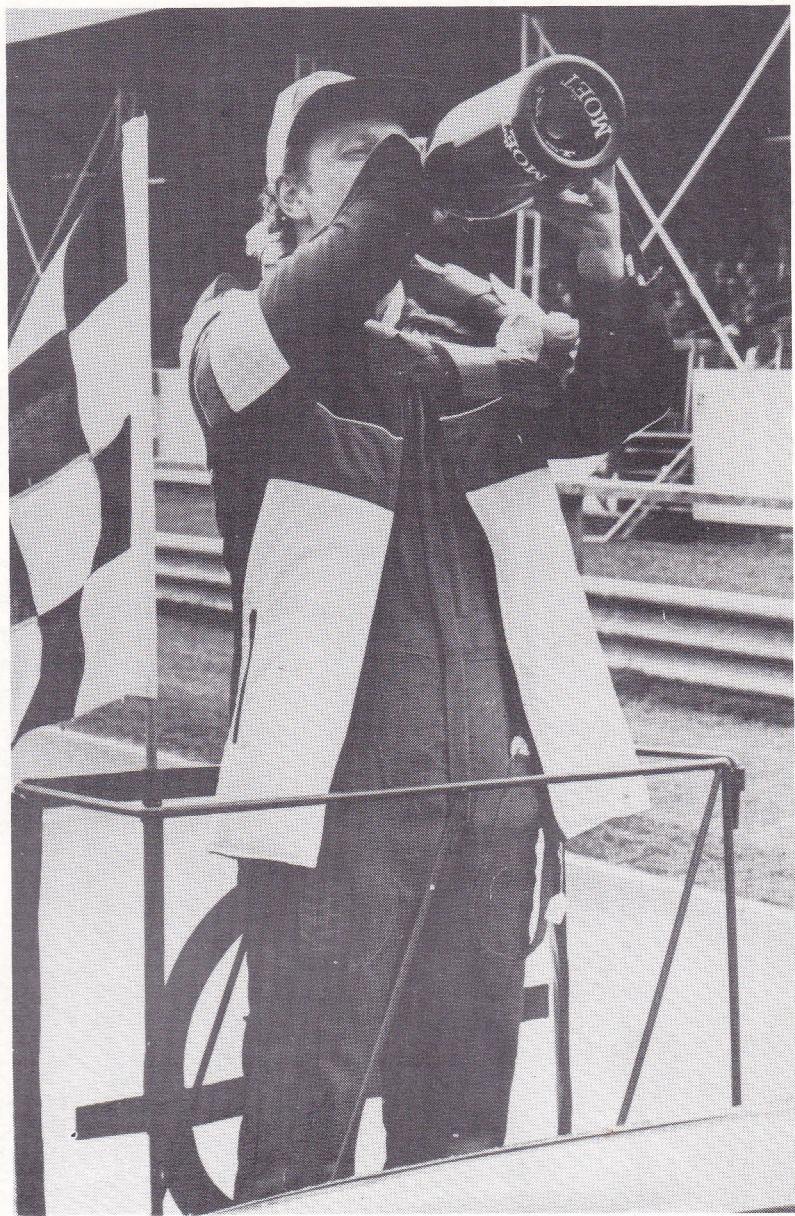


# INGLISTON



CHAMPIONSHIP YEAR BOOK, 1979

Produced by Scotcircuits Limited





*A familiar sight during the early part of the season — Doug Niven's Chevy Beetle rumbling around in a dominating lead.*

## THE LOMBARD SCOTTISH SALOON CAR CHAMPIONSHIP, 1979

As always, before the drop of the flag on the first race of the 1979 Lombard Series, the armchair theorists were computing the results of what seemed set to be a battle of the giants. Certainly, the four fastest special saloons in Great Britain were already in Scotland, and the big question was whether there were, in fact, just too many of the heavy boys about to see the eventual Champion come out of this class. Walter Robertson's D.F.V. powered ex-Colin Hawker Variant had to be one of the fastest motors about in Scotland, while former 1000 cc and 1300 cc maestro John Kirk seemed set to elbow his way into the limelight with one of Nick Whiting's 3.4-litre Escorts. Jimmy Robertson, too, was not about to be discounted in his Skoda Coupe, but almost inevitably the main attention was centred around the reigning Scottish Saloon Car Champion, Doug Niven, who had retained his monster 5-litre Chevy Beetle on the off chance that he might slot in the odd weekend or two at Ingliston in between his European commitments. Scheduled for a 14-round European Series co-driving with Bill Dryden (then the only man to hold the Scottish Saloon Car Championship three times) in the works American Motors Racing Team, both Doug and Bill were not expecting to have a lot of time left over for racing in the U.K., but while Bill had pinned all of his 1979 hopes on the European set-up, Dougal (perhaps based on his canny agricultural background, where you don't count your barley 'til it's Bar(c)layed!) was keeping his options open — a decision which, in the event, proved to be the sounder.

Ian Forrest, on the other hand, was firmly of the opinion that such a multitude of monsters would undoubtedly get so much in each other's way that no firm leader would emerge from the big saloon car class, leaving it to the smaller capacity classes to produce the eventual Champion. Never one to do things by half, he prepared two separate cars for each of the 1000 cc and 1300 cc classes, a novel tactic which caused the regulations drafters many a sleepless night before a formula was worked out to enable Ian to have his choice of car in the Saloon Car Finals, without allowing him to take an undue points advantage thereby! In the 1300 cc class (a class which in previous years has been accused of a certain measure of mediocrity) word was about that Eric Paterson had his hands on an indecently quick 1300 cc Imp, which all seemed to bode ill for Jim Pinkerton, while in the 1000 cc class the usual bevy of Imps were tuning up for a season of cut-throat competition, with already the knowledgeable eyes trained on two long-established front runners, Jim McGaughay and Rick Gauld.

The scene then was set for the **Shulman Carpets Trophy Race Meeting** in April. With a slight variation to the Championship regulations adding bonus Championship points for class fastest laps in each of heat and final, all was ready for an explosive start to the season.

8th APRIL, 1979

### The World Carpets (USA) Cup Race

(Saloons over 1000 cc: Heat 1, 10 laps. Dry)

Thundering off pole position, Doug Niven immediately served notice that, when he's in Scotland, he's the man to watch. Behind him Walter Robertson was too busy keeping off Jimmy Robertson, and when he slipped through, John Kirk failed to do anything about it while, in the 1300 cc class, in the absence of Ian Forrest, Jim Pinkerton warmed himself up for his first packet of Championship points.

Over 1300 cc: 1st Doug Niven (VW Beetle Chevy), 8m. 50.8 secs (68.86 mph); 2nd Jimmy Robertson (Skoda Coupe), 3rd Walter Robertson (DFVW).

1001-1300 cc: 1st Jim Pinkerton (Cooper 'S'), 2nd Alex Littlejohn (Cooper 'S').

Class Fastest Laps: Niven 52.1s. (71.17 mph), and Pinkerton, 57.4s. (64.60 mph).

### The Victoria Carpets Trophy Race

(Saloons up to 1000 cc: Heat 2: 10 laps. Dry).

Ricky Gauld powered ahead of pole man Ian Forrest, who had lost his revs and pitted twice during a troubled race, towing round Jim McGaughay to the flag.

1st Ricky Gauld (Imp), 9m. 23.2s. (65.84 mph); 2nd Jim McGaughay (Imp), 3rd George Coghill (Imp).

Fastest Lap: Gauld and McGaughay, 55.2s. (67.17 mph).

### The Crossley Carpets Trophy Race

(Special Saloon Final: 15 laps. Dry)

Once again, Niven it was from start to finish to notch his 100th victory, with Jimmy Robertson a lonely second. Most of the excitement came from Walter Robertson and John Kirk, who touched and spun on lap 10 after forcing past the 1000 cc Imps of Gauld and McGaughay (docked 10 secs for a jump start), relegating Robertson to the paddock.

Over 1300 cc: 1st Doug Niven (VW Beetle), 13m. 21.3s. (69.41 mph); 2nd Jimmy Robertson (Skoda), 3rd John Kirk (Escort).

1001-1300 cc: 1st Jim Pinkerton (Cooper 'S'), 14m. 05.8s. (61.38 mph); 2nd Alex Littlejohn (Cooper 'S').

Up to 1000 cc: 1st Ricky Gauld (Imp), 14m. 06.4s. (65.71 mph); 2nd George Coghill (Imp), 3rd Jim McGaughay (Imp).

Class Fastest Laps: Kirk, 51.2s. (72.42 mph); Pinkerton, 57.4s. (64.64 mph), and McGaughay, 54.7s. (67.79 mph).

6th MAY, 1979

### The Pentax Trophy Race

(Race 1, Saloons over 1000 cc: 10 laps. Dry)

Niven again dominated the Championship event, pulling away inexorably from John Kirk, who had his hands full holding off a rampant Robertson (Jimmy) who all but pipped him on the line. With Ian Forrest throwing a rod on the warm-up lap, Graham Stuppel took 1300 cc honours. John Fyda, "in for the fun", had a splendid drive in his Elan to take 5th from the back of the grid.

