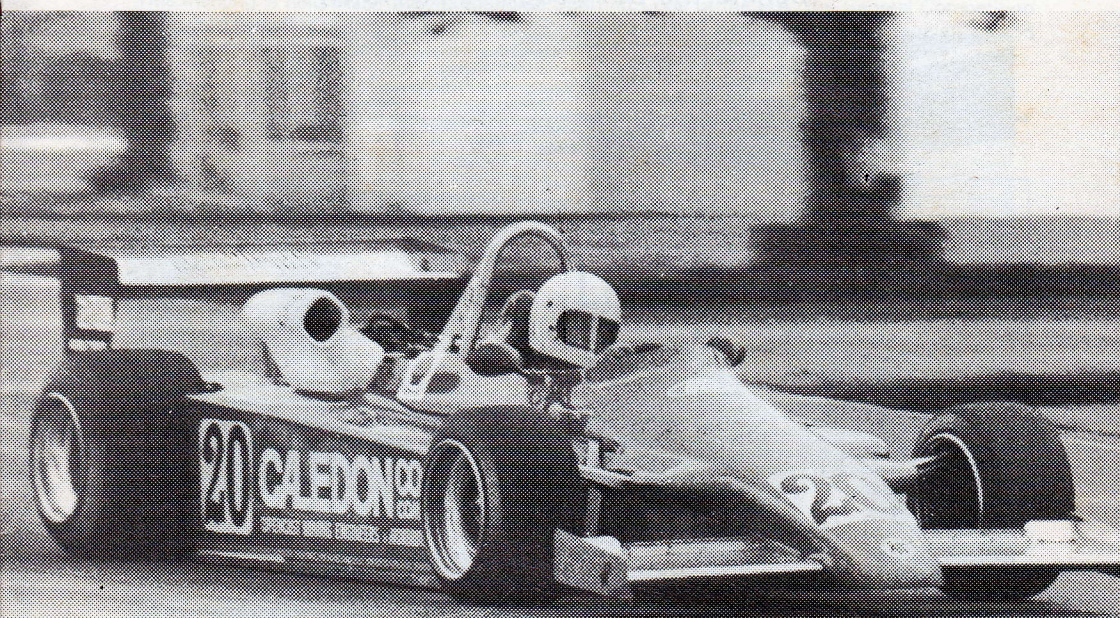


N.B. I DID NOT
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MEETING!



SEPTEMBER MOTOR RACE MEETING

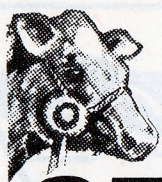


SUNDAY 12th SEPTEMBER, 1982

S.M.R.C.

Organised by
THE SCOTTISH MOTOR RACING CLUB LTD.

OFFICIAL PROGRAMME: 40p
For Conditions of Admission see inside



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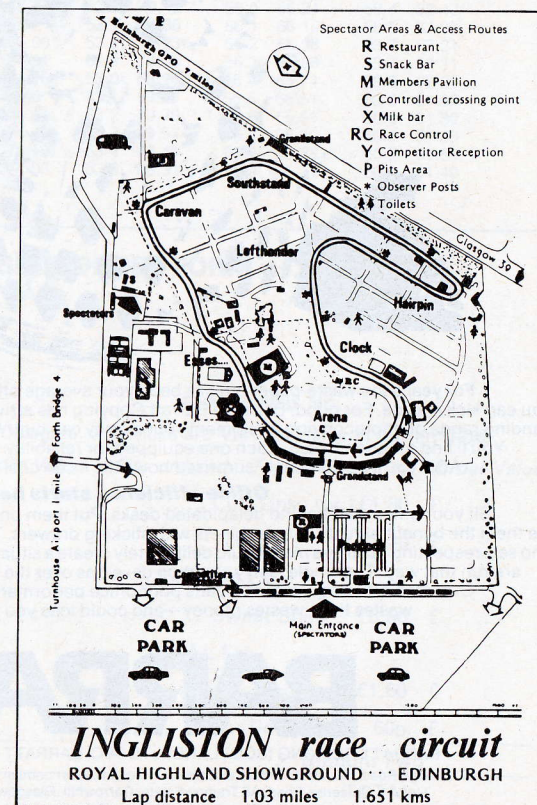
LAST ORDERS – 9.30 p.m.

OFFICIALS AND CREDITS

Steward for R.A.C.: R. P. Grimwood; Clerk of the Course: W. Fenwick; Chairman of Race Committee: G. Hamilton; Secretary of Meeting: G. B. Hamilton; Chief Marshal: J. Robertson; Deputy Chief Marshal: P. Poole; Chief Observer: R. Traill; Chief Flag Marshal: Dr. J. A. M. Howe; 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: A. Dick; 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 1209/1.

