

CHAMPION

Official Programme 40p
For Conditions of Admission see inside

CHAMPION

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THE CHAMPION RACE MEETING

12th OCTOBER, 1980



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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 R.A.C., and the additional regulations and instructions issued by SMRC Ltd., Permit No. RS 1210/1.

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.

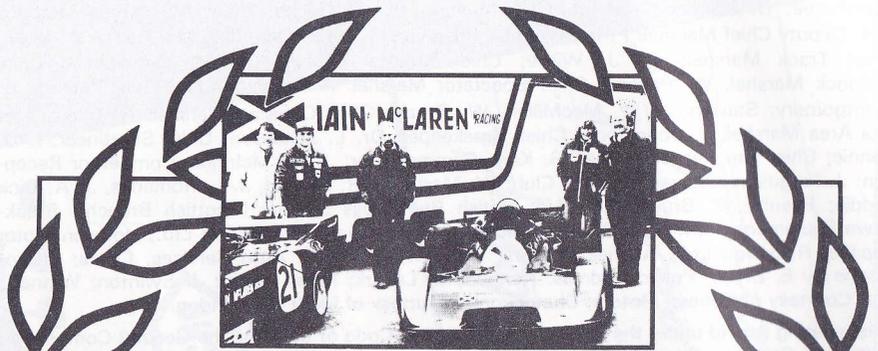
Catering at Ingliston is in the hands of D. S. Crawford who will be supplying snacks in both the Herdsman's Restaurant and the MacRobert Pavilion (SMRC Members only), both from 12 noon onwards. Breakfast will be available in the Herdsman's Restaurant from 9.30 a.m. and throughout the day, all the usual 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.

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., PO Box 5, 25 Market Square, 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 (whether fatal or otherwise) however caused to spectators, ticket holders or officials.



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1975 Scottish Sports Car Champ.
1976 Scottish Sports Car Champ.
1977 Scottish Formula Libre Champ.
1978 Scottish Sports Car Champ.

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THE McLAREN OF BROXBURN BL CARS CHAMPIONSHIP FRO GRAND TOURING CARS.

	Points
101 Doug Niven (8*, 1, 8*, 8*, —, 8*, 7)	40
126 Eric Paterson (—, 7, 6*, 8*, 2, 7, 8*)	40
154 James McGaughay (5, 2, —, 8*, 8*, 5, 5)	33
148 Alan Ritchie (5, 3, 3, 2, 5, 6*, 5)	27
145 Angus Young (—, 5, —, 6, 8*, 3, 3)	25
172 Kenny Coleman (—, 8*, —, 5, —, 8*, 2)	23
174 George Coghill (8*, —, 7, —, —, 2, 3)	20
105 Walter Robertson (—, —, 3, 3, 8*, —, 5)	19
162 Richard Gauld (—, —, 5, 3, 3, —, 8*)	19
128 Jim Pinkerton (7, 2, 5, —, —, —, 2)	16
107 Murray Burgess (—, 7, 1, 2, 5, —, —)	15
104 Laurence Jacobsen (—, —, 6*, 5, —, —, —)	11
151 Bob Leckie (3, —, 4*, 2, —, —, —)	9
159 David Ogilvy (—, 5, —, —, 1, —, —)	6
146 Ian Forrest (—, —, —, —, 5, —, —)	5
110 Steve Buxton (5, —, —, —, —, —, —)	5
124 Geoff Todd (—, 5, —, —, —, —, —)	5
175 Olly La Barre (—, —, —, —, 3, —, 1)	4
155 Iain Donald (1, —, —, —, —, 3, —)	4
152 Martin Dunn (2, 1, —, 1, —, —, —)	4
149 Stan Share (3, —, —, —, —, —, —)	3
161 Harvey Gillanders (—, 3, —, —, —, —, —)	3
130 David Auger (—, —, —, 3, —, —, —)	3
102 Ron Cumming (—, —, —, —, 3, —, —)	3
166 Robert Gray (—, —, 2, —, —, —, 1)	3
103 Colin Christie (—, —, —, 1, 2, —, —)	3

Best 6 scores to count only.

Prize Fund: £500, £300, £200, £100, £50. bonus to class winners.

To the highest placed Special Saloon Car £100 and the E. MacRitchie Construction Ltd. Trophy. To the highest placed Modified Sports Car £100 and the Hamilton and Inches Silver Jubilee Quach.

THE LOWLAND TYRES CHAMPIONSHIP FOR CLUBMANS CARS.

	Points
24 Andy Smith (8*, 3, 6*, 6*, 8*, 8*)	36
38 Clive Reeves (8*, 7, 5, 8*, 7, 3)	35
26 John Fyda (5, 8*, 7, 8*, 3, —)	31
41 Kevin McCormick (5, 3, 8*, 5, 2, —)	23
31 Kenny Allen (4, 5, 2, 3, 2, 5)	19
39 Graham Sword (3, 6*, —, 2, 6*, —)	17
44 Jim Irvin (2, 2, 3, 3, 3, 5)	16
30 John Mackie (2, 2, 3, 3*, 1, —)	11
27 Sandy Watson (—, —, —, 1, 5, —)	6
28 John Barr (—, 1, —, —, —, 3)	4
45 Ian Prentice (—, 1, 2, —, —, —)	3
32 Reg Forester-Smith (—, —, —, —, —, 2)	2

Best 5 scores to count only.

Prize Fund: £250, £125, £75. To the winner, the King Hussein Trophy.

THE SHELL CHAMPIONSHIP FOR FORMULA FORD 1600 CARS.

	Points
48 Tom Brown (11*, 6*, 11*, 11*, 11*, 11*)	55
82 Bryan Gowans (—, 10, 6, 3, 8, 5)	32
69 Roy Low (8, 8, 4, 9*, —, —)	29
56 Keith Wickham (—, —, 9*, 2, —, 8)	19
60 Duncan Hall (—, 4, —, 5, 3, 4)	16
95 Gordon Stephenson (—, 2, —, —, 5, 6)	13
68 Allan Bremner (6, 3, —, —, —, 3)	12
89 Chic Stenhouse (—, —, 2, 4, 6, —)	12
80 Vic Covey (—, 6, —, 1, 4, —)	11
91 Colin Birkbeck (—, —, 6, —, —, —)	6
88 Dave Steedman (5, —, —, —, —, —)	5
71 Bob Burgess (—, —, 5, —, —, —)	5
77 Martin Simpson (4, —, —, —, —, —)	4

Best 5 scores to count only.

Prize Fund: £300, £150, £100, £75, £50. To the winner the Shell Trophy.

THE LOTHIAN CHEMICAL COMPANY LTD. FORMULA LIBRE SERIES organised by the Scottish Motor Racing Club.

	Points
8 David Leslie (8*, —, 8*, 8*, 8*, 8*)	40
14 Stuart Lawson (8*, 7, —, 7, 8*, —)	30
20 David Duffield (3, 5, 5, 3, 5, 5)	23
17 George McMillan (3, 3, 3, 3, 5, 8*)	22
3 Andy Barton (6*, 8*, —, —, —, —)	14
7 Bernard Hunter (—, —, 3, 5, 3, 3)	14
19 Jim Stevenson (—, 6*, 7, —, —, —)	13
26 John Fyda (—, —, —, 5, —, 5)	10
6 George Franchitti (—, 1, 2, 2, 2, —)	7
4 Norman Dickson (—, —, 6*, —, —, —)	6
2 Iain McLaren (5, —, —, —, —, —)	5
10 Colin Richardson (2, 3, —, —, —, —)	5
15 Stewart Robb (—, —, —, 2, —, 3)	5

Best 5 scores to count only.