Over 1300 cc: 1st Doug Niven (Pentax Special), 8m. 42.2s. (71.01 mph); 2nd John Kirk (Escort), 3rd Jimmy Robertson (Skoda).

1001-1300 cc: 1st Graham Stuppel (Mini), 9m. 09.0s. (60.79 mph); 2nd Gerald Clark (NR) (Mini), 3rd Alex Littlejohn (Cooper 'S').

Class Fastest Laps: Niven, 51.3s. (72.28 mph); Clark, 57.0s. (65.05 mph).

### The Pentax Trophy Race

(Race 2, Saloons up to 1000 cc: 10 laps. Wet)

With the rain lashing down Ricky Gauld overdid it at Caravan, letting George Coghill past the pirouetting Imp. Jim McGaughay too had spun on the treacherous track, but a spirited drive took him past the waterlogged Gauld into third place, behind the smaller of the Drambuie Imps.

1st George Coghill (C.G. Imp), 10m. 56.3s. (56.50 mph); 2nd Ian Forrest (Imp), 3rd Jim McGaughay (Imp).  
Fastest Lap: Coghill, 62.6s. (59.23 mph).

### The Pentax Trophy Race

(Invitation Super Saloon Race: 20 laps. Drying).

While non-Championship, this £1,100 race (replacing the proposed Group 1 event) deserves mention. With a damp but drying track causing much heart searching for choice of tyres, most opted for wets,



including Mick Hill in the 7-litre Skoda, only to find the wheels fouling the brake calipers. Hill pulled straight into the paddock to change back to slicks, rejoining on lap 2 behind Niven, Kirk and Tony Dickinson's exceedingly fast 2-litre Skoda. On lap 3 Dickinson forced past Kirk to harry the heavy handling Pentax Special of Doug Niven, while behind them Jimmy Robertson was again in the process of edging out namesake Walter. By lap 6 Jimmy was in front of Kirk in a race that, for the sheer concentrated effort, must have been one of the hardest run in Saloons ever at Ingliston. By lap 10, with the racing line dried out, Niven was finding his tyres a positive liability, and was being hard pressed by both Dickinson and Robertson, all three of them by now having relegated Mick Hill back a further lap. On the newly dried surface, however, Hill was suddenly finding his slicks biting, and he surged back up through the field (albeit 3 laps in arrears) during the closing laps of the race. While greatly entertaining the crowds, his run did put Niven in the awkward position of deciding whether to hold him off in a badly handling car, or let him through and risk Dickinson being towed past into the lead. Niven chose the latter course, and only just regained his line to take the chequered flag on tyres which were on their last gasp. To the last, a tensely fought battle, with less than a second covering the leading three drivers at the line.

**22nd JULY, 1979**

### The Skellys Vauxhall Complex Trophy Race

(Saloons over 1000 cc: Heat 1, 10 laps. Dry)

Again it was Doug Niven from start to finish, despite a punctured front tyre in the closing stages, but Walter Robertson put the writing on the wall, hauling in Jimmy Robertson after a slow start, and taking race fastest lap. In 1300s, Ian Forrest at last got things together, but Jim Pinkerton clawed his way to class second off the back of the grid.

Over 1300 cc: 1st Doug Niven (VW Beetle), 8m. 44.5s. (70.70 mph); 2nd Walter Robertson (D.F.V.W.), 3rd Jimmy Robertson (Skoda).

1001-1300 cc: 1st Ian Forrest (Imp), 9m. 38.7s. (64.07 mph); 2nd Jim Pinkerton (Cooper 'S'), 3rd Gordon King.

Class Fastest Laps: W. Robertson 50.3s. (73.72 mph) and Forrest, 55.9s. (66.33 mph).

### The All Car Parts, Armadale Trophy Race

(Saloons up to 1000 cc: Heat 2, 10 laps. Dry)

An eventful race, led by Rick Gauld from start to finish ahead of a pressing Ian Forrest before the Drambuie Imp literally blew apart on lap 9 in front of an unhappy George Gunn, to whom it was left to complete the job of writing off the smaller capacity Forrest Imp. Jim McGaughay in 3rd place throughout, thereby inherited second.

1st Rick Gauld (Imp), 9m. 30.9s. (64.95 mph); 2nd Jim McGaughay (Imp), 3rd Bill Thompson (Imp).  
Fastest Lap: Gauld, 54.2s. (68.41 mph).

### The Bernard Hunter Crane & Skip Hire Trophy Race

(Special Saloon Car Final: 15 laps. Dry)

This time Walter Robertson pulled off the start of his life, outgunning Niven into the Esses and keeping the Chevy Beetle behind him for the rest of the 15-lapper. In what proved to be his last race of the season Jim Robertson looked like making it a threesome, but a spin relegated him to 4th, it being lap 7 before he retook third from John Kirk between Hairpin and Lefthander. In their capacity classes, neither Rick Gauld nor Ian Forrest were at all troubled, Ricky nevertheless putting his 1000 cc car 15 seconds ahead of Ian's 1300 cc version.

Over 1300 cc: 1st Walter Robertson (D.F.V.W.), 12m. 39.3s. (73.25 mph); 2nd Doug Niven (VW Beetle), 3rd Jimmy Robertson (Skoda).

1001-1300 cc: 1st Ian Forrest (Imp), 13m. 22.6s. (64.68 mph); 2nd Jim Pinkerton (Cooper 'S'), 3rd Alex Littlejohn (Cooper 'S').

Up to 1000 cc: 1st Rick Gauld (Imp), 13m. 07.2s. (65.95 mph); 2nd Dave Ogilvy (Imp).

Class Fastest Laps: Niven 49.5s. (74.91 mph), Forrest 55.4s. (66.93 mph) and Gauld 54.6s. (67.91 mph).

**19th AUGUST, 1979**

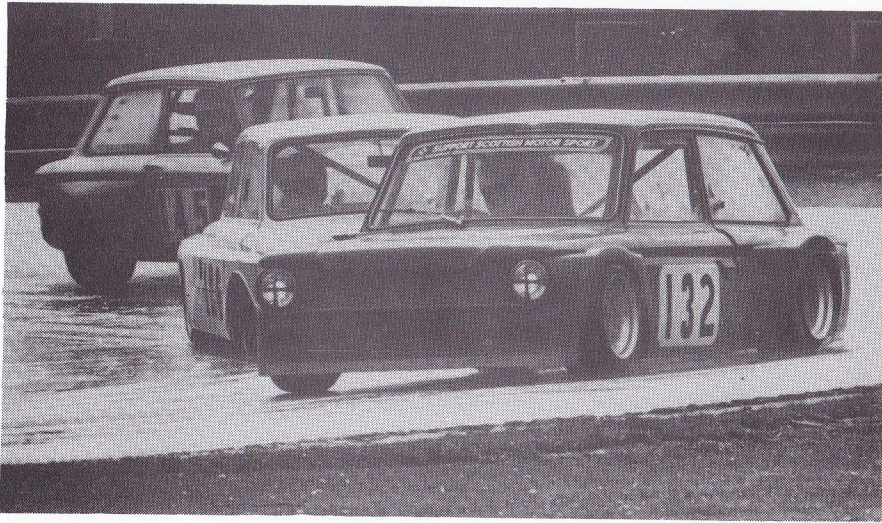
### The Opel Dealers' Trophy Race

(Saloons over 1000 cc: Heat 1, 10 laps. Dry)

With Jackie Stewart in the commentary box, and the Championship within his grasp, Dougal Niven just had to win this one. And he did, disappearing into the wide blue yonder and leaving Walter Robertson out of gear on the line. Walter's drive back







Ricky Gauld and Jim McGaughay in close combat — as they were for the whole season.

up through the pack to third place was an unforgettable sight, but Dougal it was who got to shake Jackie's hand, and it was to Doug that fastest lap went, by over a second!

Over 1300 cc: 1st Doug Niven (VW Beetle), 8m. 31.2s. (72.54 mph); 2nd John Kirk (Escort), 3rd Walter Robertson (D.F.V.W.).

1001-1300 cc: 1st Ian Forrest (Imp), 8m. 33.0s. (65.05 mph); 2nd Peter Baldwin (NR) (Mini), 3rd Jim Pinkerton (Cooper 'S').

Class Fastest Laps: Niven 49.4s. (75.06 mph) and Baldwin 54.4s. (68.16 mph).

### The Opel Dealers' Trophy Race

(Saloons up to 1000 cc: Heat 2, 10 laps. Dry)

This time McGaughay it was who led Gauld off the line, these two pulling clear from Bill Thompson and Roy Knowles. Roy, however, drifted unhappily backwards through the race, leaving Ken Murray in fourth. Up front, McGaughay seemed to have it sewn up until he missed a gear at Hairpin on the last lap, to let Gauld through for the flag.