WARNING TO THE PUBLIC –
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.



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10th October

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INGLSTON LAP CONVERSION TABLE

secs	m.p.h.	secs	m.p.h.	secs	m.p.h.	secs	m.p.h.	secs	m.p.h.	secs	m.p.h.
40.0	92.70	43.4	85.44	46.8	79.23	50.2	73.86	53.6	69.18	57.0	65.05
40.1	92.47	43.5	85.24	46.9	79.06	50.3	73.72	53.7	69.05	57.1	64.94
40.2	92.24	43.6	85.05	47.0	78.89	50.4	73.57	53.8	68.92	57.2	64.83
40.3	92.01	43.7	84.85	47.1	78.73	50.5	73.42	53.9	68.79	57.3	64.71
40.4	91.78	43.8	84.66	47.2	78.56	50.6	73.28	54.0	68.67	57.4	64.60
40.5	91.56	43.9	84.46	47.3	78.39	50.7	73.14	54.1	68.54	57.5	64.49
40.6	91.33	44.0	84.27	47.4	78.23	50.8	72.99	54.2	68.41	57.6	64.38
40.7	91.11	44.1	84.08	47.5	78.06	50.9	72.85	54.3	68.29	57.7	64.26
40.8	90.88	44.2	83.89	47.6	77.90	51.0	72.71	54.4	68.16	57.8	64.15
40.9	90.66	44.3	83.70	47.7	77.74	51.1	72.56	54.5	68.04	57.9	64.04
41.0	90.44	44.4	83.51	47.8	77.57	51.2	72.42	54.6	67.91	58.0	63.93
41.1	90.22	44.5	83.33	47.9	77.41	51.3	72.28	54.7	67.79	58.1	63.82
41.2	90.00	44.6	83.14	48.0	77.25	51.4	72.14	54.8	67.66	58.2	63.71
41.3	89.78	44.7	82.95	48.1	77.09	51.5	72.00	54.9	67.54	58.3	63.60
41.4	89.56	44.8	82.77	48.2	76.93	51.6	71.86	55.0	67.42	58.4	63.49
41.5	89.35	44.9	82.58	48.3	76.77	51.7	71.72	55.1	67.30	58.5	63.38
41.6	89.13	45.0	82.40	48.4	76.61	51.8	71.58	55.2	67.17	58.6	63.28
41.7	88.92	45.1	82.22	48.5	76.45	51.9	71.45	55.3	67.05	58.7	63.17
41.8	88.71	45.2	82.04	48.6	76.30	52.0	71.31	55.4	66.93	58.8	63.06
41.9	88.50	45.3	81.85	48.7	76.14	52.1	71.17	55.5	66.81	58.9	62.95
42.0	88.29	45.4	81.67	48.8	75.98	52.2	71.03	55.6	66.69	59.0	62.85
42.1	88.08	45.5	81.49	48.9	75.83	52.3	70.90	55.7	66.57	59.1	62.74
42.2	87.87	45.6	81.32	49.0	75.67	52.4	70.76	55.8	66.45	59.2	62.64
42.3	87.66	45.7	81.14	49.1	75.52	52.5	70.63	55.9	66.33	59.3	62.53
42.4	87.45	45.8	80.96	49.2	75.37	52.6	70.49	56.0	66.21	59.4	62.42
42.5	87.25	45.9	80.78	49.3	75.21	52.7	70.36	56.1	66.10	59.5	62.32
42.6	87.04	46.0	80.61	49.4	75.06	52.8	70.23	56.2	65.98	59.6	62.21
42.7	86.84	46.1	80.43	49.5	74.91	52.9	70.09	56.3	65.86	59.7	62.11
42.8	86.64	46.2	80.26	49.6	74.76	53.0	69.96	56.4	65.74	59.8	62.01
42.9	86.43	46.3	80.09	49.7	74.61	53.1	69.83	56.5	65.61	59.9	61.90
43.0	86.23	46.4	79.91	49.8	74.46	53.2	69.70	56.6	65.51	60.0	61.80
43.1	86.03	46.5	79.74	49.9	74.31	53.3	69.57	56.7	65.40	60.1	61.69
43.2	85.83	46.6	79.57	50.0	74.16	53.4	69.44	56.8	65.28	60.2	61.59
43.3	85.63	46.7	79.40	50.1	74.00	53.5	69.31	56.9	65.17	60.3	61.49

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.....	Windscreen Bdge	60p £ :		Tee Shirt	£3.20 £ :	
.....	Repeat Motif Tie	£2.70 £ :		ExS S M L ExL		
.....	Blazer Badge	£3.80 £ :		Sweat Shirt	£5.90 £ :	
.....	Overall Badge	£1.60 £ :		S M L ExL		
.....	Single Motif Tie	£1.10 £ :		Key Ring	£1.60 £ :	
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THE INGLISTON SEPTEMBER MOTOR RACE MEETING Ingliston — 12th September, 1982

Promoted by
SCOTCIRCUITS LTD.