Prize Fund: 4 svrs., 3 svrs., 2 svrs., 1 svr.

GENERAL CHAMPIONSHIP SCORING RULES

- Where run in classes, per class: 1st 7, 2nd 5, 3rd 3, 4th 2, 5th 1, 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 event of ties, highest number of highest placings rule.



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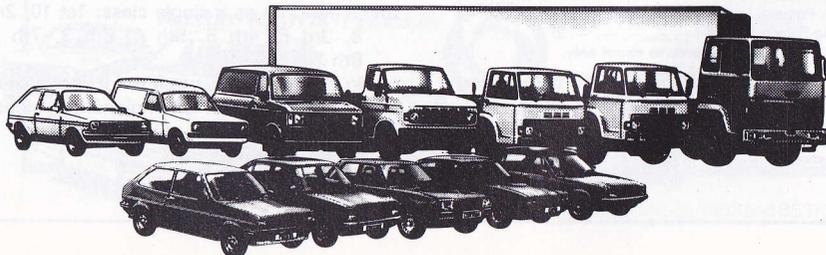
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40.0	92.70	43.4	85.44	46.8	79.23	50.2	73.86	53.6	69.18	57.0	65.05
40.1	92.47	43.5	85.24	46.9	79.06	50.3	73.72	53.7	69.05	57.1	64.94
40.2	92.24	43.6	85.05	47.0	78.89	50.4	73.57	53.8	68.92	57.2	64.83
40.3	92.01	43.7	84.85	47.1	78.73	50.5	73.42	53.9	68.79	57.3	64.71
40.4	91.78	43.8	84.66	47.2	78.56	50.6	73.28	54.0	68.67	57.4	64.60
40.5	91.56	43.9	84.46	47.3	78.39	50.7	73.14	54.1	68.54	57.5	64.49
40.6	91.33	44.0	84.27	47.4	78.23	50.8	72.99	54.2	68.41	57.6	64.38
40.7	91.11	44.1	84.08	47.5	78.06	50.9	72.85	54.3	68.29	57.7	64.26
40.8	90.88	44.2	83.89	47.6	77.90	51.0	72.71	54.4	68.16	57.8	64.15
40.9	90.66	44.3	83.70	47.7	77.74	51.1	72.56	54.5	68.04	57.9	64.04
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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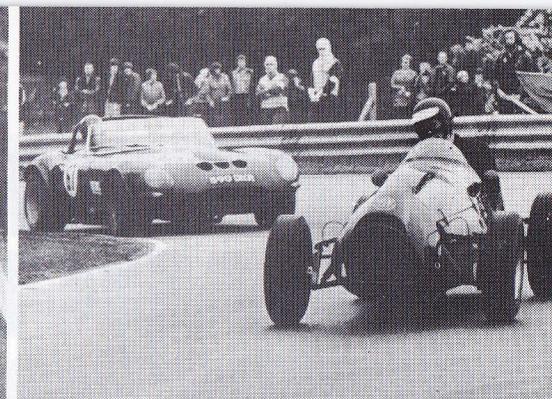
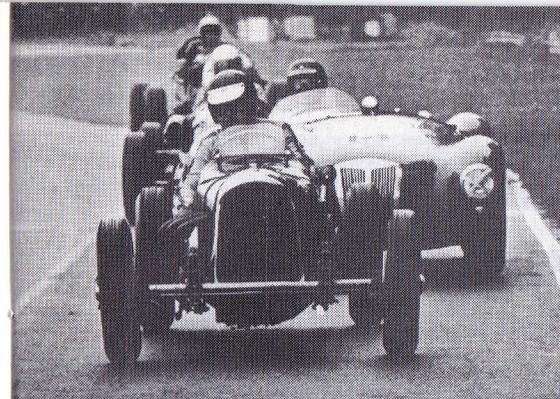
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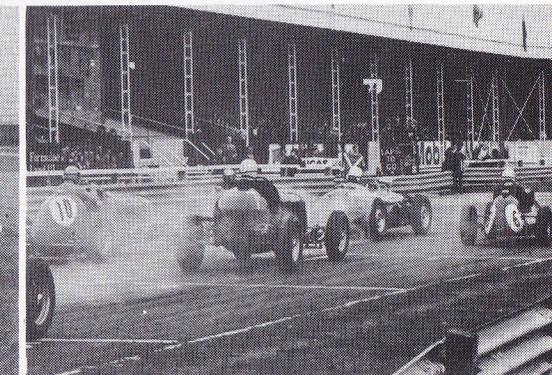
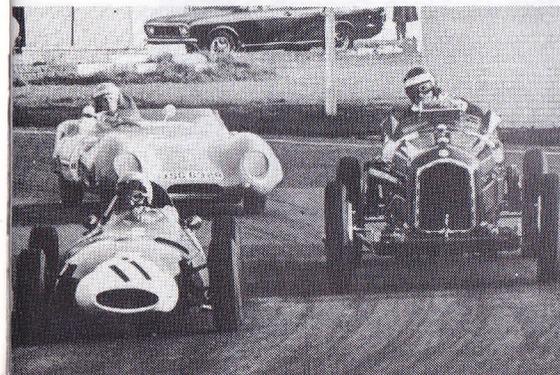
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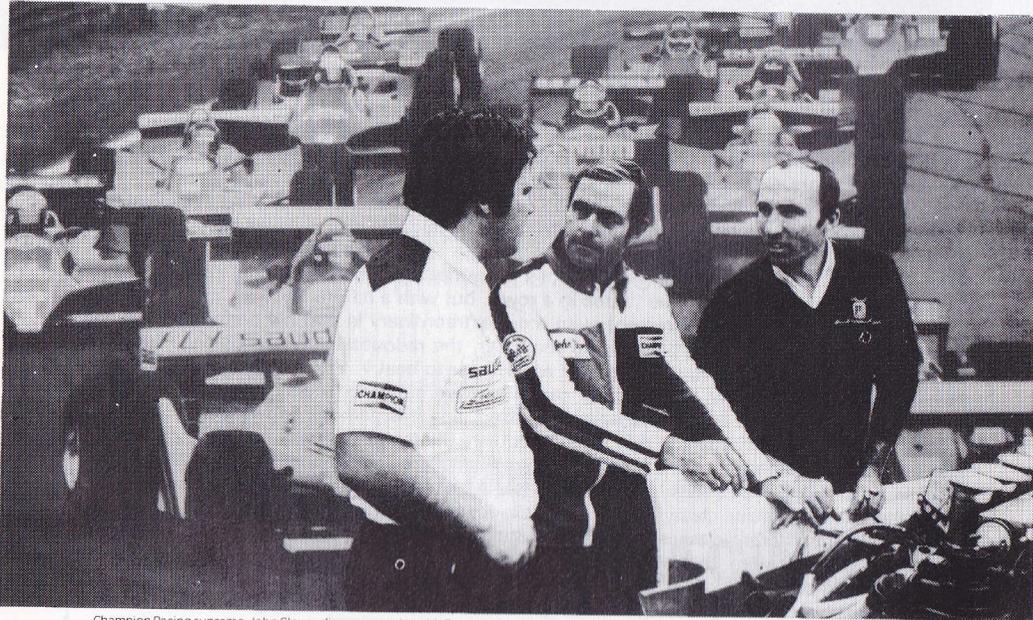
HISTORIC INGLISTON . . .

