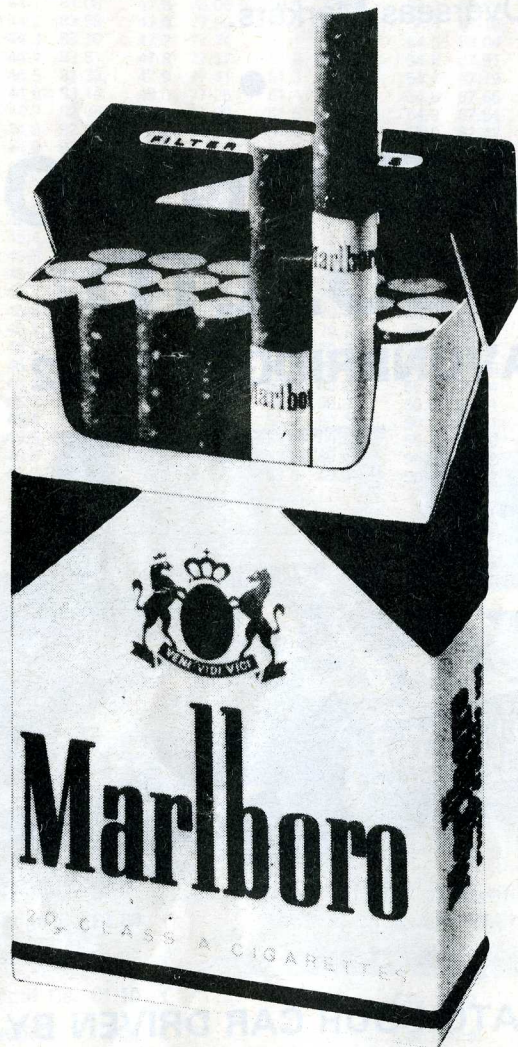


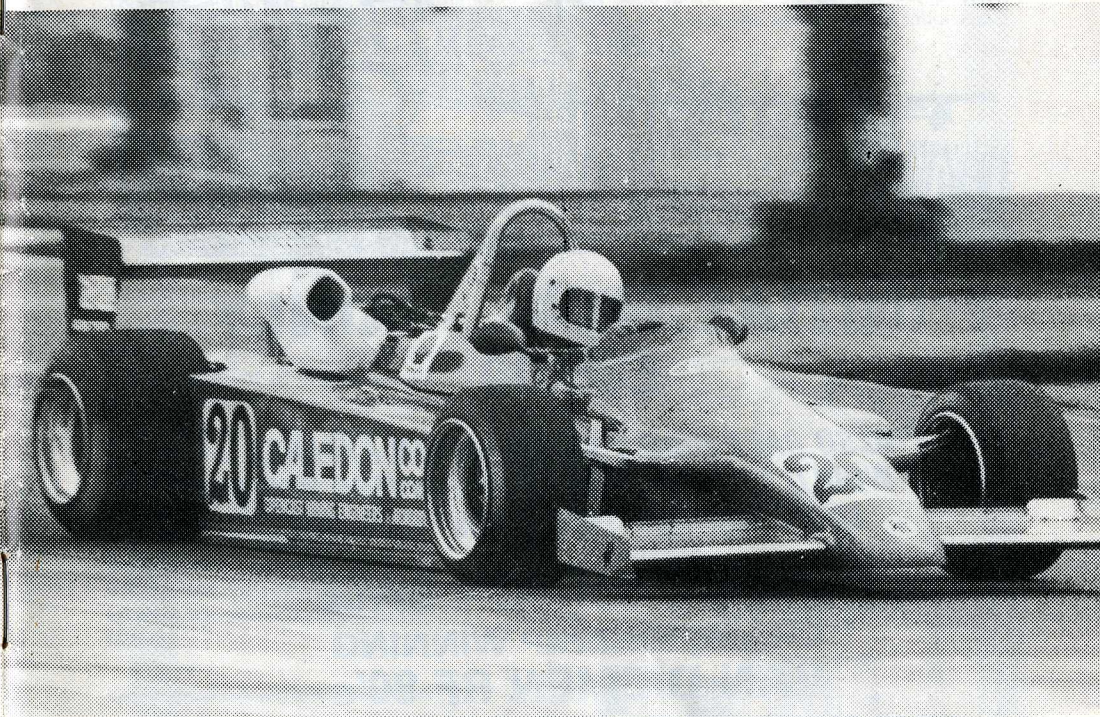
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OCTOBER HISTORIC MOTOR RACE MEETING