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.
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	Race for GT cars (Heat 1 over 1000cc	10	10.35	2.40
3	10.00	Race for Sports 2000 & Clubman Cars	12	11.00	3.05
4	10.25	Race for GT Cars (Heat 2 up to 1000cc)	10	11.25	3.30
5		Formula Ford Final	12		3.55
6	10.50	Race for Formula Libre Cars	15	11.50	4.20
7		GT Cars final — all classes	15		4.45
	12.25	Drivers Briefing in Scrutineering Bay			
	1.50	Marshals to posts please			

Championship Positions: 16th August after 4 rds

Caledon Coal Libre Series

No. 20	David Duffield	34 pts.
No. 3	Andy Barton	22 pts.
No. 10	Colin Richardson	21 pts.
No. 31	Kenny Allen	10 pts.

Formula Ford Championship

No. 48	Tom Brown	35 pts.
No. 69	Roy Low	21 pts.
No. 78	Ross Cheever	9 pts.
No. 56	K. Wickham	8 pts.

The Lowland Tyres Sports Car Championship

No. 37	Brian Stevenson	36 pts.
No. 24	John Fyda	30 pts.
No. 31	Kenny Allen	21 pts.
No. 36	Richard Mitchell	16 pts.
No. 44	J. Irwin	13 pts.

GT Championship

No. 110	Jim McGaughay	36 pts.
No. 179	Gus Young	26 pts.)
No. 181	K. Murray	26 pts.)
No. 194	H. Simpson	26 pts.)

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	Cambuslang
49	TOMMY McNAY	Crossle 32F	1600	Dublin
50	CHRIS D'AGOSTINO	PRS 80F	1600	Bridge of Don
52	HARRY MINTY	PRS 79F	1600	Peterhead
53	JOHN DUNN	PRS 79F	1600	Kilmacolm
55	PETER JAMIESON	PRS 80F	1600	Falkirk
56	KEITH WICKHAM	Van Diemen RF80	1600	Whitburn
57	KEN CRAIGIE	Crossle 25F	1600	Galashiels
63	WILLIAM ROSE	Royale RP/26/80	1600	
65	NEIL COCHRANE	Crossle 31F	1600	Glasgow
69	ROY LOW	Van Diemen	1600	Linlithgow
70	MICHAEL THOMSON	PRS 79	1600	Huntly
73	GORDON MELVIN	Van Diemen RF79	1600	Ballater
74	SANDY McEWEN/Moore's			
	Lemonade/Tom Brown Racing	Van Diemen	1600	Rutherglen
75	CLIFF HARPER	Hawke DL15	1600	Peterhead
76	NEIL GILLANDERS	Van Diemen	1600	Hatton
79	LANCE GAULD	Lotus 51A	1600	Glasgow
80	VIC COVEY/Reflex Racing/Canon	PRS	1600	West Calder
83	RALPH HALLEY	PRS/Halley	1600	Glasgow
92	IAIN J. COWIE	Van Diemen RF/78	1600	Edinburgh
93	JOHN HEWIT	Merlyn 29A/30	1600	Kelso
94	EDWARD WHITTAKER	PRS	1600	Shildon
96	TONY GEMMELL	Crossle 25F	1600	Edinburgh
97	WILLIE HOURIE	Crossle 32F	1600	Orkney
98	STEWART RODEN	Van Diemen	1600	Kirkliston
99	GEORDIE TAYLOR	Sparton FF79	1600	Kemnay

2.15 p.m.
10 laps

1st2nd.....3rd.....

EVENT 2 Race for GT Cars (Heat 1 over 1000cc)

100	JEFF WILSON/Doug Niven Cars	BMW M1	3414	Newcastle
103	ERIC MUNNOCH	Chev. Imp	3528	Larbert
105	JOHN BOTHAMLEY/Penicuik Aluminium Products	Penicuik Aluminium Products		
		Lotus Esprit	1994	Penicuik
108	EDDY BEERMANN	Escort	1994	Glasgow
109	MAX BROWN/Linn Products Ltd.	Fiat 850 Coupé	1700	Largs
110	JIM McGAUGHAY/FES Forth Electrical (Stirling)	FES Renault GT	1998	Lochgilphhead
112	GRAHAM STUPPLE	Marcos GT	1293	Edinburgh
114	JIMMY PINKERTON	"Scabby" Mini	1300	Glasgow
119	TOMMY McNAY	Lotus Esprit	7270	Dublin
136	GEORGE R. RODGER	Imp	1040	Edinburgh
171	STAN (The Clan) SHARE	Clan Crusader	1100	Ardenintny
177	ERIC PATERSON	Lotus Europa	1490	Edinburgh
179	GUS YOUNG/Agra (Precision Engineering)	Agra M/E 82 Ford	1500	Dundee
182	HUGH McKINNON	Davrian Mk 7	1150	Houston

2.40 p.m.
10 laps

1st2nd.....3rd.....

