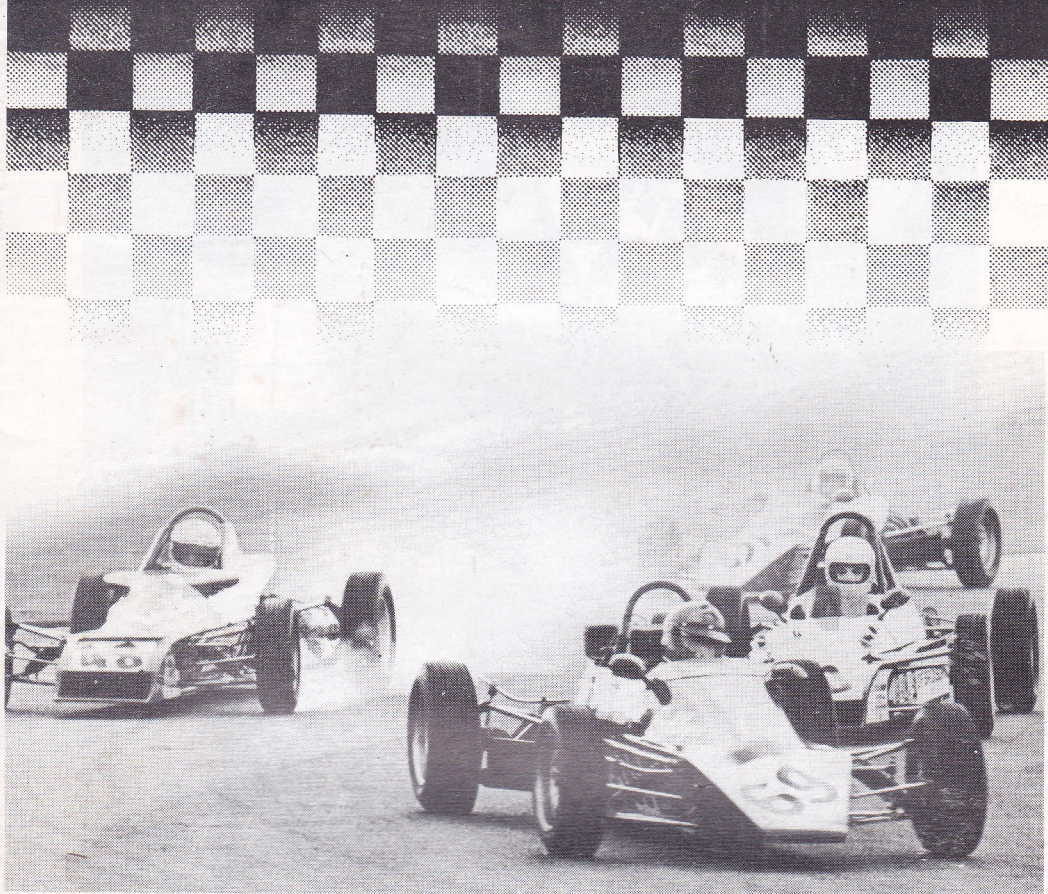


SCOTCIRCUIT

HOME OF SCOTTISH MOTOR RACING



THE EDINBURGH STUDENTS' CHARITIES CUP RACE MEETING

SUNDAY, 5th APRIL, 1980

1981



OFFICIAL PROGRAMME — 40p

For Conditions of Admission see inside

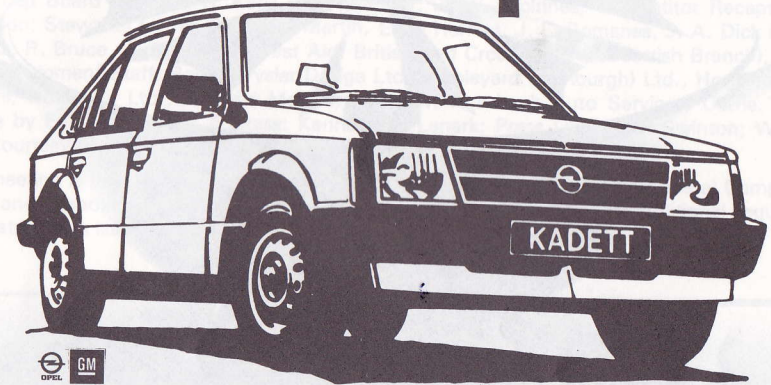




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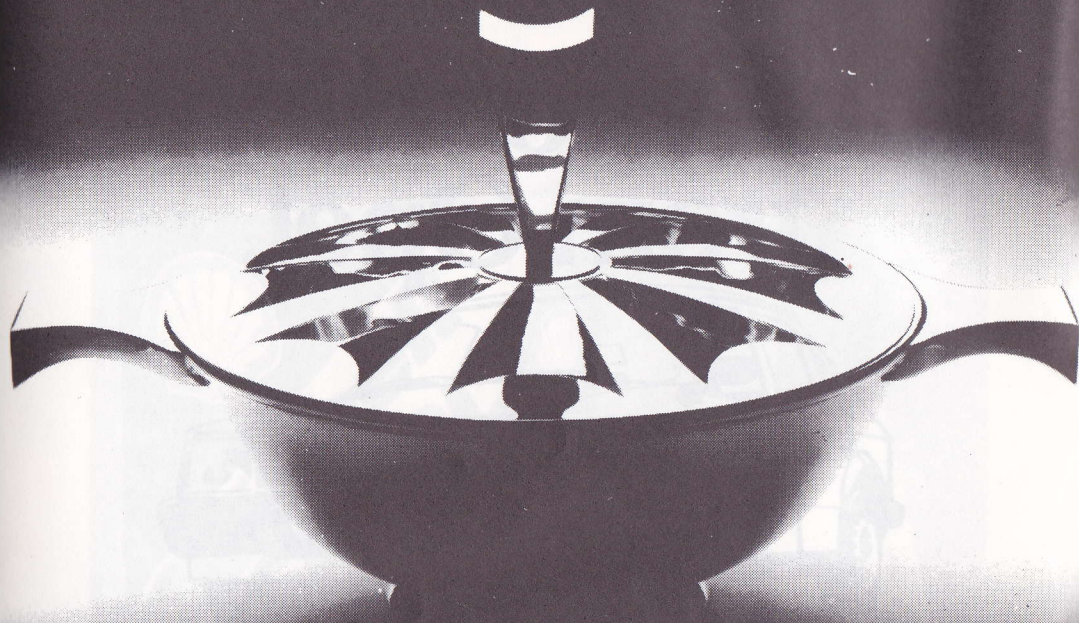
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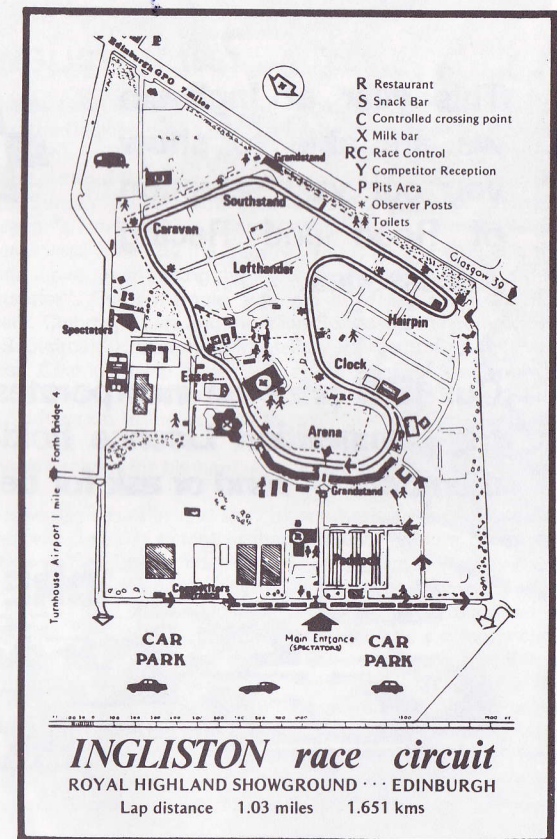