SUNDAY 10th OCTOBER, 1982

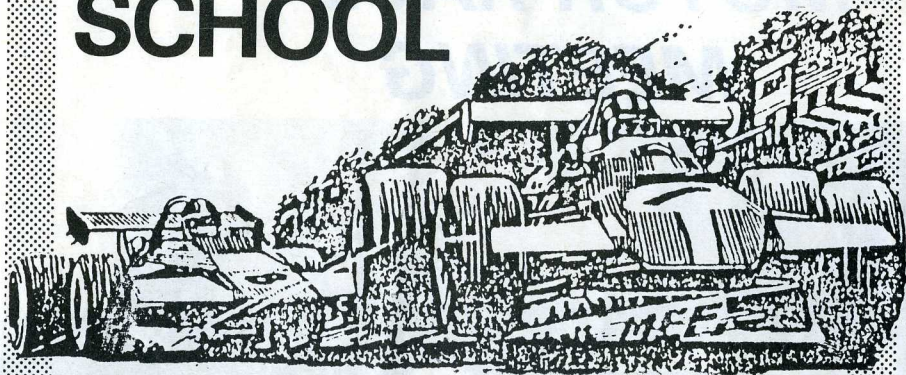
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Organised by
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OFFICIAL PROGRAMME: 40p
For Conditions of Admission see inside



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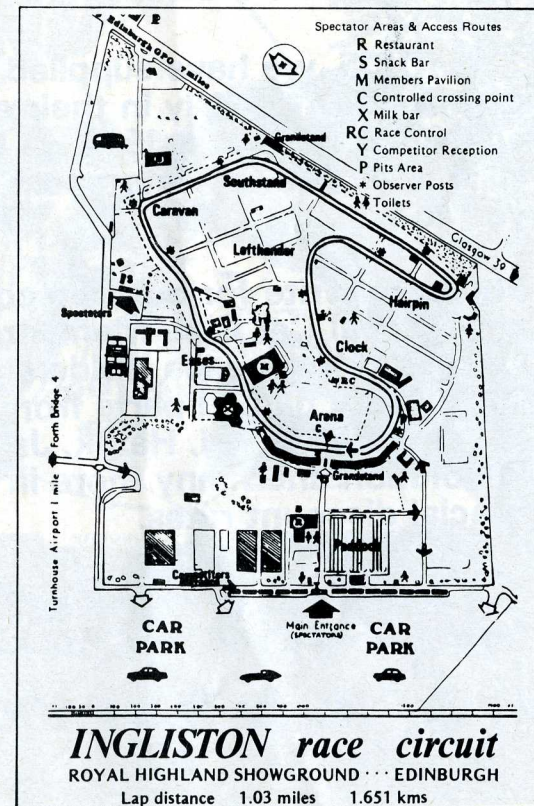
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OFFICIALS AND CREDITS

Steward for R.A.C.: Dr. W. N. Thomson; Clerk of the Course: W. Fenwick; Chairman of Race Committee: G. Hamilton; Secretary of Meeting: G. B. Hamilton; Chief Marshal: J. Robertson; Deputy Chief Marshal: P. Poole; Chief Observer: R. Trull; Chief Flag Marshal: Dr. J. A. M. Howe; Chief Track Marshal: W. J. Wilkie; Chief Medical Officer: Dr. R. Jeffries; Chief Paddock Marshal: W. Pollock; Chief Spectator Marshal: A. Donald; Chief Grid Marshal: G. Montgomery; Starters: J. W. Robertson, W. Struth; Chief Crossing Marshal: A. Dick; Chief Pits Area Marshal: J. Johnstone; Chief Timekeeper: Dr. L. Jamieson; Chief Scrutineer: I. D. Bennie; Chief Lap Board Marshal: G. Kerr; Commentator: J. W. McInnes; Competitor Reception: J. Ferguson; Stewards for the Club: W. Martin, E. R. Herral, J. L. Romanes, J. A. Dick Peddie; First Aid: British Red Cross Society (Scottish Branch); Breakdown Equipment Staff: Ross Chrysler Doge Ltd., Appleyard (Edinburgh) Ltd., Howden Motor Repairs, Rossleigh Ltd., Ashfield Motors, Glasgow; Rosebank Auto Services, Currie. Public Address: Kennedy of Lanark; Fire and Track Truck courtesy of Mower Care; Champagne: Courtesy of Moët et Chandon.

This meeting is held under the International Sporting Code of the FIA, the General Competition Rules and Standing Supplementary Regulations of the R.A.C., and the additional regulations and instructions issued by SMRC Ltd., Permit No. RS 1010/1.

WARNING TO THE PUBLIC —
Car and Motorcycle Racing is dangerous and persons attending this track do so entirely at their own risk. It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and the drivers and owners of the vehicles and passengers in the vehicles, are absolved from all liability arising out of accidents causing damage or personal injury (whether fatal or otherwise) however caused to spectators, ticket holders or officials.