EVENT 3 Race for Sports 2000 & Clubman Cars

Sports 2000				
23	KEITH BOWMAKER	Lola 492	2000	Newcastle
36	RICHARD MITCHELL	Link S2000	2000	North Berwick
37	BRIAN STEVENSON/Central Motors	Chevron B52	1993	Cumbernauld
CLUBMANS A				
24	JOHN FYDA/Agra	Mallock MK24	1700	Dundee
25	PAUL GIBSON	Mallock 24	1700	Middlesbrough
31	KENNY ALLEN	Mallock	1700	Crossford
35	REG. FORRESTER-SMITH	Marquis Mallock 21B	1700	Annan
47	BILL DRUMMOND/Drummond Plant Hire	Centaur	1700	Echt
CLUBMANS B				
40	GARY McDONALD	Mallock M16	1600	Edinburgh
43	GRAHAM MURRAY	Mallock 18	1600	Aberdeen
44	JIM IRWIN/J. Irwin Engineering	Mallock MK16	1600	Hamilton

Round of the Lowland Tyres Championship for Sports Cars.
Class lap records: Class A — Kenny Allen (Mallock) 46.6 secs., 79.5 mph (25/7/82); Class B — John Mackie (Mallock), 50.4 secs., 73.57 mph (16/8/81); Sports 2000 — Russell Spruce (Tiga) 50.5 secs., 73.42 mph (16/5/82).

3.05
12 laps

1st2nd.....3rd.....

EVENT 4 Race for GT Cars (Heat 2 up to 1000cc)

129	WILLIAM G. DONALD	Imp	998	Tarland
134	BRIAN FLETCHER	Imp Californian	998	Aberdeen
135	BOB MILNE	Imp	998	Aberdeen
138	BRIAN MacLEOD	Imp	998	Alness
170	RICKY GAULD/Express Surefreight	Davrian	998	Insch
178	TOM PATERSON	Clan Crusader	998	Airdrie
181	KEN MURRAY	Davrian Mk VII	998	Strichen
187	KENNY COLEMAN	Davrian	998	Airdrie
190	IAN FORREST/Drambuie Liqueur Co. Ltd.	The Drambuie Davrian	998	Kirkliston
194	HARRY SIMPSON/Edinburgh Aluminium Products	Davrian MK8	998	Edinburgh

3.30 p.m.
10 laps

1st2nd.....3rd.....

EVENT 5 Formula Ford 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

1st2nd.....3rd.....

EVENT 6 Race for Formula Libre Cars

1	ALO LAWLOR			
	The Lep Group of Companies/McKinnon Haulage	Ralt RT4	1600	St. Helens
3	ANDY BARTON	March 802	1994	Newcastle
9	JAMES HARVEY GILLANDERS	March 75/782	2200	Ellon
10	COLIN RICHARDSON	March 77B	1600	Peebles
16	ARCHIE BOYLE	Raynard 79	2 lit.	Falkirk
17	GEORGE McMILLAN/Bass Rock Garage (Renault)	March 772P	1998	North Berwick
19	TOMMY McNAY	Chevron B29	1600	Dublin
20	DAVID DUFFIELD/Caledon Coal	Ralt RT4	2000	Kirkliston
24	JOHN FYDA/Agra	Mallock Mk 24	1700	Dundee
25	PAUL GIBSON	Mallock 24	1700	Middlesbrough
31	KENNY ALLEN	Mallock	1700	Crossford
35	REG. FORRESTER-SMITH	Marquis Mallock	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

1st2nd.....3rd.....

EVENT 7 GT Cars Final — All Classes

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 McGaughay (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

1st2nd.....3rd.....

THANK YOU FOR
YOUR SUPPORT

WHEELSPIN SEPTEMBER

Last month's trial issue of Wheelspin published in the Ingliston programme has so far produced no adverse comment so this month we can dispense with any further comment and update ourselves before today's race meeting. Since the last meeting Roy Low has sold his P.R.S. Formula Ford and come over to the Van Diemen camp and has entered a Van Diemen for today's meeting so it should be interesting to see how he now compares with Tom Brown as they will be driving identical cars. As you will notice there are two Irish drivers entered for this meeting and one of them is Tommy McNay who has entered an intriguing car, a 7.2 litre V8 Lotus Esprit which should be worth listening to.