. . . in more ways than one! Not only are we delighted to welcome back the historic racing car brigade, but we are also on the eve of perhaps an historic victory in this year's **McLaren of Broxburn BL Cars Championship** for GT cars, the premier class of racing at Ingliston. While two drivers have won the Special Saloon Car Championship (forerunner of this year's GT Championship) on three occasions — Bill Dryden and Dougal Niven — as yet no one has pulled off the hat-trick of three consecutive Championships. (The only man in fact to hold such a record of consecutive Championship victories is former FF1600 "ace", Stu Lawson). Today Dougal Niven aims for that unique "three in a row", but with a difference!

What makes Doug's achievement even more extraordinary is that his performance to date over the past three years has been in the same car, the redoubtable 5-litre Chevy Beetle that has throughout that period established itself as THE car to beat in Grand Touring/Special Saloon racing in the U.K. For any single racing car to achieve such dominance over such a lengthy period of time nowadays is quite remarkable in itself, and it is perhaps tinged with a measure of regret that Dougal's charge for this year's Scottish Championship will end today not in the familiar bulbous shaped "Herbina" (is it true that drivers, like dog owners, take on the shape of their cars?) but rather in a new mount. So often in the past, where Championships are run in more than one capacity class, the final battle for the Championship lead has taken place between cars in different classes, with the result that what we are looking for in the final round is not a battle between the two leading contenders on the track, but rather their relative performance in separate classes. While that is what we were perhaps expecting today, with the Championship results likely to hinge on Doug Niven's over 1500 c.c. class performance and Eric Paterson's 1001-1500 c.c. class result (perhaps leading to invoking the "highest number of highest placings rule" in the event of equality of points), Dougal's change of class has meant that this afternoon's aptly named **Champion Race** will see a straight "head to head" battle between him and Eric, the first over the line winning the Championship. With the Beetle now on its way to Australia to race in the winter series there, Dougal (101) is taking on Eric Paterson's 1300 c.c. Imp (126) with the 1300 c.c. Skoda Coupe fielded earlier this year by Jimmy Robertson. While this Skoda is in fact the current class lap record holder, it is hoped that some technical assistance from engine expert Alan Smith will enhance the potency of what is already a pretty fearsome car in its class, and the direct confrontation between Dougal and Eric today should be one of the highlights of the Meeting.



CHAMPION'S TRACK RECORD.



Champion Racing supremo, John Glover, discusses a point with Frank Williams and Patrick Head.

Champion's involvement in motor sport has given them winner after winner in all types of racing.

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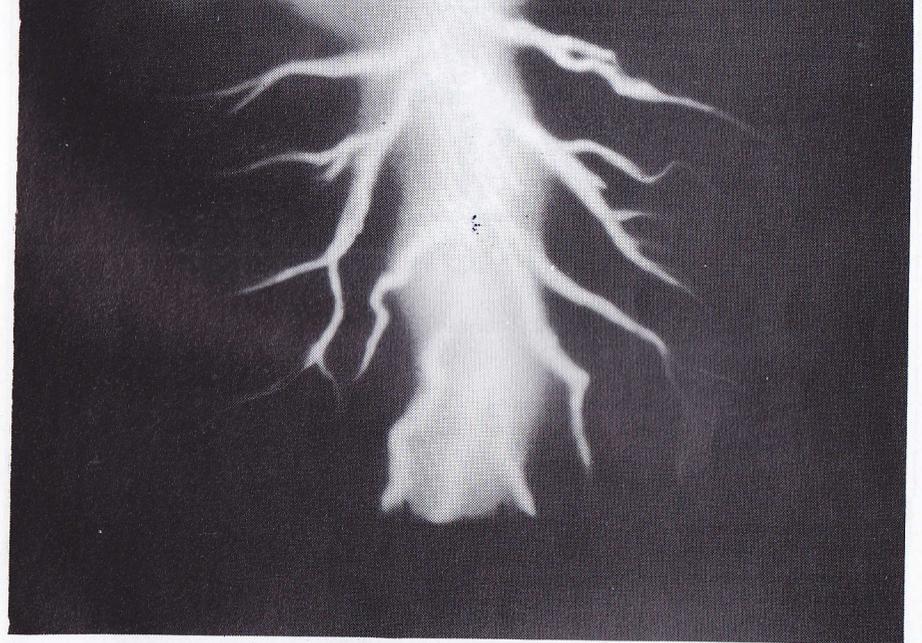
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And it doesn't matter what car you drive... British, French, Japanese, Italian, German... you'll find a set of Champion Spark Plugs to fit.

They really are the right choice for every make of car.



The right choice for every make of car.

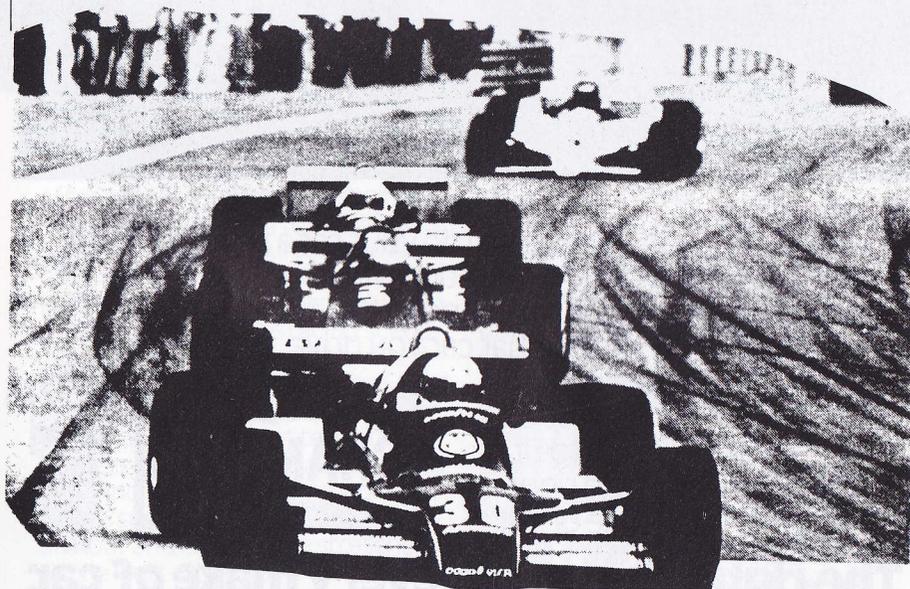


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SCOTTISH MOTOR RACING CLUB LTD.

THE CHAMPION RACE MEETING

Ingliston — 12th October, 1980

Promoted by
SCOTCIRCUITS LTD.

