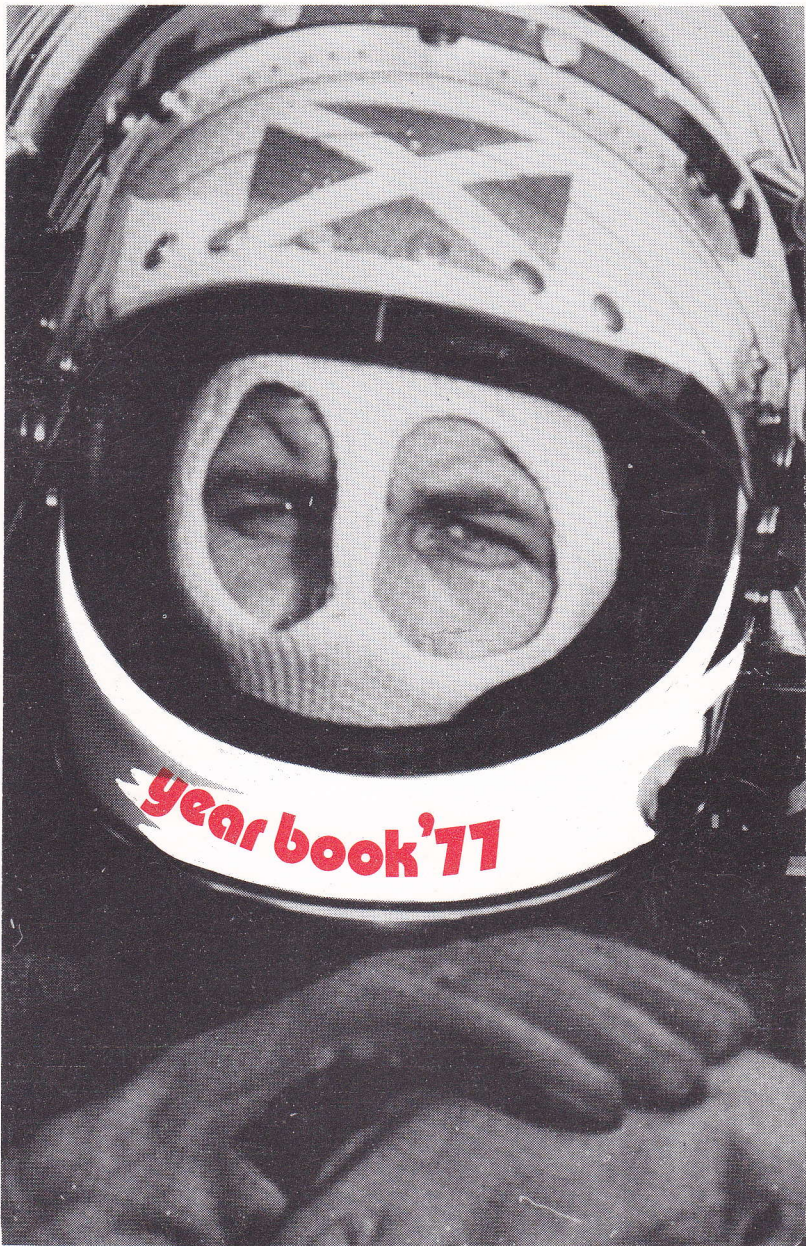
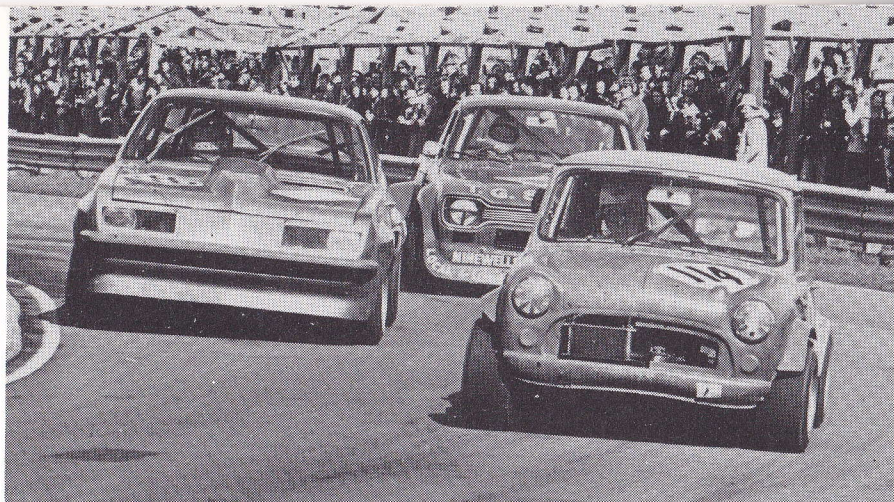


INGLISTON



UK 30p

Produced by Scotcircuits Limited



Jim Pinkerton (114) has his year at last.

THE LOMBARD SCOTTISH SALOON CAR CHAMPIONSHIP

7.30 am, Sunday 10th April, 1977. The sun has barely risen over the horizon and has yet to chase away the thin tendrils of early morning mist clinging to the track as the gates swing open on what is to prove one of the most exciting, varied and controversial special saloon car seasons at Ingliston in recent years. As the first of the marshals stagger through the gates, still shaking the sleep from minds yet hibernating from the winter months, much has already been done to prepare the circuit for the season only now about to unfold. Scotcircuits Chairman, John Romanes, has spent the winter months to good effect, securing for the circuit sufficient sponsorship to ensure both that Ingliston's reputation of providing the best local motor racing Championships in Britain remains untarnished and that Championships are available for every class of car racing at Ingliston on a regular basis throughout 1977. John Romanes it is, too, who has either arranged for or (as is more probable) has personally physically tackled the many and varied track requirements arising over the off-season, culminating in the RAC's annual circuit inspection to licence racing at Ingliston for a further year. The various Chief Marshals have been assembling and re-organising their teams for the coming year; the Joint Race Committee has been considering classes of cars to race at the circuit and discussing changes to the Standing Regulations; Scotcircuits' Secretary has been drafting the year's Regulations, maintaining his regular contact with competitors throughout the winter and sifting through the entries for this, the first race meeting of the season; Andrew Mitchell, Scotcircuits' Accountant, has been busy with his financial projections for the circuit in the coming year, advising on charges and provisions to be made to ensure the track's economic viability for another twelve months; discussions with the circuits landlords, the Royal Highland and Agricultural Society, have taken their usual amiable course; the race programme has been determined, final trackside adjustments have been attended to the afternoon before and, in short, all the myriad of items indispensable to any race meeting have been resolved, somehow all in time for this culmination of a winter's work, the first race meeting at Ingliston.