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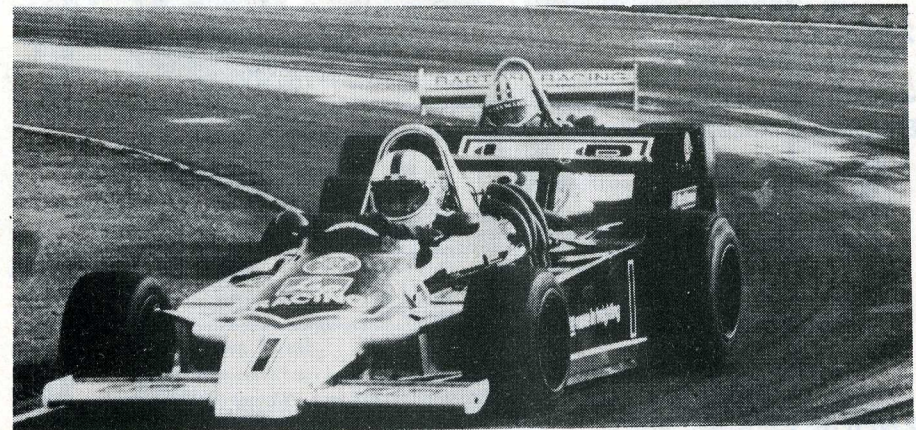
THE INGLISTON OCTOBER HISTORIC MOTOR RACE MEETING Ingliston — 10th October, 1982

Promoted by
SCOTCIRCUITS LTD.

Organised by
THE SCOTTISH MOTOR RACING CLUB LTD.

PROGRAMME & TIMETABLE

Event No.	Scrutiny before a.m.	EVENT	No. of laps	Practice time a.m.	Event time p.m.
1	8.30(A) 8.55(B)	The Barratt Office Equipment Race for Formula Ford Cars	10	(A)9.30 (B)9.55	2.00
2	9.20	Race for GT cars (Heat 1 over 1000cc)	10	10.20	2.25
3	9.45	Race for Sports 2000 & Clubman Cars	12	10.45	2.50
4	10.10	Race for GT Cars (Heat 2 up to 1000cc)	10	11.10	3.15
5		Formula Ford Final	12		3.40
6	10.35	Race for Historic Cars	12	11.35	4.05
7	11.00	Race for Formula Libre Cars	15	12.00	4.30
8		GT Cars Final	15		4.55
	12.40	<i>Drivers Briefing in Scrutineering Bay</i>			
	1.50	<i>Marshals to posts.</i>			



It is always good to have visitors and that mad Irishman Alo Lawler came along with his Lep sponsored Ralt to give Andy Barton a real run for his money.

EVENT 1 THE BARRATT OFFICE EQUIPMENT RACE for Formula Ford cars

	Car	cc	From
48	TOM BROWN/Tom Brown Racing	Van Diemen RF80	1600 Cambuslang
49	TOMMY McNAY	Crossle 32F	1600 Dublin
50	CHRIS D'AGOSTINO	PRS 80F	1600 Aberdeen
52	HARRY MINTY	PRS 79F	1600 Peterhead
53	JOHN DUNN	PRS 79F	1600 Kilmacollm
55	PETER JAMIESON	PRS 80F	1600 Falkirk
56	KEITH WICKHAM/Tom Brown Racing	Van Diemen RF80	1600 Whitburn
57	KEN CRAIGIE	Crossle 25F	1600 Galashiels
60	WALLY WARWICK	Reynard	1600 Darlington
63	WILLIAM ROSE	Royale RP/26/80	1600 Fyvie
65	NEIL COCHRANE	Crossle 31F	1600 Glasgow
66	GRAHAM LEHGET	Van Diemen RF78	1600 Edinburgh
67	GERARD DOHERTY	Hawke DL12	1600 Greenock
69	ROY LOW	Van Diemen RF 76	1600
70	MIKE THOMSON	PRS 79	1600 Huntly
73	GORDON MELVIN	Van Diemen RF79	1600 Ballater
74	SANDY McEVEN/Tom Brown Racing/Moores Lemonade	Van Diemen RF 80	1600 Rutherglen
75	CLIFF HARPER	Hawke DL 15	1600 Peterhead
76	NEIL GILLANDERS	Van Diemen RF 78	1600 Hatton
79	LANCE GAULD	Lotus 51A	1600 Glasgow
83	RALPH HALLEY/Team Castrol	PRS/Halley	1600 Glasgow
91	COLIN BIRKBECK	Borderman Royale	1600 Penrith
93	JOHN HEWIT	Merlyn 29A/30	1600 Kelso
94	EDDIE WHITAKER	PRS 79	1600 Shildon
96	TONY GEMMELL	Crossle 25F	1600 Edinburgh
97	WILLIE HOURIE	Crossle 32F	1600 Orkney
98	STEWART RODEN	Van Diemen	1600 Kirkliston
99	GEORGE TAYLOR	Sparton FF79	1600 Kemnay