In the Libre race McNay has also entered his Chevron B29 — similar to the car Bryce Wilson used to drive, and that old favourite Alo Lawler has his LEP Group Ralt RT4 in the field. With Andy Barton now back and David Duffield determined to win the Championship it should be a good race.

★ ★ ★ ★ ★

Since the last meeting I have been on my travels again which included a visit to Daytona to see Bill France the man who founded NASCAR, the American stock car series. I'll talk more about France and how NASCAR has developed in one of the Winter issues of Wheelspin but it has been an amazing success story with over 1,000 NASCAR races taking place in the United States during the year.

I just missed going to Bristol, Tennessee for a Grand National Meeting and had to come back — for Ingliston of course — and so missed the Southern 500 at Darlington, North Carolina. One thing I did see, however, was one of those unsanctioned stock car meetings on a ½ mile dirt oval at Volusia. Having heard Robin Smith and Colin Bennett talk about a similar event they attended in the States I felt I had to complete my education. It certainly was an education because the track owner wrote the regulations and the whole meeting took on the aspect of **Dukes of Hazzard**. The programme consisted of a series of heats for Street Stock cars, Late Model Stockers, Dune Buggies and Spectators: yes, that's right, spectators. The announcer saying "Hey y'all when this here meetin's finished we're running a spectator race with a little bitty prize money. Just line up at the end of the pit lane . . . run your Cadillac or your Chevy truck."

The main races for Late Model cars were confined to about 20 Chevrolet Camaros modified so that they all looked like they had come out of Star Wars and driven by people with names like RoHo Simms, Tuck Trentham, Butch Dillon and Steve (Jaws) Craven.

This was really wild stuff as they were lapping the dirt oval at nearly 90 m.p.h. with 120 m.p.h. on the straights. The idea explained the organiser, was to get the car sideways on the "cawnah" to get Side bite" and then power through on full opposite lock. As is usually the case the fast men were at the back of the grid and once the race started there were people going over the dirt embankment on the inside and mauling hell out of each other on the outside. The fans — there were about 3,000 each of them with the standard Budweiser twelve pack — got more and more drunk and the races became madder and madder but there is no doubt about it, the spectacle has to be seen to be believed. It was the nearest thing to the Roman Forum I have ever seen. Needless to say the drivers and pit crews were great people who were just there to enjoy themselves and it was cheap racing. One of the grotty Camaros capable of racing and producing about 450-500 b.h.p. would set you back about £2,000 but one guy arrived with a chopped and channelled one which cost him \$22,000 dollars (£12,600). These unsanctioned races take place every Saturday night and are run in the dark, of course, with sparse flood lighting and how the drivers see where they are going is remarkable. So if you are ever in Florida or almost anywhere in the United States get this class of racing's bible "Speed Sport News" and go along and see a real spectacle; it makes those pansy "Grand Pree" drivers look like extras in Kismet.

★ ★ ★ ★ ★

The August meeting at Ingliston was different in that there were a number of people on holiday and a number of new faces. One big smiling face was that of Cameron Binnie who used to be a racing regular but who has not driven a racing car since October nearly two years ago. Andy Barton offered him his March as he was going on holiday and big Cameron came along to have a go. He admitted he was rusty but at the end of the day he drove quite a good race and didn't bend the car.

This has been a lousy season for Alex MacDonald and after a quick rebuild of his Canon PRS he was in the wars again in practice and didn't start. The first race was appropriately sponsored by his company Barratt Office Equipment and the 1600 Formula Fords which had not automatically qualified for the main Marlboro race rolled out for the event. Sandy McEwan, who last year ran in Clubmans but switched to one of Tom Brown's Van Diemens was in good form and took his Moores Lemonade sponsored car on to pole position. He then had an ace start and edged Gordon Melvin out of the way on the first lap with a tight group led by Geordie Taylor's Sparton and Willie Rose's Royale right on his tail. There was a bit of fancy footwork on the back of the circuit and Gordon was pushed down the field. Taylor tried hard to get to grips with the flying Sandy

McEwan but to no avail and so Sandy recorded his first win at Ingliston. This season the small 1600 FF race has proved to be very good at giving everyone a chance to win and it has encouraged more and more young drivers to come into the class. Another driver well up in this race was Eddie Whittaker whose brother Ronnie has occasionally supplied some spectacular incidents. Eddie drove a cool race but don't let Ronnie know I said that.

