/30	
	(Entrant: McDonald School of Motoring)		
89	Derek McDonald	Merlyn Mk29/30	
	(Entrant: McDonald School of Motoring)		
90	Ronald Munro-Ferguson	Royale RP24	
91	Donald McLeod	Sark 1	
	(Entrant: Sark Racing Ltd)		
93	Mark Dunham	Manta MD04 /A	
	(Entrant: Dairy Time Yoggiace Racing Inc.)		

NOTE 1 Programme says Lotus 79 – but that was a F1 car and so have taken that it is a Lotus 61 from other 1979 programme

NOTE 2 Never heard of a Duletta – is this a hybrid of a Dulon and a Ginetta??

NOTE 3 Shown in programme as DL20 but in later 1979 programmes as MK20 – both are correct – David Lazenby left Hawke in 1978 and the DL20 was the last Hawke he designed - after he left the DL20

was also called the 'MK20' – note not the 'Mk20' - the MK stood for Mike Keegan (Rupert's dad) who bought into Hawke when they produced a F3 car for Rupert in 1974

NOTE 4

Programme says Lotus 79 – but that was a F1 car and so have taken that it is a Lotus 51 from other 1979 programme