2.00 p.m.
10 laps

1st 91 2nd 50 3rd 98

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

101	GEORGE COGHILL/Norprost	Lotus Esprit	1998	Halkirk
105	JOHN BOTHAMLEY/Penicuik Aluminium Products	Lotus Esprit	1994	Penicuik
108	EDDY BEERMANN	Ford Escort	1994	Glasgow
110	JIM McGAUGHAY/FES Forth Electrical (Stirling)	FES Renault 5 T	1998	Argyll
114	JIMMY PINKERTON	Scabby Mini	1293	Glasgow
115	JAMES ARGO	McGuire Mini	1293	Wishaws
120	A. D. T. FLETCHER	Chevron B16	1930	Pencaitland
136	JAMES H. PATRICK	Imp	1040	Edinburgh
171	STAN (The Clan) SHARE	Clan Crusader	1100	Ardentinnay
179	GUS YOUNG/Agra (Precision Engineering)	Agra M/E 82 Ford	1500	Dundee

2.25 p.m.
10 laps

1st 110 2nd 120 3rd 101

EVENT 3 Race for Sports 2000 & Clubman Cars

23	KEITH BOWMAKER	Lola 492	2000	Newcastle
24	JOHN FYDA/Agra Engineering	Mallock 24	1700	Dundee
26	GEORGE WATT	Mallock 18B	1700	Rosehearty
31	KENNY ALLEN	Mallock Mk21	1700	Crossford
35	REG. FORESTER-SMITH	Marquiss Mallock	1700	Annan
36	RICHARD MITCHELL	Link S2000	2000	North Berwick
37	BRIAN STEVENSON/Central Motors	Chevron B52	1993	Cumbernauld
39	GRAHAM SWORD	Mallock 16B	1600	Elgin
40	GARY McDONALD	Mallock 16	1600	Edinburgh
44	JIM IRWIN/J. Irwin Engineering	Mallock 16	1600	Hamilton
47	BILL DRUMMOND/Drummond Plant Hire	Centaur 17B	1600	Echt

2.50 p.m.
12 laps

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

1st 24 2nd 31 3rd 37

31 - 2nd but 10 sec penalty for start.

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

129	WILLIAM G. DONALD	Hillman Imp	998	Tarland
131	COLIN PHILIP	Imp	998	Ardesier
134	BRIAN FLETCHER	Imp Californian	998	Aberdeen
135	BOB MILNE	Imp	998	Aberdeen
138	BRIAN MacLEOD	Imp	998	Alness
140	ROD MacLEOD	Imp	998	Tullibody
170	RICKY GAULD/Express Surefreight	Davrian Sports	998	Insch
172	ANDY MacFADYEN	Davrian Mk 8	998	Glasgow
178	T. L. PATERSON	Clan Crusader	998	Airdrie
181	KEN MURRAY	Davrian Mk VII	998	Strichen
187	KENNY COLEMAN	Davrian	998	Airdrie
190	IAN FORREST/The Drambuie Liqueur Co. Ltd.	Drambuie Davrian	998	Kirkliston
194	HARRY SIMPSON	Drybrough Davrian	998	Edinburgh

3.15 p.m.
10 laps

1st 181 2nd 194 3rd 135 / 170

EVENT 5 Formula Ford Final

For the fastest 12 Formula Ford cars in practice plus the first 4 finishers from Event 1. A Round of the Scottish Marlboro Championship for Formula Ford Cars. Class lap record: Tom Brown (Van Diemen) and Roy Low (PRS), 52.5 secs., 70.63 mph (26/4/81).

3.40 p.m.
12 laps

1st 69 2nd 48 3rd 56

EVENT 6 Race for Historic Cars

1	KEITH SCHILLENBERG	1927 Bentley	4 1/2 L	Keith Dalkeith
2	STEWART GORDON	1930/4 Trice		Edinburgh
3	CHRISTOPHER JONES	1935 Bentley	3500	Kirkcaldy
4	TOM RICHARDSON	1929 Brooklands Riley		Perth
7	RODERICK MacPHERSON	1953 Cooper Bristol	1971	Romsey
8	OLIVER ROBINSON	1953 Cooper Bristol	1971	Edinburgh
9	KEITH MacLEOD	1958 MGA Coupé	1650	Edinburgh
11	HUGH McCAIG	1954 XK120 Jaguar		Carlisle
12	KIRK RYLANDS	1955 HVM Jaguar	3800	London
14	WILLIE TUCKETT	1955 Jaguar D Type	3442	Glasgow
15	BILL NESS	1959 Merlyn Mk 1 FJ	997	Duns
16	GRANT STEPHEN	1960 Elva FJ	1000	Glasgow
17	ROBIN GRAY	1965 Lotus Super Seven	1600	Appleby
20	MIKE GRAHAM	1962 Brabham BT2 FJ	1100	High Bentham
94	TONY STEELE	1960 Lola Mk II FJ	1098	