Organised by
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.
1	8.30(A) 8.50(B)	The Laidlaw Trophy Race for Formula Ford Cars.	10	(A)9.30 (B)9.50 Track Open	2.00
2	9.15	The Rosetta Fruit Juices Trophy Race for Grand Touring Cars over 1000 c.c. (Heat 1).	10	10.15	2.25
3	9.35	The Caledon Coal Company Trophy Race for Sports Cars.	10	10.35 Track Open	2.50
4	10.00	The Hope Scott Garage Trophy Race for Grand Touring Cars up to 1000 c.c. (Heat 2).	10	11.00	3.15
5	10.20	The McLaren Builders' Historic Car Race.	10	11.20	3.40
6	—	The Shell Championship Race for Formula Ford 1600 Cars.	10	—	4.05
7	10.50	The Glasgow Herald Race for Libre Cars.	15	11.50 Track Open	4.30
8	—	The Champion Race for Grand Touring Cars (Final).	15	—	4.55
	12.30	Drivers' briefing in Scrutineering Bay.			
	1.50	All Marshals at posts, please.			

EVENT

1

THE LAIDLAW TROPHY RACE for Formula Ford 1600 cars.

Car No.	Driver/Entrant	Make/Model	c.c.	From
48	TOM BROWN/Tom Brown Racing School	Van Diemen RF80	1600(A)	Cambuslang
49	CHRIS DAGOSTINO/Tom Brown Racing School	Van Diemen RF80	1600(B)	Cambuslang
51	DENNIS LEDINGHAM	Lotus	1600(A)	Kennethmont
53	JOHN DUNN	Van Diemen RF76	1600(B)	Kilmalcolm
54	IAIN NICOLSON	Hawke DL11	1600(A)	Saltcoats
55	PETER JAMIESON	Hawke DL19B	1600(B)	Laurieston
56	KEITH WICKHAM	Van Diemen	1600(A)	Whitburn
58	WALLY WARWICK	Van Diemen RF79	1600(B)	Darlington
60	DUNCAN HALL/Halls of Broxburn/Laidlaw	Royale RP26	1600(A)	Edinburgh
62	IAN McCLOY	Dulon MP17	1600(B)	Bishopston
63	MARK PAULO	PRS 80F	1600(A)	Largs
64	JOHN BOTHAMLEY/P. Hepburn, Building Contractor, Edinburgh	Van Diemen RF78	1600(B)	Penicuik
65	PETER GALLACHER	Crossle 20F	1600(A)	Glasgow
67	GERARD DOHERTY/Clip Joint, Greenock	Hawke DL12	1600(B)	Falkirk
69	ROY LOW/Tarduff Motors of Linlithgow	PRS RHO1	1600(A)	Linlithgow
71	BOB BURGESS	Image FF2B/3	1600(B)	Mintlaw
72	DOUGIE HAMILTON/Lothian Sports Cars	Van Diemen RF78	1600(A)	Edinburgh
73	RAY JOYCE/Steadfast Scaffold (Humberside)	Royale RP26	1600(B)	Market Rasen
74	CHRIS SURTEES	Crossle 32F	1600(A)	Inverness
75	KEN DIXON	Crossle	1600(B)	Ballynahinch
76	PETER JOHN ROSE	Van Diemen RF78	1600(A)	East Kilbride
78	TOM PAULO	Van Diemen	1600(B)	Edinburgh
79	ARCH BOYLE	Hawke DL12	1600(A)	Falkirk
80	VIC COVEY/John Brown Racing/Bathgate Storage	PRS RHO2	1600(B)	West Calder
82	BRYAN GOWANS	PRS RHO1	1600(A)	Dalbeattie
83	RALPH HALLEY/Halleys Opel Centres	Lotus	1600(B)	Glasgow
84	GRAHAM MILLAR/Lander Alarms	Hawke DL19B	1600(A)	Bishopbriggs
85	ARCH CROMAR/Crow's Nest Hotel	March 708	1600(B)	Anstruther
87	MARTIN ALLINSON	Van Diemen RF78	1600(A)	Penrith
89	CHIC STENHOUSE	Van Diemen RF79	1600(B)	Kirkcaldy
92	TONY ALLINSON	Van Diemen RF78	1600(A)	Penrith
93	RONNIE WHITAKER	Hawke DL19	1600(B)	Shiloon
95	GORDON STEPHENSON/Washington Computers	PRS RHO1	1600(A)	Richmond
96	TONY GEMMELL	Crossle 25F	1600(B)	Edinburgh
97	GEORDIE TAYLOR	Merlyn Mk17	1600(A)	Kemnay
98	DAVID ACHESON	Crossle 40F	1600(B)	Ballynahinch
99	KEVAN CROSTHWAITA	Crossle 25F	1600(A)	Glasgow

Preliminary heat of the final round in the LAIDLAW FORMULA FORD NORTH BRITISH CHAMPIONSHIP.

2.00 p.m.
10 laps

EVENT

3

THE CALEDON COAL COMPANY TROPHY RACE for Sports Cars.

Class 'A' Clubmans Cars and Sports 2000 Cars

25	LAURENCE JACOBSEN	Chevron B52	2000	Glasgow
26	JOHN FYDA/Agra Precision Engineering Co.	Agra Mallock	1700	Dundee
27	SANDY WATSON	Mallock U2 Mk20B	1700	Burntisland
28	JOHN BARR	Mallock Mk19	1600	Callander
29	RICHARD MITCHELL	Link 2000	2000	North Berwick
30	JOHN MACKIE	Mallock Mk21	1700	Kirkcaldy
31	KENNY ALLEN/A. Smith (Metals)	Mallock Mk20	1700	Crossford

Class 'B' Clubmans Cars

24	ANDY SMITH	Mallock Mk21	1600(B)	Ayr
32	REG FORESTER-SMITH	Marquis Magnum	1600(B)	Annan
38	CLIVE REEVES	Magnum 79B	1600(B)	Stonehouse
39	GRAHAM SWORD/Perries of Elgin	Mallock Mk16B	1600(B)	Calcotts
43	WILLIAM DRUMMOND	Centaur 17B	1600(B)	Echt
44	JIM IRWIN	Mallock U2	1600(B)	Hamilton

The final round of the LOWLAND TYRES CHAMPIONSHIP for Clubmans Cars.

Class Lap Records: Class 'A' — Andy Smith (Mallock) 46.8 secs., 79.23 m.p.h. (14/9/80); Class 'B' — Andy Smith (Mallock) 50.9 secs., 72.85 m.p.h. (14/9/80).

- 1) 31
- 2) 27
- 3) 28
- 4) 24

2.50 p.m.
10 laps

EVENT

4

THE HOPE SCOTT GARAGE TROPHY RACE for Grand Touring Cars up to 1000 c.c. (Heat 2).

