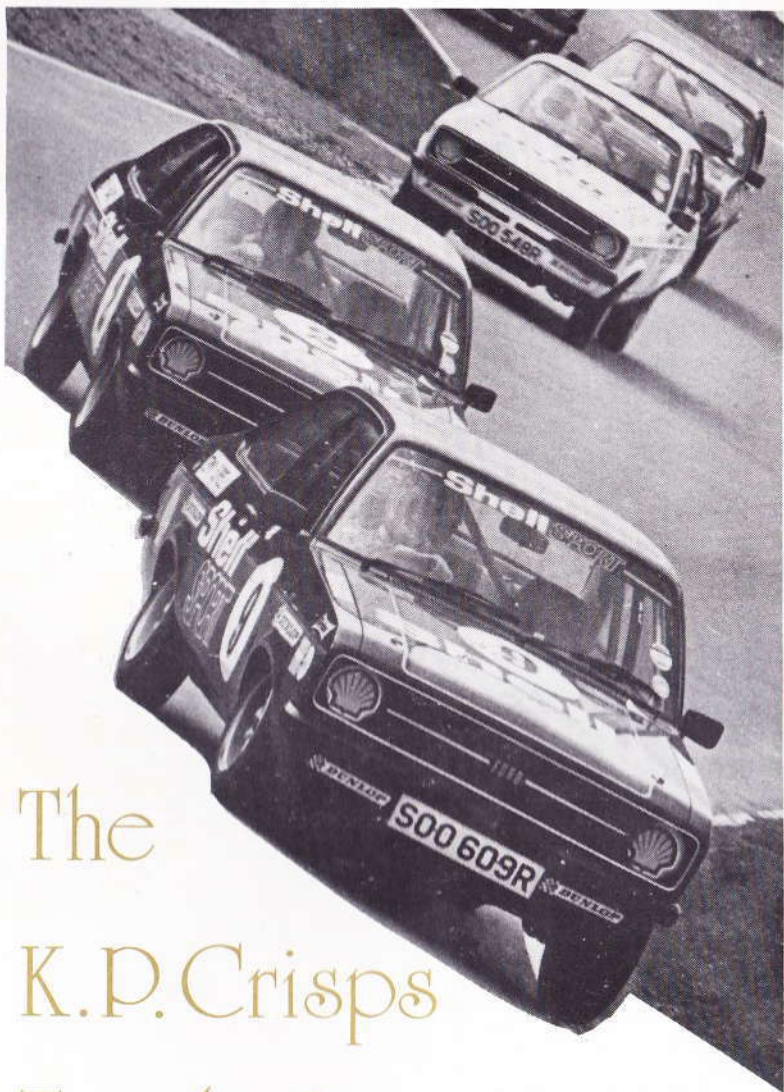


INGLISTON

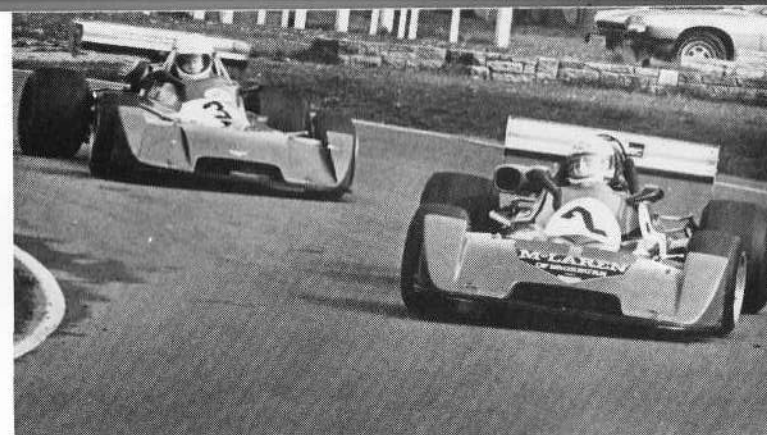
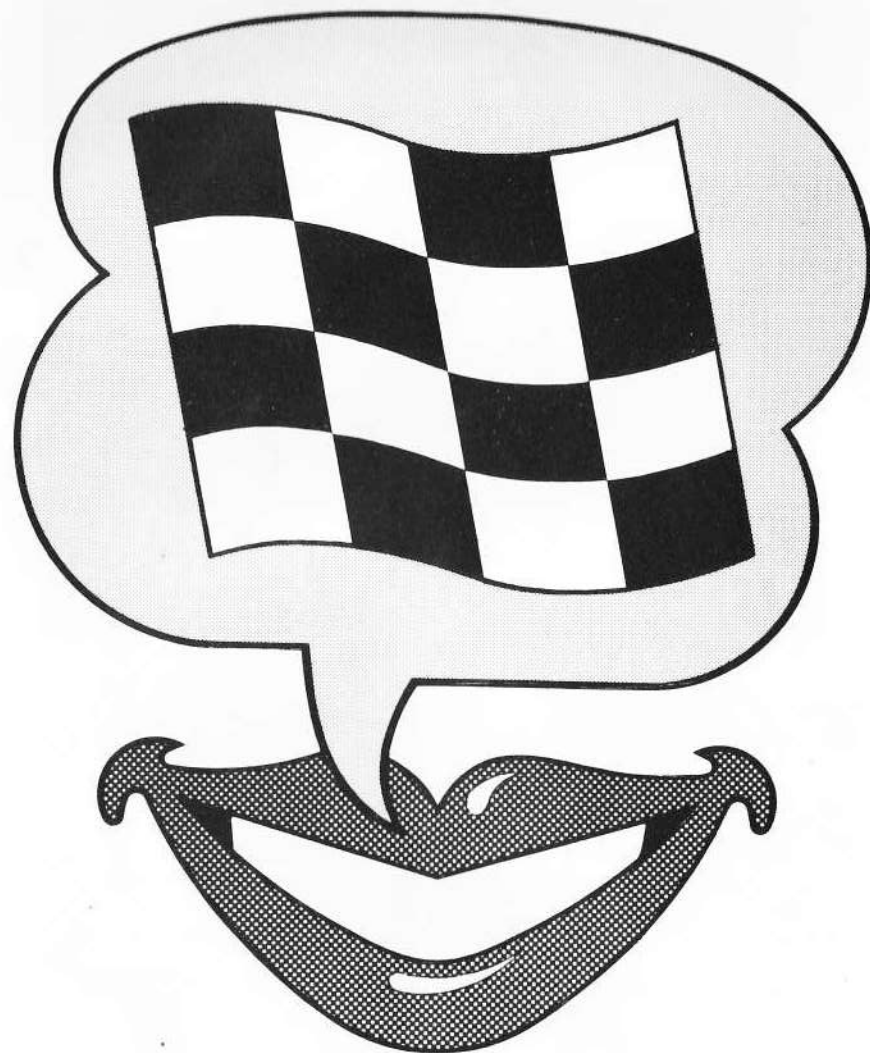