With considerable activity on the competitors' side too during the winter months, speculation is rife as to who the leading Lombard Scottish Saloon Car Championship contenders are to become. Will leading 1976 special saloon contender Laurence Jacobsen's move into sports cars give his former arch-rival, Ian Forrest, a clear field in the 1000 cc class, or will Jim Dryden's move into the heavy brigade with his new

Avenger leave the 1300 cc class at the mercy of his former rival, Dave Farrer? And how will Jim Dryden fare against the "over 1300 cc" contingent, now that he has elected to join them? With early season successes being scored in the South by both Doug Niven in the ex-Nick Whiting BDG Escort, and by Jimmy Robertson in the ex-Jim Evans turbocharged Escort, will they prove to be the men to beat, or will Bill Dryden's newly built Firenza return him to his third Scottish Saloon Car Championship in 4 years? Those looking for early answers to these and many other fascinating questions were destined to disappointment as the crackle of racing engines rent the April air, since the Lombard Championship proved, in the final analysis, to be perhaps the least predictable of them all.

However, to the pundits, the results of the Radio Forth Trophy Race seemed to signal the end of the Scottish Saloon Car Championship even before it had properly begun! For the first heat of the race the expected manifestation of Ian Forrest's highly sponsored Drambuie Imp on pole position failed to materialise and late-arriving spectators found a slick-shod Colin Richardson shivering on pole for what was to prove the only wet race of the day! Alongside him on the front row Rick Gauld too had proved from his practice times that Forrest was not to have everything his own way, while Ian himself was relegated to the second row of the grid with a very fast Jim McGaughay alongside him and the determined duo of Dave Ogilvy and Roy Knowles behind. As expected, Rick Gauld's "wellies" gave him the advantage over Richardson as the flag fell, the latter rapidly falling behind the other drivers as he slithered round as best he could on hopelessly wrong rubbers. Richardson's necessarily cautious start seemed to give Forrest the chance he was after, but a too rapid application of power sent Ian spinning off at Caravan on the first lap, allowing Dave Ogilvy through to harry Gauld all the way home to the chequered flag in a sadly depleted race in which half the entry list had retired by the second lap!

The grid for the second heat of the Radio Forth Trophy Race was more like the form book, both Jim Evans and Doug Niven sharing the front row on identical practice times, with Dave Farrer on the third row showing undoubted supremacy over the other 1300 cc cars. In the event Dave's BDA Escort rubbed the message in, finishing a good 28 seconds ahead of his nearest 1300 cc class rival, Jimmy Pinkerton. When the saltire fell, however, all eyes were on the leading "big" saloons in anticipation of a classic race, but Jim Evans immediately scotched that hope, launching his AET Skoda into an enormous lead on the opening lap which left the 'locals' breathlessly battling for second place so far behind him that he was out of their sight for most of the race. The runner-up slot eventually went to Bill Dryden's Toleman/SMT Firenza, having taken Doug Niven's Escort after a see-sawing battle, with Jimmy Robertson's turbocharged Escort in fourth place and Walter Robertson getting his eye in in the Sportstune Escort just behind and showing just enough to suggest that this combination might be worth watching for the future. In the Final, the results were an exact carbon copy of the second heat, although this time Jim Evans really wound his Skoda up, clipping 0.1 secs off Bill Dryden's lap record on the third lap, a further 0.6 secs off on lap four and finishing with a lap 1.1 secs below the record on lap seven. Maintaining the pace all the way to the chequered flag, Evans romped home 20 seconds clear of a thoroughly demoralised Dryden, who, despite a fastest lap equalling the lap record he had just lost, could see no way in which he was going to haul in the unbelievably fast Skoda. In the 1300 cc class Dave Farrer repeated his 28 second win over Jim Pinkerton's Mini, while, outgunned by the heavy machinery, the few remaining 1000 cc cars turned in an interesting race, maximum Championship points in this class going to Duncan Fisher with the ex-Alex Clacher/Laurence Jacobsen Imp after both Gauld and Ogilvy had fallen back with engine problems.

By May 8th, and the Jock McBain Memorial Trophy Race (sponsored by John McBain & Son Ltd), the controversy which had surrounded Jim Evan's Skoda between the

Meetings had been, if not completely solved, at least accepted! For those who suggested that Jim's Skoda was not eligible as a Special Saloon (the car was effectively—and ingeniously— simply a Chevron 2-litre sports car with an adapted Skoda body shell dropped over the top!) the RAC had informally advised that “Jim was in”, and, thankful for that word of encouragement, Jim took the opportunity to run away and hide again, this time clipping a further 0.2 secs off the lap record in the heat, and taking it down another 0.6 secs in the final! Again, Bill Dryden took second place in the final, following a dramatic clutch failure on the grid in the heat, which saw him pull off one of his memorable recoveries “from way back” simply to qualify for the final at all, while Doug Niven, anxious to do well in the Jim Clark Foundation Meeting, had one of those days best forgotten, having to retire his Escort on lap 7 of the heat. Once again Dave Farrer dominated the 1300 cc class by the now familiar 20 odd second gap from Jimmy Pinkerton in both heat and final while, in 1000 ccs, Ian Forrest at last got the class win we had been waiting for, although not without its own drama. Having led his heat throughout, Ian's clutch expired half way round the last lap, leaving him to stagger over the line in fifth place and only just qualifying for the final, in which he had to fight his way doggedly through the field picking off, firstly, Jim McGaughay and then Duncan Fisher before earning those elusive Championship points.

With a third of the season gone there could be no doubt in anyone's mind but that Jim Evans appeared unassailable in his all-conquering Skoda, and the Lombard Championship seemed certain to be his (he having scored not only maximum points with 2 wins already, but also an additional 2 bonus points for bettering the lap record on each outing). With no lap records, but 2 similarly devastating class wins under his belt, Dave Farrer also looked set to win his class and take the runner-up slot, but fate was about to step in and upset everyone's calculations. First to run out of road, and the Championship was Jim Evans whose Skoda shot off the end of the straight at Croft in dramatic style and, although uninjured, the shunt was enough for Jim to call it a day for the rest of the season. For the KP Crisps Trophy Race in July, therefore, with Evans out and Doug Niven reiving over the Border, it looked like being a Bill Dryden benefit day, but in the event, it was Walter Robertson who dominated practice and the big saloon heat, justifying the faith placed in him in 1975 when he was nominated the “Most Promising and Deserving Driver” of the year. For the final, however, despite Walter delivering one of his now famous rocket-like starts, one mistake at Caravan was all it needed to let Dryden through to maximum points and, surprise, surprise, his name suddenly at the top of the Lombard Championship Table. (Let's be honest, when was that ever a surprise!) On even points with Bill appeared yet another surprise in the shape of Jim Pinkerton who, following the progressive retirals of Eric Smith, Dave Farrer and Jim McClements from the heat, had soldiered on to a class win in the final. Down amongst the 1000 ccs, this time Ian Forrest got it right in the heat, taking Colin Richardson on the second lap and never being challenged after that, although the in-fighting behind him typified the excellent racing we came to expect from this class throughout the season. For the final though, the dreaded glurgie struck at his engine yet again, giving Duncan Fisher his second helping of maximum Championship points, with Dave Ogilvy in hot pursuit.