4.05 p.m.
12 laps

1st 7 2nd 17 3rd 94

EVENT 7 Race for Formula Libre Cars / 5-GIBSON CHEV B6

7	NIAL MOLLOY/Central Motors (Kilburn)	Chevron B52	1993	Cumbernauld
9	J. HARVEY GILLANDERS	March 75/782	2200	Ellon
10	COLIN RICHARDSON	March 77B	1600	Peebles
17	GEORGE McMILLAN/Bass Rock Garage (Renault)	March 772P	1998	North Berwick
19	TOMMY McNAY	Chevron B29	1600	Dublin
20	DAVID DUFFIELD/Caledon Coal	Ralt RT4	2000	Kirkliston
24	JOHN FYDA/Agra Engineering	Mallock 24	1700	Dundee
31	KENNY ALLEN	Mallock 21	1700	Crossford
35	REG. FORESTER-SMITH	Marquiss Mallock	1700	Annan

4.30 p.m.
15 laps

A Round of the Caledon Coal Company Scottish Libre Series. Class lap records: Up to 1600 c.c. - David Leslie (Ralt RT4), 43.9 secs., 84.46 mph (14/9/80); Over 1600 c.c. and outright Lap Record - David Duffield (Ralt RT4), 43.8 secs., 84.66 mph (16/5/82).

1st 20 2nd 5 3rd 31

EVENT 8 GT Cars Final

For the fastest 5 from each class in events 2 and 4 plus the next fastest car (irrespective of class). Class lap records: Over 1500 c.c. - Joint: Geoff Wilson (BMW M1), and Jim McGaughay (Renault 5 Turbo), 47.7 secs., 77.74 mph (25/7/82); 1001-1500 c.c. - Eric Paterson (Lotus Europa), 50.6 secs., 73.28 mph (16/5/82); Up to 1000 c.c. - Ian Forrest (Davrian), 51.6 secs., 71.45 mph (16/5/82).

4.55 p.m.
15 laps

1st 110 2nd 105 3rd 170

WHEELSPIN OCTOBER

Well, the last meeting is upon us and those championships not already decided will be finalised today. As usual there are a variety of drivers taking part and the traditional historic car race is again a great attraction. For me the sight of Roddy MacPherson's Cooper Bristol in action has to stir the blood and with two Cooper Bristols taking part I hope that it becomes a close race. There are a number of interesting cars in this class and though Keith Schellenberg's name is on the programme it doesn't say what car he is driving. He has a very fast 4½ litre Bentley which is the car I think he will drive but if he is in a mad mood he might well run his huge Barnatto Hassan Bentley, all 8 litres of it, the car which was the second fastest car ever to lap Brooklands. This car is quite amazing and in the earlier years when we still had the oak tree on the outside of the hairpin Keith used to occasionally drive round the oak tree in order to make the bend wider than it actually is. As the former captain of the British Bobsleigh team Keith is somewhat larger than life. We expect to have some good racing at this, the final meeting of the season, and we hope that you have enjoyed your season. Remember S.M.R.C. readers of this programme will revert to their usual Wheelspin as of next month so if you are not a member just think what you are missing. Fill in the membership form in the Programme and that will cover you for 1983.

★★★★★

The September race meeting at Ingliston brought a variety of weather conditions which created problems particularly in the Formula Ford race where one group practiced in the rain and the other in the dry. In those situations the grid is split lengthwise so that you have the right hand row as the fast men and the left hand row the fastest men in the wet practice. This can cause problems and that is why Tom Brown, for instance, was on the third row of the grid. Meanwhile back in the paddock the final computations of the Championships were being worked out by most of the competitors. Keith Wickham had hoped to race one of the Tom Brown Van Diemens but had to go to a product show in the North of England so Tom had a spare car but there were no takers on the day. Alo Lawler our Irish buddy arrived up with his immaculate Ralt but rather than in Atlantic trim he had craftily switched to a Formula 2 engine "... to give Andy a bit of a race" In turn this raised a twinkle in Colin Richardsons eye as it made his Atlantic class possibilities easier.

The signs were that the weather would hold for most of the day and so with a wing and a prayer the Formula Ford drivers ambled out for the first race. In this one we had the prospect of Ralph Halley well back in his Crossle and determined to qualify for the fast race later in the programme. Willie Rose it was who saw the chance of a good start and he managed to get the jump on everyone and edged Sandy McEwen's Moores Lemonade sponsored Van Diemen into the Esses. Meanwhile Ralph Halley had quickly nipped up in the ruck to third place and so his hopes were looking good. As often happens in this race the next group were so busy racing each other that they let the leaders get away from them. In this case it was Neil Gillanders, Cliff Harper and Gordon Melvin. Lance Gauld was back behind this group in his Lotus. Melvin decided to turn on the pressure part way through the race and moved up but in the heat of the moment Cliff Harper came into Arena too hard and spun off without hitting anything. Willie Rose was happy to have another win and McEwen decided to hold on and hope for the best in the next heat.