1st Rick Gauld (Imp), 9m. 13.9s. (66.94 mph); 2nd Jim McGaughay (Imp), 3rd Bill Thompson (Imp).

Fastest Lap: Gauld 54.0s. (68.67 mph).

### The Opel Dealers' Trophy Race

(Special Saloon Car Final: 15 laps. Dry)

While his almost customary immaculate start gave Niven the lead, Walter Robertson was out for his second win of the season and he lopped 0.2 seconds off the saloon car lap record in trying to do just that. Dougal, however, held on to his lead to the end, and (although it was not then apparent) that was all that was to be needed to give him his third Scottish Saloon Car championship and make him the first driver to win that Championship on two consecutive years. With Ian Forrest again winning the 1300 cc class, however, at the time it looked as if Ian might just be able to sneak into the top Championship slot (particularly if Dougal and Walter were going to keep up the pressure between themselves) while clearly Ricky Gauld and Jim McGaughay were having their own private battle, the outcome of which could again swing the final positions.

Over 1300 cc: 1st Doug Niven (VW Beetle), 12m. 33.0s. (73.86 mph); 2nd Walter Robertson (D.F.V.W.), 3rd John Kirk.

1001-1300 cc: 1st Ian Forrest (Imp), 13m. 18.6s. (66.15 mph); 2nd Jim Pinkerton (Cooper 'S'); 3rd Gordon King (Mini).

Up to 1000 cc: 1st Jim McGaughay (Imp), 13m. 04.8s. (65 mph); 2nd Rick Gauld (Imp), 3rd Ken Murray.

Class Fastest Laps: Robertson 48.8s. (75.98 mph), Forrest 54.8s. (67.66 mph) and McGaughay 54.6s. (67.91 mph).

### 16th SEPTEMBER, 1979

#### The Ritchies Trophy Race

(Saloons over 1000 cc: Heat 1, 10 laps. Wet)

As was by then almost expected Doug Niven was on pole, but having swallowed a bucketful of water in the electrics, the 5-litre Beetle popped and banged off the line more like a flatulent Fiat 500 than a Championship winner. Walter Robertson took the hint and tore off into the spray, only to find Bill Dryden in the evergreen Firenza draw alongside on the straight. With Bill in front and Ian Forrest on his boot lid, Walter had his problems, not helped by his clutch packing in altogether. Bill Dryden swam on to victory, both Niven and Robertson coasting over the line simply to qualify for the Final.

Over 1300 cc: 1st Bill Dryden (NR) (Firenza Ecosse), 10m. 29.4s. (58.91 mph); 2nd Doug Niven (VW Beetle), 3rd Walter Robertson (D.F.V.W.).

1001-1300 cc: 1st Ian Forrest (Imp), 10m. 36.6s. (57.48 mph); 2nd Jim Pinkerton (Cooper 'S'), 3rd Alex Littlejohn (Cooper 'S').

Class Fastest Laps: Dryden 61.8s. (60 mph) and Forrest 62.0s. (59.81 mph).

### The Croall & Croall Trophy Race

(Saloons up to 1000 cc: Heat 2, 10 laps. Wet)

McGaughay led from start to finish, Gauld spinning off at Caravan when having a go and collecting Ken Murray in the process. A determined chase by Bill Thompson gave him his fastest lap and closed him up to within four seconds of the leader.

1st Jim McGaughay (Imp), 10m. 43.9s. (57.59 mph); 2nd Bill Thompson (Imp), 3rd George Coghill (Imp).

Fastest Lap: Thompson 62.8s. (59.04 mph).

### The SMT Trophy Race

(Special Saloon Final: 15 laps. Damp)

In the last race of his career, and sitting on pole position, Bill Dryden made an uncharacteristic error, forgetting that his Firenza has 2 gearboxes and binging it into neutral. By the time he had sorted that out he was left in midfield, but a courageous decision to go out on slicks came to his aid, and by lap 2 he was out in front. Then came

the rain, and with it the howling Imp of Jim McGaughay began to reel Bill in, until on the last lap it looked certain that Jim would rob Bill of winning his own company's trophy in his last race. Bill thought otherwise, though, and held on to take perhaps the most popular saloon win of the year.

Over 1300 cc: 1st Bill Dryden (NR) (Firenza), 15m. 36.3s. (59.4 mph); 2nd Doug Niven (VW Beetle).

1001-1300 cc: 1st Jim Pinkerton (Cooper 'S'), 16m. 15.5s. (57.02 mph); 2nd Alex Littlejohn (Cooper 'S'), 3rd Graham Stuppel (Mini).

Up to 1000 cc: 1st Jim McGaughay (Imp), 15m. 36.6s. (59.39 mph); 2nd Bill Thompson (Imp), 3rd Ewen Buchan (Imp).

Class Fastest Laps: Dryden 56.0s. (66.21 mph), Forrest 60.9s. (60.80 mph), and McGaughay 59.7s. (62.11 mph).

### 14th OCTOBER, 1979

#### The Hope Scott Garage Trophy Race

(Saloons up to 1000 cc: 12 laps. Wet)

Ricky Gauld's last chance to wrest the championship from Doug Niven's hands, but to do so he required to win this race and take fastest lap. On the other hand, by winning this race, Jim McGaughay could pip Ricky for the Sandy Forrest Trophy. In the event it was Jim McGaughay's day, although surprise fastest lap came from Bob Milne.

1st Jim McGaughay (Imp), 12m. 40.2s. (58.53 mph); 2nd Ken Murray (Imp), 3rd Ricky Gauld (Imp).

Fastest Lap: Robert Milne 61.8s. (60.0 mph).

#### The Hope Scott Garage Trophy Race

(Saloons over 1000 cc, 12 laps. Drying)

With Ricky Gauld failing to win the earlier saloon race, and Ian Forrest having blown his chances in September with mechanical troubles, Doug Niven knew that the Championship was his, and that the pressure was off. It would have been nice to seal it with a win, however, but Walter Robertson obviously thought otherwise, storming off to an undisputed victory in what is likely to be one of next season's top





One of the great sights of the season was to see Bill Dryden not only out again in the Firenza, but out in front with it an' all!

GT cars. In the 1300 cc class, while Peter Baldwin was making all the running, as a non-registered competitor he could not affect the Championship, so all eyes were on the battle between Jim Pinkerton and Ian Forrest. Driving a sister car to Peter Baldwin's, Jim took the honours, and second place in the Championship he won two years ago.

Over 1300 cc: 1st Walter Robertson (D.F.V.W.) 12m. 03.5s. (61.50 mph); 2nd Doug Niven (VW Beetle), 3rd Tony Dickinson (NR) (Skoda).

1001-1300 cc: 1st Peter Baldwin (NR) (Mini), 12m. 34.1s.; 2nd Jim Pinkerton (Cooper 'S'), 3rd Ian Forrest (Imp).

Class Fastest Laps: Robertson 58.7s. (63.17 mph) and Forrest 60.6s. (61.19 mph).

### THE LOMBARD SCOTTISH SALOON CAR CHAMPIONSHIP

1st	— DOUG NIVEN (VW Beetle Chevrolet)	36 pts (£350)*
2nd	— JIM PINKERTON (Mini Cooper 'S')	34 pts (£250)*
3rd	— JIM MCGAUGHAY (Hillman Imp)	34 pts (£150)*
4th	— IAN FORREST (Drambuie Imp)	32 pts (£60)
5th	— RICKY GAULD (Hillman Imp)	32 pts (£40)

\*Includes £50 Class Winner's Bonus.

• Winner of the Sandy Forrest Trophy for highest placed 1000cc car.

## GENERALLY SPEAKING . . .

In certain respects, the close of the 1979 season is tinged with regret, particularly having in mind that we are losing several long-term friends to Scottish Motor Racing. The legendary John Romanes has, of course, retired from the "hot seat" of motor racing, and Scotland's debt to him on behalf of the Sport is incalculable. John, however, continues his association with the Circuit, both as a sponsor this year, and as a Club Steward (and also as the presenter of the new John Romanes Trophy for the current lap record holder). Also staying with us, but now in the guise of an Observer, is one of the most popular saloon car drivers of Ingliston's history, Bill Dryden, whose first race at Ingliston was at our very first April 1965 Race Meeting (he drove a Vauxhall VX4/90, which he retired!) and whose last race in a career which included three Scottish Saloon Car Championships resulted in a win at Ingliston in the SMT Trophy Race in September. During the season, Ingliston lost its Deputy Chief Paddock Marshal, John Lang, and also one of our Observers and ex-SMRC Committee Member, David Lewis, both in tragic circumstances and within a week of each other, and now we are to lose two of the most dedicated motoring enthusiasts of the century in Scotland. Chief Marshal Archie Craig, and his charming, beautiful and industrious wife, Betty, are now handing in their armbands after a lifetime dedicated to the Sport. While Archie and Betty can both recall many entertaining anecdotes of earlier racing (just get Archie onto the subject of Sand Racing!) at Ingliston we remember him as Chief Marshal since the very first meeting and both Archie and Betty are well deserved holders of the coveted Geoff Waugh Awards. While we wish Archie and Betty every happiness in their retirement from Motor Sport, we sincerely hope that they will not abandon us entirely, and that they will visit us from time to time.