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This meeting is held under the International Sporting Code of the FIA, the General Competition Rules and Standing Supplementary Regulations of the R.A.C., and the additional regulations and instructions issued by SMRC Ltd., Permit No. RS 0504/7.

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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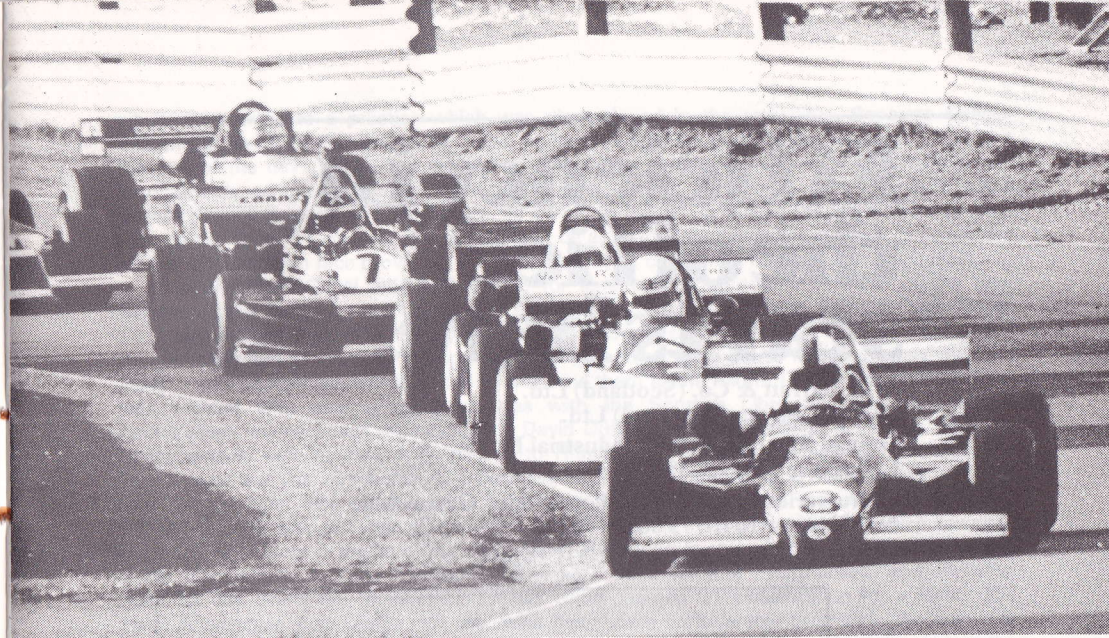


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Could this be a classic libre year?