Halfway through the Championship and already the uncertainty is beginning to bite. This time, however, Ian Forrest made no mistakes at all, dominating both heat and final of the 1000 cc class in the BP Trophy Race convincingly. Suddenly, after an uncertain start to the season, he was beginning to look like a Championship contender again, as was Doug Niven who returned to Ingliston in August to remind us that, when it comes to Escorts, he is very much the man to beat in Scotland. Two superb races later and Walter Robertson had learned the lesson the hard way, finding no way at all to get past the Border Reivers Car, while Bill Dryden was pedalling as hard as he could in third place (less than a second behind Niven!) Meanwhile, never very happy with his new Avenger, Jim Dryden had sneaked off to buy back his old MAE 1300 cc

Mini and, much to Jimmy the Pink's consternation, he charged through from the back of the grid in the final to take a well deserved class win. The Glasgow long-distance lorry driver's class second place behind Jim Dryden was, however, sufficient to put Pinkerton out in front of the Championship, with Bill Dryden lurking just behind his shoulder and Rick Gauld following him as the final third of the season opened.

September, and the SMT Trophy Race, was scheduled to see the long awaited return of the super saloons but, despite the incredible amount of work put in behind the scenes by both Mick Hill and Doug Niven to get them up to Scotland, when practice was called for the SMT Trophy Race on the Sunday morning, Mick Hill and Mike Beckett were the only two “outsiders” in evidence, and even at that poor old Mike didn't survive practice. That may only have left Hill as the lonely English “Superlooon” but Mick, perhaps the most popular visitor to Ingliston (and deservedly so), made quite certain that the crowds would have their money's worth. As the flag fell for the big saloon heat, however, Walter Robertson pulled off another of his mind-boggling starts, holding a precarious lead from Mick's monster-Beetle, Doug Niven's Escort and Bill Dryden's Firenza. This time Bill managed to find that little extra edge to scrape past Dougal but, in front of him, it looked like no one was going to deny Walter his moment of glory: No one, that is, but Walter himself! With little more than 50 yards to

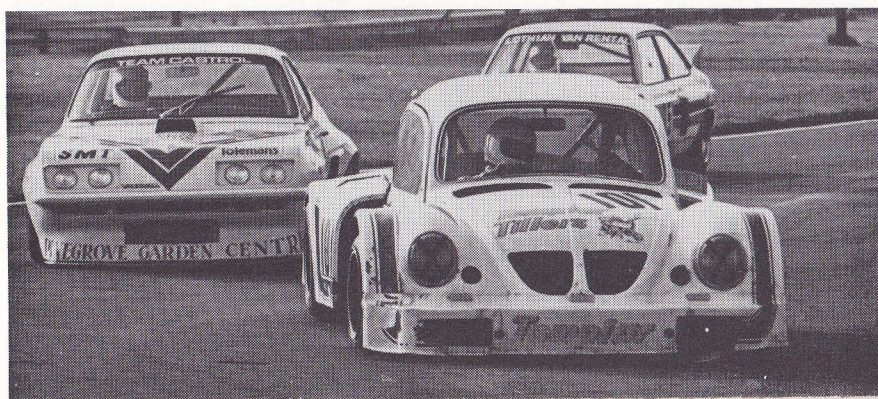


“Wheelspin” Editor, Graham Gauld, chats to Ingliston personality, Doug “Pooh Bear” Niven.

go Walter bogged it up on the last corner, and that was all that Mick Hill needed to put him on pole for the Final. Once again, though, Walter proved the best saloon car starter around, but this time Hill managed to power the Beetle past early in the race to blast home, perhaps not comfortably but at least firmly in the lead. As a non-registered competitor Mick took no Championship points however, and Walter it was who picked up his first quota of maximum points, Bill Dryden storming home behind him. Alas, after his superb outing in August, September was not Doug Niven's month for, in the act of lapping one of the 1300 cc Minis, the backbarker moved over right in his path and the resultant act of union was neither ecstatic nor loving! In the lower classes, with Dave Farrer still amissing, the 1300 cc honours again went to Jim Dryden, although this time after a monumental scrap with Jimmy Pinkerton who knew that the Championship could be his if only he could notch up another class win. Ian Forrest on the other hand, seemed to have put his earlier disasters behind him, again dominating both heat and final and putting himself in third position of the Championship although, with one round to go, and bearing in mind the ruling that each competitor can count only his best 4 scores during the season, he was now the undoubted favourite to take the Lombard Challenge Cup.

And so to the final round of the 1977 Scottish Saloon Car Championship, the Sunbeam Trophy Race sponsored by Ross Chrysler Dodge Ltd. With four drivers still capable of winning the Championship (Ian Forrest, Bill Dryden, Walter Robertson and Jimmy Pinkerton) high drama was promised—and delivered! Heat 1 saw Ian Forrest underline his favourite billing, taking the chequered flag after determined bids by both Jim McGaughay and Dave Ogilvy had fallen to mechanical failure. The real drama was reserved for the other races, however. With his Escort still under repair following the September crash Doug Niven had been generously offered a loan of Mick Hill's Beetle for the day, an offer he just couldn't refuse. And, after rumbling the car round in practice within 0.1 seconds of Jim Evans lap record (0.8 secs faster than Mick Hill's fastest lap from the previous meeting), no one was surprised when he hurled himself into the lead of the second Heat ahead of Bill Dryden and Walter Robertson. Ignition problems had no sooner sent Bill freewheeling to the side of the track by the finishing line, however, than a monumental shunt between the Minis of Jim Pinkerton and R Milne blocked the track and brought the red flag out to stop the race before worse damage resulted. With more than half of the race completed, the rule book was consulted and the race declared over, with Niven the winner and Walter Robertson second, leaving the Secretary of the Meeting with the problem of sorting out a grid for the final in circumstances where the 1000 cc cars had completed 10 laps in their heat as opposed to a miscellany of laps in the over 1000 cc heat, the leaders having completed the most at 6! In all this excitement Bill Dryden had applied gentle pressure to the boot of his Vauxhall to push it sedately over the line, opening up a chain of circumstances that, although not affecting the overall Championship results at the end of the day, was to give a cruelly false hope to Ian Forrest in the Final. For, with Jim Pinkerton hors de combat for the rest of the day, and Doug Niven looking a determined "big saloon car" winner (a determination he fulfilled), all eyes were on Ian Forrest who, in a depleted 1000 cc field, was almost certainly assured of the Championship if he could but finish. Nestling at the back of the grid however, having erroneously been classed as a heat finisher by the Secretary of the Meeting, Bill Dryden it was who stole the limelight at the start by streaking through to third place on the first lap, although nothing he could do after that could put him in touch with the flying Niven who finished the race 20 seconds clear of Dryden and 2 seconds ahead of Robertson. In the 1300 cc class Dave Farrer's return merely emphasised the supremacy of this class which he had demonstrated earlier in the season, but his class win was not enough to lift him into the top Championship placings at this late stage in the season. So, with Jim Pinkerton, Bill Dryden and Walter Robertson now all tying for first place on 30 points, it was back to Ian Forrest. Leaping off the line with the Championship now firmly within his grasp, Ian had completed the first 3 laps comfortably ahead of all other 1000 cc contenders

Shades of things to come with Doug Niven in the monster Beetle?