The
K.P. Crisps
Trophy Race Meeting

24th JULY 1977

OFFICIAL PROGRAMME **30p**
FOR CONDITIONS OF ADMISSION SEE INSIDE

The victory smile.



Good to see Andy Barton and Iain McLaren mixing it again!

FOR YOUR DAY'S ENJOYMENT

Did you know that, while the price to the public of the Ingliston Programme has remained unaltered since 1974 (the period of maximum inflation), the cost of producing that Programme has more than doubled in that period? YOU may not have known, but WE did, and continually increasing costs now force us to drastically remodel the Programme. Today therefore sees the introduction of the prototype "new-style" format which (if we've done our calculations properly) should give you the same effective content as before, but on a fractionally reduced number of pages. The "meat" of this new layout is in the centre spread, which combines the race timetable with entries for all the events (in a manner which should in fact let you find the information you want more readily than in the past). All of which re-styling allows us, hopefully, to "peg" the Programme price at existing levels for a bit longer—which other publication can say that over the past 3 years!

And which other press reporter can say that he/she has clocked up his/her twelfth year at Ingliston without missing a single meeting? There is one, actually, and we only learned of this in May. Frank Walker has proved to be a stalwart of the Press Room over the past 12 years and, in recognition of his long service to motor racing at Ingliston, Scotcircuits Ltd. will be inviting him to accept a small token of appreciation at the presentation of trophies this afternoon. Another presentation due to take place this afternoon highlights the humanity both of racing drivers and of the major motor manufacturers. A few years ago, following considerable research and experimentation, the Student Project section of Vauxhall Motors designed and produced a hand-operated vehicle (the "Scamp") which fulfilled two major requirements—it assists physically handicapped children to become more mobile and it strengthens certain muscles in the body (particularly in Spina Bifida cases). Recently, Vauxhall's Students have designed a new model of this vehicle, allowing independent mobility to the handicapped child. The initial prototypes having proved so successful, Vauxhall have now passed the design rights to Demeur Precision Ltd who are mass-producing the Scamp for wider use than has hitherto been possible.

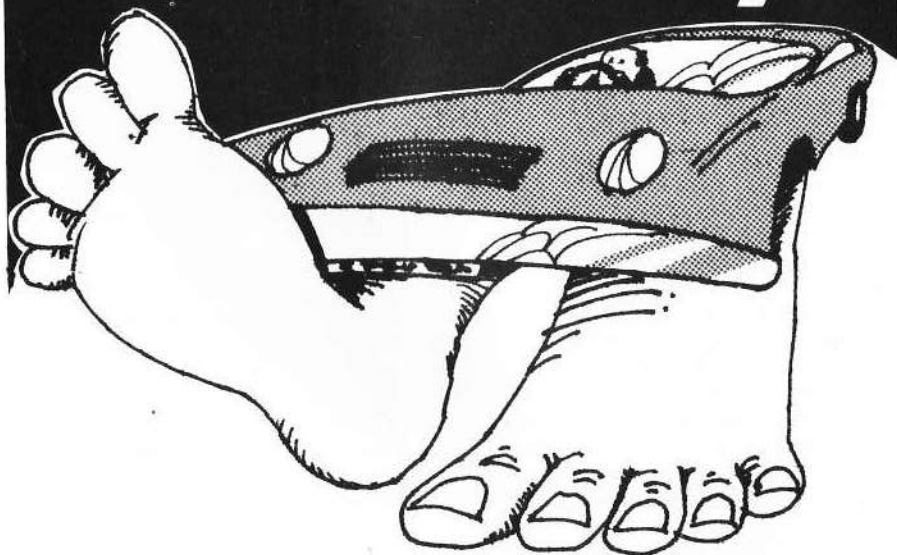
What connection does all this have with Ingliston, however? Bill Dryden of SMT (and current Scottish Saloon Car Champion) has organised a sponsored "scamper" by leading Ingliston drivers which will take place between 1.30 and 2.00 pm today. Each participating driver will complete 3 laps of the circuit by whatever means he considers appropriate or (un)desirable, providing only that his 'vehicle' must be engineless (i.e. walking, running, pram pushing, bicycling etc are all allowable), and,

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Tread warily!