INGLISON 1981

While the rest of the country might be suffering the throes of depression, at least Scottish Motor Racing fans can take heart that the beginning of a new Motor Racing season is upon us. Once again, change and innovation are the order of the day for 1981 at "Scotcircuit, the home of Scottish Motor Racing" (yes, you've noticed it, the circuit has gained a new name, to make it more easily identifiable from the Sunday Market outside!). Possibly the most dramatic innovation is an extension of last season's North British Championship idea, to a much larger series of Northern Championships, organised jointly by the Scottish Motor Racing Club and the British Automobile Racing Club. Prime mover in arranging the Northern series from the Scottish end was *Wheelspin* editor and "Jotsetter", Graham Gauld, who sat down with BARC's Rick Gorne to arrange a series for Libre cars, Clubmans cars and Modified Sports Cars encompassing races at Ingliston (whoops, sorry, "Scotcircuit"), Oulton Park, Mallory Park, and Cadwell Park. The hope, and theory, is that these Championship series will afford a major challenge to competitors in the North of Britain (comparable with the Southern Championship series) which will tempt some of the "central belt" drivers up to Ingliston as the season progresses, and also encourage more Scottish drivers to visit the Northern circuits — let us hope that this expectation is fulfilled, and let us thank Graham for his hard work in arranging the details over the winter months.

The new Northern Series do, however, result in one shift of emphasis so far as Scottish races are concerned — to understand why, one has to look at the traditional "weight" of entries received in the various capacity classes at Ingliston. Traditionally, in Scotland, we have split our GT (or Special Saloon) fields at the 1-litre mark, usually receiving an oversubscription of entries for the up to 1000 cc GT class. Thus, there would be no possibility in Scotland of running a GT heat for up to 1500 cc cars — the plain fact is that there would be too many cars. However, in England, the traditional Modified Sports Car division line for races is at 1500 cc and, to fit in with this, the Northern Modified Sports Car Championship (sponsored by Edinburgh jewellers, **Hamilton & Inches**) has the class division line at 1500 cc. It is thus not possible to run the Modified Sports Car Championship events at Ingliston alongside our existing GT heats (were we to do so, the up to 1000 cc Modified Sports Cars would be in one GT heat, and the 1001-1500 cc Modsports would be in another heat — this, of course, would split the 1500 cc Modsports class!). To side-step this problem, but still retain Grand Touring Car racing)

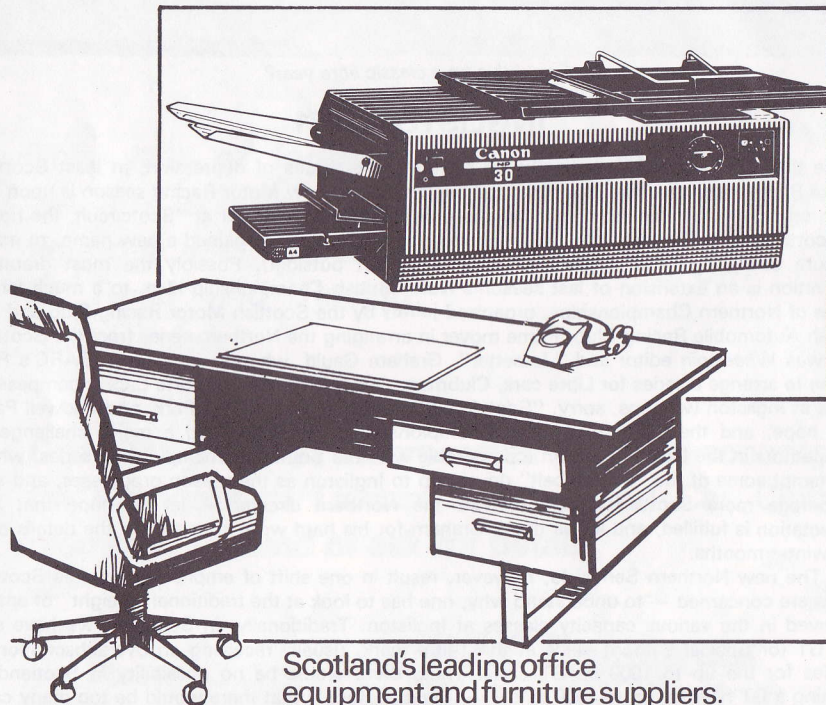
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we have reverted to a practice which was discontinued in the early '70s. Separate Special Saloon Car and Modified Sports Car races are now to be held, along with a separate GT race at the end of the day. Those cars which are not eligible as Special Saloons or Modsports, will automatically go into the Grand Touring Car race, and an invitation will be extended to the fastest Special Saloons and Modsports, to make up the GT grid with the fastest 5 cars from each of the usual GT classes. The result could be an extremely interesting mixture of races, the closing GT invitation race providing a fair opportunity of comparing the best from each class.

Today's **GLASGOW HERALD RACE** for libre cars is of course a round of the new Northern Libre Series as also of our own **CALEDON COAL COMPANY** Scottish Libre Series — **Caledon Coal**, known to racegoers as the sponsors of David Duffield's Ralt, have extended their involvement in the sport by sponsoring the Scottish Libre Series in conjunction with the SMRC, and Scotcircuits are delighted to welcome them to the fold of Championship Sponsors. Not content with associating themselves with the Scottish Libre Series, Caledon Coal nevertheless retained their sponsorship of David Duffield, who this season is fielding the 1980 Championship winning Ralt RT4, piloted to Hitachi and Scottish Championship success by David Leslie last year. Undoubtedly David Duffield (20) will be a force to be reckoned with this year, his principal 1600 cc opposition coming from Bernard Hunter's Formula Atlantic March (7). While 1980 was the year of the Atlantics at Ingliston, however, 1981 looks like seeing a return to F2 mounts in the libre field. Thus Andy Barton (3) is struggling to fit his March with a 2-litre Hart engine in time for today's meeting, while another "northerner" and Ingliston favourite Jim Evans (5), forsakes his familiar turbo-charged GT classification for a March 792 Hart. Aberdonian Bob Leckie (16) too, who has shown considerable promise in the past, has now got to grips with the ex-Norman Dickson March 792 Hart, while seeking to shatter the March onslaught will be Martin Dunn (18) in a Hart-powered Chevron B40. Trying to out-gun the Harts, will be 1980 Northern Libre Champion, George McMillan (17), with his Swindon powered Formula 2 March 772P. All in all, this season's libre racing looks like being a classic one.

So too will be the 1981 **SHELL SUPER MOTOR OIL CHAMPIONSHIP** for Formula Ford 1600 Cars, a Championship reaffirming **Shell** as one of our major benefactors in Scottish motor

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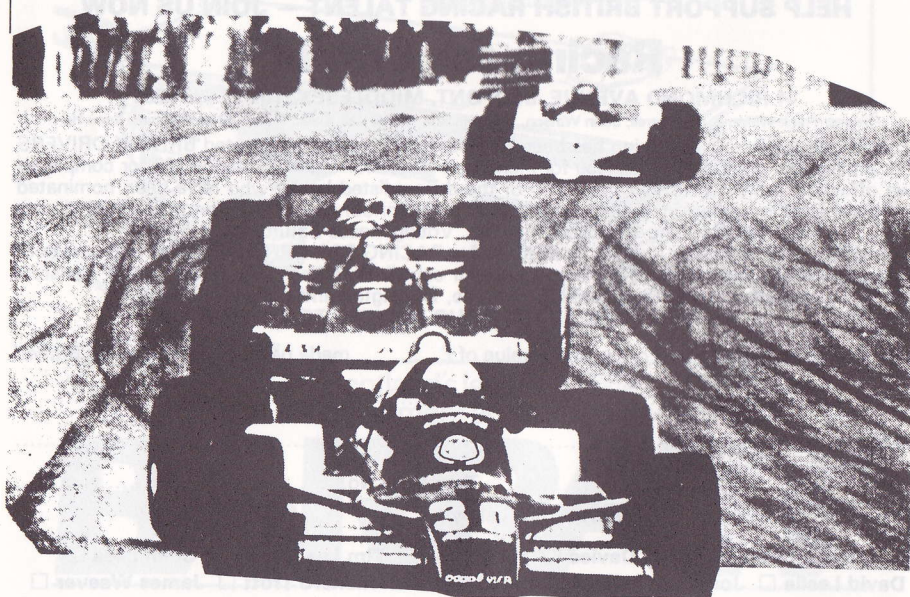
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David Leslie Jonathan Palmer David Sears Richard Trott James Weaver

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THE EDINBURGH STUDENTS' CHARITIES CUP RACE MEETING

Ingliston — 5th April, 1981

Promoted by
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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	8.45	Special Saloon Cars up to 1000 cc	10	9.45	2.15
2	9.35 (A) 10.00(B)	Formula Ford 1600 Cars — Consolation Race	10	(a)10.35 (B)11.00	2.40
3	10.25	The Balmoral Hotel Challenge Race for Sports Cars	12	11.25	3.05
4	9.10	The Central Park Restaurant Trophy Race for Special Saloon Cars over 1000 cc and for Modified Sports Cars.	10	10.10	3.30
5	—	The Shell Championship Race for Formula Ford 1600 Cars	12	—	3.55
6	11.00	The Glasgow Herald Race for Libre Cars.	15	12.00	4.20
7	8.45	The Edinburgh Students' Charities Cup Invitation Race for Grand Touring Cars.	15	9.45	4.50
	12.30	<i>Drivers' Briefing in Scrutineering Bay</i>			
	2.00	<i>All Marshals at posts, please</i>			

EVENT

SPECIAL SALOON CARS up to 1000 cc.

1

Car No.	Driver/Entrant	Make/Model	c.c.	From
26	EWEN BUCHAN	Maguire Imp	998	Currie
27	IAIN McLEOD	Mini Cooper	998	Eskbank
28	HARVEY GILLANDERS	Hillman Imp	998	Elom
29	WILLIAM DONALD	Hillman Imp	998	Aboyne
30	DAVID OGILVY/Sportstune Accessories	Sunbeam Stiletto	998	Edinburgh
31	COLIN PHILIP	Imp	998	Ardersier
32	DENNIS LEDINGHAM	Sunbeam Stiletto	998	Kennethmont
33	ROBERT MacDONALD	Davrian Imp	998	Glasgow
34	BRIAN FLETCHER	Hillman Imp	998	Aberdeen
35	BOB MILNE	Imp	998	Kingswells
59	NORMAN GILLANDERS	Hillman Imp	998	Peterhead
60	ROD MacLEOD	Hillman Imp	998	Stirling
x	BILL DONALD	Imp		

Round 1 of the Ingliston Special Saloon Car Championship.

2.15 p.m.
10 laps

- 1. 25
- 2. 29
- 3. 28
- 4. 46
- 5. 39
- 6. 36

3.05 p.m.
12 laps

EVENT

FORMULA FORD 1600 CARS

2

48	TOM BROWN/Tom Brown Racing	Van Diemen	1600(A)	Cambj slang
49	REG FORRESTER-SMITH	Marquess Royal 80F	1600(B)	Annan
50	CHRIS D'AGOSTINO	Van Diemen RF80	1600(A)	Aberdeen
51	ALEX McDONALD	PRS 80F	1600(B)	W. Calder
53	JOHN DUNN	Van Diemen	1600(A)	Bridge of Weir
54	IAIN NICOLSON	Hawke Mk21	1600(B)	Saltcoats
55	PETER JAMIESON	PRS	1600(A)	Falkirk
56	KEITH WICKHAM	Van Diemen RF81	1600(B)	Whitburn
58	BOB BAILEY/Space Invaders from Tobac Vending	Van Diemen RF79/80	1600(A)	Riding Mill
62	IAN McCLOY	Dulon MP17	1600(B)	Bishopton
63	WILLIAM ROSE	Merlyn 29A/30	1600(A)	Durrieff
64	JOHN BOTHAMLEY	Van Diemen RF78	1600(B)	Penicuik
67	GERRY DOHERTY/Clip Joint	PRS	1600(A)	Falkirk
68	ALLAN BREMNER	Hawke Mk21	1600(B)	West Kilbride
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 Ltd	Van Diemen RF78	1600(A)	Edinburgh
73	GORDON MELVIN	Van Diemen RF79	1600(B)	Ballater
74	CHRIS SURTEES	Crossle 32F	1600(A)	Inverness
79	ARCH BOYLE/Clip Joint	Lotus 51	1600(B)	Falkirk
80	VIC COVEY	PRS 81F	1600(A)	West Calder
82	BRYAN GOWANS	PRS	1600(B)	Dalbeattie
83	RALPH HALLEY/Scott Halley Towing Stabiliser	Crossle 31F	1600(A)	Milngavie
84	GRAHAM MILLAR/Lander Alarms	Hawke DL19B	1600(B)	Glasgow
85	ARCH CROMAR/H. J. Cromar/Crow's Nest Hotel	March 708	1600(A)	Anstruther
86	ANDREW PATERSON	Hawke DL19B	1600(B)	Blairgowrie
89	CHIC STENHOUSE	Van Diemen RF81	1600(A)	Kirkcaldy
91	COLIN BIRBECK/Borderman Trucks (Penrith) Ltd	Royale RP26	1600(B)	Penrith
93	RONNIE WHITAKER	Hawke DL19G	1600(A)	Shildon
94	KEVAN CROSTHWAITE	Crossle 25F	1600(B)	Glasgow
95	GORDON STEPHENSON	PRS RHO1	1600(A)	Richmond
96	TONY GEMMELL	Crossle 25F	1600(B)	Barnton
97	WILLIE HOURIE	Crossle 32F	1600(A)	Orkney
98	STEWART RODEN	Van Diemen	1600(B)	Kirkliston
99	GEORDIE TAYLOR	Merlyn Mk11	1600(A)	Kemnay

Preliminary Heat of the first round in the Shell Super Motor Oil Championship for Formula Ford 1600 Cars.

2.40 p.m.
10 laps

EVENT

THE BALMORAL HOTEL CHALLENGE RACE for Sports Cars

3

Class A Clubmans Cars

25	JOHN FYDA	Mallock 18B	1700	Dundee
28	JOHN BARR	Mallock Mk19	1600	Callander
29	JIM STEVENSON	Mallock 20B	1600	Inverurie
31	KENNY ALLEN/A. Smith Metals (Ayr)	Mallock Mk20	1600	Crossford

EVENT

4

THE CENTRAL PARK RESTAURANT TROPHY RACE for Special Saloon Cars over 1000 cc and for Modified Sports Cars

Special Saloons over 1300 cc

3	COLIN CHRISTIE	Vauxhall Chevette	2300	Penicuik
7	MURRAY BURGESS	Escort RS/Chevy	5000	Mintlaw
8	EDDIE BEERMANN	Ford Escort	2792	Glasgow

Special Saloons 1001-1300 cc

11	IAN TULLOCH	BL Mini 'S'	1293	Inverness
12	GRAHAM STUPPLE	BL Mini	1300	Edinburgh
14	JIM PINKERTON	Mini 'S'	1293	Glasgow
15	JAMES ARGO	Mini 'S'	1293	Glasgow

Modified Sports Cars over 1500 cc

61	BOB DICKENS/WSC Machinery Service (UK) Ltd	Lotus Elan Coupe	1600	Hartlepool
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Modified Sports Cars up to 1500 cc

70	RICKY GAULD	Davrian	1150	Insch
71	STAN SHARE	Clan Crusader	1100	Ardentenny
72	COLIN SIMPSON	Davrian	1080	Dundee
80	GEORGE COGHILL/Nor Frost Freezers	Davrian Mk7/8	998	Caithness
87	KENNY COLEMAN	Davrian	998	Plains
94	HARRY SIMPSON/Edinburgh Aluminium Products	Davrian Mk8	998	Edinburgh
95	OLLY LA BARRE	Clan Crusader	998	Edinburgh

A round in the HAMILTON 8 INCHES Championship for Modified Sports Cars.

Round 1 of the Ingliston Special Saloon Car Championship.

3.30 p.m.
10 laps

EVENT

5

THE SHELL CHAMPIONSHIP RACE for Formula Ford 1600 Cars.

For the fastest 14 Formula Ford Cars in practice plus the first two registered finishers from Event 2.

Round 1 in the Shell Super Motor Oil Championship for Formula Ford 1600 cars.

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

3.55 p.m.
12 laps

- 1. 69
- 2. 48
- 3. 39
- 4. 80
- 5. 95
- 6. 91

EVENT

THE GLASGOW HERALD RACE for Libre Cars.

6

Over 1600 cc

3	ANDY BARTON	March Hart	2000	Newburn
5	JIM EVANS	March 792 Hart	1995	Selby
15	STEWART ROBB	March 75/782	2000	Blairgowrie
16	BOB LECKIE	March 792	2000	Aberdeen
17	GEORGE McMILLAN/Bass Rock Garage/Renault Loan Ltd.	March 772P	2000	N. Berwick
18	MARTIN DUNN	Chevron B40 Hart	2000	Evanton
21	MICHAEL THOMSON	Reynard SF79	2000	Huntly
25	JOHN FYDA	Mallock 18B	1700	Dundee

Up to 1600 cc

7	BERNARD HUNTER	March 80A	1600	Edinburgh
10	COLIN RICHARDSON	March 77B	1600	Peebles
20	DAVID DUFFIELD/Caledon Coal Co.	Ralt RT4	1600	Kirkliston
29	JIM STEVENSON	Mallock 20B	1600	Inverurie

Round 1 of the CALEDON COAL COMPANY Scottish Libre Series organised by Scottish Motor Racing Club, and a round in the Northern Libre Championship.

Class Lap Records: Up to 1600 cc — David Leslie (Ralt RT4) 43.9 secs., 84.46 mph (14/9/80); Over 1600 cc — Jim Stevenson (March 782) 45.2 secs., 82.04 mph (27/4/80).

**4.20 p.m.
15 laps**

EVENT

7

THE EDINBURGH STUDENTS' CHARITIES CUP INVITATION RACE for Grand Touring Cars.

10	JAMES McGAUGHAY/FES Forth Electric (Stirling)	FES Renault ST	1930	Lochgilphead
25	ERIC PATERSON	Hillman Imp	1300	Edinburgh
75	ALAN RITCHIE	Davrian	1120	Paisley
76	HUGH CHALMERS	Davrian	1120	Balerno
90	IAN FORREST/The Drambuie Liqueur Co. Ltd.	The Drambuie Davrian	998	Kirkliston

Plus the fastest cars invited from events 1 and 4, to be run in three classes (Up to 1000 cc, 1001-1500 cc and Over 1500 cc) with 5 cars per class.

A round in the Ingliston Grand Touring Car Championship.

Class Lap Records: Over 1500 cc — Doug Niven (VW Beetle) and Nicky Ellis (Elan) 48.5 secs., 76.45 mph (20/7/80); 1001-1500 cc — Jimmy Robertson (Skoda Coupe) 53.3 secs., 69.57 mph (27/4/80); Up to 1000 cc — Jim McGaughay (Imp) 52.9 secs., 70.09 mph (20/7/80).

**4.50 p.m.
15 laps**

RACE PRIZE FUNDS

In Event 6 ... Overall £100, £50, £25 plus £25 to highest up to 1600 cc competitor.

In Events 1, 3, 4, 5 and 7* £36, £24, £16 per class (*1st overall £24).

In Event 2 ... Bottle of Champagne to winner.

(Prize Funds subject to limitation where lack of qualifiers per class — see SR5).

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sport. No fewer than 35 cars are assembled for today's **Shell Championship Race**, the leading entry being the 1980 Shell Champion Tom Brown, with his Van Diemen (48). However, his co-lap record holder Roy Low (69) returns with the PRS, and Tom, who now runs a Motor Racing School, also has to contend with his pupils, Chris D'Agostino (50) and Chic Stenhouse (89). Watch out too for Vic Covey (80) who is fielding a split new PRS, and also for one of last season's front runners, Bryan Gowans (82), in a similar marque. Ralph Halley (83), who was steadily progressing in the FF field last season on his return to racing, brings out his Crossle 31F, while another impressive 1980 driver, Keith Wickham (56), fields one of the most recent Van Diemens.

Another welcome return to sponsorship is the continuation by **Lowland Tyres** of Dundee Street, Edinburgh, of their sponsorship of the Sports Car Class, and the first round in the 1981 **LOWLAND TYRES CHAMPIONSHIP** today (the **Balmoral Hotel, Moffat, Challenge Race**) sees the first "official" confrontation between Sports 2000 cars and Clubmans Cars. In the 'A' Class, John Fyda (25), is the only man to make use of the extra 100 ccs allowed by the regulations, in his 1700 cc Mallock, hoping that the additional power will be enough to hold off the strong challenge from Kenny Allen (31) and Jim Stevenson (29) (both with 1600 cc 'A' Class cars). And just in case anyone is thinking of taking up racing, Jim Stevenson's Mallock is for sale, Jim offering an unusual 'bonus' in the form of a season-long sponsorship package along with the deal! So, if someone would care to buy Jim's Mallock, we'll twist his arm into an F2 car to further enliven the libre field! (You can see we don't give free ads for nothing!) In the popular 'B' Class Clubmans, John Mackie (46) fields the very potent Mallock which demolished the class lap record last season at the hands of Andy Smith, but his task today will not be an easy one, with Clive Reeves (38) and Graham Sword (39) both out to improve on their 1980 times. North Berwick's Richard Mitchell (36) fields a Link Sports 2000 car, while an additional Sports 2000 is expected from Tony Walker (37) in one of the works Chevrons. Word from the factory is that further Chevrons should be appearing at Ingliston during the course of the season.



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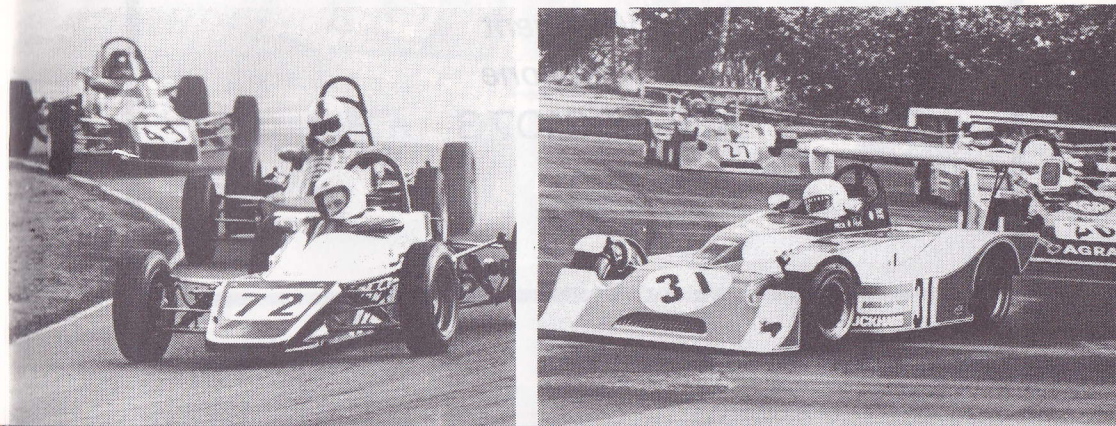
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Traditionally Modsport sponsors, **Hamilton & Inches** continue their sponsorship of the class for 1981, but this year the Edinburgh jewellers extend that sponsorship to the Northern Modified Sports Car Series. It is expected that entries for this class will build up as the season progresses, but this early in the season a shortage of available cars forces the combination of the Modsports race with the over 1-litre Special Saloon Car race. Perhaps the most interesting point to note from the Modsports entry, is that ex-1 litre saloon 'ace' Ricky Gauld (70), has now gone over to Davrian, while indeed another of his former 1-litre GT rivals, Jim McGaughay, has also forsaken the class, Jim having built up a formidable 2-litre Renault 5 over the winter months, which should prove an interesting experience in today's **Edinburgh Students' Charities Cup Race** for GT cars. Just how Jim's car will fare on its first outing remains to be seen, but he will nevertheless still have to take into account the 1980 GT Championship-winning Imp of Eric Paterson (25) who has been working hard to further improve the car over the winter. Indeed, today Eric has borrowed Lawrence Jacobsen's chassis for the race, which naturally means that Lawrence cannot be present (he awaits a new engine for later in the season, in any event). Other cars are also missing from today's entry, which we can expect to see later in the month — Walter Robertson, who fielded the F1-based DFVW last year, has of course bought Jim Price's 2-litre Skoda, but he is competing at Donington Park today with this car, and will not be at Ingliston until our next April meeting on the 26th. Those "in the know" will also be aware that "Herbina" the Beetle never did get itself sold, that deal falling through after the last Ingliston meeting in 1980, so that Doug Niven has arranged a similar arrangement with the car's owner, Jeff Wilson, allowing Dougal to race the monster at Ingliston — however, Jeff too is following the Donington Series, so again the car will be down south today.

However, for the **CENTRAL PARK RESTAURANT TROPHY RACE**, we can expect some entertaining racing from the too often overlooked Murray Burgess (7) whose 5-litre Escort/Chevy will be holding off a 2.3 litre challenge from Colin Christie's Chevette (3), Eddie Beerman's turbocharged Escort (8) and the Lotus Elan of Bob Dickens (61). Don't be surprised too if one or two of the Davrians entered for the GT Race (notably those of Alan Ritchie, Hugh Chalmers and Ian Forrest) end up in with the Modsports — at the moment, Davrians fitted with the Hewland Gearbox are not homologated as Modified Sports Cars, although an application is pending with the RAC for approval of that box, and if forthcoming, would make such cars eligible as "Modsports".

All in all, an interesting start to the 1981 season, with the promise of further cars, and more excitement to come. Next Meeting is on **Sunday, 26th April**, at which we hope that Big Walter and Dougal will be joining the GT fray which should help to further liven matters up a bit! And later in the season we have rounds of the British Formula Atlantic Championship and of the Monroe Production Saloon Car Championship, so really, 1981 is only just beginning! It must be said, though, that motor racing would be in a pretty parlous state this year were it not for the continued and generous support of such stalwarts as **MARLBORO** and **SHELL**, both of whose continued financial assistance have ensured that Scottish motor racing at least will be able to weather the economic storm. While enjoying our racing today, let us remember our gratitude to those major sponsors for their support in making it all possible.

Just a part of the club scene in Scotland last year.



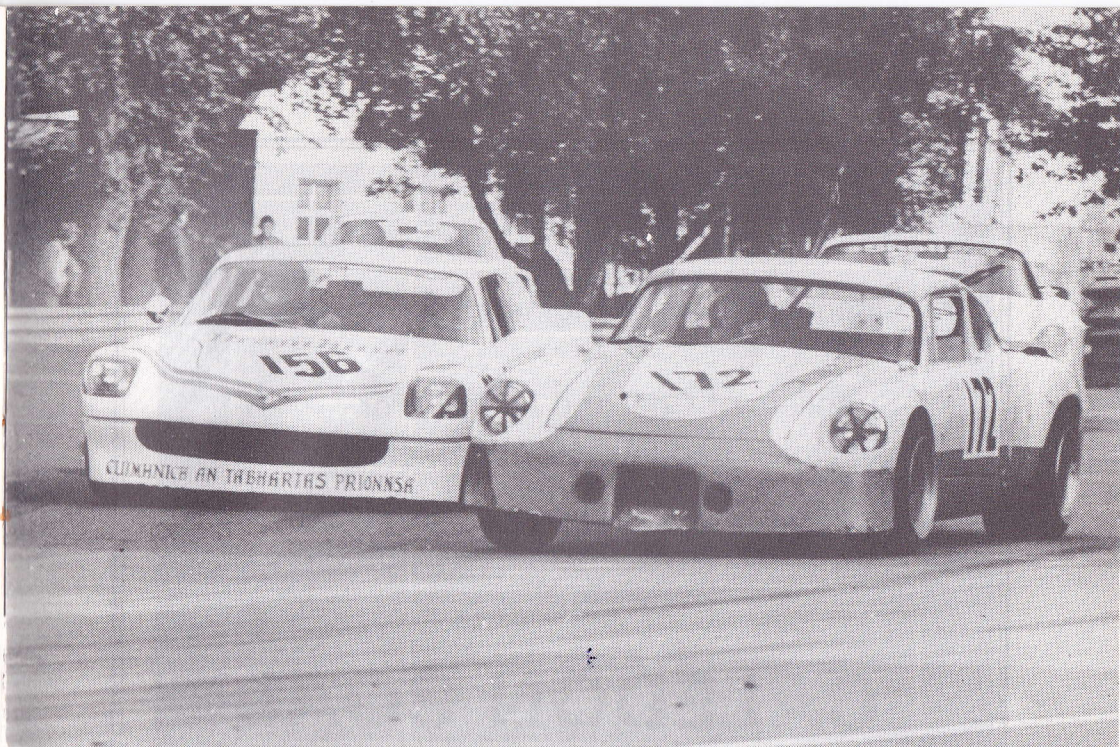
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