The agony, but no ecstasy!

when disaster struck. Robbed of driving power as his transmission severed at the hair-pin, Ian leapt from his car and, mindful that Bill Dryden had been classed as a finisher earlier in the day after pushing his car over the line, he gritted his teeth and started the long heave round the track to push the car exhaustedly over the line to an enormous cheer. Alas, although at one time it was possible to "finish" under "push-power", the RAC outlawed this mode of power following the death of a driver in identical circumstances and, when the results were published, Ian's courageous effort was seen to be in vain for he was shown as a non-finisher by Chief Timekeeper, Dr Lewis Jamieson, who reminded everyone of the RAC rule that cars must finish under their own power. Although naturally disappointed (there could be no way of avoiding the application of the RAC's Ruling) Ian had the consolation of pipping Rick Gauld for the Sandy Forrest Trophy (presented to the leading 1000 cc competitor in the Championship in memory of Ian's own father) by virtue of his having the highest number of highest placings while, overall, the same ruling found Jim Pinkerton to be the new Lombard Scottish Saloon Car Champion by virtue of his 3 first and 7 second places, ahead of Walter Robertson (3 firsts and 5 seconds) and 1976 Champion, Bill Dryden (1 first and 6 seconds during the season). A dramatic end to a dramatic season.

Little wonder with such excitement, that an opinion poll carried through at the October Meeting showed that, of all spectators asked to state which race they preferred, 44% opted for special saloons, the closest rival being the Libre brigade with a 15% preference!

THE LOMBARD SCOTTISH SALOON CAR CHAMPIONSHIP 1977

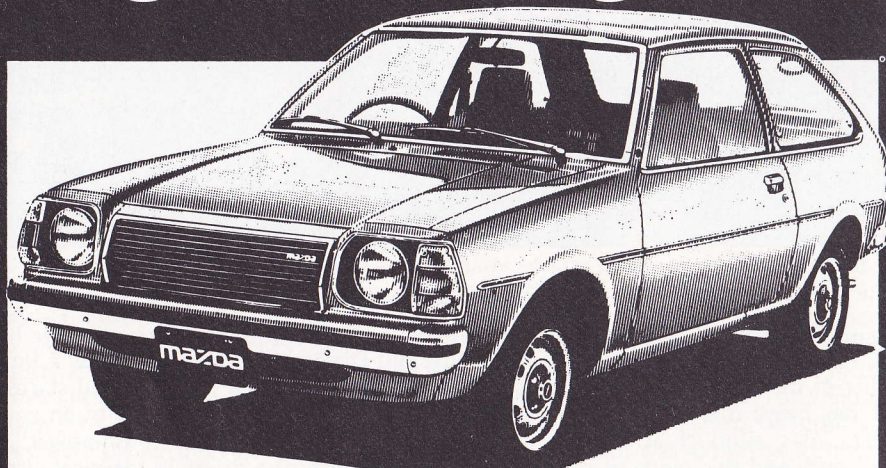
1st	J PINKERTON	Mini Cooper 'S'	30 points	(£350)*
2nd	W ROBERTSON	Ford Escort II	30 points	(£250)*
3rd	W N A DRYDEN	Vauxhall Firenza Ecosse	30 points	(£100)
4th	I FORREST	Drambuie Imp	28 points	(£110)*†
5th	R GAULD	Sunbeam Stiletto	28 points	(£40)

*includes £50 class winners bonus

†Winner of the Sandy Forrest Trophy

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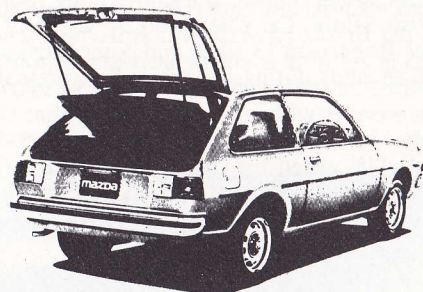
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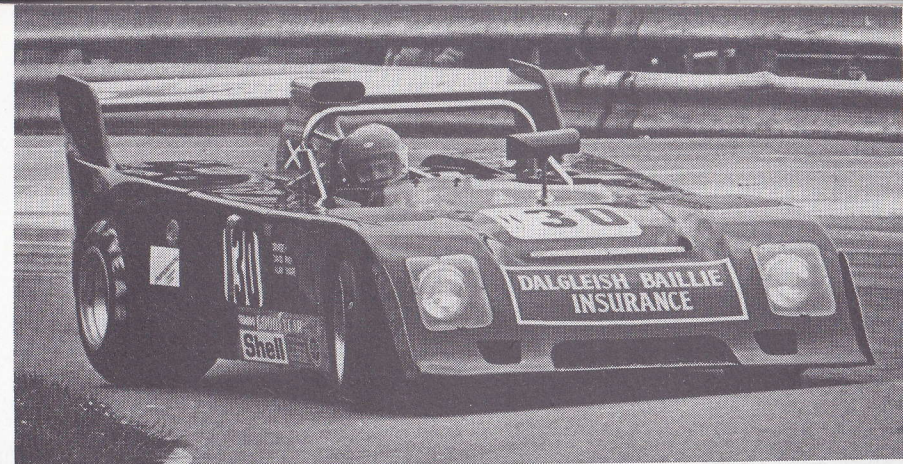
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THE DALGLEISH BAILLIE CHAMPIONSHIP FOR FORMULA 2000/SPORTS CARS

For the first year of a new class no one could deny that the Formula 2000/Sports Car class, unique to Ingliston, was an undoubted success. The formula, possible only under special RAC dispensation granted having regard to Ingliston's unique circumstances, was the brainchild of joint consultations between Scotcircuits Ltd and Dalgleish Baillie and Co (Insurance Brokers), who happily sponsored the resulting Championship, and credit must also be given to Iain McLaren from whose initial idea the concept sprang. At first an uncertain factor, the combination of FF2000 cars, 2-litre sports cars and Clubmans sports cars on the tight Ingliston track produced some memorable racing, not the least of which was between ultimate Champion Dave Philp's DB Racing Chevron B26/31, Laurence Jacobsen's B23 and Kenny Allen's Mallock Mk 17B. Nestling somewhere in between the classes was the hybrid Gryphon of John Mackie, which impressed on more than one occasion during the year, as did Jim Stevenson's U2. Also displaying his usual flair was Stu Lawson, who proved that an FF2000 car could keep up with the very much more potent leaders, while a visit by Richard Mallock in a "guested" Mallock underlined what could be done (and had been, by Kenny Allen!) in a top-grade Clubmans car. The new class attracted its fair share of sponsorship too, from the Edinburgh Students Charities Appeal, the Royal Highland and Agricultural Society and the Scottish Motor Racing Club, but the ultimate accolade went to Championship sponsors, Dalgleish Baillie, who "insured" their own success through the combination of Dave Philp (a driver to watch closely for the future) and their own sponsored Chevron, the Chevron, in fact, which had already won the 1976 Sports & Special GT Championship in Iain McLaren's hands.