151	BOB LECKIE	Hillman Imp	998	Aberdeen
152	MARTIN DUNN	Hillman Imp	998	Evanton
153	ROBERT MacDONALD	Davrian Imp	998	Balleiston
154	JAMES McGAUGHAY/F.E.S. Forth Electrical (Stirling)/Motorist Discount (Oban)	F.E.S. Imp	998	Lochgilthead
156	IAN FORREST/The Drambuie Liqueur Co. Ltd.	Drambuie Davrian	998	Kirkliston
158	BRIAN MacLEOD/Coul Plant Hire (Contin)	Hillman Imp	998	Alness
159	DAVID OGILVY/Sportstune Accessories	Sunbeam Stiletto	998	Edinburgh
161	HARVEY GILLANDERS	Hillman Imp	998	Eilon
162	RICKY GAULD/Express Surefreight	Sunbeam Stiletto	998	Insch
166	ROBERT GRAY	Hillman Imp	998	Alness
167	IAIN McLEOD	Mini	998	Eskbank
169	EWEN BUCHAN	Maguire Imp	998	Currie
170	KEN MURRAY/Murray's Garages (Strichen)	Davrian Mk VII	998	Strichen
172	KENNY COLEMAN	Davrian	998	Plains
173	ROY S. WILSON	Clan Crusader	998	Dingwall
174	GEORGE COGHILL	Davrian	998	Halkirk
180	BRIAN FLETCHER	Hillman Imp	998	Aberdeen
181	HARRY SIMPSON	Davrian Mk8	998	Edinburgh
182	ROBERT McGUIRE	Imp	998	Dyce
183	KIM DEVIN	Imp	998	Edinburgh

Second heat of the final round in the McLAREN OF BROXBURN BL CARS CHAMPIONSHIP for Grand Touring Cars.

Class Lap Record: Jim McGaughay (Imp) 52.9 secs., 70.09 m.p.h. (20/7/80).

- 1) 162
- 2) 156
- 3) 172
- 4) 154 (1st ON ROAD, BUT 10S. JUMP-START PENALTY)

3.15 p.m.
10 laps

EVENT

5

THE McLAREN BUILDERS' HISTORIC CAR RACE

Pre-War

Car No.	Driver/Entrant	Year	Make/Model	c.c.	From
2	RON FOOTITT	1925	The Cognac Special	1991	Kidderminster
3	RAY FIELDING	1937	Maserati 6C	1493	Forres
4	TONY MERRICK	1934	E.R.A.	1496	London
5	GUY SMITH	1934	Frazel Nash	3500	Matlock

Post-War

10	RODDY MacPHERSON	1953	Cooper Bristol	1971	Edinburgh
12	JOHN FOSTER	1954	Fisher Riley	1485	Leuchars
14	WILLIE TUCKETT	1955	Jaguar D-type	3442	London
15	TOM IRVINE	1951	JP F3	497	Edinburgh
16	PHIL BOWKER	1959	Envoy Junior	997	Silloth
17	KEN BOOTH	1959	Elva Spyder	1600	Preston
18	TONY STEELE	1964	Lotus Elan Lightweight	1598	H. Bentham
19	MIKE HARRISON	1960	Mallock U2 F. Jnr	1100	Appleby
20	GRANT STEPHEN	1963	Elva 7S	1600	
21	HUGH CLIFFORD	1960	Elva FJ	999	Duns
		1952	Cooper-Bristol-Fit	1971	L. Bentham
		1959	Elva FJ	1098	
22	KEITH MacLEOD	1958	MGA Coupe	1622	Edinburgh
23	DOUGLAS McLAY	1956	MGA	1650	Kelvedon

- 1) 19
- 2) 11
- 3) 18
- 4) 2
- 5) 4
- 6) 3
- 7) 5

3.40 p.m.
10 laps

EVENT

2

THE ROSETTA FRUIT JUICES TROPHY RACE for Grand Touring Cars over 1000 c.c. (Heat 1).

Over 1500 c.c.

102	RON CUMMING	Escort Mk1	1900	Kemnay
103	COLIN CHRISTIE/Bilston Garage Co.	Vauxhall Chevette	2500	Penicuik
104	LAURENCE JACOBSEN/Cuthbertson's Foods/Rosetta Fruit Juices	Hillman Imp	2000	Glasgow
105	WALTER ROBERTSON/Sportstune (Accs)/S. G. Baker, Leith	D.F.V.W.	3000	W. Howgate
107	MURRAY BURGESS	Escort RS/Chevy	4700	Mintlaw
108	EDDIE BERRMANN	Ford Escort	1994	Glasgow
110	STEVE BUXTON/S.B. Offshore & Marine (Edin.) Ltd.	Porsche 934	2993	Edinburgh

1001-1500 c.c.

101	DOUG NIVEN/Doug Niven Cars Ltd.	Skoda Coupe	1300	Whitsome
126	ERIC PATERSON	Colvend Imp	1297	Edinburgh
131	IAN TULLOCH	BL Mini S	1293	Inverness
143	G. R. WILSON	Cox GTM	1275	Helensburgh
145	GUS YOUNG/Agra (Precision Engineering) Co.	Agra Davrian	1071	Tealing
147	PATRICK DUDLEY/Stewart Motors of Dalkeith	MG Midget	1420	Rosewell
148	ALAN RITCHIE	Davrian	1120	Glenburn
149	STAN SHARE	Clan Crusader	1100	Ardentenny
175	OLLY LA BARRE	Clan Crusader	1050	Edinburgh
179	GRAHAM STUPPLE	BLMC Mini	1300	Edinburgh

First heat of the final round in the McLAREN OF BROXBURN BL CARS CHAMPIONSHIP for Grand Touring Cars.

Class Lap Records: Over 1500 c.c. — Doug Niven (VW Beetle) and Nicky Ellis (Elan) 48.5 secs., 76.45 m.p.h. (20/7/80); 1001-1500 c.c. — Jimmy Robertson (Skoda Coupe) 53.3 secs., 69.57 m.p.h. (27/4/80).

2.25 p.m.
10 laps

- 1) 93
- 2) 72
- 3) 64
- 4) 49
- 5) 83
- 6) 96
- 7) 85
- 8) 54
- 9) 62
- 10) 97
- 11) 99
- 12) 55

EVENT

6

4.05 p.m.
10 laps

THE SHELL CHAMPIONSHIP RACE for Formula Ford 1600 Cars.
FOR THE FASTEST 14 FORMULA FORD CARS IN PRACTICE PLUS THE FIRST TWO FINISHERS FROM EVENT 1.

Final Round of THE SHELL CHAMPIONSHIP for Formula Ford 1600 Cars.
Final Round in THE LAIDLAW FORMULA FORD NORTH BRITISH CHAMPIONSHIP.

Class Lap Record: Tom Brown (Van Diemen) and Roy Low (PRS) 52.9 secs., 70.09 m.p.h. (20/7/80).

1) 69 2) 60 3) 48 4) 82 5) 92 6) 95

EVENT

7

4.30 p.m.
15 laps

THE GLASGOW HERALD RACE for Libre Cars.

Up to 1600 c.c.

3	ANDY BARTON/Andy Barton Racing	March 79B	1600	Newcastle
7	BERNARD HUNTER	March 80A	1600	Edinburgh
8	DAVID LESLIE/The Hope Scott Garage Ltd./ Nixon Vehicle Wash Ltd.	Ralt RT4	1600	Currie
11	DAVID MUTER	Barton JTB 3A	1600	Newcastle
20	DAVID DUFFIELD/Caledon Coal Co.	Ralt RT1	1600	Kirkliston
28	JOHN BARR	Mallock Mk19	1600	Callander

Over 1600 c.c.