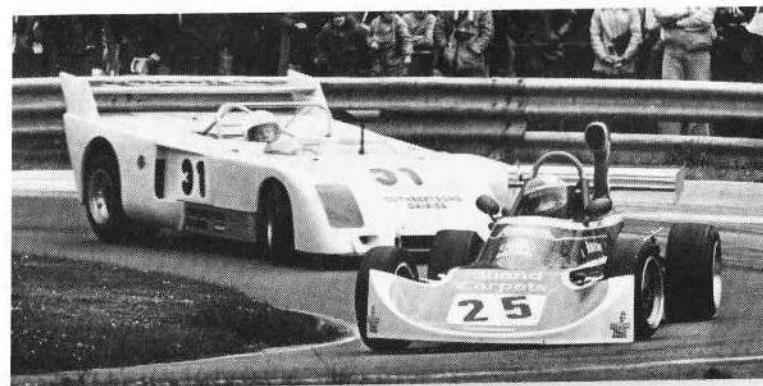
all drivers will already have secured sponsorship for their ordeal. Already, with the Scottish Motor Racing Club guaranteeing a Scamp, two models are secure and these will be presented to the Westerlea School for Spastics (Edinburgh, Kilbarchan and Lanark) today. Depending on the results of the sponsored "scamper", it is hoped that sufficient will be realised to purchase a further 4 Scamps after this Meeting. Please let the drivers have your audible support as they stagger past!

Providing they're not too exhausted after the above, the drivers will also try to compete this afternoon(!), the first event (heat 1 of the K.P. Crisps Trophy Race) seeing Ian Forrest (129) trying to regain the initiative from the Imps of Duncan Fisher (123), Dave Ogilvy (128) and Richard Gauld (132). Then it's time for the Formula 2000/Sports Car event, which is developing this season into an excellent battle between Dave Philp's Chevron B26/31 (30), Ken Allen's Mallock Mk 17B (43), Laurence Jacobsen's Chevron B23 (31) and Stu Lawson's Hawke DL16 (25). Watch out, however, for John Mackie's Gryphon (44) which suddenly started flying on its last outing!

The second heat of the K.P. Crisps Trophy Race sees an interesting mixture, Jim Evans having written his Skoda off at Croft a month ago, only to sell the rubble to Norman Hodgson (97) who has rebuilt the car and turned in some impressive times at Croft since! Bill Dryden's Fireza (100) must therefore start as favourite and, with Doug Niven defending a precarious lead in the Super Saloon Car Championship at Mallory today, the Ford Challenge will be left to the Messrs Robertson (Walter (105) and Jim (108)), neither of whom is noted for their tardiness! Dave Farrer (109) remains the 1300 cc favourite although either Eric Smith (117) or—wait for it—Jim Dryden, will be out to prove differently. Having sold his Avenger to Jenscot, Jim was last seen in a corner trying to do a deal to buy Eric's car, so who turns up in it is anyone's guess!

The Crawford's Catering Formula Ford Race will undoubtedly see yet another closely contested battle between Stu Lawson's Hawke DL17 (74), Duncan Hall's similar car (76), George Franchitti's DL15 (71), Anthony Reid's Nike (87) and, perhaps, Bernie Hunter's new Van Diemen (73). With all the Hawke DL17 drivers complaining that the new model is flexing too much to handle well, Bernie has adopted the direct solution of flogging his Hawke, while Stu and Duncan have tried to master the problem with a spot of modification from the works! Who chose the right course will be apparent today. Also apparent will be whether the past master of the four-seaters, Graham Birrell, has retained all his skill and nerve, since he returns to the tracks with an Opel Kadett in the Shell Production Saloon Car race to challenge his wife Jenny (148) in the Magnum, Ray Moore's Opel Commodore (149), Ralph Halley's Opel Kadett (157) and Andy Jeffrey's Dolomite Sprint (162).
(Continued on page 19)

Stu Lawson's DL16 holds off Laurence Jacobsen, at least for a while, in May.



Alfetta 2000 GTV



The Alfetta GTV 2000 is a car of outstanding sports car characteristics, coupled with careful attention to mechanical design, safety equipment low fuel consumption high comfort and lasting quality.
The 2000 GT incorporates all of the refinements you've come to expect from Alfa Romeo in a superb aerodynamically efficient body.



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OFFICIALS AND CREDITS

Clerk of Course—W J Stein : Chairman of Race Committee—J L Romanes : Secretary of the Meeting—A M Lamb : Chief Marshal—A H B Craig : Deputy Chief Marshal—J Robertson : Chief Observer—R Traill : Chief Flag Marshal—J A Millar : Chief Track Marshal—I A Douglas : Chief Medical Officer—Dr D Stuart : 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—P Poole : Chief Timekeeper—Dr L Jamieson : Chief Scrutineer—I D Bennie : Chief Lap Board Marshal—G Kerr : Commentator—J W McInnes : Competitor Reception—J Ferguson : Steward for RAC—P Tugwell : Stewards for Club—W Martin, J A Dick Peddie, E R Herral : Results Processors—M Malcolm, D Allan : First Aid—The British Red Cross Society (Scottish Branch) : Breakdown Equipment & Staff—James Ross & Sons Ltd, Appleyard (Edinburgh) Ltd, Howden Motor Repairs Rossleigh Ltd, Newbridge Garage Glasgow : Photographs by—E Bryce Public Address—Kennedy of Lanark : Press Liaison—B Calderwood.
This meeting is held under the International Sporting Code of the FIA, the General Competition Rules and Standing Supplementary Regulations of the RAC, and the additional regulations and instructions issued by SMRC Ltd. Permit No RS 2407/3.

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.

NEXT RACE MEETING on 21st August features a Concours d'Elegance as part of the RSAC Annual Veteran and Vintage Car Run, the Edinburgh International Festival Cavalcade, and The Queens Silver Jubilee Race Day sponsored by BP Oils Ltd.

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 am 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 from 12.30 to 2.30 pm and from 6.30 to 9.30 pm.

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 am on race days.

Programme advertising and sales concessions details are available from Scotcircuits Ltd, National Bank Chambers, Duns, Berwickshire, while trackside advertising is handled by Aerosigns (London) Ltd, Europa Hall, 130-136 Maidstone Road, Sidcup, Kent DA14 5HS to whom enquiries should be made.

Racing 'goodies' are on sale by Sports-Tune at a side adjacent to the Highland Grandstand.