THE DALGLEISH BAILLIE CHAMPIONSHIP FOR FORMULA 2000/SPORTS CARS

1st	D PHILP	Chevron B26/31	33 points	(£150)
2nd	L F JACOBSEN	Chevron B23	25 points	(£75)
3rd	K ALLEN	Mallock U2 Mk 17B	24 points	(£100)*†
4th	J MACKIE	Gryphon T/C	18 points	(£25)
5th	J BAIRD	Chevron B23	13 points	(£15)
	S LAWSON	Hawke DL16	10 points	(£50)*

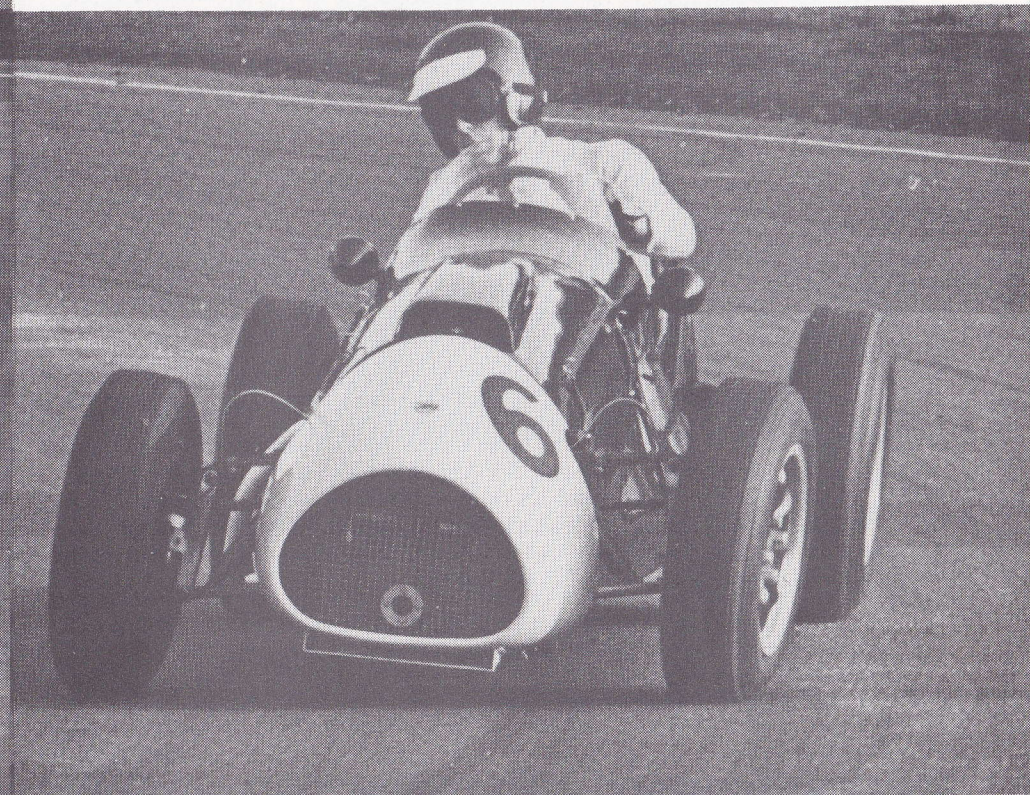
*includes £50 class winners bonus.

†Winner of The King Hussein Trophy for the highest placed Clubmans Sports Car



While we may occasionally "fake" the "fotos", we have never yet faked our appreciation to all the marshals, officials, competitors, sponsors, journalists, spectators and others, all of whom combine to make Ingleston the unique circuit it is. To each and every one of you, may we merely say THANK YOU for your support during 1977. Let us not forget, either, the indirect support given to Ingleston by the wives and families of those already mentioned, whose long suffering indulgence is all too often taken for granted. Thank you all.

If there was anything at all certain this year, it was that there could be no doubt whatsoever as to who would be receiving the most coveted Scottish Motor Award of all, the Jim Clark Memorial Award. Generously donated in 1969 by Jim's parents for presentation to a Scot for outstanding achievements in the field of motor sport, the award has only been presented on three



occasions. Twice Jim's successor as World Champion Motor Racing Driver, Jackie Stewart, has humbly accepted this honour and, last year, Scotcircuits' Chairman, John Romanes, received this highest public recognition of his outstanding achievement in keeping Scottish motor racing alive over the past decade. The fourth recipient is only infrequently seen on the racing track but, with 6 wins to his credit in the Southern Cross Rally, and having dominated both London-Sydney Marathons, there is no one who can deny that Andrew Cowan (a farming neighbour of the late Jim Clark) is undoubtedly the world's leading endurance rally driver. Shortly to be made first Freeman of the District of Berwickshire (as Jim was the first Freeman of the Burgh of Duns), Andrew is the most recent in an impressive line of Scottish Worldbeaters in motor sport, a fact from which every Scot may