The race meeting was the Opel Dealers Trophy meeting and so there was a great deal of emphasis on Opel with a parade of various models. The first heat of their GT race was for the over 1000 cc cars which brought out the fastest cars of the group. Following his win in July, John Bothamley was out to do well again but it was not to be. True, he managed to outdrag Jim McGaughay's FES Renault off the line but the determined McGaughay wasn't going to let him off with it and he squeezed past on the second lap to dominate the race. John, in his Penicuik Aluminium Products/Thermoglaze car spun at the hairpin which did him no good at all and so had to fight his way back up the field. Behind them Ron Cumming had been pressing hard in his Brentwood Motel Esprit with George Coghill's Norfrost Esprit right on his tails. This pair had a good battle until Coghill got past. Unfortunately this manoeuvre took place under a yellow flag and for the second time this year Coghill was penalised which was very unfortunate as he had driven a good race. The rule about passing under the yellow is one which is natural as the yellow flag denotes an incident up ahead. In the United States it is not only enforced automatically but all cars are held at a slow speed until the yellow is lifted round the circuit.

The problem in Britain is that there is sometimes a tendency to be inconsistent with yellow flag penalisation and whereas I am not saying this was the case on this occasion most drivers would prefer to see the rule applied consistently.

One driver who really deserves a bravery medal in this class is Jimmy Fleming who drives the Rover V8 engined Toyota. John Fyda prepared the engine and it flies but the Toyota is still too standard in suspension trim so that it is like the Santa Maria in the southern Trades when it comes to cornering. Another Rover engined car is Eric Munnoch's ex-Jacobsen Chevron Imp and it goes well but in his battle with the ebullient Gus Young it was Gus who took third place in the race. John Bothamley managed to get himself up to fifth place before the end.

The Sports car and Clubmans field was smaller in August than usual and John Fyda once more dominated the class. (We really must think of a way of handicapping John: how about him giving everyone half a lap start?) Fyda disappeared into the distance no doubt thinking about his next engine rebuild while Brian Stevenson soon pulled away from Bill Drummond and Jim Irvine with his Chevron Sports 2000 sponsored by Central Hotels. Richard Mitchell had trouble with his Link and let Keith Bowmaker's Lola to catch up and the big surprise was Reg Forrester-Smith's fine drive in his Mallock; he must have been back on those rejuvenation pills again.

If Fyda was in charge of the sports car race Harry Simpson in the Edinburgh Aluminium sponsored Davrian was well out in front of the 1 litre GT cars. Behind him, however, Ian Forrest, determined to give Drambuie a win with his Davrian was finding Ken Murray a difficult man to pass and not even the standard Forrest lunge at the hairpin could get him through. It then became obvious that something was wrong and indeed the throttle linkage began to disintegrate and the Davrian began to go backwards down the field. Meanwhile the ebullient Kenny Coleman moved up to third throwing his car around as though he didn't own it. He finished third but the car expired on the slowing down lap. Bill Donald took fourth in his Imp.

The Canon Formula Ford race was next along and here we were faced with the usual blood match between Tom Brown in his Van Diemen and Roy Low with his P.R.S. No matter what happens this pair can always provide a good race and there are a lot of cat and mouse tactics involved. This time it was Roy Low who took the advantage and Tom Brown had to tuck in behind and the story of the race was the chase. Half the time Roy had his eye in his mirrors and would weave to the right or feint to the left to catch Brown out.

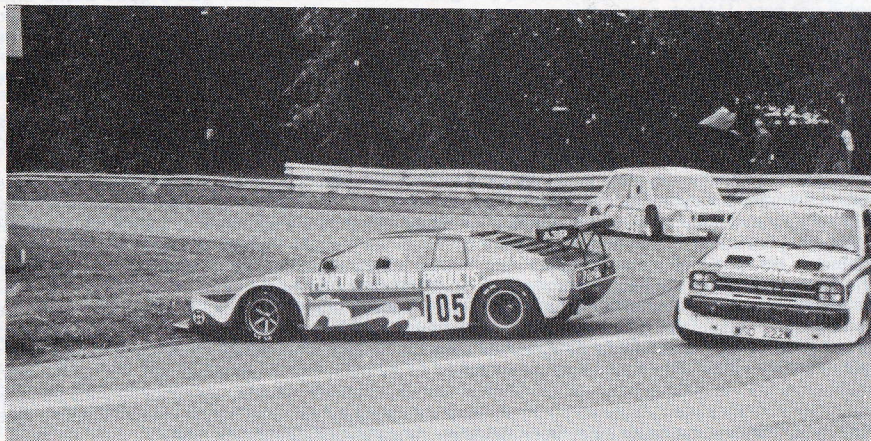
Meanwhile Brown would be doing the same and all continued like this until near the end of the race when Brown did one of those gathering up jobs starting at the Esses by slightly holding back, getting a run through Caravan to come alongside on the short straight to South Stand and he got through at that point and led by the toilet block and that was it. Behind them was a far more interesting race. Willie Hourie in his Crossle just had to sit and wait for Low and Brown to touch but they didn't so he had to be content with third but Peter Jamieson was driving one of his best races holding off Vic Covey until Covey began to drift backwards down the field. Jamieson spun his P.R.S. which was a great pity but allowed the ever improving Stuart Roden to take fourth place. Jamieson managed to gather himself together before John Dunn passed him and held Dunn across the line.