In the second event for the over 1000cc GT cars the big three rolled out on to the grid, Jeff Wilson with his Doug Niven Cars BMW M1, John Bothamley with the Penicuik Aluminium Products Lotus Esprit and Jim McGaughay with his F.E.S. Renault. On this occasion McGaughay was caught with the car off the cam and whilst he dabbed the throttle Bothamley took the lead. It wasn't to last however, as Bothamley's fuel pump began to act up and when the engine went flat McGaughay whipped through and a few yards further on Wilson also got past and after a few laps of this Bothamley pulled off onto the grass and decided to wait until the final; though having retired in the heat he could not score points in the final. Midst all of this Eric Munnoch was driving his Rover engined Imp very well indeed and though he lost touch with the leaders he was embroiled with another man, Eric Paterson who has got his Europa really flying these days. This pair had a real ding dong and it was Paterson who eventually got through to take third place in the race. Gus Young was driving well in his class with the Agra Davrian and he has regained a lot of the confidence he lost waiting for his car to be built.

The third event was the Sports 2000 and Clubmans event and prior to the start there was a minutes silence for Norrie Galbraith, the drivers standing beside their cars. Indeed John Fyda Kenny Allan and Jim Irwin all carried black bands on the noses of their Mallocks. It was a good race if only by the way John Fyda dominated it from start to finish. The man is one of the truly great sports car drivers in Scotland and when he went to Donington a week later and the home of Clubmans drivers he again demonstrated that when our Scottish drivers go south they can often wipe the floor with the opposition. Reg Forrester-Smith — see letter — had again been on the anabolic steroids as he was up there battling with Kenny Allan for second place but he slowly ran out of

puff and dropped further back slightly towards the end of the race. Nice one Reg. George Watt came to the fore with his Mallock after Bill Drummond struck trouble with his Centaur and in the Sports 2000 class Nail Mulloy — the Brian Stevenson look alike — took fifth place edging out Richard Mitchell's Link. As for Steve Buxton, back after a break from racing, he spun at the hairpin and had to be pushed out of the gutter.

The up to 1000cc GT event for once looked like it would be Iain Forrest's event. For about the first time this season he looked like he had his act together and as we know of old you just watch out. He stormed away in his Mark 8 Davrian behind Harry Simpson determined to keep up with the blue and white car. Alas for Harry his engine was off song and he retired with what someone said was a lack of sump plug! Ricky Gauld now took a hand in things with his Express Surefreight Davrian but he then spun at the stands. Tom Paterson dribbled on to the grass at Caravan with his Clan after frightening himself. Ken Murray couldn't catch Forrest and Bob Milne took advantage of Ricky Gauld and eased into third place. All told it was a fast and incident packed race.

The Formula Ford Final was not to be the immediate Tom Brown/Row Low affair of before as Tom was three rows back and Roy was using a much older Van Diemen. This therefore gave Vic Covey his big chance with the Reflect Racing Canon P.R.S. and he took it in armfuls. By left hander on the first lap he had about six car lengths of a lead. Behind him Tom Brown was doing the mild heart attack bit getting through the slower cars. Ian Cowie who had been well placed found himself being overtaken by the heavy squad and in the scramble Willie Hourie in his Crossle found himself on the grass just beyond the toilets whilst Peter Jamieson was on the grass on the other side and he retired in a big way having aviated on the edge of the road which marked the old circuit. Wally Warwick meanwhile was easing his Reynard into fourth place and it was back to the Brown/Low battle as Tom did a heavy braking and blue smoke job down the inside to take second. By now Covey was concentrating just a bit too hard and getting off line. It was no surprise when Brown and then Low got past him. In the ensuing battle Wally Warwick touched the back of Covey's car coming out of the esses and Covey bent his rear suspension and retired on the spot. It was all exciting stuff made more so by the staggered grid. Wally Warwick got past Roy Low and so Brown won the race and clinched his Formula Ford Championship.

The Libre events still looked a one horse race with David Duffield's immaculate Caledon Coal Ralt. There is a tendency to dismiss successful drivers as having the best equipment but there is no doubt that Duffield has driven well this season and once he tucks his chin into his chest there is no stopping him.

On this occasion he was helped by Alo Lawler who spent most of the race ensuring that Andy Barton wouldn't get past him. The pair of them were locked together for the whole race until when overtaking the back markers Barton saw the gap and powered through. All might have finished there had it not been for a tiny puff of smoke from Barton's car at Arena which saw Andy throw the car into neutral and coast to rest with a blown engine. George MacMillan was driving his best for a long time having shaken off the rust and affluence which have marked his year so far. He well deserved his third place holding off the evil Fyda with his ridiculous Mallock. Archie Boyle made a rare appearance with the Reynard 79 Formula Ford 2000.