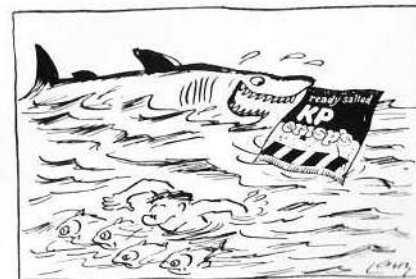
WARNING TO THE PUBLIC— Car and Motorcycle Racing is dangerous and persons attending at this track do so entirely at their own risk. It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land 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 to spectators, ticket-holders or officials.



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CRUNCH!



CRUNCH!



CRUNCH!



CRUNCH!



CRUNCH!

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KP make the crunchiest snacks you can lay your teeth on.
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biscuits, they all taste delicious.
So KP go down a treat on all occasions.



WHEN IT COMES TO THE CRUNCH IT'S KP.

Once again K.P. are delighted to be associated with Ingliston, at a time when motor sport is in need of financial assistance it is invaluable that Companies related or unrelated to the sport should provide support.

Britain has been and is the leader in the world of motor racing, for this status to be maintained the standard of our meetings around the country must be of the highest level.

It is with this in mind that K.P. lend their name and support to this event and wish competitors and spectators alike a very successful meeting.



THE K.P. CRISPS TROPHY RACE MEETING Ingliston, Sunday 24th July 1977

Organised by
THE SCOTTISH MOTOR RACING CLUB LTD
Promoted by
SCOTCIRCUITS LTD

Event No	Scrutin before am	PROGRAMME & TIMETABLE	No of laps	Practice time am	Event time pm
		Drivers "Scampers"			1.30-2.00
1	8.45	The K.P. Crisps Trophy Race—Heat 1 for Special Saloons up to 1000 cc	10	9.45	2.15
2	9.10	Formula 2000/Sports Cars	12	10.10	2.40
3	9.35	The K.P. Crisps Trophy Race—Heat 2 for Special Saloons over 1000 cc	10	10.35	3.05
4	10.00	The Crawford's Catering Formula Ford Race	15	11.00	3.30
5	9.30	The Shell Race for Production Saloon Cars	15	11.25	4.00
6	10.50	The Heron Race for Libre Cars	20	11.50	4.30
7	—	The K.P. Crisps Trophy Race for Special Saloon Cars (Final)	15	—	5.00
		Presentation of Trophies			5.20
8	11.15	Modified Sports Cars	12	12.15	5.30
	2.05	Drivers Briefing in Scrutineering Bay			
	2.00	All Marshals at posts, please			

EVENT 1 THE K.P. CRISPS TROPHY RACE—Heat 1 for Special Saloons up to 1000 cc

Car No	Driver/Entrant	Make/Model	cc	From
121	W G THOMPSON/Associated Tyre Specialists	ATS Imp	998	Bowling
122	R KNOWLES	Horne Imp	998	Aberdeen
123	D FISHER	Frazer Imp	998	Dunoon
124	C W RICHARDSON	Hillman Imp	998	Peebles
125	J JACK/J Jack Crane Hire—Evanton	Hillman Imp	998	Alness
126	J McGAUGHAY/MacLeod Homes	Hillman Imp	998	Lochgilthead
127	D COLVIN	Longman Mini	848	Livingstone
128	D OGILVY/Sports-Tune (Accs)	Sports-Tune Imp	998	Edinburgh
129	J FORREST/The Drambuie Liqueur Co Ltd	The Drambuie Imp	998	Kirkliston
132	R GAULD	Sunbeam Stiletto	998	Insch
136	M BELL/AET Engineering Ltd	Chrysler Imp	998	Carlisle

Heat 1 of a round in the Lombard Scottish Saloon Car Championship.

Class Lap Record: S A BELL (Mini Ford), 54.1 secs 68.54 mph.

EVENT 2 Formula 2000/Sports Cars

25	S LAWSON	Hawke DL16	2000	Kirkliston
30	D PHILP/D B Racing	Chevron B26/31	1994	Falkirk
31	L F JACOBSEN/Cuthbertsons Dairies Ltd	Chevron B23	1930	Glasgow
34	J BAIRD	Chevron B23	1850	Edinburgh
38	C REEVES	Mallock U2 Mk16	1600	Stonehouse
43	K ALLEN/S & S Rallying, Ayr	Mallock Mk 17	1600	Crossford
44	J MACKIE/Agra Precision Engineering Co	Gryphon TC	1600	Kirkcaldy
52	T McMILLAN	Mallock U2	1600	Glenrothes
53	D McDONALD	Mallock U2IIB/14	1600	Edinburgh

A round in the Dalgleish Baillie Championships for Formula 2000/Sports Cars

Class Lap Records — Sports Cars—R SCOTT and I McLAREN (Chevron B26), J LEPP (March 75S): 46.8 secs, 79.23 mph. FF2000—S LAWSON (Hawke DL16): 50.8 secs, 72.99 mph. Clubmans—G FRISWELL (Mallock Hart U2): 48.6 secs, 76.30 mph

EVENT 3 THE K.P. CRISPS TROPHY RACE—Heat 2 for Special Saloons over 1000 cc

Over 1300 cc				
97	N HODGSON	Skoda 110R	2000	Carlisle
98	C GRAHAM/Jenscot	Hillman Avenger	2500	Edinburgh
100	W N A DRYDEN/The Toleman Group/Team SMT	Vauxhall Firenza Ecosse	2498	Edinburgh
104	W WATT	Vauxhall Viva NB	2300	Airdrie
105	W ROBERTSON/Sportstune (Accs)	Ford Escort	2000	Penicuik
108	J ROBERTSON/Robertsons of Cardenden	Ford Escort	2800	Cardenden
1001—1300 cc				
109	D FARRER/AET Engineering Ltd	Ford Escort	1297	Brampton
110	G KING	Mini Cooper S'	1293	Glenrothes
111	G STUPPLE	Chrysler Avenger	1300	Edinburgh
112	N WHITMEY	Mini Cooper S'	1293	Edinburgh
113	E BUCHAN	Mini Cooper S'	1293	Currie
114	J PINKERTON	Mini Cooper S'	1300	Glasgow
115	I TULLOCH	Mini Cooper S'	1293	Inverness
117	E M SMITH	Mini 1275 GT	1297	Carlisle
118	I ROGERSON/Thomas Rogerson & Sons Rothbury	Ford Escort BDA	1297	Rothbury