At the time of going to press, plans are afoot to change the very circuit itself, building on an extension at the South-east end of the track. Likewise, it is hoped to have seven motor race meetings at Ingliston in 1980, instead of the traditional six, to give competitors as much racing in Scotland as possible. Negotiations are also current with a view to setting up a North British Series of Championships for all classes of cars to race at Ingliston, to provide competitors in the North with Major Championships to follow without having to travel to the deep South.

So far as the classes of cars to race at Ingliston are concerned, for 1980 one major change is contemplated. Special Saloon Car and Modified Sports Car Racing, as previously known, will now be amalgamated into a Grand Touring Class, with capacity divisions at 1000 cc, 1001-1500 cc and over 1500 cc. Generally, it is hoped to run this new GT Class on a "three heats and a final" format, paralleling the previous Lombard Saloon Car format, and this new Class ties in with the major GT Championship being organised at Donington (Ingliston having a round of the Donington Championship, with a £1,000 prize fund). While we may be "going GT", nevertheless it is hoped that one or two major Special Saloon Car Races will continue to be run. For Libre, the class split will be at 1600 cc, which will incorporate both Formula Atlantic cars and 1600 cc Class A Clubman's cars — Atlantic cars will be further catered for by a prospective round of the Hitachi Championship. Apart from the major classification alterations already intimated, however, Club racing is scheduled to continue along the same lines as for 1979.

And speaking of 1979, as always our appreciation goes to all of those without whom Ingliston just could not exist. We refer, of course, to all Marshals, Officials, Competitors, Sponsors, Journalists, Spectators, Promoters and others, all of whom combine to make Ingliston the unique circuit it is. To each and every one of you, may we merely say thank you for your support during 1979. Let us not forget either the indirect support given to Ingliston by the wives and families of those already mentioned, whose long-suffering indulgence is all too often taken for granted.

Annually a "specific" mark of appreciation is made in the presentation of one of the coveted Geoff Waugh Awards, an Award designed to show the sports' appreciation of the many Officials "behind the scenes" at Ingliston in memory of Geoff (until his death, Clerk of the Course at Ingliston). The choice of recipient is never an easy one, there being so many worthy awardees, but for 1979 surely no one can fault the presentation of the Geoff Waugh Award to Ingliston's Chief Observer since the circuit opened in 1956, and current Chairman of the SMRC, Robin Traill. Like so many of his fellow Marshals, Robin is not one to talk about the work he carries out on behalf of motor sport — he just gets on and does it! For once, his services to the sport in Scotland can be acknowledged.



## THE SHELL CHAMPIONSHIP FOR FORMULA FORD 1600 CARS, 1979

In a straight blast of assured driving, "Superford" Stu Lawson again reasserted himself as the most successful Scottish Formula Ford driver of all time, winning in close order the first four **Shell Championship Races** to tie up the Shell Formula Ford Championship in record time. And indeed, on two separate occasions he did equal the Formula Ford lap record which was set up jointly by himself, Don MacLeod and Cameron Binnie — what was just beyond his reach, however, was the extra split-second to make that record exclusively his. Little more can be said of Stu this season but that he was clearly in a class of his own, but behind him there was much exciting racing, particularly from Keith Lawrence, Tom Brown and Mark Paulo (who greatly impressed in this his first season) all in Van Diemens, Dave Duffield in the Crossle and Roy Low in a Hawke. Clearly, when Stu Lawson moves out of the FF class, the vacant throne is not going to be easily ascended.

For 1979, however, a new system of accommodating Formula Fords was introduced at Ingliston, to enable more entries to be accepted than had hitherto been the case. This gave birth to the "Consolation Race" idea, the leading drivers from which were given a second chance at Championship points by being awarded automatic grid positions at the rear of the Shell Championship Race. The system worked extremely well, and produced a series of interesting races, Peter Jamieson winning the first two such races, the **Landmark Finale Trophy Race** and the **McDonald School of Motoring Race**, while Robin Simpson took the next two, the **Bernard Hunter Crane & Skip Hire Race** and the **Carnies of Edinburgh Trophy Race**. (To the winner of the July event was presented a free winter weekend holiday for two at the **Broadford Hotel**, in **Skye**, courtesy of the Hotel.) The final Consolation Race in September, the **Scottish Motor Racing Club Challenge Trophy Race**, was won by E. Horsburgh.

### THE SHELL CHAMPIONSHIP FOR FF 1600 CARS

1st	STUART LAWSON	P.R.S.	43 points	(£250)
2nd	KEITH LAWRENCE	Van Diemen RF79	32 points	(£100)
3rd	DAVID DUFFIELD	Crossle 32F	26 points	(£75)
4th	TOM BROWN	Van Diemen	25 points	(£50)
5th	IVAN ROBINSON	Crossle 35F	18 points	(£25)

## The 'BMRC Trophy' Members' Championship

(for the leading SMRC Members competing at Ingliston during 1979)

1st	JOHN FYDA	54 pts	(£50)
2nd	DOUG NIVEN	45 pts	(£30)
3rd	STU LAWSON	40 pts	(£20)
4th	JIM McGAUGHAY	40 pts	(£10)
5th	JIM STEVENSON	36 pts	(£5)

## The A. K. Stevenson Trophy

(for the winner of the most races at Ingliston during 1979)

JOHN FYDA — Agra Elan — 6 wins

## The Shell Man of the Year Award

JIM STEVENSON (£200)  
Mallock Mk20B/March 782

## The John Romanes Trophy

(for the outright lap record holder)

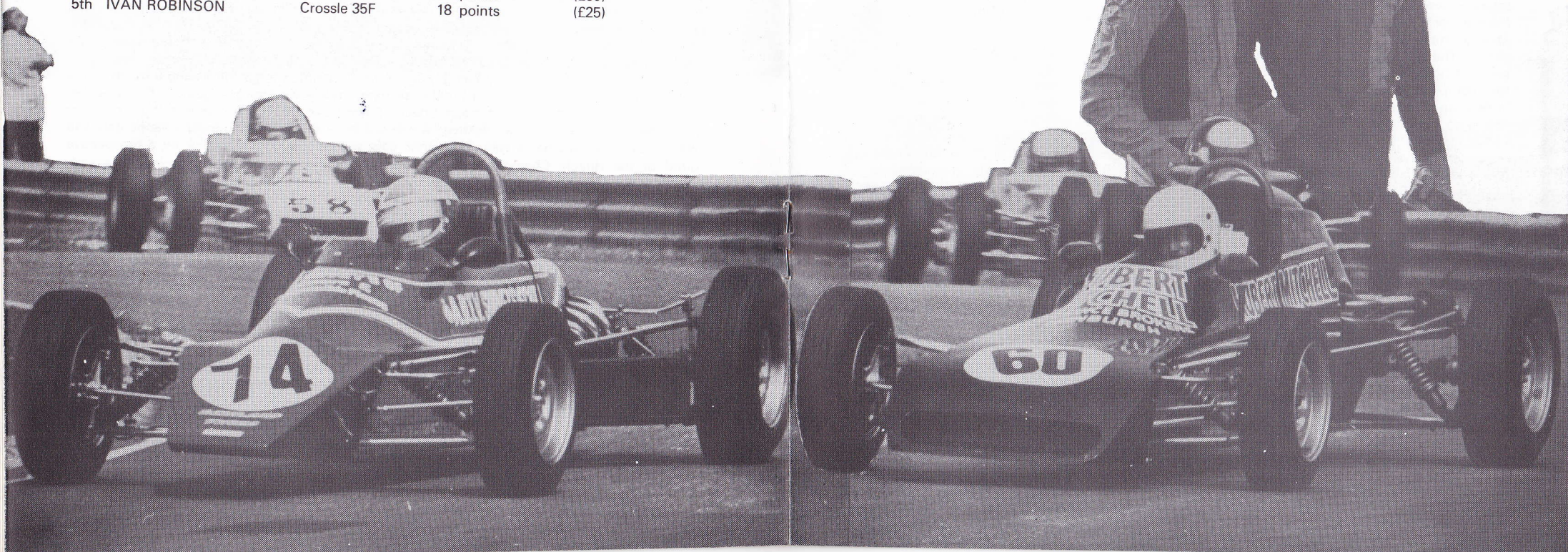
NORMAN DICKSON — March 792 Hart  
(44.4 secs., 83.51 mph — 19/8/79)