14	STUART LAWSON/A.D.T.V. Surveys	March 772P	1998	Kirkliston
15	STEWART ROBB	March 75/78Z	1800	Stirling
17	GEORGE McMILLAN/Bass Rock Garage (Renault)	March 772P	2000	North Berwick
18	BOB MILNE	Chevron B40	2000	Aberdeen
22	KEITH FITZSIMMONDS	Delta 79/80	2000	Nottingham
26	JOHN FYDA/Agra Precision Engineering Co.	Agra Mallock	1700	Dundee
27	SANDY WATSON	Mallock 20B	1700	Burntisland
31	KENNY ALLEN/A. Smith (Metals)	Mallock Mk20	1700	Crossford

The final round of the LOTHIAN CHEMICAL COMPANY LTD. LIBRE SERIES organised by Scottish Motor Racing Club Ltd.

Final Round of the North British Formula Libre Challenge.

Class Lap Records: Up to 1600 c.c. — David Leslie (Ralt RT4) 43.9 secs., 84.46 m.p.h. (14/9/80); Over 1600 c.c. — Jim Stevenson (March 78Z) 45.2 secs., 82.04 m.p.h. (27/4/80).

EVENT

8

4.55 p.m.
15 laps

THE CHAMPION RACE for Grand Touring Cars (Final).

FOR THE FASTEST FIVE CARS FROM EACH CLASS IN EVENTS 2 AND 4, PLUS ONE.

The final round of the McLAREN OF BROXBURN BL CARS CHAMPIONSHIP for Grand Touring Cars (incorporating the HAMILTON & INCHES SILVER JUBILEE QUAICH and the E. MacRITCHIE TROPHY).

1) 105 2) 154 3) 156 4) 107

RACE PRIZE FUNDS

In Events 2, 3, 5 and 8*	...	£40, £20, £10 per class
In Events 1, 4 and 6...	...	£40, £30, £20, £10
In Event 7	...	£100, £50, £25, £10

*1st Overall — £20.

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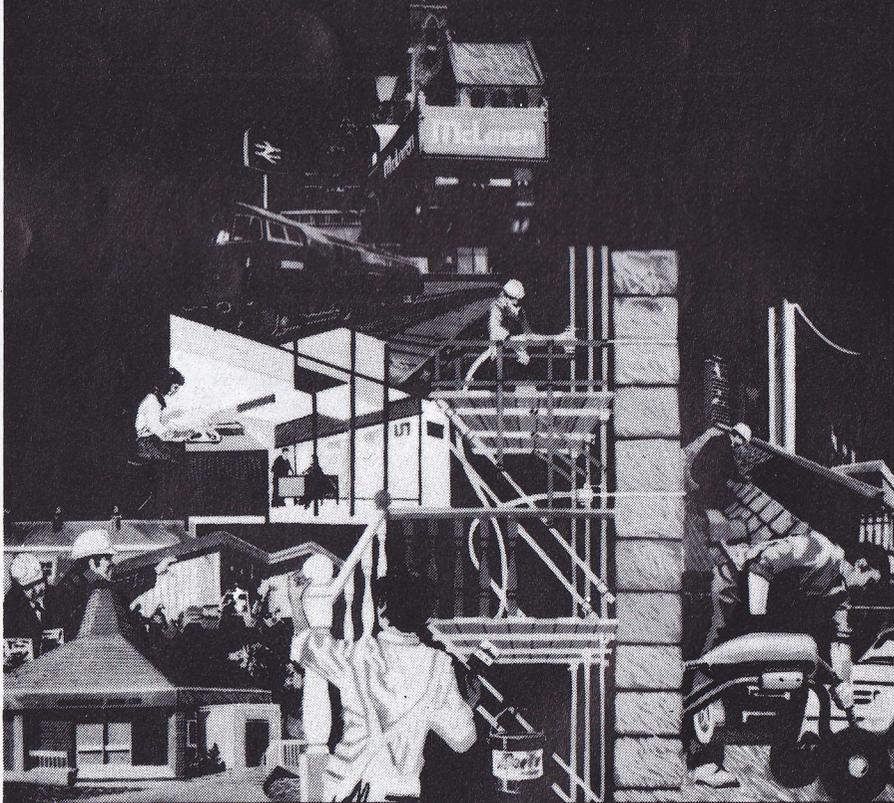
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You'll notice who's hanging on to the bubbly! Dougal Niven, Nicky Ellis and Walter Robertson confess all to SMRC Club Chairman Robin Traill. (After all, did any of you pay your sub. this year?)

While, perhaps, that is the race to watch for the Championship, on track we should see an equally exciting dice for the **Rosetta Fruit Juices Trophy** between Lawrence Jacobsen's Rosetta sponsored 2-litre Imp (104), Walter Robertson's F1 powered DFVW (105) and Murray Burgess's Escort Chevvy (107). Steve Buxton (110) returns to stir the pot with his immaculate Porsche 934. While the big Niven/Paterson confrontation is going on behind them, therefore, don't forget the power differential between the two classes and we would thus expect to see the overall race winner coming from the higher capacity class — if it's wet, though, all bets off!

And when looking to capacity differentials, power just does not seem to bother the 1-litre GT brigade, who have their own heat today in the **Hope Scott Garage Trophy Race**. (Today's GT Championship event is being run in the form of 2 heats and a final, the fastest 5 from each class (plus one) qualifying for the final.) Not only is the 1-litre record (held by Jim McGaughay's Imp (154)) almost half a second faster than the 1500 c.c. class lap record, but also at our September race meeting no fewer than three 1000 c.c. cars (those of Ricky Gauld (162), Jim McGaughay and George Coghill (174)) were ahead of Eric Paterson's higher powered Imp at the end of the Championship Final. This class has continued to provide close, exciting and entertaining racing all season and, although Jim McGaughay has emerged as the most successful of the 1-litre drivers, his progress has been anything but easy — in fact, by having to give second best to Ricky Gauld in August Jim lost the chance of taking the overall Scottish Gt Championship, although his class second then assures him of the 1-litre class prize. A good place today would clinch his overall third place in the Championship, but to make sure of that he will still have to fight off the ever-present challenge of Ricky Gauld (162), Bob Leckie (151), Dave Ogilvy (159), Kenny Coleman (172) and George Coghill (174). Certainly, for those of you prone to nipping out of the Grandstands for a quick Coke during the racing, this is not the race to do it in!

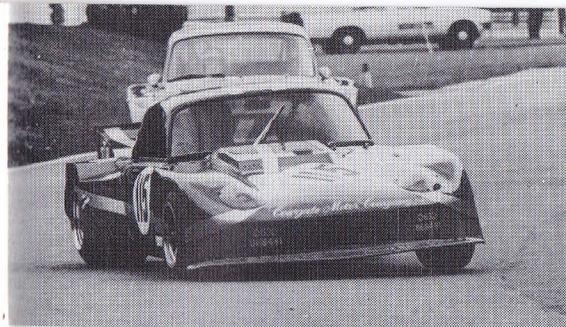
Doug Niven is not the only driver today dropping a class to decide a Championship — in the **Caledon Coal Company Trophy Race** for Sports Cars Andy Smith (24) forsakes his usual 'A' Class Car for the works 'B' Class Mallock Mk21 which he drove so devastatingly in September. His purpose — another "head to head" confrontation with the 'B' Class Magnum of Clive Reeves (38) to decide the **Lowland Tyres Championship** for Clubmans Cars. Only 1 Championship point separates these two, and again the ultimate honours will undoubtedly go to

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IN THE LIBRE RACE**



the first of the two to cross the line. However, as in the case of the GTs, this Championship battle is being fought out between two cars of much lower power than the 'A' Class cars also on track at the same time, so that the race for the chequered flag is likely to come from the "heavier" machinery. John Fyda (26) will undoubtedly be looking to recover his class lap record (taken from him by Andy Smith in September, when Andy not only won both the 'A' and 'B' class races, but also smashed both class lap records — you can't argue with that sort of form) while Kenny Allen (31), Sandy Watson (27), John Mackie (30) and John Barr (28) will be in there mixing it. Throw in a couple of Sports 2000 cars for good measure and you've got the makings of another splendid race.