EVENT 3 (continued)

119	S COOPER	Mini Cooper S'	1293	Laurencekirk
120	J McCLEMENTS	BL Mini	1299	Ballymoney
140	P A HAZELL	Mini Clubman	1300	Delny

Heat 2 of a round in the Lombard Scottish Saloon Car Championship

Class Lap Records—Over 1300 cc—J EVANS (AET Skoda) 49.9 secs 74.31 mph. 1001-1300 cc—E M SMITH (Mini 1275 GT) and J DRYDEN (Longman Mini) 53.6 secs 69.18 mph.

3.0 pm
10 laps

EVENT 4 The Crawford's Catering Formula Ford Race

59	P J SHAND	Elden 10A	1600	Glasgow
60	D A DUFFIELD/Old Court Blended Scotch Whisky	Dulon MP/17	1600	Linlithgow
61	R H SIMPSON/Fortnum Farm Chemicals Ltd	Crossle 25F	1600	Isle of Whithorn
64	D WATNEY	Lotus 61	1600	Broxburn
65	J McCLOY	Crossle 16F	1600	Bishopton
67	G McMILLAN	Hawke DL11	1600	N Berwick
68	A BREMNER	Merlyn 11	1600	W Kilbride
69	R A LOW	Crossle 25F	1600	Linlithgow
71	G A FRANCHITTI/W N Mitchell & Sons Soft Drinks	Hawke DL15	1600	Bathgate
72	R G LAMBERT/Lamart Signs Ltd	Van Diemen	1600	Glasgow
73	B HUNTER	Van Diemen	1600	Edinburgh
74	S LAWSON/Edinburgh Flying Services	Hawke DL17	1600	Kirkliston
76	D HALL/Laidlaw	Hawke DL17	1600	Mid Calder
78	B GOWANS	Hawke DL12	1600	Dalbeattie
79	A BOYLE	Lotus 51	1600	Falkirk
86	M LONGMORE	Hawke DL11	1600	Lochmaben
87	A REID	Nike Mk 10B	1600	Catterham-on-the Hill
88	K LAWRENCE	Crossle 30F	1600	Helensburgh
89	K MILLAR	Royale-Ford	1600	Currie
90	D STEEDMAN	Hawke DL12	1600	Linlithgow

3.30 pm
15 laps

A round in the Edinburgh Flying Services FF1600 Championship

Class Lap Record—S. LAWSON (Hawke DL15) 52.9 secs 70.09 mph.

EVENT 5 The Shell Race for Production Saloon Cars

Over 2000 cc				
143	R BIRLEY	Ford Capri II	2994	London
144	A MINSHAW/Manchester Liners	Opel Commodore	2800	Tattenhall
146	W A STRUTH	Vauxhall Magnum	2300	Crossford
147	V COVEY/John Brown Racing/Zippo	Mazda RX2 Coupe	2292	Edinburgh
148	Mrs J BIRRELL/Marshalls Chunky Chicken/Team SMT	Vauxhall Magnum Coupe	2279	Edinburgh
149	R MOORE	Opel Commodore GSE	2800	Belfast
151	D BRUNT/Maniton Le Oils	BMW 3.0SL	2985	St Albans
153	D TAYLOR/Maniton Le Oils	BMW 3.0 SL	2985	St Albans
Up to 2000 cc				
154	G REID/Graham & Morton	Toyota Celica GT	1600	Grangemouth
155	G BIRRELL	Opel Kadett GTE	1900	Glasgow
156	T IRVINE	Mazda RX3	1964	Edinburgh
157	R HALLEY/Halleys of Milngavie—Eurosport	Opel Kadett GTE	1897	Milngavie
158	D HAMILTON	Mazda RX3	1964	Edinburgh
159	W HALLEY	Ford RS2000	1998	Crieff
161	T MELDRUM/Casanova Ice Cream/Zippo	Mazda RX3 Coupe	1964	Elie

4.00 pm
15 laps

EVENT 6

4.30 pm
20 laps

EVENT 7

EVENT 8

5.30 pm
12 laps

Event 5 (continued)

162	A D JEFFREY/Hope Scott Garage Ltd	Triumph Dolomite Sprint	1998	Currie
164	W R RITCHIE	Triumph Dolomite Sprint	1998	Paisley
165	A CROMAR/Team Zippo	Alfa Romeo 2000 GTV	1966	Anstruther
168	HET IRVINE/Sport Car Breakers/Fife Motor Spares	Triumph Dolomite Sprint	1998	Newbridge

A round in the Shell Production Saloon Car Championship

Class Lap Records Over 2000 cc—R MOORE (Opel Commodore) 62.4 secs 59.42 mph.
Under 2000 cc A JEFFREY (Dolomite Sprint) and R HALLEY (Opel Kadett): 63.0 secs, 58.86 mph.

The Heron Race for Libre Cars

1	N DICKSON	March 722	1998	Perth
2	I McLAREN/McLaren of Broxburn/Iain McLaren Caravans	Chevron B35	1990	Uphall
3	A BARTON	Sana	1795	Newcastle
5	R ROLLO/Rollo Builders	March 75B	1600	Prestonpans
6	C MUNRO/J Jack Crane Hire—Evanton	Chevron B25/29	1970	Alness
7	C LANDRUM	Motul M1	2000	Edinburgh
9	T DZIERZEK	Ensign LN4	1970	Kirkliston
10	A SHARPE/D B Racing	Chevron B26/31	1994	Falkirk
12	D BROTHERTON	Chevron B34	2000	Edinburgh
14	P MacNAUGHTAN	Chevron B23	1850	Edinburgh
31	L F JACOBSEN/Cuthbertsons Dairies Ltd	Chevron B23	1930	Glasgow
35	A SMITH/S & S Rallying Ayr	Mallock Mk17	1600	Crossford
38	C REEVES	Mallock U2 Mk16	1600	Stonehouse
44	J MACKIE/Agra Precision Eng.Co.	Gryphon TC	1600	Kirkcaldy

A round in the Heron Formula Libre Championship

Class & Outright Lap Record R SCOTT (Modus) 45.6 secs 81.32 mph

THE K.P. CRISPS TROPHY RACE for Special Saloon Cars—Final (for the fastest 5 cars from each class in events 1 and 3).

A round in the Lombard Scottish Saloon Car Championship 1977

Modified Sports Cars

Over 1300 cc				
52	T MacMILLAN	Mallock U2 Mk8	1600	Glenrothes
171	K SHADE	Lotus Seven	1600	Edinburgh
173	J FYDA/Agra (Precision Engineering)	Agra Elan	1650	Dundee
174	D PALMER	Lotus Elan	1698	Lesmahagow
175	G GRAHAM/Jenscot	Jensen Healey	1973	Edinburgh
176	G McDONALD	Mallock U2 11B/14	1600	Edinburgh
177	J A HALL	Lotus Europa	1800	Livingston
178	A SMITH/S&S Rallying Ayr	Lotus Elan	1600	Crossford
Up to 1300 cc				
179	J KIRK	Davrian	1150	Caldercruix
180	A MUNN	MG Midget	1293	Stirling
181	B STEVENSON	Davrian	998	Cumbernauld
183	A RITCHIE	Davrian	998	Paisley
185	K ALLEN/S&S Rallying, Ayr	Clan Crusader	1147	Crossford
186	G R WILSON	Cox GTM	1275	Helensburgh
187	J HENDERSON	MG Midget	1293	Bridge of Allan

A round in the Hamilton & Inches Championship for Modified Sports Cars

Class Lap Records Over 1300 cc—P BAKER (Ginetta G4) 51.6 secs 71.86 mph.
Under 1300 cc—K ALLEN (Clan Crusader) 51.8 secs, 71.58 mph.

INGLISTON 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.
45.0	82.40	48.4	76.61	51.7	71.72	55.0	67.42	58.3	63.60	61.6	60.19
45.1	82.22	48.5	76.45	51.8	71.58	55.1	67.30	58.4	63.49	61.7	60.10
45.2	82.04	48.6	76.30	51.9	71.45	55.2	67.17	58.5	63.38	61.8	60.00
45.3	81.85	48.7	76.14	52.0	71.31	55.3	67.05	58.6	63.28	61.9	59.90
45.4	81.67	48.8	75.98	52.1	71.17	55.4	66.93	58.7	63.17	62.0	59.81
45.5	81.49	48.9	75.83	52.2	71.03	55.5	66.81	58.8	63.06	62.1	59.71
45.6	81.32	49.0	75.67	52.3	70.90	55.6	66.69	58.9	62.95	62.2	59.61
45.7	81.14	49.1	75.52	52.4	70.76	55.7	66.57	59.0	62.85	62.3	59.52
45.8	80.96	49.2	75.37	52.5	70.63	55.8	66.45	59.1	62.74	62.4	59.42
45.9	80.78	49.3	75.21	52.6	70.49	55.9	66.33	59.2	62.64	62.5	59.33
46.0	80.61	49.4	75.06	52.7	70.36	56.0	66.21	59.3	62.53	62.6	59.23
46.1	80.43	49.5	74.91	52.8	70.23	56.1	66.10	59.4	62.42	62.7	59.14
46.2	80.26	49.6	74.76	52.9	70.09	56.2	65.98	59.5	62.32	62.8	59.04
46.3	80.09	49.7	74.61	53.0	69.96	56.3	65.86	59.6	62.21	62.9	58.95
46.4	79.91	49.8	74.46	53.1	69.83	56.4	65.74	59.7	62.11	63.0	58.86
46.5	79.74	49.9	74.31	53.2	69.70	56.5	65.63	59.8	62.01	63.1	58.76
46.6	79.57	50.0	74.16	53.3	69.57	56.6	65.51	59.9	61.90	63.2	58.67
46.7	79.40	50.1	74.01	53.4	69.44	56.7	65.40	60.0	61.80	63.3	58.58
46.8	79.23	50.2	73.86	53.5	69.31	56.8	65.28	60.1	61.69	63.4	58.49
46.9	79.06	50.3	73.72	53.6	69.18	56.9	65.17	60.2	61.59	63.5	58.39
47.0	78.89	50.4	73.57	53.7	69.05	57.0	65.05	60.3	61.49	63.6	58.30
47.1	78.73	50.5	73.42	53.8	68.92	57.1	64.94	60.4	61.39	63.7	58.21
47.2	78.56	50.6	73.28	53.9	68.79	57.2	64.83	60.5	61.29	63.8	58.12
47.3	78.39	50.7	73.14	54.0	68.67	57.3	64.71	60.6	61.19	63.9	58.03
47.4	78.23	50.8	72.99	54.1	68.54	57.4	64.60	60.7	61.09	64.0	57.94
47.5	78.06	50.9	72.85	54.2	68.41	57.5	64.49	60.8	60.99	64.1	57.85
47.6	77.90	51.0	72.71	54.3	68.29	57.6	64.38	60.9	60.89	64.2	57.76
47.7	77.74	51.1	72.56	54.4	68.16	57.7	64.26	61.0	60.79	64.3	57.67
47.8	77.57	51.2	72.42	54.5	68.04	57.8	64.15	61.1	60.69	64.4	57.58
47.9	77.41	51.3	72.28	54.6	67.91	57.9	64.04	61.2	60.58	64.5	57.49
48.0	77.25	51.4	72.14	54.7	67.79	58.0	63.93	61.3	60.49	64.6	57.40
48.1	77.09	51.5	72.00	54.8	67.66	58.1	63.82	61.4	60.39	64.7	57.31
48.2	76.93	51.6	71.86	54.9	67.54	58.2	63.71	61.5	60.29	64.8	57.22
48.3	76.77									64.9	57.13

RACE PRIZE FUNDS:

In Events 3, 5, 7* and 8 £25 — £10 — £5 per class (1st overall £25)

In Events 1, 2 and 4 £25 — £15 — £10 — £5

In Event 6 £50 — £25 — £15 — £10



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Add in Rod Birley's Capri (143), Alan Minshaw's Opel Commodore (144) and perhaps a couple of 3 litre BMWs, and you have the makings of another great production race.

Following his accident at the last meeting (when he sustained, would you believe, severe frostbite—work that one out!) Andy Barton has replaced his Chevron chassis with a Sana (3) and he will hope now to get back to grips with Iain McLaren's Chevron B35 (2) (the engine of which has been rebuilt by Edinburgh expert Dr Graham Kelly) and reigning libre Champion, Norman Dickson's March 722 (1). Both Bob Rollo and Charlie Munro field F2 machinery (Bob with an Atlantic Mill), while an ex-Iain McLaren F2, the Motul M1, returns to Ingliston as well. As always the £1000 Speed Challenge (for the first 85 mph lap) remains on offer by Midlothian Insurance Brokers, just to enliven the 20 lap race!

Then, following the K.P. Crisps Trophy Race final, the last race of the day for modified sports cars sees the welcome return of Ken Allen's Clan Crusader (185) taking on the Elans of John Fyda (173) and teammate Andy Smith (178) and, as last year, John Kirk's very fast Davrian (179). But, as is the case in every Ingliston Programme, those of you who really want to study form should disregard completely the editor's ramblings and scrutinise carefully instead the current Scottish Motor Racing Championship placings which follow. After all, success is in the results, not in looking good on paper!

Best race of the day in May? Certainly, the Shellsport Escorts provided more laughs than the last 20 Programmes combined.
(Not a hard task, we year you say).



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THE LOMBARD SCOTTISH SALOON CAR CHAMPIONSHIP

J EVANS	AET Skoda	20 Pts
D FARRER	Ford Escort	18
WNA DRYDEN	Firenza Ecosse	14
J PINKERTON	Mini Cooper 'S'	14
R GAULD	Sunbeam Stiletto	11
D FISHER	Hillman Imp	10
I ROGERSON	Ford Escort	10
I FORREST	Drambuie Imp	9
W ROBERTSON	Ford Escort	8
J ROBERTSON	Ford Escort	8
J McGAUCHAY	Hillman Imp	7
E PATERSON	Longman Mini	7
D OGILVY	Hillman Imp	6
A D NIVEN	Ford Escort	5
G STUPPLE	Chrysler Avenger	5
D COLVIN	BMC 850 Mini	5

Scoring: 1 for finishing each part, plus per class 1st 7 2nd 5, 3rd 3, 4th 2, 5th 1. Bonus point for bettering lap record in final. Best 4 scores to count.
Prize Fund—£300—£200—£100—£60—£40—£50 bonus per class winner.

THE EDINBURGH FLYING SERVICES Formula Ford Championships

S LAWSON	Hawke DL17	15 Pts
G A FRANCHITTI	Hawke DL15	9
D HALL	Hawke DL17	9
C I BINNIE	Royale RP 21	6
P MORRISON	Crossle 25F	4
R SIMPSON	Crossle 25F	3
B HUNTER	Hawke DL17	2
G McMILLAN	Hawke DL11	1
P J SHAND	Elden 10A	1

Scoring: 1st 9, 2nd 6, 3rd 4, 4th 3, 5th 2, 6th 1. Best 4 scores to count.

Prize Fund—£250—£100—£75—£50—£25

THE HERON FORMULA LIBRE CHAMPIONSHIP

I C McLAREN	Chevron B35/40	20 Pts
R ROLLO	March 75B	12
D MUTER	Lotus 69	12
P MacNAUGHTAN	Chevron B23	6
A SHARPE	Chevron B26/31	4
T DZIERZEK	Ensign LN4	3
L F JACOBSEN	Chevron B23	3
J MACKIE	Gryphon	3

Scoring: 1 for finishing plus 1st 9, 2nd 6 3rd 4, 4th 3, 5th 2, 6th 1. Best 4 scores to count.

Prize Fund—£500—£250—£125—£75—£50.

THE DALGLEISH BAILLIE CHAMPIONSHIP

for Formula 2000/Sports Cars

D PHILP	Chevron B26/31	15 Pts
K ALLEN	Mallock Mk 17B	9
S LAWSON	Hawke DL16/2000	8
L F JACOBSEN	Chevron B23	6
J BAIRD	Chevron B23	4
J MACKIE	Gryphon	3
D McDONALD	Mallock Mk 11B/14	1

Scoring: 1st 9, 2nd 6, 3rd 4, 4th 3, 5th 2 6th 1. Best 4 scores to count.

Prize Fund—£150—£75—£50—£25—£15.
£50 bonuses to class winners not winning overall.

THE SHELL PRODUCTION SALOON CAR CHAMPIONSHIP

H A CHALMERS	Ford Capri	12 Pts
R HALLEY	Opel Kadett GTE	12
A D JEFFREY	Dolomite Sprint	12
R MOORE	Opel Commodore	7
I STIRLING	Ford Capri	6
P S SPARKES	Mazda RX2	3
V COVEY	Mazda RX2	3
T IRVINE	Mazda RX3	3
B STEVENSON	Toyota Celica	3
A CROMAR	Alfa Romeo	1
H E T IRVINE	Dolomite Sprint	1

Scoring: Where 3 registered starters in class 1st 7, 2nd 5, 3rd 3, 4th 1. Best 4 scores to count.