## The Hartley and Sheila Whyte Awards

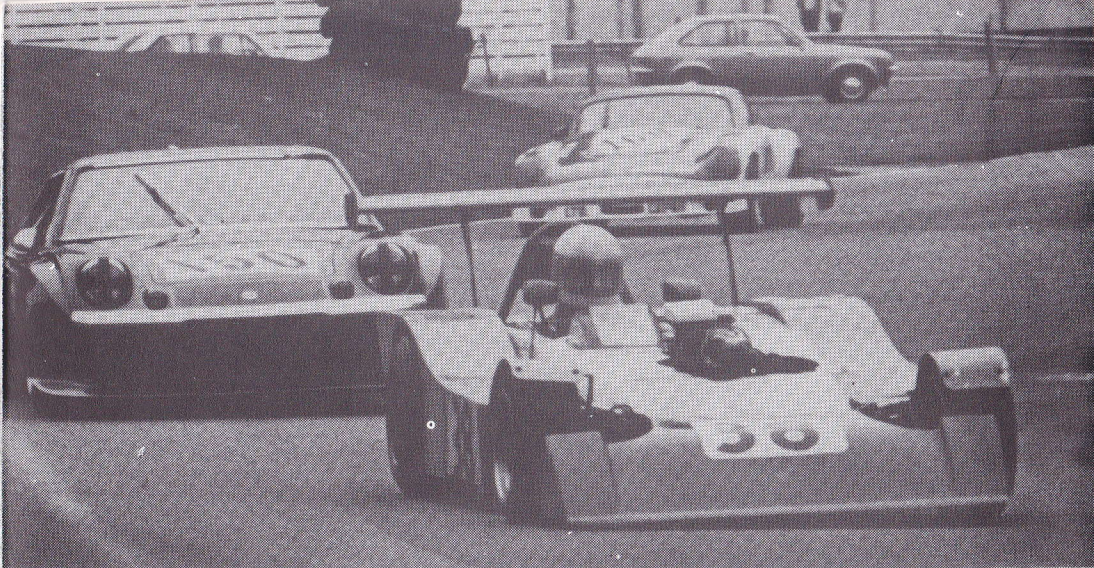
(for the most promising and deserving drivers in 1979)

1st	ANDREW JEFFREY,	Chevron B49 (£200)
2nd	KENNY ALLEN,	Mallock Mk18B (£100)

*'Cor, Dave,  
have you  
seen those  
two Burkes  
out there !*







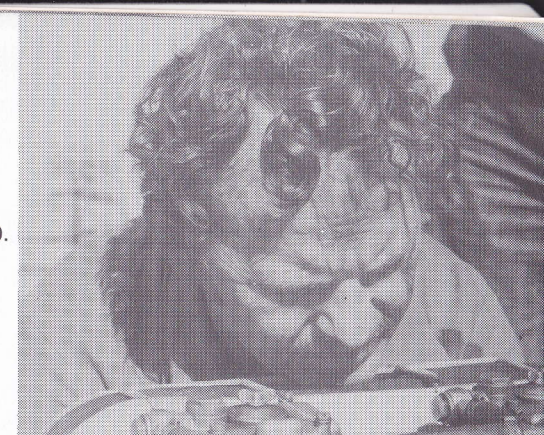
*Clive Reeves, whose ultra reliable FF powered Mallock powered him to places in two separate Championships.*

### THE DINWOODIE LODGE HOTEL CHAMPIONSHIP FOR CLUBMANS CARS 1979

It must be admitted that this first venture by Ingliston into an inter-circuit Championship (the **Dinwoodie Lodge Hotel Championship** was run over 10 rounds, 6 of which were at Ingliston, and 4 at Donington) was not the administrative success that had been hoped for. From a racing point of view, the Clubmans Cars produced some of the finest and closest racing of all at Ingliston, and proved conclusively that they are an ideal class of car for the Ingliston circuit. The problem, however, lay in a breakdown of communications between the Ingliston and Donington Circuits, which resulted in many of the Donington drivers not being registered for Championship points during the early part of the season, when they thought that they were, in fact, so registered. Good sense and sportsmanship prevailed in mid-season, to allow back-dating of registrations for interested parties, but the net result was that few of the Midland Clubmans drivers troubled to come North to Ingliston, which, of course, was one of the main objectives of the joint series. However, undoubtedly the fastest Clubmans driver around in the North is Jim Stevenson, who piloted his Mallock 20B to five wins in the championship (including the **Robertsons of Cardenden Trophy Race**, the **Southernness Holiday Village Trophy Race**, the **Heron Rossleigh Trophy Race** and the first of **Haleys Motor Services Trophy Races**, as also the Donington Round of 15th July) in the process reducing the Ingliston A Class Clubmans lap record to 47.6 seconds, an amazing 77.90 mph. Jim, however, found the opposition in Scotland to be hot indeed, and often there was little to choose between the Mallocks of Andy Smith, Kenny Allen, John Mackie, John Barr, and John Walker. It did, however, seem that reliability was not with the Class 'A' Cars, whereas the Class 'B' drivers were able to depend much more on their mounts finishing — perhaps it was this factor more than any other which gave Clive Reeves the Championship, by 1 point over Jim Stevenson, through sheer consistency of effort (although Clive did, in the process, also reduce the Class B lap record at Ingliston at the August Race Meeting). For his brilliant Clubmans (and Libre) performances, however, Jim Stevenson was nominated **Shell Man of the Year** (with its £200 prize) by the deciding panel of Journalists, while the winner of the final Clubmans race of the year, the **Haleys Motor Services Trophy Race** in October, Kenny Allen, receives the Sheila Whyte Award (£100) as one of the two most deserving drivers at the Circuit during the season. No doubt, in arriving at these decisions, the respective panels of judges would have in mind the incredible sportsmanship displayed by drivers in this Class.

### Best Prepared Cars — Mechanics Awards

- Best Prepared Single Seater**  
Mechanics of Andrew Jeffrey's Chevron B49.
- Best Prepared Two-Seater**  
Mechanics of Brian Stevenson's Davrian.
- Best Prepared Four-Seater**  
Mechanics of Rick Gauld's Imp.



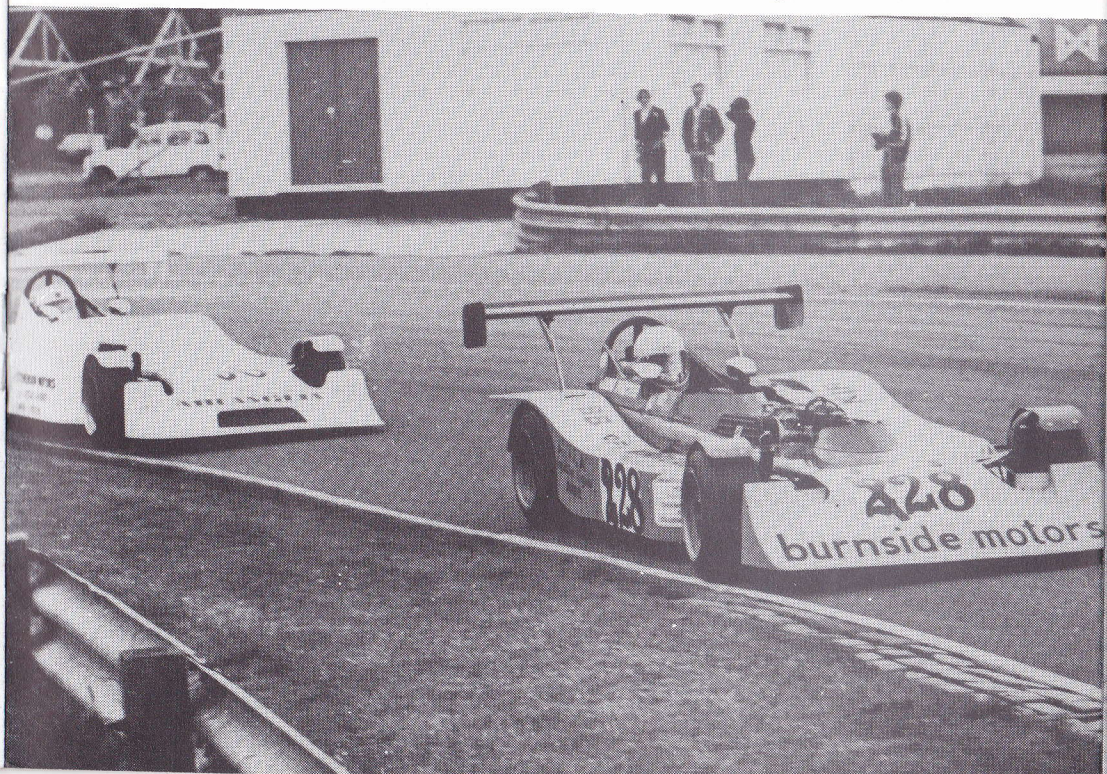
*Kenny Allen, Sheila Whyte Awardee, in pensive mood.*