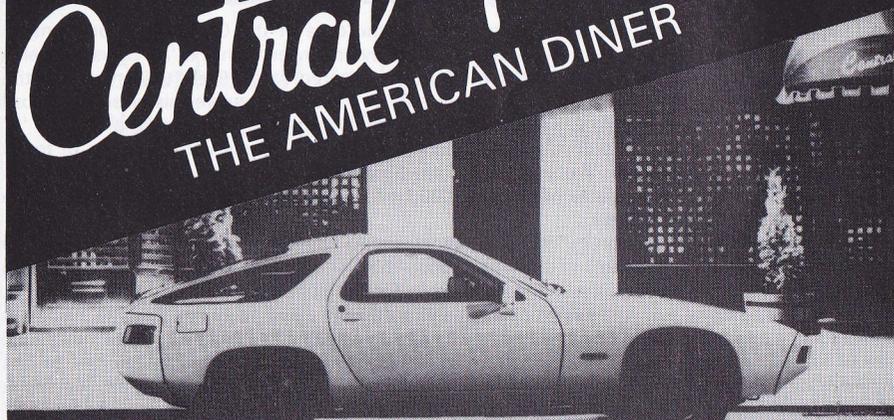
In single seaters at Ingliston in 1980 two names spring immediately to mind — Tom Brown and David Leslie (sorry, Graham, yours was a close third — in class, probably!). Not only has Tom Brown (48) sewn up the **Shell Championship** for Formula Ford cars in convincing style, he has also (and quite unwittingly) placed himself sufficiently well to make it worth his while making a last minute effort to hoist himself to the higher placings in the **Laidlaw Formula Ford North British Championship**. Although not following this series, Tom's victories in the Ingliston rounds have given him a chance of shooting for fourth place (depending on the results of last weekend's penultimate round at Croft). Today is the final round of both FF Championships and although Tom has the Shell Scottish title firmly in his grasp, the battle for second place is well and truly joined between Bryan Gowans (82) and Roy Low (69). Likewise, in the Laidlaw North British Championship, Keith Wickham (56) looks almost unbeatable, nevertheless he is battling with Duncan Hall (60) for fourth place in the Scottish Series, while Ray Joyce (73) and Bryan Gowans fight out the second place slot in the NB series. Then again, Wally Warwick (58) is trying to keep Tom Brown out of the NB fourth position! If you can follow all that, then you'll realise that today's **Laidlaw Trophy** and **Shell Championship** races are going to be crackers, as everyone goes "Harry flatters" to try to pick up a championship placing or two!

David Leslie (8) likewise clinched the **Lothian Chemical Co. Ltd. Libre Series**, with its pot of gold to the winner, in the most dramatic and convincing style at our September meeting, bettering the circuit outright lap record no fewer than 5 times in a blistering display of the style of driving that has made him the 1980 U.K. Hitachi Atlantic Champion. Indeed, at an average of 84.46 m.p.h., David is the fastest man ever around Ingliston, the first to break the 44-second a lap barrier, and a mere 0.3 secs off the magic 85 m.p.h. barrier! If that doesn't make him the Man of the Year, nothing ever will! For today's **Glasgow Herald** race, however, the rising star again meets one of the all-time Club "greats", and it is with special pleasure that we welcome Andy Barton (3) back to the track, now recovered from his road accident earlier this year. The race between the generations (sorry, Andy) may be a fascinating one, but watch out too for a great battle for Championship placings (both Scottish and North British — today is the final of the North British Libre Series too) between Stu Lawson (14), Bernie Hunter (7), David Duffield (20) and George McMillan (17). Andy Barton still has an outside chance at a gold sovereign in



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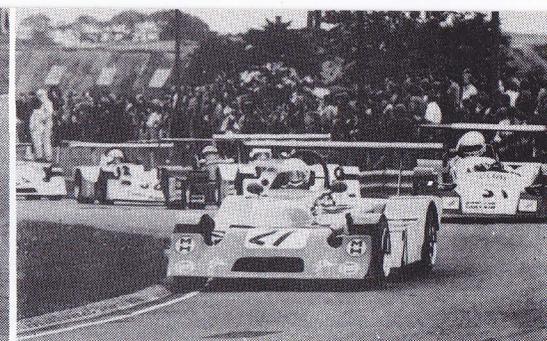
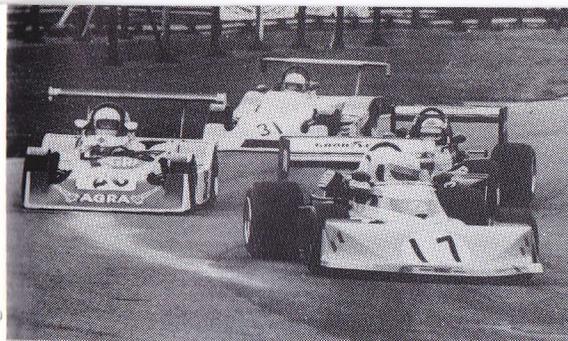
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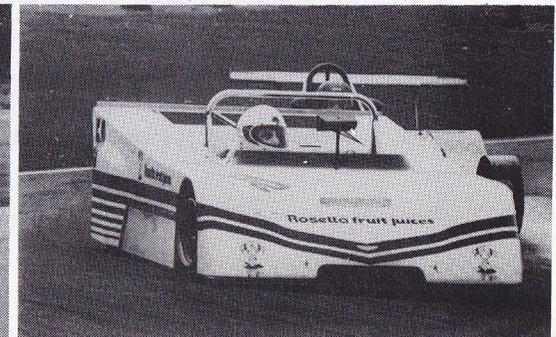
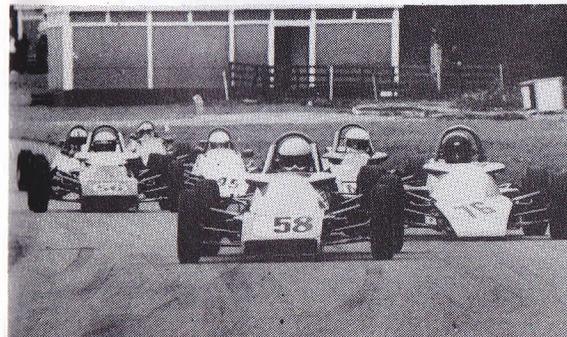


the Lothian Chemical Co. series, while David Leslie could also squeeze into the top four of the North British series (again, an unsuspected side benefit of his Ingliston wins!). As with the FF races, the Championship possibilities make today's Libre race certain to be fought with fire and vigour.