Finally there was the GT final with Bothamley making the interesting development by starting from the back. This was going to be fun. McGaughay was again out-thunk on the line letting Jeff Wilson in the big BMW take the lead and no way was he going to give it up. Though both of them were circulating and at great speed it was obvious they were very much in control and the way they ate up the tail enders was very impressive. McGaughay just couldn't get through and so Wilson took the race. Bothamley, meanwhile, was threading his way through the field with immense squirts of power and he soon caught up to third place. There was no way he would take the lead and because he was in the race as a courtesy, so to speak, he was not credited with his place. This went to Eric Paterson who again came good at the end of the season as he did two seasons ago with his Imp. Eric Munnoch had to eat exhaust fumes all the race and in the smaller classes Ian Forrest again got ahead of the other Davrians until passed by Gus Young and then Ricky Gauld. A good scrambling finish to the race but all eyes had been on the leading pair who really made a race of it.

★★★★★

Remember members, the Scottish Motor Racing Club dance. Get your tickets from Duns. The date is Friday November 26 at the King James Hotel. At dinner you will get a free glass of wine and the first prize in the raffle will be a weekend in London for two staying at the Tower Hotel and including travel. Dress as usual is black tie and wellies and tickets at £12 a head can be obtained from S.M.R.C. at PO Box 2 Market Square, Duns, Berwickshire. (Telephone 03612-2370).

★★★★★

Fatal accidents are thankfully rare here in Scotland but when they happen they come as a terrible shock. Such was the case with the death of Norrie Galbraith last month. Norrie was one of those people that truly represented the best of motor sport. He didn't shout from the rooftops how good he was, he didn't perpetually moan about not having sponsorship but he did reach out and help

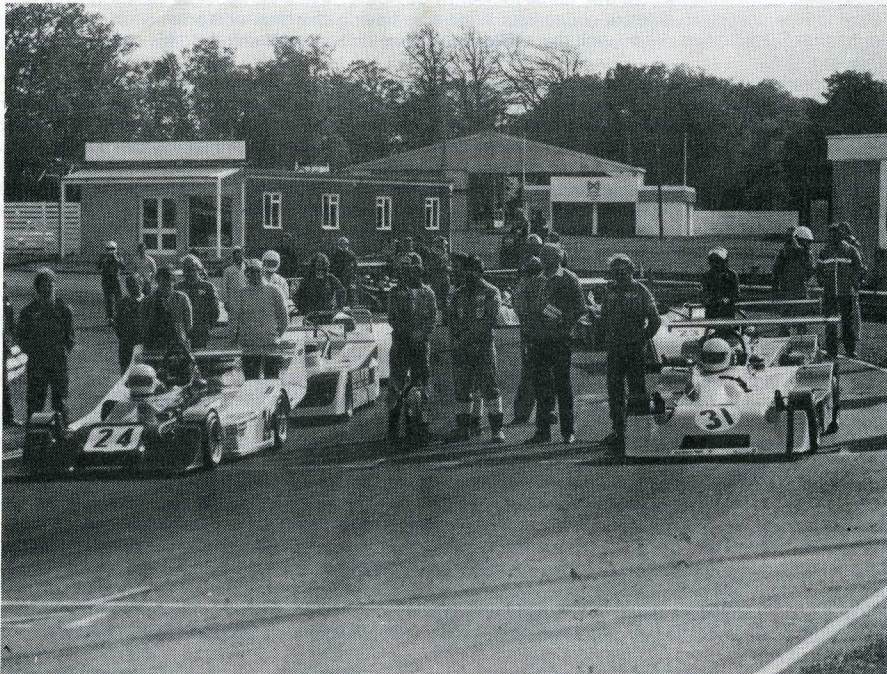
anyone who was getting started and promoted the sport in his own quiet way. He first came on the scene with an M.G. Midget which he had been partially encouraged into by his long time friend Kenny Allan. He then moved to a Lotus 7 with which he surprised a lot of people. Then all of a sudden, or so it seemed he decided that hill climbing was his sport and he wanted to go to the top. With his Mallock he won the Scottish Hill Climb Championship and later moved on to March and Chevron cars latterly with B.M.W. power. He became a familiar sight at southern climbs and was instrumental in persuading a number of Scots to go south and compete down there where the real action took place.

This year he again won the Scottish Hill Climb Championship — his third — and planned to buy a Pilbeam for next season, the hill climb car which has proved to be the most competitive. Alas this was not to be as he was killed demonstrating his car alongside Harry Simpson at Doune in front of the Scottish Television cameras who were preparing material prior to the final British Hill Climb Championship event at that venue. What actually happened is very much a mystery; what is known is that a tractor came onto the hill at Garden Gate as Norrie was coming up the hill at full speed. Norrie was killed instantly and it was Harry Simpson who was the first to reach him.

Norrie was a man of many parts, he sold sheep and worked in the agricultural field before selling cars and had only recently joined the Taggart's organisation at Motherwell as their specialist for Land Rover and Range Rover. He had also just moved house with his wife Sheena and daughter Hazel. Everything was building up nicely when fate struck. Here at Ingliston very few people knew that Norrie spent five years working behind the scenes in the press room as a press observer and I will never forget his reaction when he was told he had won the Scottish Speed Trophy which was presented by the Scottish Motor Racing Club. He was overwhelmed because the first name on that trophy was Jim Clark, a man that Norrie had always admired.