The Beef Tub Steakhouse race for Libre Cars was enlivened by Cameron Binnie and Harvey Gillanders now with a March 752 updated to 782. Harvey has been a successful saloon driver and he was being very careful to run himself in with the March.

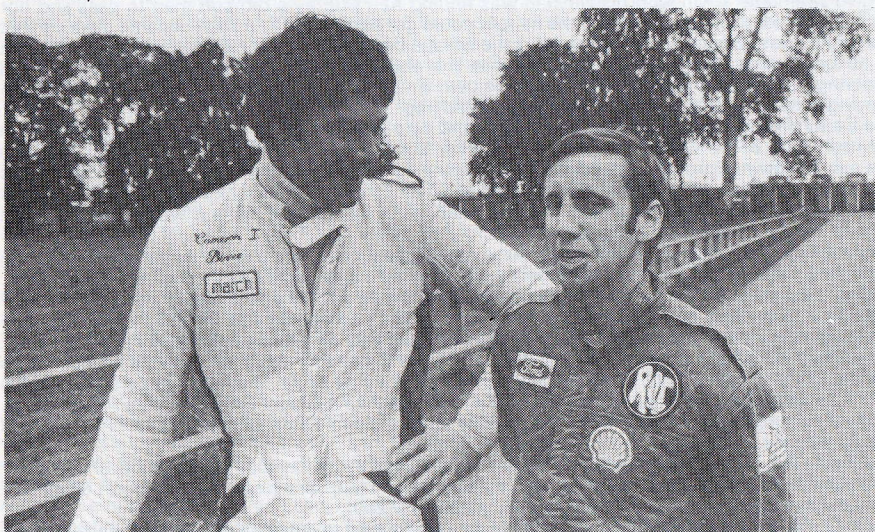
David Duffield in the Caledon Coal Ralt RT4 was determined to ensure a win so he departed with a chirp from the tyres and rocketed into the lead. Cameron Binnie slotted into second place but it became obvious that he was not going to hold the flying Duffield. In third came John Fyda with the amazing Mallock but George MacMillan was driving a good race in the fourth with his ageing

March. Stuart Robb had started well in his March but there was obviously something sadly wrong and he was overtaken first by MacMillan and then by Harvey Gillanders. Colin Richardson then set out to catch Robb and steadily reeled him in, so Colin had a happy race. Finally there was the Opel Dealers Trophy event. John Bothamley was further down the field due to his early race problems so Jim McGaughay quickly disposed of Harry Simpson's Davrian and disappeared into the distance with the F.E.S. Renault. Nobody was in a position to catch the Highlander and Simpson was having to wrestle with everyone to hold his second place. The flying John Bothamley found a way past and set out after McGaughay but he had no chance at all to catch him. Simpson meanwhile managed to hold off Ken Murray who in turn was having to be careful to hold Eric Munnoch at bay with the Chevron Imp. And so this is how they finished. Today's meeting should finalise many of the Championships but remember the October race meeting has the addition of the Historic Car Race when there are always some interesting racing cars present. Look forward to seeing you then.

Graham Gauld



John Bothamley didn't have the best of luck at the last meeting spinning at the hairpin with his Lotus Esprit.



The long and the short of it, Cameron Binnie who drove Andy Barton's March at the last meeting, towers over David Duffield who was in the Caledon Coal Ralt.

LETTERS

Dear Mr. Gauld,

At the last Ingliston meeting (July), your good friend J. W. McInnes was requesting correspondence to fill the pages of 'Wheelspin'. Do I understand from this that 'Wheelspin' is still being published? The last issue to drop through my letter-box was headed 'April 1982'. (Yes, I have paid my 1982 subscription).

With regard to suggestions for 'Wheelspin' padding, may I suggest personality profiles, more Scottish motor racing history and an appeal for clothes to replace the McInnes pink suit.

I do enjoy reading 'Wheelspin' and hope that it will soon reappear in my letter-box. Yours sincerely,

Robert J. Morton

(Yes Robert, there is a Wheelspin and it will continue. As most of my friends know motor racing history is my abiding interest but I'm not so sure its shared by everyone. Personality profiles are also no problem, so I'll share the intimate lives of some of our drivers with you this winter. GG).

Dear Mr. Gauld,

During the last few meetings we have heard various suggestions for making racing more interesting at Ingliston, such as running races in an anti-clockwise direction. Certainly some drivers should know their way round the circuit blindfold by this time, and a change of direction may be a good idea providing the barriers are suitable. However, I consider that the main trouble at present is the lack of new entrants to replace drivers who have retired, so we are down to a few who win races with monotonous regularity. This, in turn, affects the number of spectators who are willing to pay to watch this happening. So what can be done to encourage more entrants from down South to swell the ranks?