Prize Fund—£150—£100—£50—£25.
£25 bonuses per class winner.

THE HAMILTON & INCHES CHAMPIONSHIP for Modified Sports Cars

J FYDA	Lotus Elan	14 Pts
J KIRK	Davrian	14
K COLEMAN	Davrian	10
K SHADE	Lotus 7	5
D PALMER	Lotus Elan	5
A MUNN	MG Midget	5
T MacMILLAN	Mallock U2	3
B STEVENSON	Davrian	3
T M BROUGH	MGB/GT	2
G McDONALD	Mallock U2	1

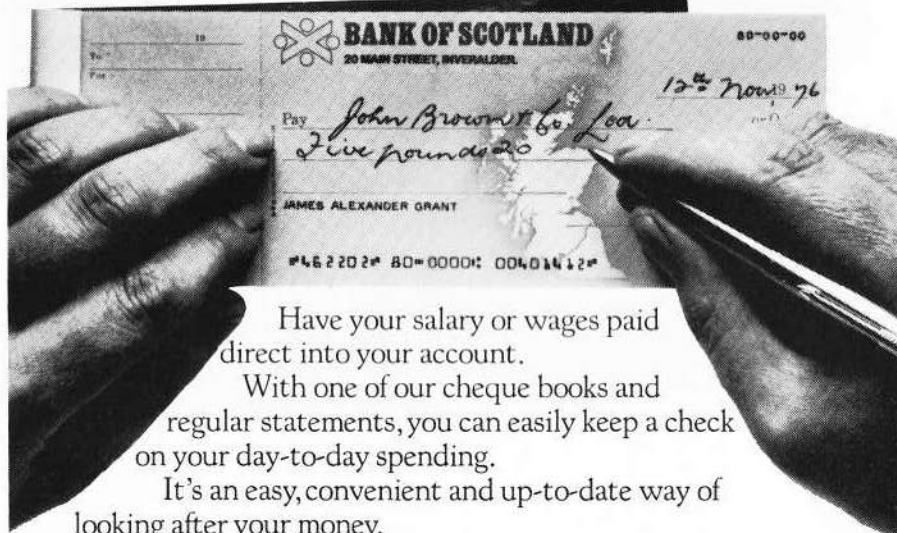
Scoring: Where 3 registered starters in class 1st 6, 2nd 4, 3rd 2, 4th 1. Best 4 scores to count.

Prize Fund—£100—£50—£30—£20.

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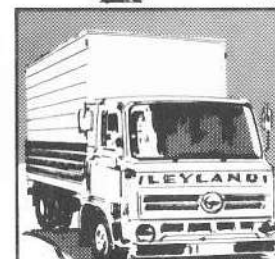
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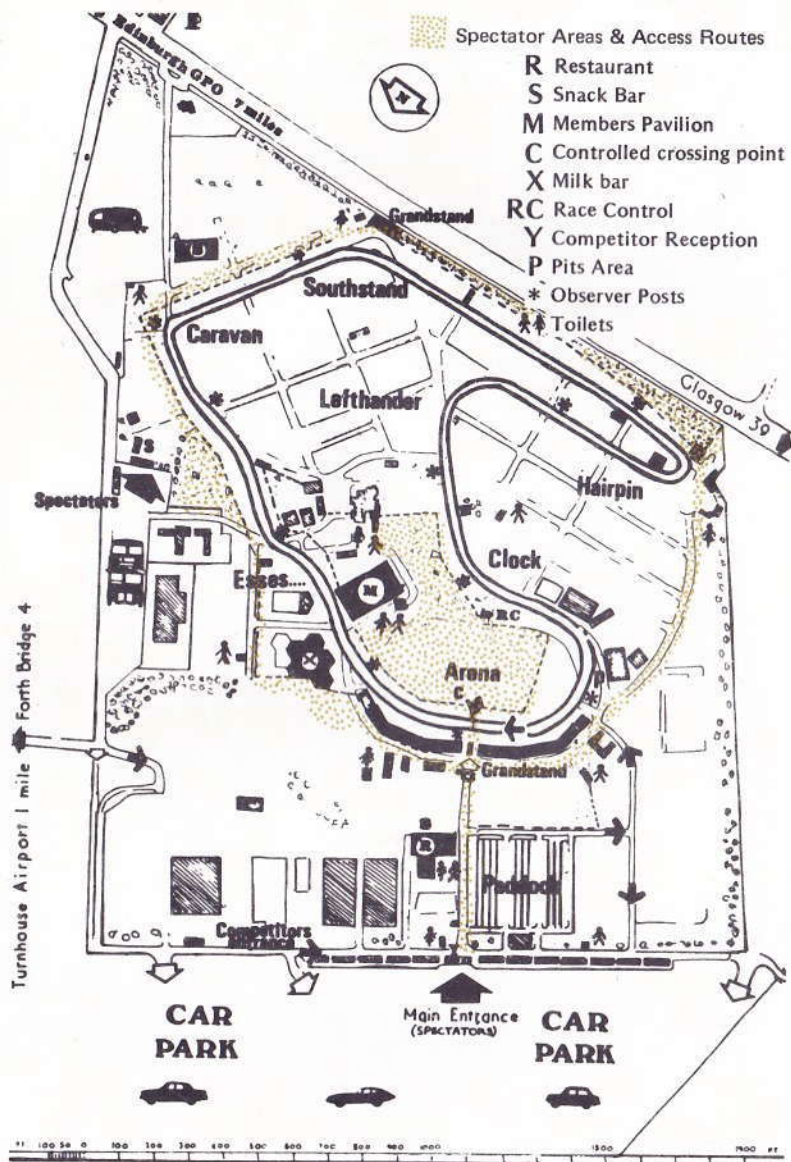
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