For many, the highlight of today's racing will not be the feverish end-of-season dash for Championship supremacy, but rather our traditional assignation with nostalgia in the **McLaren Builders Historic Car Race**. In the pre-war section the favourite is current Doune Cup holder, and 1980 Donington Historic Championship winner, Ron Footitt with his 1925 AC/GN (2), but arrayed against him are Ray Fielding's supercharged 1937 Maserati 6C (3) and the first ERA ever built, piloted by Tony Merrick (4). At the time of going to press there was also a chance of former Doune Cup winner Bill Morris bringing up his 1936 ERA (1), providing Bill considers it to be in racing trim, so look out for a surprise entry here. In the post-war class we welcome back last year's outright race winner, Edinburgh's Roddy Macpherson, with his 1953 Cooper Bristol (11), his main opposition being likely to come from John Foster's 1954 Fisher Riley (12) and the 1964 Lotus Elan Lightweight of Tony Steele (18). This Elan, built for Ian Walker Racing, was driven by Jim Clark and Peter Arundell, and today we see another ex-Jim Clark car making a welcome return to its homeland, the ex-Border Reivers D-type Jaguar XKD517 (14) now owned by London's Willie Tuckett. Hugh Clifford has a choice of car, probably the more notable being his first choice, a 1952 Cooper Bristol (21). All in all, an excellent field, ably backed by some most interesting historic Formula Junior and Sports Cars. After all, while these boys never fail to amaze us with the pace they set (and no quarter is given between those at the front of the field), this race is both a competitive event and a showpiece, so that every single car on the track is well worth the fullest scrutiny.

And so ends another season of racing at Ingliston! During the course of today, many other Championships and Awards will be decided, including the **Hamilton & Inches Silver Jubilee Quich** for the highest placed modified sports car in the GT Championship, the **E. MacRitchie Trophy** for the highest placed Special Saloon, the **Shell Man of the Year Award**, the **Hartley Whyte and Sheila Whyte Awards** for the most promising drivers during the season, the "A. K. Stevenson Trophy" for the highest number of wins during the season, the Mechanics' Awards for the best prepared cars, and the "BMRC Trophy" Members' Championship. Space does not permit further discussion of these, although the circuit acknowledges its debt to the sponsors of these and the other major Scottish Championships. Our thanks too, go to all officials, marshals, competitors, race sponsors, entrants, competitors, and spectators for their support during the year — without each and everyone of you there just would not be motor racing in Scotland.

A special mention must also be made of our 1980 "silent sponsor", Marlboro, whose blanket support of the circuit has been greatly appreciated. To all of you, many thanks — we hope you will all hasten back to support us again in full measure for 1981.



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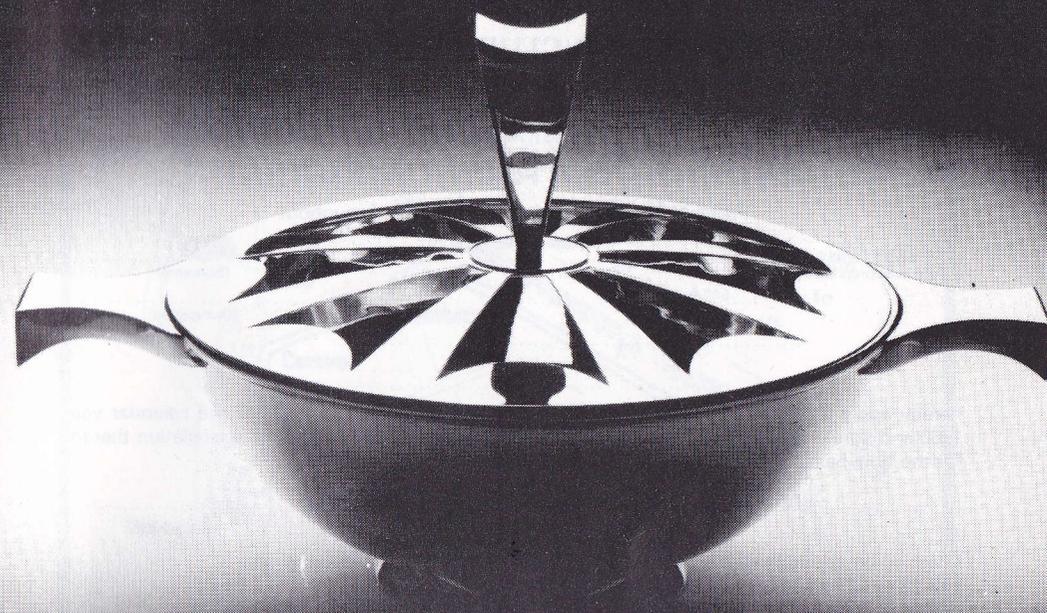
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 of
 (Occupation)

hereby apply for membership of the Scottish Motor Racing Club Limited for the calendar year 1980 and agree, if elected, to be bound by the Memorandum and Articles of Association thereof for the time being.

...../...../1981
 (Signature, please)

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

My Cheque/P.O. is enclosed made up as follows:

Annual Subscription £6.00
 Entrance Fee £1.10
 £7.10

ALL VAT INCLUSIVE

INSIGNIA ORDER FORM

I, Mr/Mrs/Miss
 of

Membership No.

hereby apply for the following items of Insignia. All prices are VAT inclusive at current rate.

No. ordered	Type	Unit Price	Order Value	No. ordered	Type	Unit Price	Order Value
.....	Car Badge	£4.30	£ :	.....	Cuff Links (pr.)	£1.60	£ :
.....	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	£ :
.....	Lapel Badge	60p	£ :	.....	Car Decal	60p	£ :
Carried Fwd _____				Brought Fwd _____			
TOTAL _____				TOTAL _____			

When ordering Tee or Sweat Shirts please indicate size required.

78/10F/a

The map shows the Ingliston race circuit with a 1.03 mile lap distance. Key features include:

- Track:** Labeled with 'Edinburgh 600 7 miles', 'Glasgow 39', 'Forth Bridge 4', and 'Turnhouse Airport 1 mile'.
- Grandstands:** Southstand, Lefthander, Hairpin, Clock, and Arena.
- Facilities:** Caravan, Spectators, T1, Esses..., RC, Paddock, and Competitors.
- Access:** Main Entrance (Spectators) and two Car Parks.
- Legend:**
 - Spectator Areas & Access Routes (indicated by red dotted lines)
 - R Restaurant
 - S Snack Bar
 - M Members Pavilion
 - C Controlled crossing point
 - X Milk bar
 - RC Race Control
 - Y Competitor Reception
 - P Pits Area
 - * Observer Posts
 - Toilets

INGLISTON race circuit
 ROYAL HIGHLAND SHOWGROUND ··· EDINBURGH
 Lap distance 1.03 miles 1.651 kms

How & Blackhall, Printers, Berwick-upon-Tweed.

Come to where the flavour is Come to Marlboro Country



LOW TO MIDDLE TAR As defined by H.M. Government

H.M. Government Health Departments' WARNING:
CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH