

# EDINBURGH STUDENTS' CHARITIES CUP RACE MEETING

---

## 6th April

---

**Official Programme 35p**  
For Conditions of Admission see inside

---



# INGLINGTON'80





**When only the best will do.**



**Opel reliability  
makes sporting  
motoring even more  
enjoyable.**



All the delights of sports car driving  
without the drawbacks – that's the Opel Manta...

- \* Classic aerodynamic body, seats four adults in comfort.
- \* Powerful, yet economical 2 litre engine.
- \* Well-developed suspension. \* Also available as a versatile 3-door Hatchback.

**Manta Coupé (illustrated) £5746.**

**Manta Hatch £5882.**

Prices correct at 27th February 1980, include seat belts, car tax and VAT. Delivery and number plates extra.



**Opel Manta  
test drive one today.**



**LOTHIAN  
CHEMICALS LTD**

CHEMICAL ROAD, EDINBURGH EH7 4EW

BROUGHTON ROAD, EDINBURGH EH7 4EW

031-556 8771/8772

Telex: 727261

- We manufacture Formaldehyde for home + export
- We also recover Industrial Solvents + Chemicals

## OFFICIALS AND CREDITS

Steward for R.A.C.: Dr. W. Thomson; Clerk of the Course: W. Fenwick; Chairman of Race Committee: G. Hamilton; Secretary of the Meeting: A. M. Lamb; Chief Marshal: J. Robertson; Deputy Chief Marshal: P. Poole; Chief Observer: R. Traill; Chief Flag Marshal: J. A. Millar; Chief Track Marshal: W. J. Wilkie; Chief Medical Officer: Dr. M. Carmichael; Chief Paddock Marshal: W. Pollock; Chief Spectator Marshal: J. Paton; Chief Grid Marshal: G. Montgomery; Starters: J. W. MacMillan, 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, J. A. Dick Peddie, E. R. Herral, J. L. Romaines; Results: R. Bruce; First Aid: British Red Cross Society (Scottish Branch); Break-down Equipment Staff: Ross Chrysler Dodge Ltd., Appleyard (Edinburgh) Ltd., Howden Motor Repairs, Rossleigh Ltd., Newbridge Garage, Glasgow, Rosebank Auto Services, Currie; Photographs by E. Bryce; Public Address: Kennedy of Lanark; Press liaison: J. Swinton; Winner's Car: Courtesy of General Motors; 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 0504/7.

## 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.

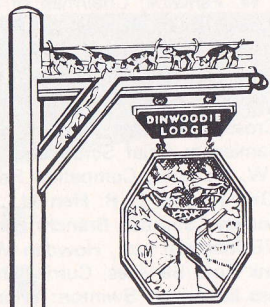
**Catering** at Ingliston is in the hands of D. S. Crawford who will be supplying snacks in both the Herdsman's Restaurant and the MacRobert Pavilion (SMRC Members only), both from 12 noon onwards. Breakfast will be available in the Herdsman's Restaurant from 9.30 a.m. and throughout the day, all the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



TELEPHONE  
JOHNSTONE BRIDGE (05764) 289  
AA, RAC, RSAC



*Dinwoodie Lodge*  
COUNTRY HOUSE HOTEL  
Nr. LOCKERBIE  
DUMFRIESSHIRE



The Hotel is situated on the South bound carriageway of the A74, 5 miles North of Lockerbie. The Hotel is an ideal stopping off point for the passing motorist, with its 8 bedrooms catering for the tired traveller.

A variety of meals are served from 8 a.m. to 9.30 p.m. These range from Breakfast, Lunch, High Tea and Dinner in the Dining Room, to Morning Coffee, Bar Lunches, Afternoon Teas and evening Bar Snacks. The Hotel is renowned locally for its high standard of cuisine.

A Caravan Site adjoins the Hotel and provides a convenient night stop for holidaymakers, or a base to tour the surrounding area.

ON A74

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	65.62	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

# Sophisticated Speed Supporters Show Savings Skill Skipton Style

Ten saving schemes to suit all kinds of savers.  
Interest rates are currently  
at record-breaking levels.  
So start saving Skipton style.

Contact:

17 Westgate,  
North Berwick EH39 4AE  
Tel: 0620 3736

19 Frederick Street,  
Edinburgh EH2 2EY  
Tel: 031-225 2715

Assets approaching £200 million.  
Reserves exceed £7.25 million.

**Skipton**  
Building Society

# THE BALMORAL HOTEL

## MOFFAT

\*\* AA - RAC \*\*

GLASGOW 50 MILES — EDINBURGH 55 MILES — CARLISLE 30 MILES



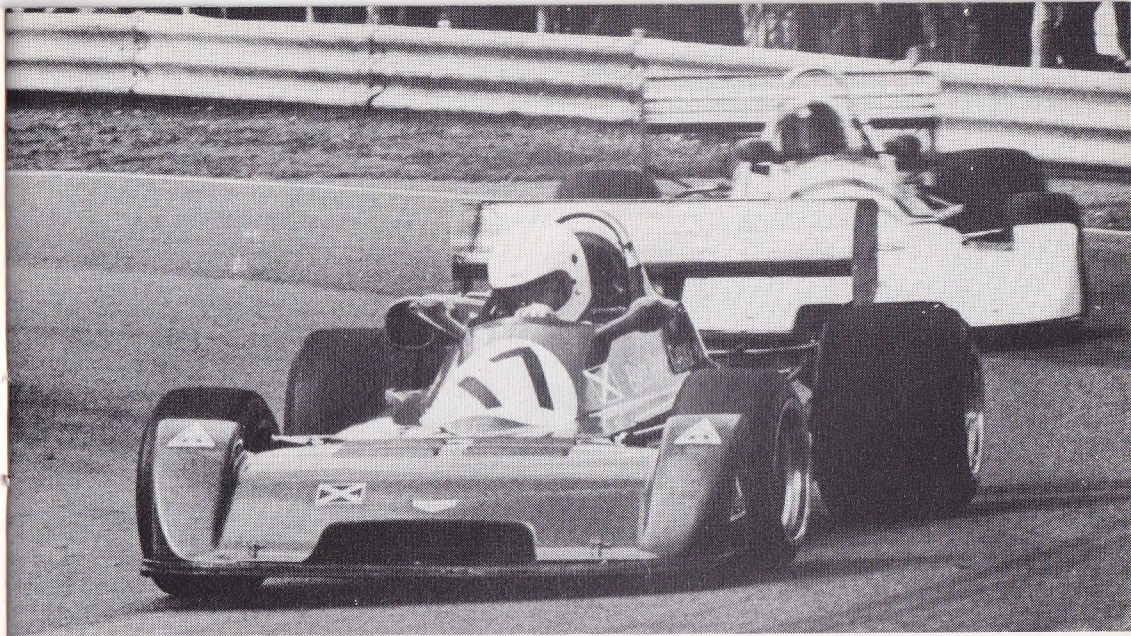
The Balmoral Hotel, situated in the heart of Moffat one mile off the A74, formerly an old coaching inn and past haunt of Robert Burns, reflects this atmosphere in its cocktail and public bars.

Our restaurant, open also to non-resident, is renowned for its excellent food and service, catering for meals throughout the day, or as an alternative we serve hot and cold snack meals each day in our bars.

We cater for coach parties, outings and all functions to individual requirements, and shall be pleased to quote accordingly.

Why not pay us a visit or come to stay over in our charmingly decorated accommodation.

FOR RESERVATIONS CALL US ON  
MOFFAT (0683) 20288

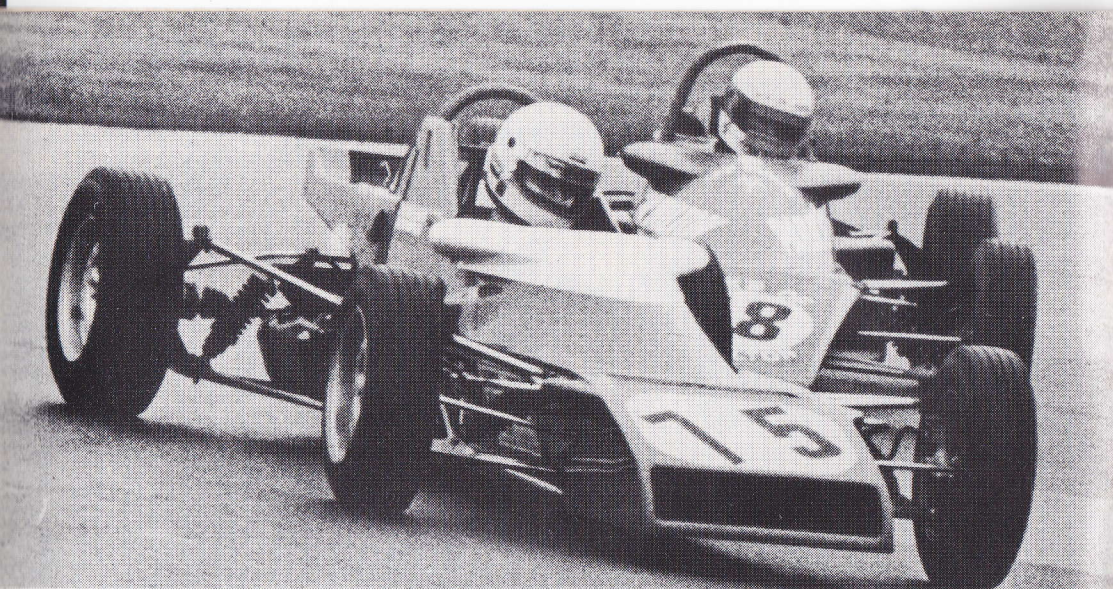


## INGLISTON '80

Acutely observant spectators will notice, paradoxically, that the Ingliston Circuit has both changed, and yet has not changed! At the end of the 1979 Season, Scotcircuits Limited were hopeful of extending the circuit at Caravan Corner, with a view to enlarging the back straight. However, over the winter months Scotcircuits were obliged by the R.A.C. to carry out considerable safety improvements to the circuit, and the cost of these measures, coupled with a shortfall in the anticipated sponsorship it was hoped would assist with the proposed extension, has meant that plans for extending the circuit have had to be postponed until the coming winter. Hopefully, by then, improved sponsorship arrangements will have been made to enable the extension to go forward (and it is also hoped that the sale of Ingliston Year Books will assist in financing this project — if, therefore, you are keen to see the extension, why not go out and buy one of the new Year Books. All profits from this will be going towards the extension fund).

While the main extension to the circuit has had to be postponed, the required safety measures have also involved roadworks at the Hairpin, widening this to some 55 feet. This, of course, marginally alters the circuit length, to the extent that the lap records existing at the end of last season can no longer be accepted as current lap records. Today, therefore, sees the start of a new (and perhaps interim) era, in which new lap records for all classes will be set.

For 1980 we are pleased to welcome two new major sponsors in the shape of Shell and Marlboro, both of whom are giving substantial backing to Scottish Motor Sport this season. Ingliston in fact, moves into the new decade with an entirely new class of Grand Touring Cars (combining the former Special Saloons and Modified Sports Cars into the new category). In addition, Scotcircuits have extended their last season's policy of inter-circuit co-operation, this year to the extent of linking Ingliston to a new series of North British Championships covering rounds at Oulton Park, Croft, Ingliston, Kirkistown and Mondello Park (both in Ireland), Cadwell Park, Aintree and Donington. The purpose is to allow Northern competitors (including Scottish drivers) to be in a position to follow a major Championship Series in the North of the U.K., without the necessity of having to travel to the Southern circuits surrounding London. This year's North British Series of Championships (for FF2000, FF1600, Clubmans and Libre Cars) is the most ambitious project of this nature yet, and Ingliston will be hosting 4 rounds of each of the FF1600, Clubmans and Formula Libre Championships. Ingliston will also hold two rounds of the FF2000 Championship, and will carry a round of the Northern Special Saloon Car Championship (on 11th May). For 1980, in fact, we will also be welcoming the Hitachi Formula



*Keith Lawrence and Tom Brown battle for Ford supremacy.*

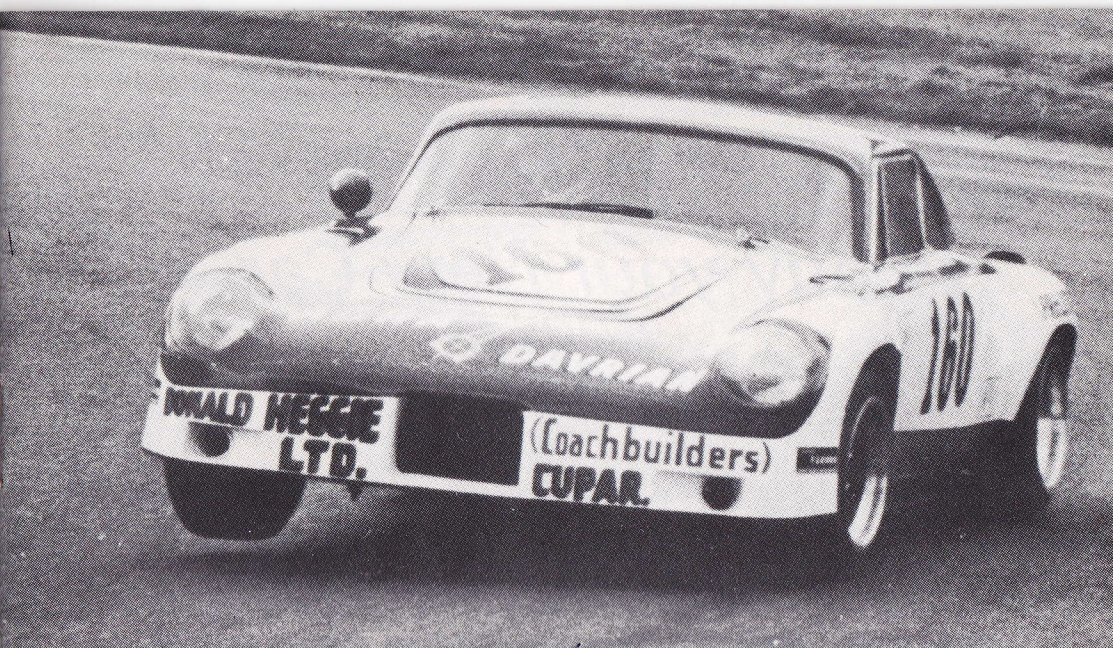
Atlantic Championship contenders, the B.M.W. County Championship brigade, and the "Super Saloons" in a £1,500 "howler", as well as hosting rounds of the Donington £10,000 GT Championship and the Clubmans Register Championship (as to all of which, more later this year). So, you see, 1980, with 7 motor race meetings instead of the usual 6 (and 2 motor-bike meetings) is going to be just that little bit different!

Today we see two of the events counting towards North British Championship Series. The Robertsons of Cardenden Cup Race for Clubmans Cars will be counting not only towards the Lowland Tyres Championship for Clubmans Cars, but also towards the North British Series, while the Formula Fords will be going not only for the Shell Scottish Championship, but also for points in the Laidlaw Formula Ford North British Championship. Indeed, we are delighted to announce that Edinburgh-based Ford Main Dealers, **Laidlaw of Edinburgh**, are the sponsors of this North British Championship Series (with a total of some 13/14 rounds, of which some 4/5 will be held at Ingliston). Results of the first two rounds, at Oulton Park and Croft on 22nd/23rd March, are not to hand at the date of going to press — details will be announced by Jimmy McInnes, our friendly commentator, during the course of today.

But what of Scottish Championship Series and today's racing?

#### **THE McLAREN OF BROXBURN BRITISH LEYLAND CHAMPIONSHIP FOR GRAND TOURING CARS**

For 1980, and the new Grand Touring Class, new sponsors in the form of regular Ingliston entrants, McLaren of Broxburn, coupled with British Leyland. McLaren of Broxburn Limited was formed in 1968 by Iain McLaren, then a Civil Engineer. Iain's main interest and hobby was cars and over the past decade he has been fortunate to have been able to combine business and pleasure. Ironically, the business that was built primarily to Iain's sport in the late '60s and early '70s has now grown to such a size that there is little time left to go racing. The company started as Triumph Dealers and over the years Rover, Austin Morris, and Sherpa franchises have been added. Two years ago as a result of the company's resounding sales success, they were appointed British Leyland Main Dealer for the West Lothian area. This direct dealership with the factory has meant a further expansion and later this year the company is opening a new £300,000 motor complex, including a 6,000 sq. ft. British Leyland Service Department. The company is run under the personal supervision of Iain McLaren (who hopes to be competing in today's GT event) and those who have yet to deal with them for a new or used car will find that the high standards that have always applied to the racing cars are applied in all departments of this expanding company.



*Will the Davrians be more than a match for the 1300 c.c. saloons in today's GT race?*

The Grand Touring events themselves are open to production-based Saloon, GT/Sports Cars that have provision for at least 2 seats (although the passenger seat does not need to be in position). Providing the cars comply to R.A.C. Safety Regulations, unlimited modifications are allowed. This opens up this new class of cars (a decided favourite at Donington last year) not only to Special Saloons and 'Modsports', but it also allows in various other hybrids that would not otherwise be eligible to compete at Ingliston. (For an example of this, you have but to look at the turbo-charged Porsche 934 entered by Edinburgh's Steve Buxton (110), a car newly arrived in race trim direct from Germany). Up against this powerful Porsche will be the reigning Special Saloon Car lap record holder, Walter Robertson (105) in his 3-litre DF VW and reigning Scottish Saloon Car Champion Doug Niven who, having sold the monster Beetle, has nevertheless included in the sale agreement a deal allowing him to race the car at Ingliston in 1980, which brings him back to the fray although in a new all-white livery! While of course we have several years form on which to judge both Dougal and Walter, and their cars, neither are giving away terribly much about what has been done to the cars over the winter months, and today will be the acid test of their efforts. A fascinating appearance in the **Balmoral Hotel, Moffat, Trophy Race** comes too from Laurence Jacobsen (104) in a 2-litre Imp. Many have believed that such hybrids are ideal for the Ingliston track and we can confidently expect some fast and interesting laps from Laurence. Iain McLaren too (106) has entered the 3.4-litre Skoda campaigned last year by Jimmy Robertson, although the chances of this car being present are quoted as 50-50 at best, Iain and his mechanics still being heavily involved in a major rebuild of the car.

With a certain measure of uncertainty as we go to press as to how many 1-litre cars would be seeking to compete, a rather novel elimination procedure has been temporarily invoked for this meeting. Of those 1000 c.c. GT Cars practising, the fastest 5 will join the fastest 8 over 1500 c.c. GT cars in event 5 today, and all of the other 1000 c.c. cars will compete in event 1, the first 3 Championship registered cars then joining the back of the grid for event 5. (Of course, if there are less than 8 over 1500 c.c. cars, more 1-litre cars will be incorporated into event 5). This should allow all 1000 c.c. GT cars the chance of a run, but still seed out the fastest 5 cars for the **Edinburgh Students' Charities Cup Race**. Amongst the 1000 c.c. brigade, one has to tip the 1979 1000 c.c. maestro Jim McGaughay (154) with his Imp, although the man who pressed him hardest for the Sandy Forrest Trophy last year, Ricky Gauld (162) is determined to turn the tables this year with his new ex-Rob Mason Stiletto. Jim McGaughay's Championship class winning car from 1979 is now in the hands of Bob Gray (164), and look out

*Now is the time  
to buy your New Car  
at*

# ROBERTSON'S OF CARDENDEN

---

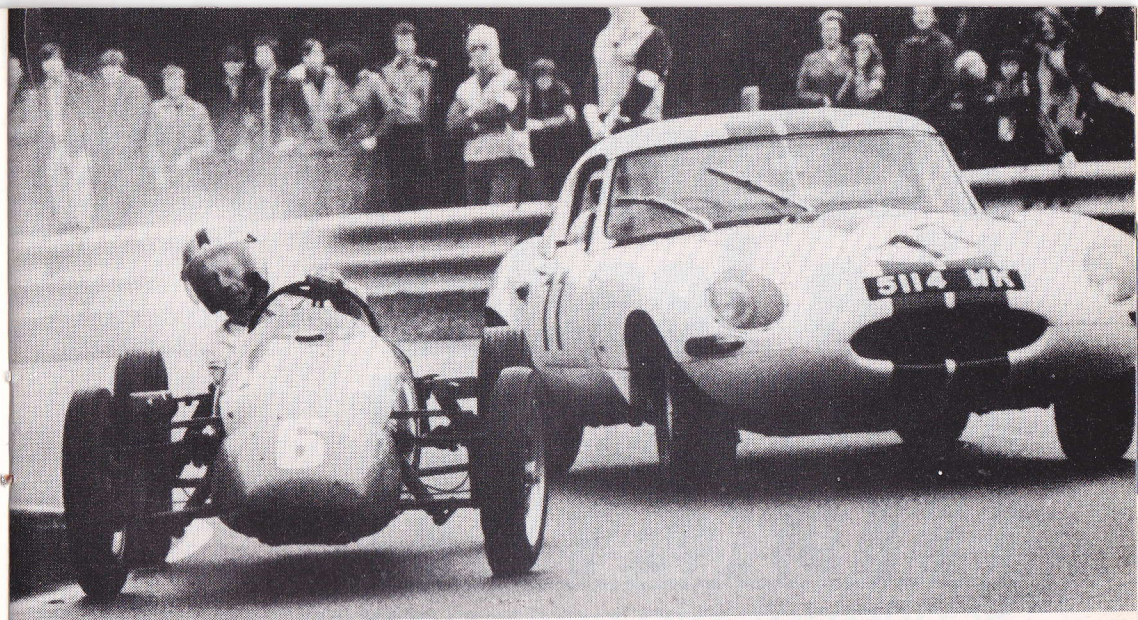
*COME AND SEE OUR NEW  
TALBOT MODELS  
IN OUR SHOWROOM*

---

**Our stock of used cars is second to none!  
BARGAINS GALORE!**

**Telephone Cardenden 720231**

*H.P. and Leasing facilities by Talbot Credit*



*No, it's not a preview of the new Grand Touring Class. Scotland's answer to Ronnie Corbett, Tom Irvine, in Scotland's version of the Fiat 500.*

too for Ian Forrest in the Drambuie Imp (156) and Bob Leckie (151) with his Imp. Another 'dark horse' could be Gordon Murray in the ex-Ricky Gauld Davrian Imp (150), Gordon having already taken a class first at Croft this March. Just how the 1000 c.c. Sports Cars are going to cope has yet to be seen, but one man who reckons that a Sports Car is just the thing for the 1500 c.c. class is Ian Forrest, who comes out with a new Drambuie Davrian (146) in event 3. This could be one of the classes in GT racing, with Eric Patterson's Robinson Imp (126) and Jim Pinkerton's Mini (128) upholding the Saloon Car honours against the 1979 Modified Sports Car Class winning Davrian (although this year an up-dated model) of Brian Stevenson (144) and Gus Young's Agra Davrian (145). Highest capacity car is Adrian Hamilton's Fiat Coupe (125) while Jimmy Robertson is hopeful of having his 1300 c.c. Skoda ready by 6th April.

All in all, today's initial round in the new GT experiment at Ingliston looks like being a thoroughly interesting one. However, the GT Championship has not meant that Ingliston has forgotten either Modified Sports Cars or Special Saloons. Leading Silversmiths in Scotland, **Hamilton & Inches**, return again to sponsor the Modified Sports Car Section in the GT Championship. Hamilton & Inches have now been associated with Ingliston for some years, extending their many sporting links through their Trophy making activities. (The Jim Clark Silver Helmet Award is but one outstanding example of the high craftsmanship of their work). Also stockists of the world famous Heuer range of stopwatches and chronometers, Hamilton & Inches are able to help with the timing needs of Sports such as motor racing, where fractions of a second count. Quite apart from this association with the world of sport, however, Hamilton & Inches remain one of the finest retail jewellers anywhere with an unrivalled selection of jewellery and silverware, clocks and watches, fine porcelain, cutlery and gifts of many kinds.

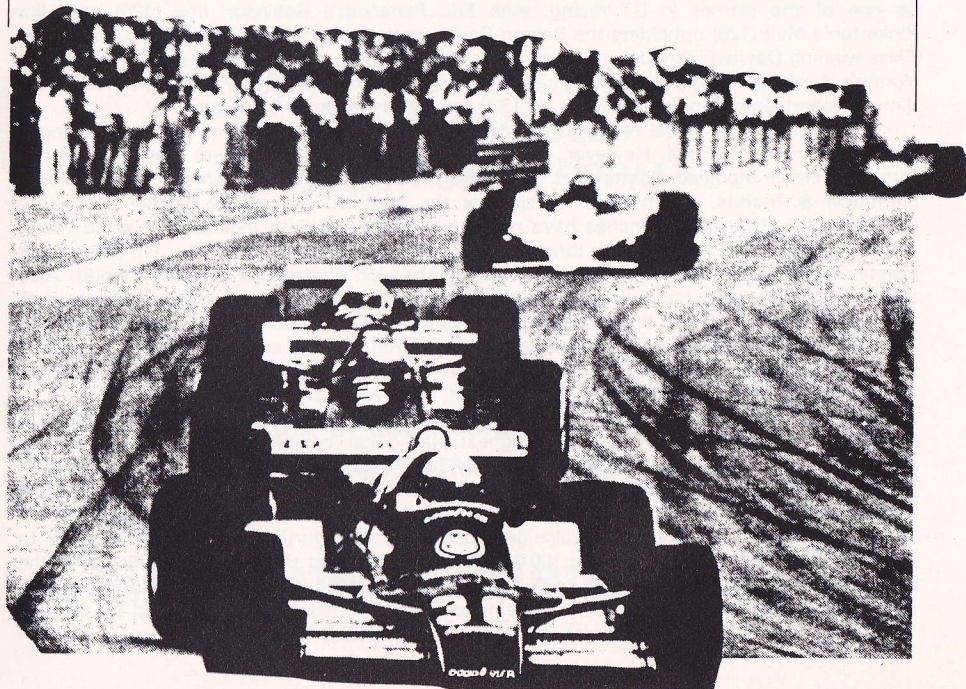
For 1980, the prestigious **Hamilton & Inches Silver Jubilee Quaich** will be presented, along with an award of £100, to the highest placed car complying with R.A.C. Formula Regulations for Modified Sports Cars, within the Grand Touring Championship. A like award of £100 will go to the highest placed Special Saloon Car complying with R.A.C. Formula Regulations in the GT Championship, and to that Special Saloon will also go the **E. MacRitchie Trophy**. E. MacRitchie Limited have also generously donated a further Trophy to be awarded to the highest placed competitor in the 1001-1500 c.c. category of the GT Championship, at the year end. Once again, our thanks to E. MacRitchie Limited, who make and supply joinery components etc. to the building trade, for extending the sponsorship first provided by them to Ingliston in 1979.

# Follow the leader

# GLASGOW HERALD

Scotland's big newspaper  
in every way!

Formula Libre Sponsors 1980



**INGLISTON**  
SCOTCIRCUITS LTD  
MOTOR RACING CIRCUIT

**S M.R.C.**  
SCOTTISH MOTOR RACING CLUB LTD.

**THE EDINBURGH STUDENTS' CHARITIES CUP  
RACE MEETING  
Ingliston — 6th April, 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	8.45	Grand Touring Cars — Preliminary heat for cars up to 1000 c.c.	10	9.45	2.10
2	9.35(A) 10.00(B)	The Laidlaw Trophy Race for Formula Ford 1600 Cars.	10	(A)10.35 (B)11.00	2.35
3	10.25	Grand Touring Cars — Heat 1 for 1001-1500 c.c. Cars.	10	11.25	3.00
4	10.50	The Robertson's of Cardenden Cup Race for Clubmans Sports Cars.	10	11.50	3.25
5	9.10	The Balmoral Hotel, Moffat, Trophy Race for Grand Touring Cars. Heat 2 for up to 1000 c.c. and over 1500 c.c. cars.	10	10.10	3.50
6	—	The Shell Championship Race for Formula Ford 1600 Cars.	12	—	4.15
7	11.15	The Glasgow Herald Race for Libre Cars.	20	12.15	4.40
8	—	The Edinburgh Students' Charities Cup Race for Grand Touring Cars — Final.	15	—	5.10

1.45 Drivers Briefing in Scrutineering Bay

2.00 All Marshals at posts, please



EVENT

1

GRAND TOURING CARS — Preliminary heat for cars up to 1000 c.c.

Car No.	Driver/Entrant	Make/Model	c.c.	From
150	GORDON MURRAY/Murray's Garages, Strichen	Davrian Imp	998	Strichen
151	BOB LECKIE	Hillman Imp	998	Aberdeen
152	MARTIN DUNN	Hillman Imp	998	Evanton
153	ROBERT MACDONALD	Davrian Imp	998	Glasgow
154	JAMES McGAUGHAY/Forth Electrical (Stirling)/Motorists Discount Centre, Oban	Hillman Imp	998	Lochgilgphhead
155	IAIN DONALD	Imp	998	Glenfarg
156	IAN FORREST/The Drambuie Liqueur Co. Ltd.	The Drambuie Imp	998	Kirkliston
157	G. GUNN	Davrian Imp	998	Brora
158	BRIAN MacLEOD	Hillman Imp	998	Alness
159	DAVID OGILVY/Sports-Tune Accs.	Sunbeam Stiletto	998	Edinburgh
161	HARVEY GILLANDERS	Imp	998	Ellon
162	RICHARD GAULD/Express Surefreight Ltd.	Sunbeam Stiletto	998	Insch
163	ANDREW PATERSON	Mini	998	Blairgowrie
164	ROBERT GRAY	Hillman Imp	998	Alness
165	RICHARD MITCHELL	Mitchell Imp	998	North Berwick
166	EWEN BUCHAN	Hillman Imp	998	Currie
167	COLIN PHILIP	Hillman Imp	998	Ardersier
173	ROY WILSON	Clan Crusader	998	Dingwall
174	GEORGE COGHILL/Caithness Glass/Norfrost	Davrian Mk7	998	Caithness
175	OLLY LA BARRE	Clan Crusader	998	Edinburgh

Elimination Heat of the first round of the McLaren of Broxburn British Leyland Championship for Grand Touring cars.

2.10 p.m.  
10 laps

EVENT

2

THE LAIDLAW TROPHY RACE for Formula Ford 1600 cars

48	TOM BROWN	Van Diemen RF80	1600(A)	Cambuslang
49	TONY QUINN	Merlyn Mk11/17	1600(B)	Aberdeen
51	IAN HENDERSON	Hawke DL11	1600(A)	Falkirk
52	GODFREY NOBLE	Hawke DL19	1600(B)	Edinburgh
54	IAIN NICOLSON	Hawke DL11	1599(A)	Saltcoats
55	PETER JAMIESON	Hawke DL19B	1600(B)	Falkirk
56	KEITH WICKHAM	Van Diemen RF79	1600(A)	Whitburn
57	DONALD MACKENZIE	Lotus 69	1600(B)	Canonbridge
60	DUNCAN HALL/Hall's of Broxburn /Laidlaw	Royale RP26	1600(A)	Edinburgh
64	JOHN BOTHAMLEY	Van Diemen	1600(B)	Penicuik
67	GERARD DOHERTY	Lotus 61	1600(A)	Falkirk
68	ALLAN BREMNER	Hawke DL15	1600(B)	W. Kilbride
69	ROY LOW/Tarduff Motors of Linlithgow	Van Diemen	1600(A)	Linlithgow
70	NEIL CUTHILL	Hawke Mk20B	1600(B)	Bonnybridge
74	CHRIS SURTEES	Crossle 32F	1600(A)	Inverness
76	PETER ROSE	Van Diemen	1600(B)	E. Kilbride
77	MARTIN SIMPSON	Van Diemen	1600(A)	Ceres
78	TOM PAULO	Van Diemen	1600(B)	Corstorphine
79	ARCH BOYLE/Clip Joint Hairstyling, Greenock	Hawke DL12	1600(A)	Falkirk
80	VIC COVEY/John Brown Racing	PRS RH02	1600(B)	Edinburgh
81	GARY McDONALD	Merlyn 29A/30	1600(A)	Edinburgh
82	BRYAN GOWANS	PRS Scholar	1600(B)	Dalbeattie
84	GRAHAM MILLAR/Lauder Alarms	FF TBN	1600(A)	Bishopbriggs
85	ARCH CROMAR/A. J. Cromer/Crow's Nest Hotel	March 70B	1600(B)	Anstruther
88	DAVE STEEDMAN	Hawke DL19	1600(A)	Linlithgow
90	R. TAYLOR	Royale RP16	1600(B)	Falkirk
95	COLIN VERITY	Hawke DL19	1600(A)	York

Preliminary heat in the Laidlaw Formula Ford North British Championship

2.35 p.m.  
10 laps

EVENT

3

GRAND TOURING CARS — Heat 1 for 1001-1500 c.c. cars

125	ADRIAN HAMILTON	Fiat Coupé	1490	Edinburgh
126	ERIC PATERSON	Robinson Imp	1297	Edinburgh
127	JIMMY ROBERTSON/Robertson's of Cardenden	Skoda Coupé	1300	Cardenden
128	JIM PINKERTON	Mini Cooper S	1293	Glasgow
137	REG FORESTER-SMITH	Mini	1275	Annan
138	IAN TULLOCH	BL Mini S	1293	Inverness
144	BRIAN STEVENSON/Bardene Automotive	Davrian MkVIIA	1120	Glasgow
145	ANGUS YOUNG/Agra (Precision Engineering) Co.	Agra Davrian	1070	Dundee
146	IAN FORREST/The Drambuie Liqueur Co. Ltd.	The Drambuie Davrian	1190	Kirkliston
147	PATRICK DUDLEY	MG Midget	1420	Rosewell
148	ALAN RITCHIE	Davrian Mk6	1150	Paisley
149	STAN SHARE	Clan Crusader	1100	Ardentiny

Heat of the first round in the McLaren of Broxburn British Leyland Championship for Grand Touring Cars.

3.00 p.m.  
10 laps

EVENT

4

THE ROBERTSON'S OF CARDENDEN CUP RACE for Clubmans Sports Cars.

'A' CLASS CARS			
24	ANDY SMITH	Mallock Mk20B	1700 Ayr
26	JOHN FYDA	Mallock 18B	1700 Dundee
30	JOHN MACKIE	Mallock 18BW	1700 Kirkcaldy
31	KENNY ALLEN/Smith Metals, Ayr	Mallock Mk20	1700 Carluke
'B' CLASS CARS			
38	CLIVE REEVES	Magnum 79B	1600(B) Stonehouse
39	GRAHAM SWORD/Perries of Elgin	Mallock U2 Mk16	1600(B) Calcots
40	PAUL HOWARTH	Mallock 20B	1600(B) Whissenchine
41	KEVIN McCORMICK	Mallock U2 Mk20B	1600(B) Tollesby
44	JIM IRWIN	Mallock U2	1600(B) Harnilton

Round 1 of the Lowland Tyres Championship for Clubmans Cars. A round in the North British Clubmans Series.

1. 24 (CLASS WINNER)  
2. 26  
3. 31  
4. 30  
5. 38 (CLASS WINNER)  
6. 41  
3.25 p.m.  
10 laps

EVENT

5

THE BALMORAL HOTEL, MOFFAT, TROPHY RACE for Grand Touring Cars.

101	DOUG NIVEN	VW Beetle	5000	Whitsome
102	RON CUMMING	Escort Mk1	1900	Kemnay
103	COLIN CHRISTIE/Bilston Garage Co.	Vauxhall Chevette	2300	Penicuik
104	LAURENCE JACOBSEN/Cuthbertsons Foods/Rosetta Fruit Juices	Hillman Imp	2000	Glasgow
105	WALTER ROBERTSON/Sports Tune (Accs)	DF VW	3000	Howgate
106	IAIN McLAREN/McLaren of Broxburn	Skoda	3400	Broxburn
110	STEVE BUXTON	Porsche 934	4190	Edinburgh
124	GEOFFREY TODD/John Kerr Farm & Construction Equipment	Chevrolet Corvette	5300	Broughty Ferry

UP TO 1000 c.c.

The fastest 5 Up to 1000 c.c. cars in practice plus the first 3 registered finishers in Event 1. Heat 2 of the first round in the McLaren of Broxburn British Leyland Championship for Grand Touring Cars.

1. 101 (CLASS 4)  
2. 174  
3. K. COLEMAN  
4. 154  
5. 151  
3.50 p.m.  
10 laps  
6. 162 (CLASS 4)

EVENT

6

THE SHELL CHAMPIONSHIP RACE for Formula Ford 1600 cars.

For the fastest 12 Formula Ford cars in practice plus the first 4 finishers from Event 2.

Round 1 in the Shell Championship for Formula Ford Cars.

A round in the Laidlaw Formula Ford North British Championships.

1) 48 2) 69 3) 68 4) 88 5) 77 6) 64

EVENT

7

THE GLASGOW HERALD RACE for Libre cars.

UP TO 1600 c.c.

3	ANDY BARTON	March 78/79B	1600	Newburn
6	GEORGE FRANCHITTI/All Car Equipment (Armadale)	March 79B	1600	Bathgate
7	BERNARD HUNTER/Colin Bennett Racing	March 80A	1600	Warrington
8	DAVID LESLIE/The Hope Scott Garage Ltd.	Ralt RT4	1600	Currie
9	PETER-JOHN SHAND	March 742	1600	Glasgow
10	COLIN RICHARDSON	March 77B	1598	Peebles
20	DAVID DUFFIELD/Caledon Coal Co. Ltd.	Ralt RT1	1600	Linlithgow

OVER 1600 c.c.

14	STUART LAWSON	March 772P	1998	Kirkliston
15	STEWART ROBB	March 75/782	2000	Blairgowrie
17	GEORGE McMILLAN/Bass Rock Garage (Renault)	March 772P	2000	North Berwick
18	BOB MILNE	Chevron B40	2000	Aberdeen
24	ANDY SMITH	Mallock Mk20B	1700	Ayr
30	JOHN MACKIE	Mallock 18BW	1700	Kirkcaldy
31	KENNY ALLEN/Smith Metals, Ayr	Mallock Mk20	1700	Carluke

The first round in the Lothian Chemical Company Ltd. Formula Libre series.

1. LESLIE  
2. BARTON  
3. LAWSON  
4. DUFFIELD  
5. McLAREN  
6. McMILLAN  
4.40 p.m.  
20 laps

EVENT

8

5.10 p.m.  
15 laps

**THE EDINBURGH STUDENTS' CHARITIES CUP RACE for  
GRAND TOURING CARS — Final.**

For the fastest 5 cars from each class in Events 3 and 5, plus one.

Round 1 in the McLaren of Broxburn British Leyland Championship for Grand Touring Cars  
(incorporating the Hamilton & Inches Silver Jubilee Quaich and the E. MacRitchie Trophy)

1) 101    2) 174    3) 154    4) 151    5) 128    6) 152

**RACE PRIZE FUNDS**

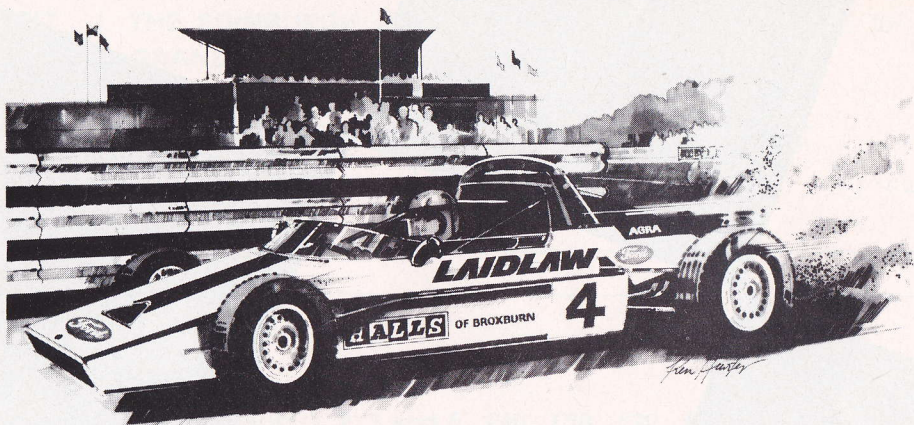
In Events 1, 2, 3 and 6	£40	£30	£20	£10
In Events 4, 5 and 8*	£40	£20	£10	per class
In Event 7	£100	£50	£25	£10

\* 1st overall — £20

Get the inside story  
of Ingliston  
Motor Racing in

**INGLISTON '80**

The 60 page colour brochure  
you've just got to read!  
On sale now price £1.60  
At the circuit.



## You probably know our Formula Ford. But do you know our formula for dependability.

Laidlaw is Scotland's number one motoring service. We got there by being dependable. New or used cars and commercial vehicles. Servicing, hiring, leasing or buying, you can depend on Laidlaw.

The Laidlaw group consists of eight separate companies.

**LAIDLAW.** Scotland's leading main Ford dealer. Four garages cover the central belt of Scotland. We stock hundreds of new Fords covering the whole range plus a vast selection of superb used cars. You'll also find the largest stock of spare parts in Scotland.

**LAIDLAW TRUCKS.** Scotland's most up to date truck complex offering round the clock servicing, new and used commercials and vast spares stocks.

**HIRACAR.** The full Ford range of cars for hire at very competitive rates.

**HIRAVAN.** The full Ford range of commercials for hire at rates as good as anywhere in Scotland.

**CLANHIRE.** The leasing division of Laidlaw which covers trucks and cars, even office and factory equipment.

Whichever division you use you will always get fast, efficient service along with very competitive rates for the job. Depend on it.

Try us. You'll find how we get our reputation as Scotland's number one car and truck service company. And keep it.

**LAIDLAW** 

LAIDLAW, Baileyfield Road, Edinburgh. Tel. (03 1) 669 6261

LAIDLAW, Halbeath Road, Dunfermline. Tel. (43) 21536

LAIDLAW, South Biggar Road, Airdrie. Tel. (02364) 64702

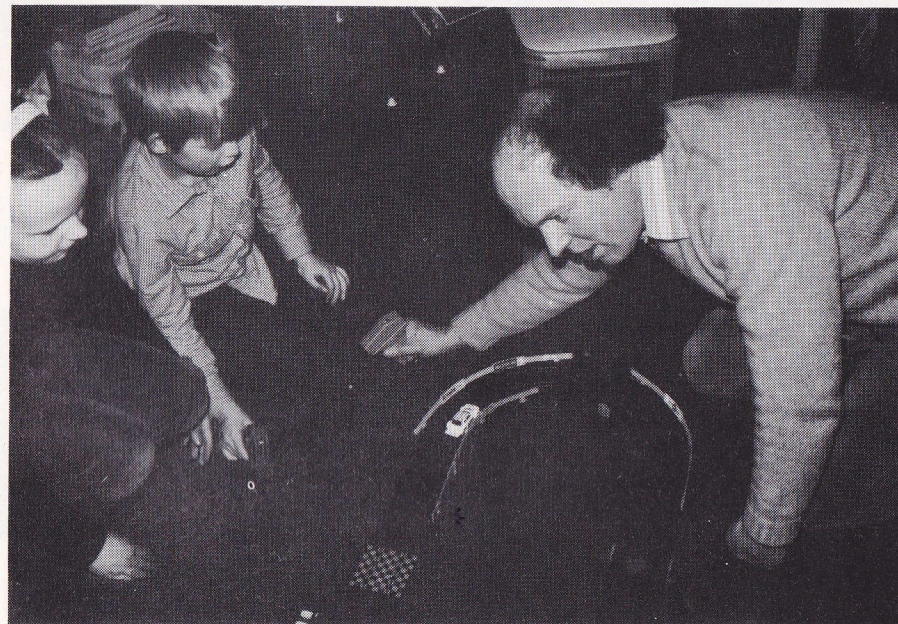
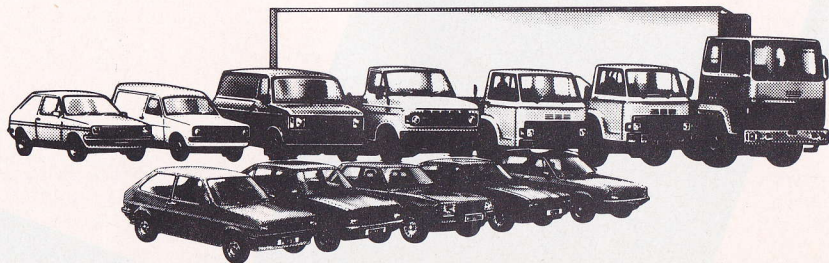
LAIDLAW, Bank Street, Coatbridge. Tel. (0236) 26281

LAIDLAW TRUCKS, Righead Ind. Est., Bellshill. Tel. (0698) 747015

CLANHIRE, South Biggar Road, Airdrie. Tel. (02364) 64702 Ext 55

HIRACAR, South Biggar Road, Airdrie. Tel. (02364) 64702 Ext 54

HIRAVAN, South Biggar Road, Airdrie. Tel. (02364) 64702 Ext 54



*Scottish Saloon Car Champion Doug Niven putting in a spot of GT practice (he's actually half a lap behind) over the winter months.*

### THE SHELL CHAMPIONSHIP FOR FORMULA FORD 1600 CARS

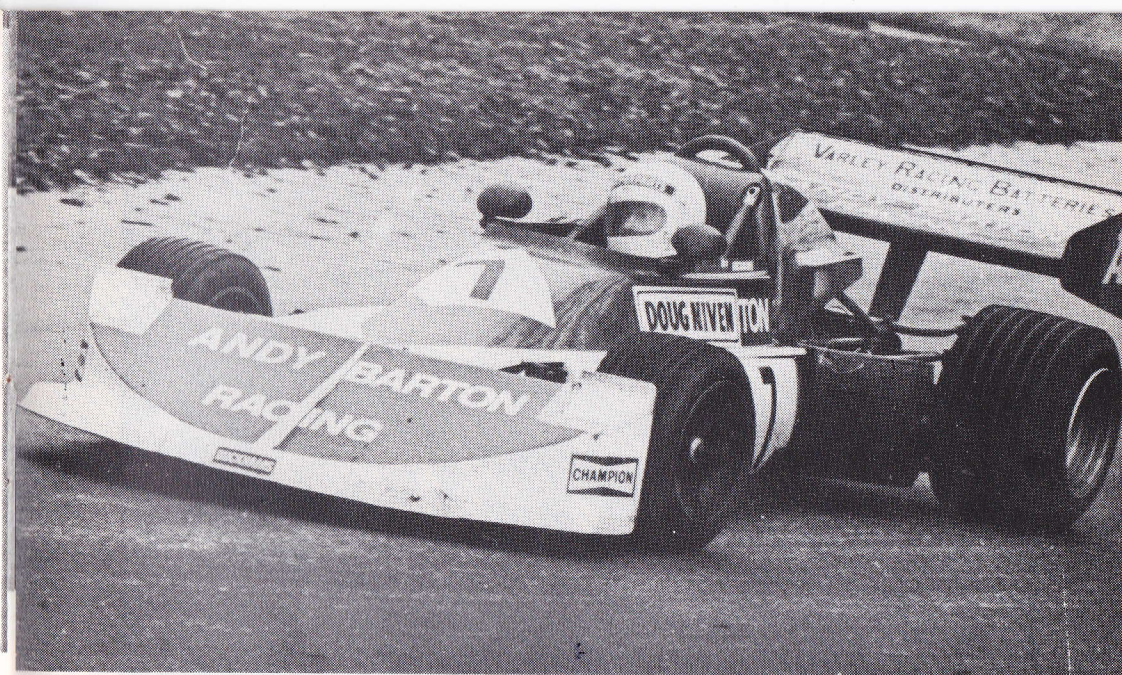
Ingliston are delighted to welcome **Shell** back as the 1980 Formula Ford 1600 Scottish Championship sponsors, this year (as is the case with all other major Ingliston Championships) with an increased Championship Prize Fund. Add to these increased Championship 'pots' higher race prize funds, and there is every incentive for all drivers to give of their best. Shell too will continue to sponsor the 1980 **Shell 'Man of the Year' Award**, which last season was awarded by the deciding panel of journalists to Jim Stevenson for his brilliant Clubmans and Libre performances.

This season, Formula Ford continues the new-look style of racing inaugurated under the Shell banner in 1979. Where possible, two FF1600 races will be run, the first race being an elimination event prior to the main **Shell Championship Race**. For example, today, the fastest 12 Formula Fords practising will automatically qualify for the grid of the **Shell Championship Race** (today's event 6). All other FF cars will compete in the **Laidlaw Trophy Race** (event 2) which is also an elimination heat for the **Laidlaw Formula Ford North British Championship**. The first 4 drivers finishing in the **Laidlaw Trophy Race** will then qualify to join the back of the grid for the **Shell Championship Race**, thus ensuring that only the fastest and most competitive cars are in this event, from which points will be scored both to the Shell Scottish Formula Ford Championship, and the Laidlaw Formula Ford North British Championship. Thus, any driver failing to qualify for the Championship counting race on practice times alone will have a 'second bite at the cherry' in event 2 today — a fact guaranteed to add an edge to the front of that field!

What of the FF1600 contenders today? With the leading 1979 Scottish FF drivers having moved into the Libre field (current Shell FF Champion Stu Lawson is now in an F2 March 772P, while other former FF maestros George Franchitti, David Leslie and David Duffield all take to Atlantics) the field is wide open for 1980 and on the form shown last year, today's favourite must be Tom Brown (48) from Cambuslang, particularly since he is fielding a split-new Van Diemen RF80. However, one or two of last season's midfield runners have now come up with



*Scotcircuits Chairman Graham Hamilton, during one of his more alert moments!*



*Doug Niven in a rare single-seater appearance — Ingliston, October 1979.*

more modern machinery, and any of Roy Low (69), Neil Cuthill (70), Vic Covey (80), Bryan Gowans (82) and Dave Steedman (88) could give Tom something of a shock. All in all, with the absence of the past few years' front runners, this should be a fascinating battle, and the first in perhaps one of the most memorable Shell Championships yet.

#### THE LOTHIAN CHEMICAL COMPANY LIMITED FORMULA LIBRE SERIES

With a prize fund of 10 Krugerrands for 1979, last year's **Lothian Chemical Company Limited Formula Libre Series** must surely have been the richest Libre Championship in Britain, on a value per round basis. (Just think what Norman Dickson would have 'earned', had he sold his Krugerrands at the top gold prices obtaining a couple of months ago! Indeed, one major British Motoring Magazine calculated that Norman had won considerably more at Ingliston through these Krugerrands alone, than from all of his Aurora appearances — once again proof that you have to go a long way to beat Ingliston rewards). For 1980 former Scotcircuits Chairman, and Managing Director of Lothian Chemical Company Limited, John Romanes, is back with another winner, this year in the form of 10 gold sovereigns as the Championship Trophies, divisible amongst the 4 leading competitors at the end of the season. John's undoubted success as the first Scotcircuits Chairman is but a shadow to the success of Lothian Chemical Company Limited, which he has directed now with great verve and business acumen throughout the difficult conditions created by successive governments of a varied political hue. Started in 1915 to make T.N.T., Lothian Chemicals moved into other chemical manufacture (particularly Formaldehyde) at the end of the War and in recent years have branched out into the recovery and recycling of industrial solvents and chemicals. And just to prove that you can't keep a good man down (or, to put it another way, who said that you can't re-cycle an ex-Scotcircuits Chairman), John returns to Ingliston this season both as the representative for sponsors Lothian Chemical Company Limited, and also as one of our Club Stewards: in addition to that, John is now one of the new pool of Depute Clerks of the Course, a capacity in which he will be seen on a couple of occasions during the year.

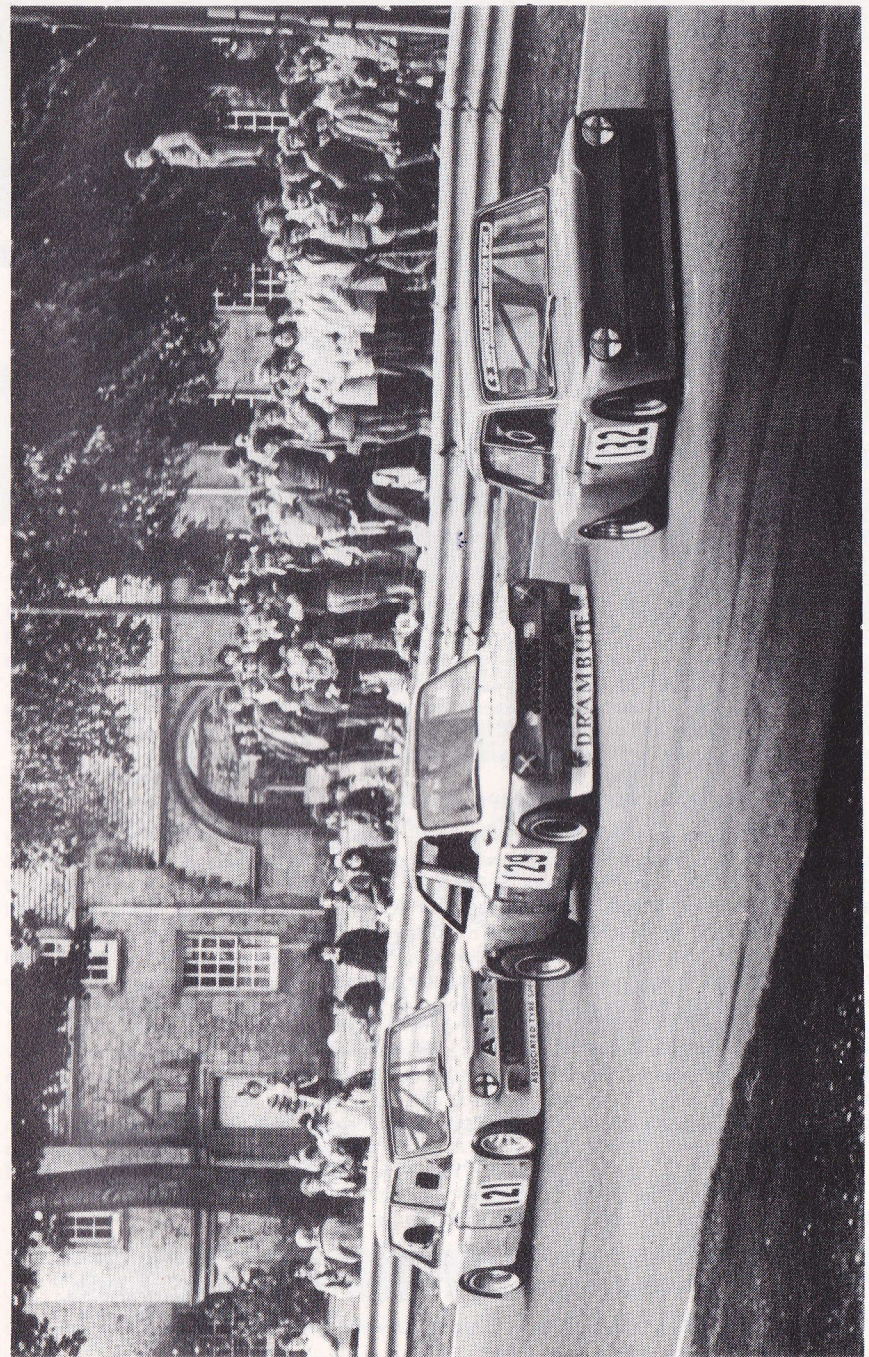
An erstwhile single seater driver himself, John will be as interested as all of us in today's **Glasgow Herald Race**, the first round in the 1980 Lothian Chemical Company Limited Series. Much of the interest will centre on the strong Formula Atlantic entry, headed by Andy Barton (3) in his March, and former British FF Champion Dave Leslie in the Hope Scott Ralt (8). Bernie

*'We'll never  
let you down'*

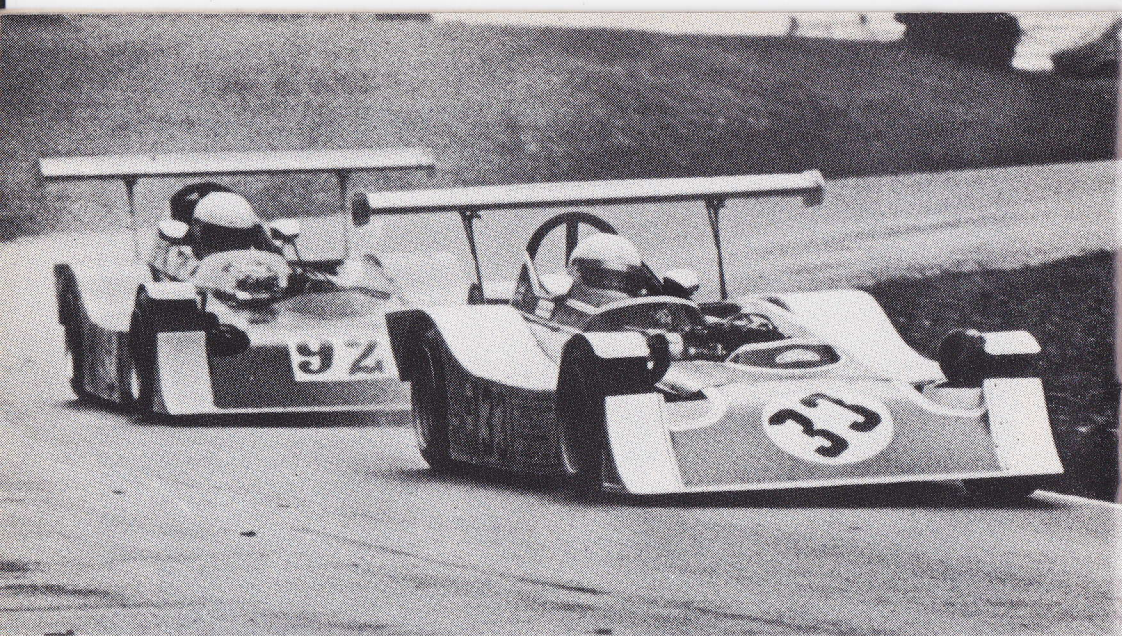
Reliability is the name of the game at Lowland. Reliable Road, Race and Rally Tyres and Batteries are piled high on the racks. Reliable and friendly advice on choice of tyres is freely given and a reliable back-up service; puncture repair and wheel balancing, is readily available, six days a week.

  
**LOWLAND  
TYRES**

81 DUNDEE STREET, EDINBURGH  
Tel. 031-229 6332



The 1-litre brigade blast past Ingliston House.



*Kenny Allen (33) and John Fyda (92) in that nail-biting Clubmans confrontation last October.*

Hunter fields a split-new March 80A (7) while former leading FF contender Dave Duffield (20) fields Bernie's last season's Ralt. In the over 1600 c.c. category, the most successful Scottish FF driver of all time, Stu Lawson, takes to the field in a Formula 2 March 772P (14) while George MacMillan (17) pilots a like model. Ex-saloon driver Bob Milne (18) will be out in the ex-Iain McLaren/Bob Leckie Chevron B40, while a strong Clubmans challenge is mounted by Andy Smith (24), John Mackie (30) and Kenny Allen (31) all in Mallocks. In all, an interesting entry for what proves to be a close and exciting first race of the 1980 Libre season.

#### THE LOWLAND TYRES CHAMPIONSHIP FOR CLUBMANS CARS 1980

For several years now Lowland Tyres have been advertising in the Ingliston Race Programme, and have been advising motorists on the correct choice from the superb range of tyres stocked by them at their premises at 81-91 Dundee Street, Edinburgh. In 1980 Lowland Tyres (who have made a special point of supplying race and rally tyres) move one step forward in their involvement in motor sport, by sponsoring this year's Clubmans Sports Car Championship. Over the past few years Clubmans cars have proved themselves to be an ideal form of racing for the Ingliston track and all that one can really say about these cars is that they seem to get better from year to year. The writing was firmly stamped on the wall last October, however, when John Fyda (26) thundered home in his first Clubmans drive, within an inch of Kenny Allen's tail (81), and we can expect a repeat performance of that dice in today's **Robertson's of Cardenden Cup Race**, with Andy Smith (24) and John Mackie (30) both pressing strongly for Class A honours. There is also an upsurge of support for the B Class of Clubmans Cars (B Class Cars are Clubmans fitted with Formula Ford 1600 engines, rather than the more powerful engines fitted to the Class A Cars). Last year's Class B leader, Clive Reeves (38) returns although this year in a Magnum 79B, while the winner of this Class in the first of the North British Clubmans Series races, Paul Howarth, brings up his Mallock 20B. Today's Clubmans race also counts towards the North British Clubmans Series.

#### NEXT CAR MEETING AT INGLISTON — 27th APRIL

(including rounds of North British Libre, Clubmans and FF1600 Championships)

# WE ARE THE CHAMPIONS

1971 Scottish Hill Climb Champion	1975 Scottish Sports Car Champ.
1972 Scottish Hill Climb Champion	1976 Scottish Sports Car Champ.
1973 Scottish Hill Climb Champion	1977 Scottish Formula Libre Champ.
1974 BRSCC Libre Champion	1978 Scottish Sports Car Champ.

Group 6 Sports Car record holder — Ingliston, Knock Hill, Mallory Park.  
Outright Circuit record holder — Croft, Formula 1 McLaren M26 DFV.

**WE KNOW HOW TO BEAT OUR COMPETITORS — SO TRY US FOR YOUR NEXT NEW OR USED CARS UP TO 100 NEW CARS — UP TO 100 USED CARS WEST LOTHIAN'S LARGEST BL Main Dealers**

**Austin-Morris-Princess MG · Rover · Triumph**



East Main Street, Uphall, Broxburn, Telephone 853953 and 853730

## Grosvenor Centre Hotel

Grosvenor St.,  
Edinburgh.

Tel. 031 226 6001



### *Always Good Value*

Situated in the Haymarket within easy reach of car park, main line station and around the corner from the main city centre bus route.

#### THE HOTEL OFFERS MANY VARIED BARS AND RESTAURANTS:

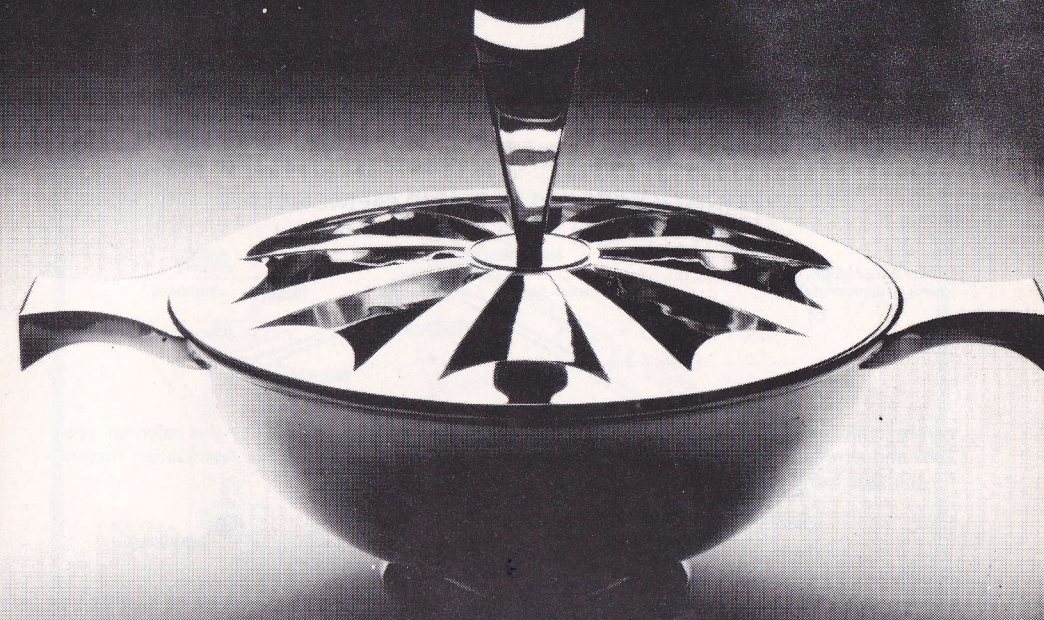
**SPATS BAR** — A 1920s styled bar offering the cheapest cocktails in town.

**STABLE BAR** — Authentic horse stable serving traditional English brews.

**GEORGIAN BAR** — Open all day, every day of the week (except Sunday afternoon), this popular bar offers a wide selection of whiskys and beers and features a special "Doubles" promotion.

**LAIRD'S LARDER RESTAURANT** — Serving residents and non-residents Lunch and Dinner, this styled Diner offers traditional Scottish food at moderate prices.

**EAT-EASY RESTAURANT** — Situated next to the Spats Bar, this renowned Bistro-type Restaurant offers a wide choice of dishes and wines suitable to all pockets.



**Whoever wins this trophy  
will have something in common  
with the craftsman who made it.**

A lot of skill, for example, and the determination to do things that bit better than anyone else.

This is the Hamilton & Inches Quaich, trophy for this year's Championship for Modified Sports Cars. It took many hours of painstaking care to make, and it will take a lot of first-class driving to win it.

*Hamilton & Inches*

Gold and silversmiths, jewellers,  
watch and clockmakers.



By Appointment to Her Majesty The Queen, Silversmiths and Clock Specialists  
Hamilton & Inches Ltd., 87 George Street, Edinburgh EH2 3EY. 031-225 4898

# SCOTTISH MOTOR RACING CLUB LIMITED

Registered Office: PO Box 5, 25 Market Square, Duns

24440 Edinburgh VAT Reg. No. 270 4631 74

For Office Use

CB Ref.

Memb. No.

## APPLICATION FORM FOR 1980 MEMBERSHIP

Please complete in BLOCK CAPITALS throughout

I, Mr/Mrs/Miss .....  
 (delete as appropriate) (Christian names) (Surname)  
 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.

...../...../1980  
 (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		
.....	Blaer 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 _____			

When ordering Tee or Sweat Shirts please indicate size required.

78/10F/a

**Legend:**

- Spectator Areas & Access Routes
- 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

**Map Labels:** Edinburgh GPO 7 miles, Glasgow J9, Southstand, Caravan, Lefthander, Hairpin, Clock, Arena, Paddock, Competitors, Main Entrance (SPECTATORS), CAR PARK, CAR PARK.

**Scale:** 0 100 200 300 400 500 600 700 800 900 1000

**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