### THE DINWOODIE LODGE HOTEL CHAMPIONSHIP FOR CLUBMANS CARS

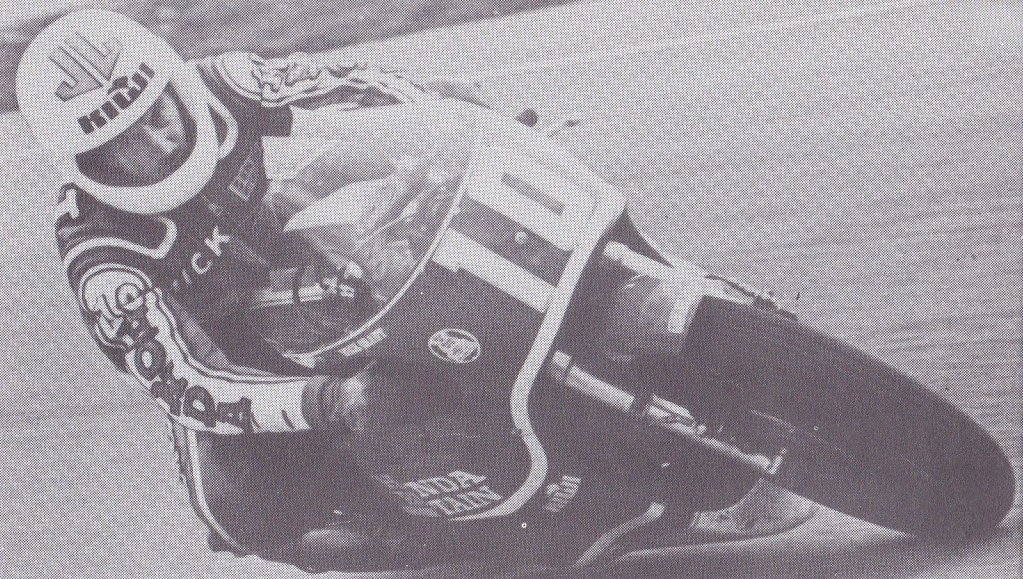
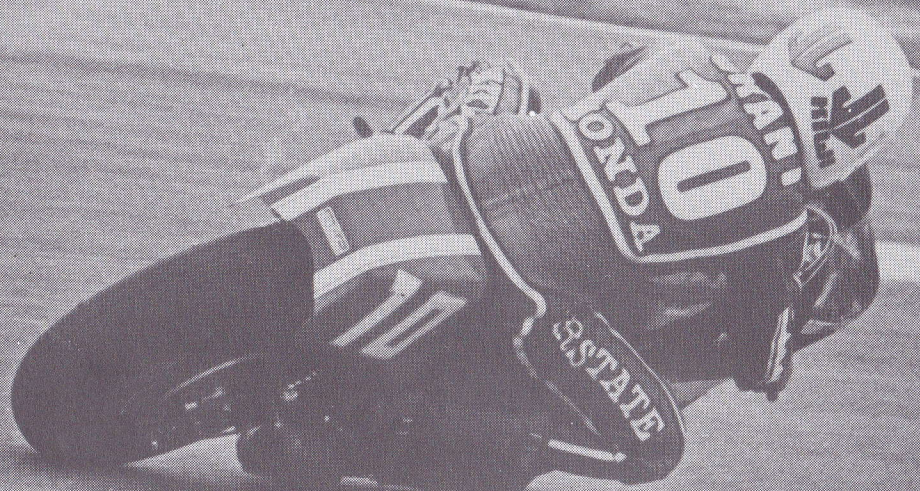
1st	CLIVE REEVES	Mallock U2 Mk16	42 points	(£200)*
2nd	JIM STEVENSON	Mallock Mk20B	41 points	(£100)
3rd	DAVE ORCHARD	Centaur 14	34 points	(£60)
4th	JOHN MACKIE	Mallock Mk18B	26 points	(£40)

\*Winner of the King Hussein Trophy

*Jim Stevenson chasing John Mackie for a change !*







*No excuses to John Fyda for substituting these two of Mick Grant at the first Ingliston bike meeting for 14 years.*

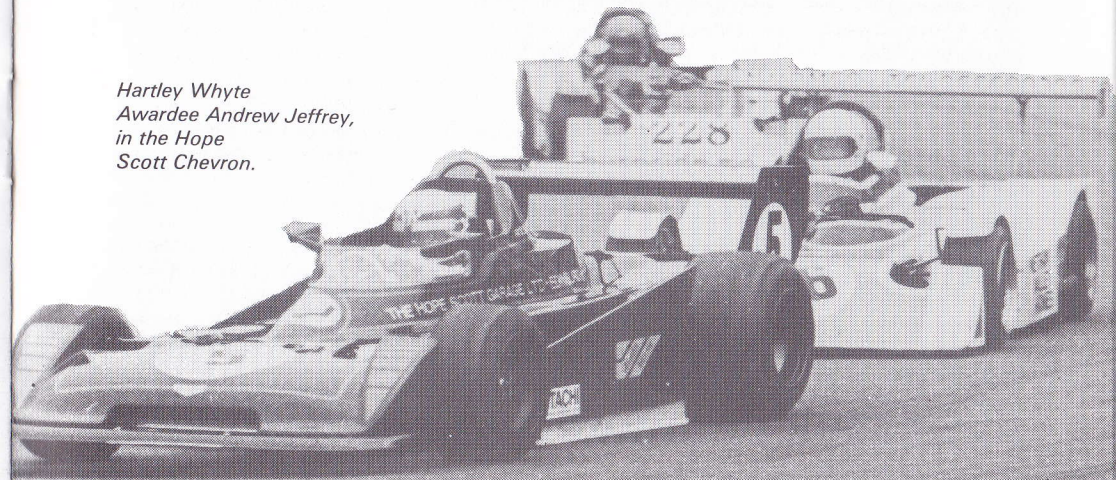
## THE HAMILTON & INCHES CHAMPIONSHIP FOR MODIFIED SPORTS CARS, 1979

Once again, there was no holding John Fyda in the Agra Elan, who won all six Modified Sports Car Races of the season, including **The Chrysler Cup Race**, the **Royal Highland & Agricultural Society Trophy Race**, the **Crawfords Catering Trophy Race** and the two **Balmoral Hotel, Moffat, Races**. A clean sweep of victories, coupled with a new class lap record on 19th August, confirmed him again as Champion (and also gave him the A. K. Stevenson Trophy for the highest number of highest placings) one point clear of his leading rival, Brian Stevenson who, in turn, dominated the 1300 cc class with his Davrian. Indeed, Brian did manage to equal the up to 1300 cc class lap record in August, but failed to gain the extra bonus Championship point for bettering the record, and his string of class victories was broken twice only — the first time being in May, when John's team mate, Gus Young, piloted the Agra Davrian home ahead of Brian, and then again in October when Brian retired on the 8th lap. As in past years, the B Class Clubmans Cars joined in the fun, and made no small contribution to the quality of the racing. For 1980, however, Modified Sports Cars as they have existed at Ingliston over the last 15 years, will undergo a dramatic change. For 1980, Ingliston "goes GT", setting up a new combined class for Grand Touring Cars (up to 1000 cc, 1001-1500 cc and over 1500 cc) in which both Modified Sports Cars and Special Saloons will be eligible. This move by Ingliston ties in with both the major GT Championship being run by Donington next year, and hopefully with other Championship arrangements including the Croft and Aintree Circuits in the North of England. The change in classification will allow the Sports Cars much greater freedom of modification, and the resulting racing should be extremely interesting. Hopefully, a "3 heats and a final" format is envisaged, giving rise to the intriguing prospect of the fast Elans taking on the bigger Saloons (remember John Fyda holding his Elan in front of John Kirk's 3.4 litre Escort) and the Davrians taking on their Saloon Car derivatives! Just one exciting thought to carry over the winter.

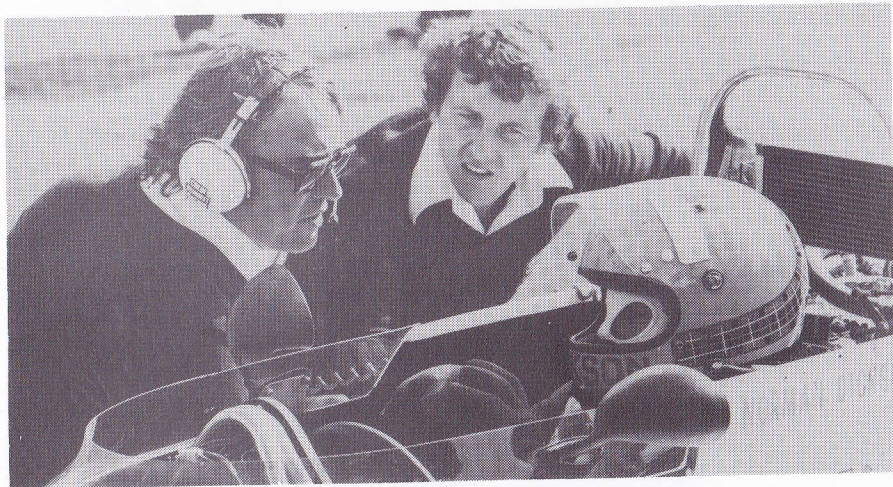
## THE HAMILTON & INCHES CHAMPIONSHIP FOR MODIFIED SPORTS CARS

1st	JOHN FYDA	Agra Elan	33 points	(£100)
2nd	BRIAN STEVENSON	Davrian MkVII	32 points	(£50)
3rd	ANGUS YOUNG	Agra Davrian V	23 points	(£30)
4th	CLIVE REEVES	Mallock U2 Mk16	20 points	(£20)

*Hartley Whyte  
Awardee Andrew Jeffrey,  
in the Hope  
Scott Chevron.*







Cause . . . .

## THE LOTHIAN CHEMICAL COMPANY LIMITED FORMULA LIBRE SERIES, 1979

Biggest surprise of the 1979 season must surely have been the transfer of control in Scotcircuits Ltd., the company promoting motor racing at Ingliston, to Graham Hamilton early in the year. Those close to the outgoing Chairman, John Romanes, have long been aware that he had been actively thinking about retiring from motor racing's hottest seat in Scotland, and in Graham Hamilton John felt sure he had found the right man — a man with youth, energy and a head full of new ideas all working for him. The take-over was not without sadness, however, in that it saw John stepping down from the helm to take up a less onerous role as Club Steward. A legend in his time as Scotcircuits gaffer, John Romanes' achievements have by now been so well documented they need no repeating — suffice it to say that he **was** Scottish motor racing for 14 years — and that there is racing in Scotland today is his proudest achievement.

While perhaps no longer actively promoting racing, John proves the old adage that you can't keep a good man down, by sponsoring the 1979 Libre Series (this year opened up into two classes — Formula Atlantic and F3 cars, and other Libre cars). And also proving that he's still not without ideas, John came up with perhaps the most sought-after trophies in club racing — 10 Kruggerrands (what price now with this summer's jump in the price of gold!) The Championship just had to be hotly contested, and it was!

### 8th APRIL, 1979 The Mogil Motors Trophy Race

(Libre Cars, 15 laps. Dry)

A bit like Bill and Ben after a sodium chlorate job this, with none of the regular Atlantics present, Norman Dickson scratching Robin Smith's F1 Ensign, breaking its oil pump before practice, and Gary Gibson failing to occupy his pole position! At the drop of the flag Jim Stevenson startled the pack by hurling his Mallock into the lead, only to be passed by Stewart Robb's March 75B, Graham Hamilton's Chevron B29 and

Jimmy Jack's March 772 as he took to the grass at Hairpin. Displaying the verve that was ultimately to gain him the Shell Man of the Year Award at year-end, Jim carved his way back up to first place ahead of Graham Hamilton, cursing all the while for having decided not to bother registering for the Libre series.

**Libre:** 1st Jim Stevenson (NR) (Mallock U2), 12m. 29.0s. (74.26 mph); 2nd Stewart Robb (March 75B), 3rd Jimmy Jack (March 772).

**Atlantic:** 1st Graham Hamilton (Chevron B29), 12m. 37.0s. (73.47 mph); 2nd Dave Muter (Barton JTB3).

**Class Fastest Laps:** Stevenson 47.8s. (77.57 mph) and Muter 48.9s. (75.83 mph).

### 6th MAY, 1979 The Glasgow Herald Cup Race

(Libre Cars, 15 laps. Drying)

With the Atlantic brigade present in force a scorching race was assured, but hottest drive of the day was from Stewart Robb who swept into Arena on the first lap belching flames out of every conceivable orifice. Swift action by the Marshals extinguished the blaze, by which time Andrew Jeffrey was sweeping his immaculate Chevron B49 to victory ahead of Bernie Hunter's equally impressive Ralt RT1. Andy Barton's race ended abruptly against the infamous loo at South Stand. In the Libre section, George McMillan again quietly impressed with his F2 Chevron B35.

**Libre:** 1st George McMillan (Chevron B35), 14m. 22.6s.; 2nd Jimmy Jack (March 772), 3rd Andy Smith (Mallock).

**Atlantic:** 1st Andrew Jeffrey (Chevron B49), 13m. 42.9 s. (67.60 mph); 2nd Bernie Hunter (Ralt RT1), 3rd Graham Hamilton (Chevron B27).

**Class Fastest Laps:** McMillan 56.0s. (66.21 mph), and Jeffrey and Barton 53.9s. (68.79 mph).

### 22nd JULY, 1979

#### The Glasgow Herald Race

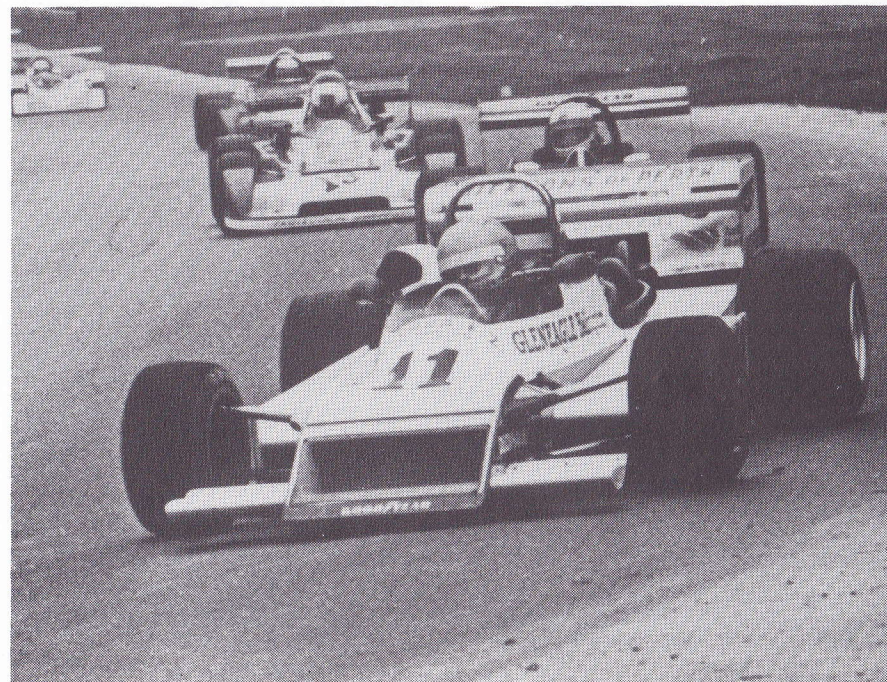
(Libre and Clubmans 'A', 15 laps. Dry)

With the Atlantics running separately in the Triple Crown Series event, the Libre cars were combined with Class A Clubmans to assist programming. Having equalled the outright lap record in practice Norman Dickson looked set to win in his F2 March 792, and he did — impressively. Behind him Robin Smith was warming up the tyres in the F1 Surtees TS19, preparatory to demoting Bob Leckie's Chevron B40 to third place, Bob hanging on to this position until George McMillan outraked him coming into lefthander on lap 8.

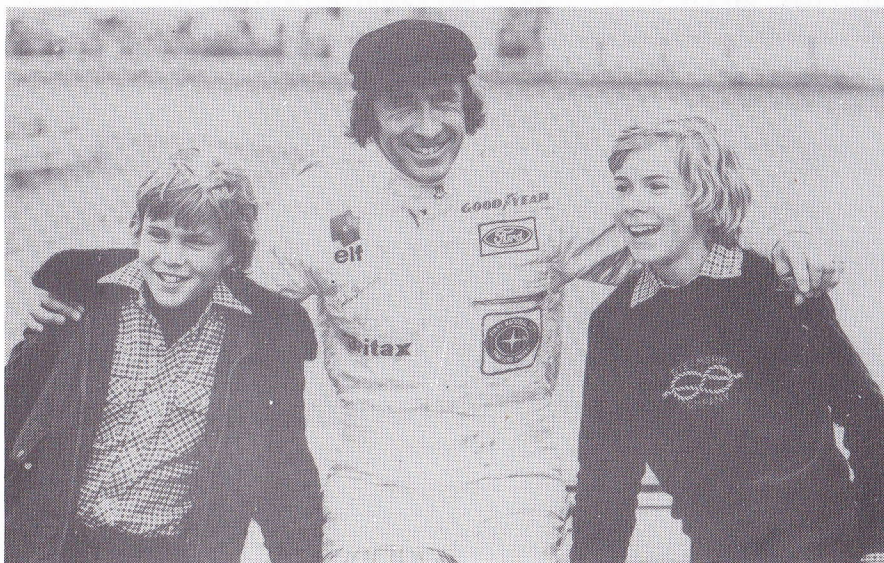
**1st** Norman Dickson (March 792) 11m. 26.3s. (81.04 mph); **2nd** Robin Smith (Surtees TS19), **3rd** George McMillan (Chevron B35).