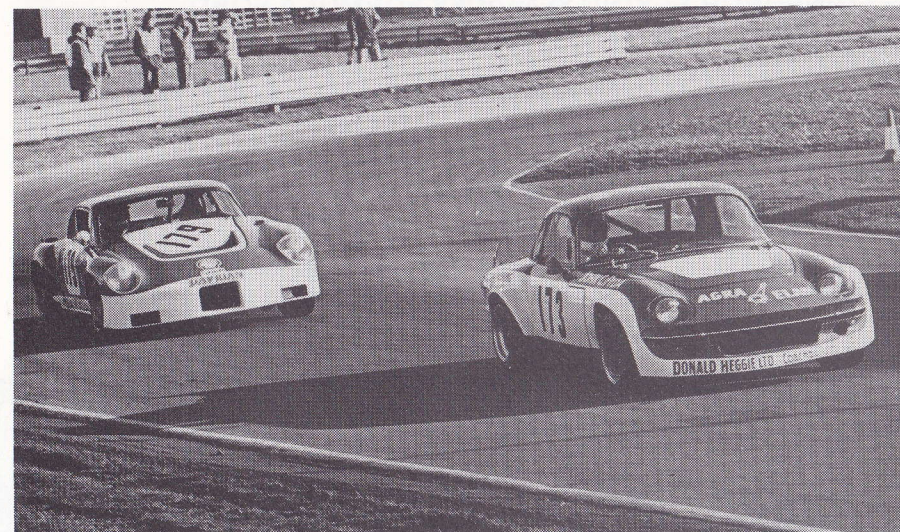
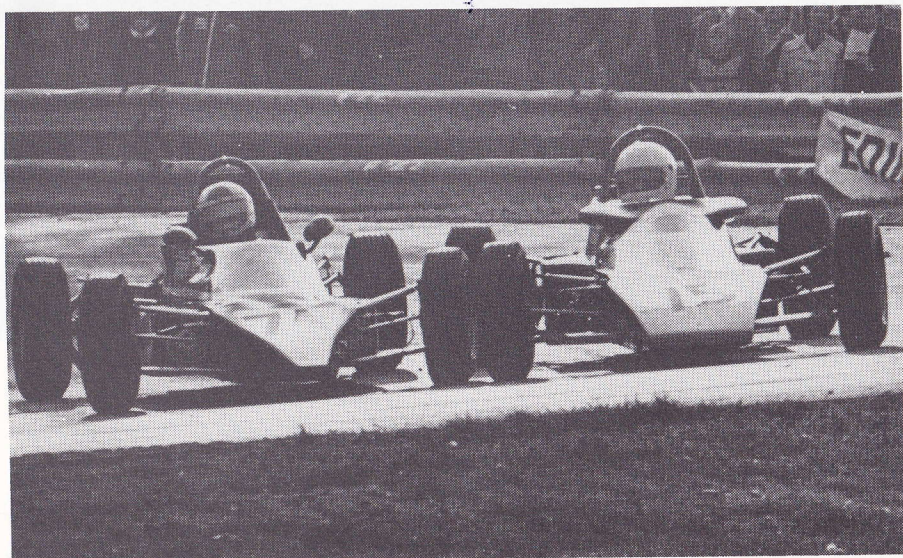
take considerable pride.

And what of other regular Ingleston competitors "abroad" this year? Norman Dickson has, of course, continued to represent the Scottish flag ably in international F2 racing while Doug Niven, having won the NSCC Championship, has also laid claim to the 2-litre class in both the Northern Saloon Car Championship and in the UK Super Saloon Championship (coming 2nd overall in the latter).

Bill Dryden, too, has seen his undoubted skill recognised in the offer of a works BMW drive for the Tourist Trophy, an offer he reluctantly had to turn down to support his local circuit. Cameron Binnie, perhaps unlucky not to be higher placed in the Scottish Championship, nevertheless made certain of the Northern Formula Ford Championship. All further proof that Ingliston, and its drivers, remain to the fore in British motor racing.

With the "formula" for 1977 having proved so successful little wonder that very little change is contemplated for Ingliston in 1978. Races will be staged for substantially the same classes of cars as for 1977 with only minor variations. Sports 2000 Cars will, for example, be equated with FF2000 cars in the Formula 2000/ Sports Car class while, in production saloons (to try to take the heat out of some of the eligibility wrangles) the scrutineers will be given power to disregard any "ineligibility" which does not, in their opinion, affect the competitiveness or safety of the car in question. In special saloons, although the 3 capacity classes remain unaltered, in making up the grid for the "Final", instead of referring to the qualifiers overall race times to determine grid positions, those race times will be "averaged" over the number of laps completed by each qualifier in the heats to give the starting order. One other change is contemplated for 1978, but this time a sad one. Since the death of Geoff Waugh, ex-Ecurie Ecosse driver Bill Stein has acted as Clerk of the Course at all Ingliston Race meetings, imposing on the job a unique character which has flavoured some of the happiest years of racing at the circuit. Sadly, Bill has reluctantly intimated his resignation from this onerous post. While we mourn our loss, it is extremely fitting that this year Bill should be honoured with the Geoff Waugh Award, for his services to the sport in Scotland, and with the medal will go our best wishes for the future.

A surprise visit by Don Macleod gave 1977 "Hattrick" Champion, Stu Lawson, a run for his money.



THE HAMILTON & INCHES CHAMPIONSHIP FOR MODIFIED SPORTS CARS

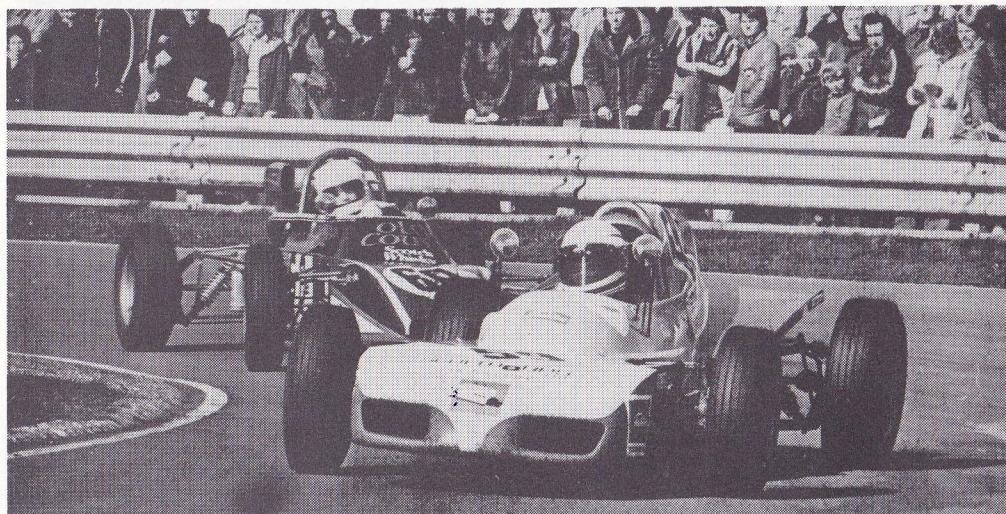
Unfortunately, while the English circuits appeared to be enjoying a modsports revival, Ingliston, for many years one of the best supported circuits in this class, saw a dramatic fall in the number of cars competing for the magnificent Hamilton & Inches Silver Quaich. The quantitative reduction did not, however, affect the quality of the racing and, in particular, the crowds were treated to 6 nailbiting confrontations between John Fyda's Agra Elan and John Kirk's Davrian. So closely matched were these two that, not only did they come first and second in every qualifying event (but not necessarily in the order quoted above!) but they each won their respective classes in every qualifying event, bringing the final Championship result out as a dead heat. Suddenly, making a very old car look remarkably fast again, Kenny Shade enjoyed one of his best seasons for many a year, while much enjoyable racing was seen from the Davrians of Brian Stevenson, Ken Coleman and Alan Ritchie. As a competitive class of racing still possible on a relatively low budget, the modified sports car class is one which could well improve in numbers for next year although, if we are blessed with the same standard of racing that we enjoyed this year, we should be well enough pleased for 1978.