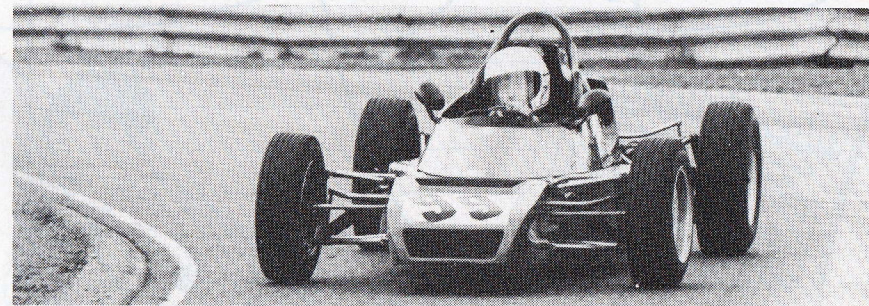
However, I may add that I greatly appreciate the efforts of those drivers who race at every meeting and know within themselves they have no chance of winning, but are out to beat the man who beat them last week. I very often find it more exciting to watch the leaders who are well down the field, rather than watch the leaders who circulate in the same order from start to finish. So perhaps we could have a race for the slowest ten drivers, instead of the ten fastest in the second heat or alternatively, a race based on times on previous meetings, or a challenge race between rally drivers and racing drivers.

To encourage attendance figures spectator-wise, why not invite the Monarch Speedway team as guests at Ingliston? As we all know, motor racing would not be possible without sponsors, and to satisfy them, we need more spectators — more publicity. In the words of the Great Barnum you can have the greatest show on earth, but if people don't know about it, you're dead.

Yours sincerely,

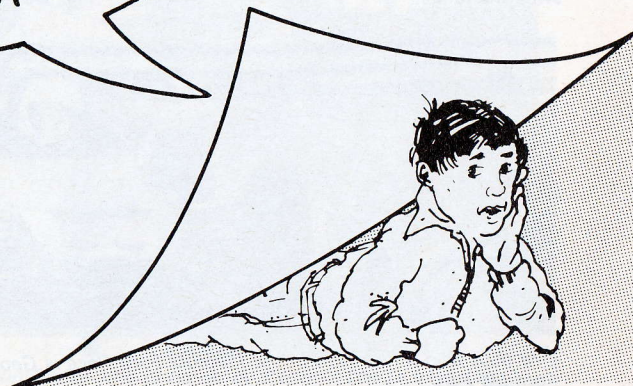
Bill X

(Bill: I'm sorry I could not decipher your surname but your message is loud and clear. You are right about certain people winning many of the races but there are a lot of new drivers coming along and Formula Ford is a good area with Peter Jamieson, Stuart Roden, Geordie Taylor etc. This is not the best time for new drivers to be coming along but one or two are beginning to appear so lets hope it continues. As for drivers from the South, forget it. They have the same financial problems so they don't want to drive all the way to Scotland. Not even the majority of the Croft drivers come to Ingliston now its gone. The rally-racing driver challenge has been attempted at Knockhill using road cars but it has not improved the entry or the racing. GG)



One man who drives hard in the Formula Ford Race is Geordie Taylor with his rare Sparion Formula Ford.

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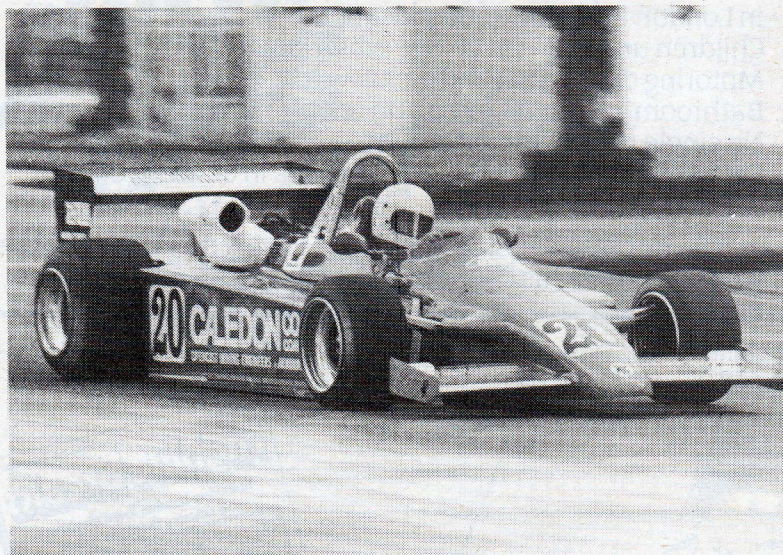
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