**Fastest Lap:** Dickson 44.8s. (82.77 mph).

. . . . and effect.







*The welcome return of Club President Jackie on 19th August.*

## The Barratt Formula Atlantic Trophy Race

(Formula Atlantics: 25 laps. Dry)

Justifying his unofficial position as No. 1 in British Atlantic racing Jim Crawford powered his Chevron B42 off pole position ahead of Andrew Jeffrey and Rick Gorne. Rick's race came to an end as he thumped the Barratt's Argo into the only oak tree around the circuit, leaving Andrew to a lonely second all the way to the line, which he only just made coasting over with the transmission gone. Vivian Candy held third place after a nail biting dice with Bernie Hunter's Ralt for the best part of the race. To Jim Crawford went the Triple Crown Champion (following the three Atlantic races at Mondello, Donington and Ingliston) but for Andrew Jeffrey there was the consolation of sharing with Jim a new Atlantic class lap record.

1st Jim Crawford (NR) (Chevron B42) 15m. 31.3s. (79.63 mph); 2nd Andrew Jeffrey (Chevron B49), 3rd Vivian Candy (NR) (Chevron).  
Fastest Lap: Crawford and Jeffrey, 41.5s. (80.96 mph).

## 19th AUGUST, 1979 The Glasgow Herald Race

(Libre Cars, 15 laps. Dry)

The day when lap records were tumbling and we all began to wonder if the Midlothian Insurance Brokers Speed Challenge (£1,000 for the first 85 mph lap at Ingliston) was going to go! Again Norman Dickson pumped his March 792 into a commanding lead, smashing almost half a second off the outright lap record in the process. Behind him Andy Barton and Andrew Jeffrey kept up a race-long battle, despite Andrew having only just been medically cleared to race after breaking his wrist the previous week, pride of place being retained by Barton with a new Atlantic lap record. Bryce Wilson outcheeked the Scotcircuits' Chairman by piloting Graham Hamilton's more usual Chevron mount into fourth place ahead of - Graham in the Surtees TS19.

Libre: 1st Norman Dickson (March 792) 11m. 24.1s. (81.30 mph); 2nd Graham Hamilton (Surtees TS19), 3rd Bob Leckie (Chevron B40).

Atlantic: 1st Andy Barton (March 78/79B) 11m. 38.6s. (79.62 mph); 2nd Andrew Jeffrey (Chevron B49), 3rd Bryce Wilson (NR) (Chevron B29).

Class Fastest Laps: Dickson 44.4s. (83.51 mph) and Barton 45.4s. (81.67 mph).

## 16th SEPTEMBER, 1979 The Dickson's of Perth Trophy Race

(Libre Cars, 30 laps. Damp)

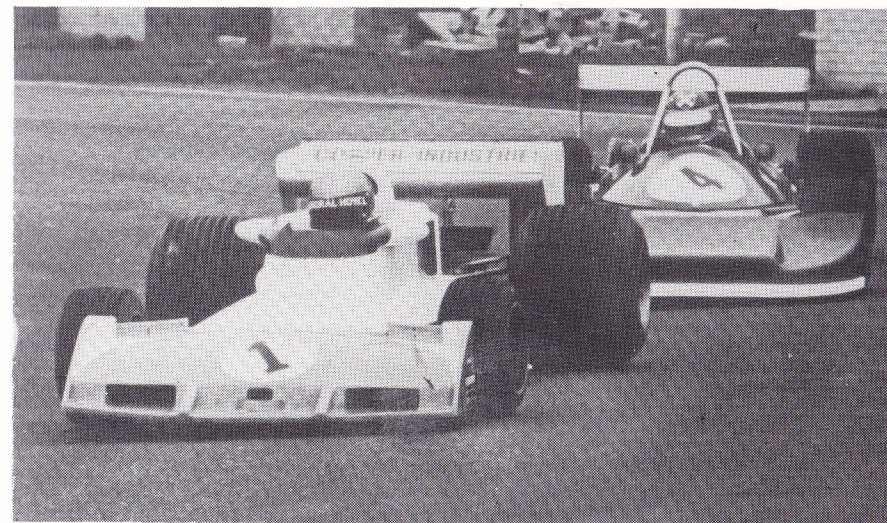
Dickson's of Perth's £1,000 prize fund sadly proved insufficient to entice Brian Henton, Eddie Cheever and Kim Mather to confirm their promised entries, so that, on the day of what was to be the major Libre race of the season at Ingliston, only those entries actually arranged by Scotcircuits itself were on hand (a by now familiar story). To assuage the general disappointment there was, of course, Iain McLaren with his F1 McLaren M26, but cruelly the bad luck which had dogged Iain all season struck in practice, his McLaren literally going airborne and leaping the barrier as it exited the Esses. Nevertheless, a good grid (to whom the 110% rule had been "loosely" applied) assembled on a damp and drying track, all bar Dickson sporting wet tyres. Some fancy teamwork on the grid saw Dickson slipping on the wellies too, only to be meted out the shock treatment as Andrew Jeffrey shot into an early lead. By the end of the lap Dickson's March 792 was through and on its way, but behind him Andrew Jeffrey was holding off Graham Hamilton in the Surtees and Bernie Hunter's

Ralt. Bernie eventually took third place before Graham retired in mid race, his tyres in tatters on the drying track, while Andrew Jeffrey too was succumbing to the same tyre problem to let Bernie past into second place. Meanwhile, all eyes were on Jim Stevenson, who had started off the back of the grid in his new March 782, and who was carving through the field and hauling Dickson in by over a second a lap. It began to look as if Jim might do the impossible and get up amongst the leaders, but then his March began to splutter horribly on the corners (he hadn't taken enough fuel aboard, and the surge was causing fuel starvation). More drama as Dickson called into the pits on the last of the 30 laps with his tyres gone, only to be waved out by Colin Bennett before Bernie Hunter came by to rob him of victory. Back out he went, only to find that the starter had missed him and he had to do an extra lap praying that his tyres would hold, before taking the chequered flag. While perhaps not the most exciting race of the season, certainly one of the most eventful!

Libre: 1st Norman Dickson (March 792), 26m. 17.4s. (70.52 mph); 2nd Jim Stevenson (NR) (March 782), 3rd Jimmy Jack (March 772).

Atlantics: 1st Bernie Hunter (Ralt RT1), 26m. 28.6s. (70.02 mph); 2nd Andrew Jeffrey (Chevron B49), 3rd Laurence Jacobsen (Chevron B29).

Class Fastest Laps: Dickson 50.9s. (72.85 mph), Hunter 51.3s. (72.28 mph).



*Scotcircuits Chairman Graham Hamilton dices with Bernie Hunter.*



## 14th OCTOBER, 1979 The Rosetta Trophy Race

(Libre Cars, 15 laps. Drying Track)

To win the Lothian Chemical Series, with its first prize of 4 Krugerrands, and take his second consecutive Scottish Libre championship, Norman Dickson had but to win the race, by now almost a tradition. Despite being pressed by Andy Barton, Norman duly obliged. Highlights of the race were an entertaining scrap between Doug Niven in a unique appearance in a March 77B Atlantic and Graham Hamilton in the Surtees TS19, and a brilliant drive to fourth place by Kenny Allan in his Clubmans Mallock.

Libre: 1st Norman Dickson (March 792), 13m. 49.5s.; 2nd Kenny Allen (Mallock Mk18), 3rd Graham Hamilton (Surtees TS19).

Atlantics: 1st Andy Barton (March 79B), 13m. 56.2s.; 2nd Gary Gibson (Chevron B42), 3rd Andrew Jeffrey (Chevron B49).

Class Fastest Laps: Hamilton 53.6s. (69.18 mph) and Barton 53.4s. (69.44 mph).

## THE LOTHIAN CHEMICAL CO. LTD. FORMULA LIBRE SERIES

(Organised by S.M.R.C. Ltd.)

- 1st NORMAN DICKSON  
(March 792) 32 pts (4Kr)
- 2nd ANDREW JEFFREY  
(Chevron B49) 25 pts (3Kr)\*
- 3rd BERNIE HUNTER  
(Ralt RT1) 18 pts (2Kr)
- 4th GRAHAM HAMILTON  
(Surtees TS19) 18 pts (1Kr)

\*Winner of the E. MacRitchie Trophy for highest placed Atlantic Car.

*Tom Irvine puts in a spirited performance with his JP F3 in the McLaren Builders' Historic Car Race, the race in which eventual winner Roddy MacPherson took the John Nicholson Memorial Trophy for the most meritorious drive of the day. On the same day tintops came back to Ingliston in the Wylies Trophy Race for Ford Escorts.*