What I shall miss about Norrie was his quiet sense of humour and his total reliability as a person; if you asked his help for something you didn't need to ask a second time, it was done without any fuss. We'll miss him a lot and on behalf of all our members I would like to pass on our condolences to Sheena and Hazel.

★ ★ ★ ★ ★



A touching scene before the start of the Clubmans race when all the competitors stood for a minutes silence following the death of Norrie Galbraith in a hill climb accident.

LETTERS

Luce Estate,
Annan, Dumfriesshire.

Dear Graham,

I really must protest at your spurious remarks in your last edition of "Wheelspin". To think, that you think, I have been indulging in drugs when, truth to tell, I have only turned out again to give the fallow-youths a chance to race against someone of slightly more advanced years and experience. The Lord above has even been helping them. For instance, at the last Ingliston (August) Meeting, I somehow missed practice and had to start from the back. Four laps on, I was up into 6th place and came across a mobile Bread Van in the form of a Sports 2000 which I later ascertained was driven by a young man by the name of Richard Mitchell. No-way would he let me past, he weaved down the straight bits and closed the door on the corners. Despite clashing wheels on numerous occasions the guy would not give way. In fact, one could say he drove a very good tactical race. I have therefore decided that the days of starting from the back and running through the field are past. In future, I will get up a bit earlier and definitely make the practice sessions.

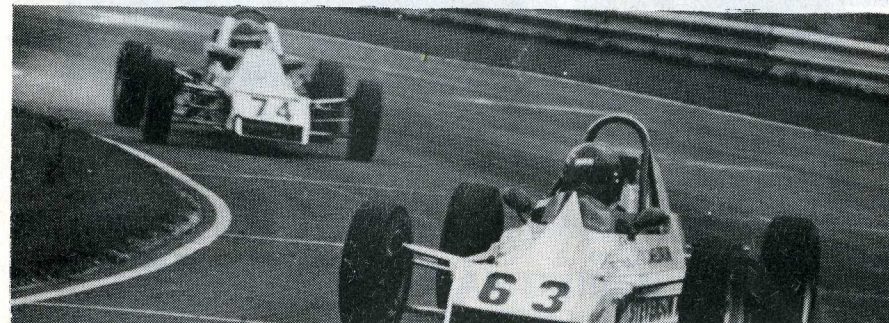
During the following Knockhill Meeting, gremlins appeared in the gearbox and I could

not select 3rd for most of the race. However, with someone of my experience, little matter — I managed to hang on to second place! For the Formula Libre race, I note that in the September 9th edition of "Autosport", I was credited with 4th place. Marvellous stuff, considering I had to retire permanently to the pits with a jammed-up gearbox after the warming-up lap. The gods are really smiling upon me — 4th place without even starting! After Knockhill, John Fyda did some tinkering with my gearbox, managed to sort it out but, unfortunately, it failed again in the Formula Libre practice, September, Ingliston. John very sportingly lent me his spare gearbox for the afternoon's races. My subsequent achievements will, no doubt, pass into racing folklore. John, one must admit, was extremely generous. There was the remotest possibility I could have beaten him.

Going back to your earlier comment regarding rejuvenation pills, I admit you have sussed me out, I have been indulging in W. & M.'s, but having noticed, that you have been looking a bit seedy lately, I can let you have some at a cut price of £2.50 for 5 or £5 for 12. Your side-kick, Jimmy McInnes, also looks as if he could do with some too!

Yours sincerely,
R. FORESTER-SMITH

- FOR SALE:** P.R.S. 80F Formula Ford. Immaculate race winning car. Engine and gearbox rebuilt, spares and trailer available £3495 or nearest offer. Part exchange interesting road car. Peter Jamieson, Polmont 714873.
- FOR SALE:** Sigma F5.6 400mm telephoto lens with Canon mount. Used for many of the close-up Wheelspin pictures this season. £55. Ring Graham Gauld 041-429-0944 (evenings). Also 33mm zoom slide copier to fit Canon £20. And Durst 30 photographic enlarger complete with Minolta lens £35.
- FOR SALE:** Lotus 51 Formula Ford. Excellent car for beginner wishing to test the waters of Formula Ford. Under £1,000. Reason for sale: going in deeper. Contact Lance Gauld 041-429-0944 (evenings).



Willie Rose was again in form with his Royale and led Sandy McEwen home in the Formula Ford Race last meeting.

INGLITON LAP CONVERSION TABLE

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

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.....	Repeat Motif Tie	£2.70	£ :	ExS S M L ExL			
.....	Blazer Badge	£3.80	£ :	Sweat Shirt	£5.90	£ :
.....	Overall Badge	£1.60	£ :	S M L ExL			
.....	Single Motif Tie	£1.10	£ :	Key Ring	£1.60	£ :
.....	Lapel Badge	60p	£ :	Car Decal	60p	£ :
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