THE HAMILTON & INCHES CHAMPIONSHIP FOR MODIFIED SPORTS CARS

1st= J FYDA	Agra Elan	28 points	(£75)
1st= J KIRK	Davrian	28 points	(£75)
3rd K SHADE	Lotus Seven	18 points	(£30)
4th= B STEVENSON	Davrian	13 points	(£10)
4th= A T RITCHIE	Davrian	13 points	(£10)

THE EDINBURGH FLYING SERVICES FORMULA FORD CHAMPIONSHIP

Looking back over the last few years Scottish Motor Racing Championship results can be a fascinating exercise. In winning the 1977 Edinburgh Flying Services FF Championship, for example, Stu Lawson completed the hat trick, this being his third successive Championship win, and prior to his first Championship title in 1975 he took 2nd place to Graham Cuthbert in 1973 and 4th place behind Kenny Gray, Graham Hamilton and Norman Dickson in 1974. Victory this year was not so easy as in 1976, however, and although Stu won three of the six qualifying events (The Alexanders of Edinburgh Trophy Race and The Crawford's Catering Race included), what is interesting is the calibre of the drivers who beat him into second place in the other 3 events. In September, for example, it was this year's Northern FF Champion, Cameron Binnie, who scooped maximum points in the Drakker Race while, in August, this year's Townsend Thoresen Champion, David Leslie, was the man who came out as winner of a tense and exciting battle. In April, too, the eventual runner-up in the Championship, George Franchitti, set



THE "BMRC TROPHY" MEMBERS CHAMPIONSHIP

(for the leading SMRC Members competing at Ingliston during 1977)

1st	S LAWSON	(£50)
2nd	J FYDA	(£30)
3rd	A JEFFREY	(£20)
4th	W ROBERTSON	(£10)
5th	L JACOBSEN	(£5)

THE AK STEVENSON TROPHY

(for the winner of the most races at Ingliston during 1977)

J C FYDA	Agra Elan	4 wins
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THE IDA ROMANES TROPHY

(for the outright lap record holder)

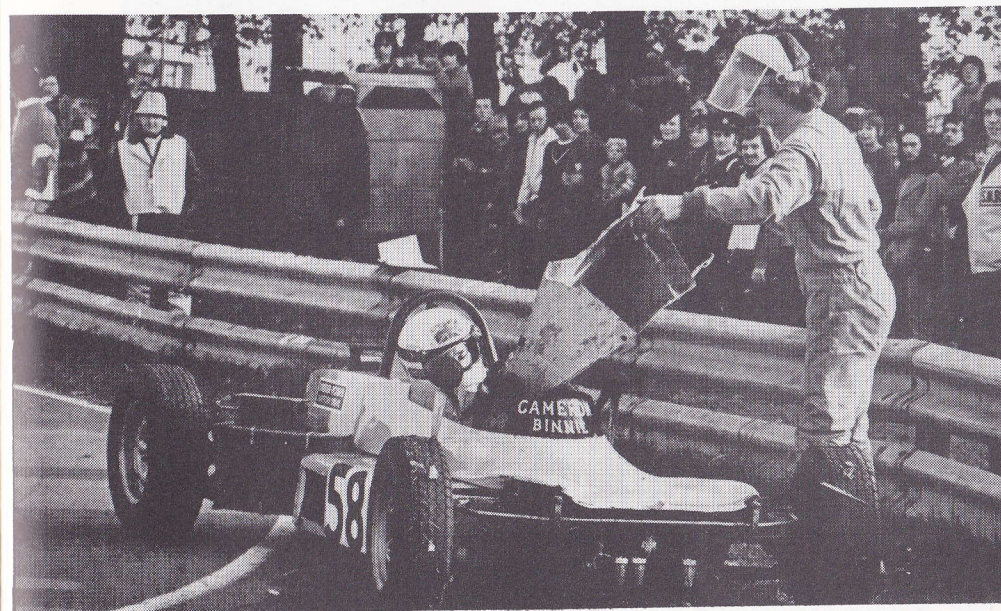
N DICKSON March 722
(45.5 secs, 87.49 mph — 21/8/77)

THE HARTLEY & SHEILA WHYTE AWARDS (for the most promising and deserving drivers in 1977)

1st	D DUFFIELD	Dulon MP/17 (£150)
2nd	D OGILVY	Sportstune Imp (£50)

the form book alight by slipping past Lawson to take the chequered flag. And, quite apart from those already mentioned, there were notable performances from other regular competitors—Peter Shand, Robin Simpson, George McMillan, Bernie Hunter, last year's Hartley Whyte Award winner Duncan Hall, Peter Morrison and Dave Steedman while, showing marked improvement from past performances, both David Duffield and Roy Low became candidates for the 1977 Hartley Whyte Award as the most promising and deserving driver of the year.

David it was who finally attracted the judges eyes for that title, a suitable encouragement to him for his 1978 plans, when it is believed he and Stu Lawson will be pairing up to take in a Season "down South".



THE EDINBURGH FLYING SERVICES FORMULA FORD CHAMPIONSHIP

1st	S LAWSON	Hawke DL 19	19 pts	(£250)
2nd	G A FRANCHITTI	Hawke DL 15	19 pts	(£100)
3rd	C I BINNIE	Royale RP21	17 pts	(£75)
4th	D HALL	Hawke DL17	13 pts	(£50)
5th	B HUNTER	Van Diemen	13 pts	(£25)

THE BEST PREPARED CARS—MECHANICS AWARDS

Best prepared single seater—mechanics of Bernard Hunter's Van Diemen.
Best prepared two seater—mechanics of Dave Philp's Chevron B26/31
Best prepared four seater—mechanics of Andrew Jeffrey's Triumph Dolomite Sprint



THE SHELL PRODUCTION SALOON CAR CHAMPIONSHIP 1977

Once again, the production saloon cars (only two years ago one of the most popular classes racing at Ingliston) had a worried season, the tone of which was so publically mis-set in April following a day of legalistic eligibility wrangling and which simply went from bad to worse with some of the worst competition driving ever seen on the Ingliston circuit in May. However, thankfully everyone settled down again for the July race meeting, and from then on we began, slowly but surely, to enjoy the type of enthusiastic racing that we really wanted to see. Alas, one final problem was to dampen the end of the season, when a post-race eligibility check on the leading 3 cars in each class in October found the then Championship leader, Ray Moore, to be ineligible on "side height" clearance. This incident really only served to highlight the rather ludicrous state of the RAC production saloon car regulations for the year, since the car in question was certainly legal during the first part of the year and only became illegal following a regulation change in mid-year (without the car itself being changed in any way). However, the rules could not be broken, and the Stewards found themselves forced to adopt the penalty laid down for such cases by the RAC, a penalty generally accepted to be unusually harsh when applied to the Ingliston Championship. The effect was to drop Ray Moore, certainly one of the gamest competitors of the year at Ingliston, to fourth place in the Shell Championship. However, the problems besetting Ray in no way belittled the magnificent effort of Andrew Jeffrey, who clinched the Championship after a fine season culminating in his win in October, and for all the other little wrinkles which arose during the season we still saw some excellent racing, with greatly entertaining drives by (amongst others) the Opel Kadetts of both Ralph Halley and "newboy" Graham Birrell, and colourful and fruitful visits from Alan Minshaw and Stuart McCrudden.

THE SHELL PRODUCTION SALOON CAR CHAMPIONSHIP

1st	A D JEFFREY	Triumph Dolomite Sprint	28 pts	(£175)*
2nd	R HALLEY	Opel Kadett GTE	18 pts	(£100)
3rd	G BIRRELL	Opel Kadett GTE	17 pts	(£50)
4th	R MOORE	Opel Commodore GSE	15 pts	(£50)*

*includes £25 class winner's bonus.

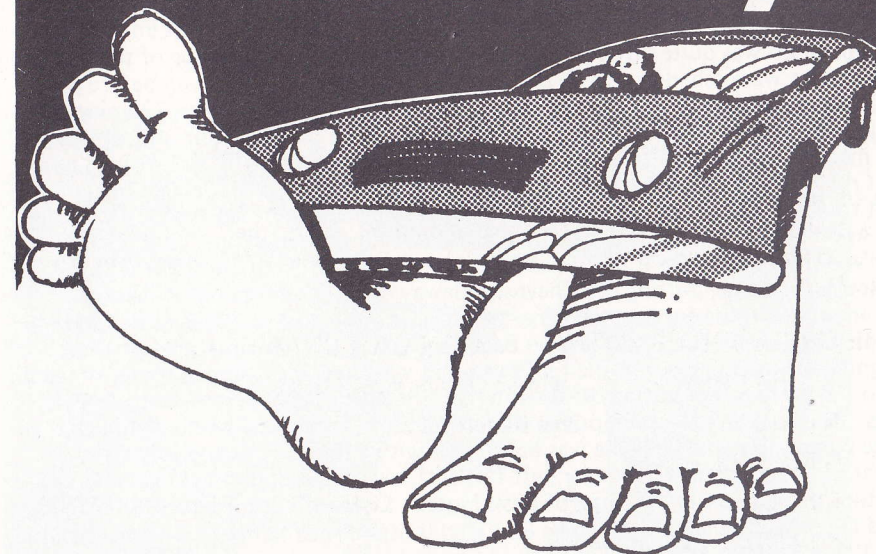
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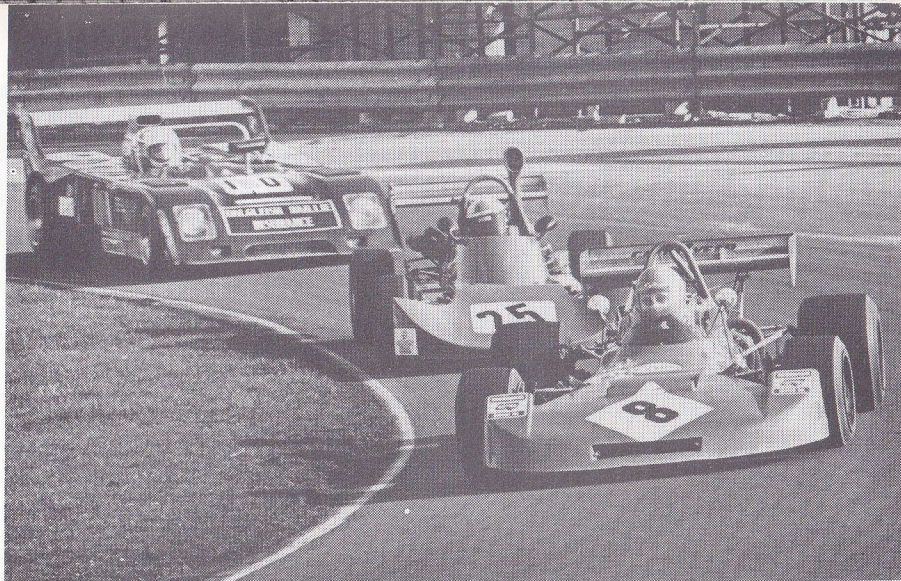
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Tread warily!





THE HERON FORMULA LIBRE CHAMPIONSHIP 1977

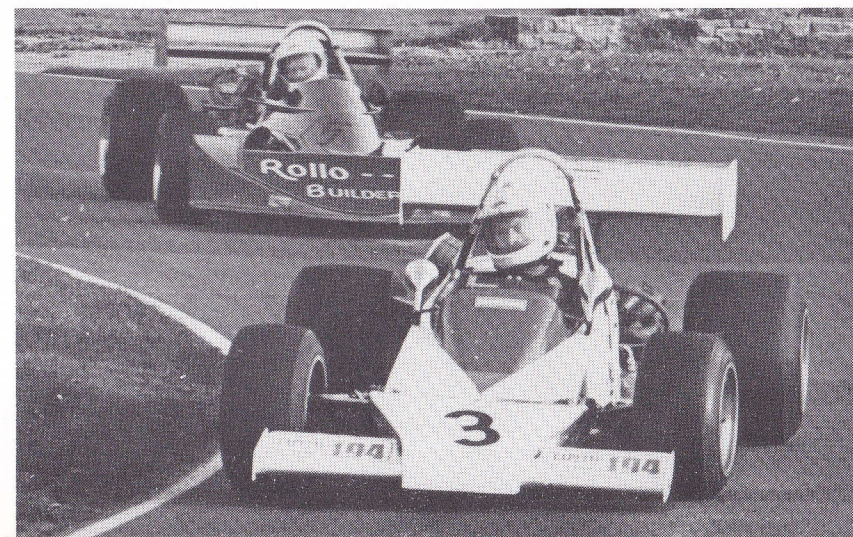
After a superb season of libre racing in 1976, the winter months saw the usual speculation as to what was to be in store for us for 1977. With rumours of 1976 Champion Norman Dickson seeking a F1 car for 1977 and tales of two potent F2 cars for Iain McLaren and Andy Barton being bandied about, all eyes were on the grid for the first round of the Heron Formula Libre Championship. Then, too, the chance of a crack at the newly increased Championship prize fund, put up by sponsors Heron, and the doubled individual race prize money promised by Scotcircuits, all bode well for yet another cracking season of sport. For April, however, only Iain McLaren was in evidence with his immaculate Formula 2 Chevron B35/40 and, with his closest rivals fielding Formula Atlantic cars, Iain had no difficulty at all in sweeping to an easy victory ahead of Bob Rollo's March 75B and Dave Muter's Lotus 69.

The position was quite different on May 8th, however, since all three of the potential champions were scheduled to be on hand to stir things up. Alas, even before practice began, disaster struck, Norman Dickson having rushed his March 722 over from Nurburgring only to find that his engine would not be ready in time and, although he made valiant efforts to hire a substitute car, he was eventually left with a chassis but no motor, which wasn't about to get him very far at all. In practice then it was left to Andy Barton and Iain McLaren to set the pace, fastest lap eventually going to Andy's new Chevron B35 despite a distinct feeling amongst spectators that the car was not handling as it should be. For the race itself, Andy set off true to his practice form but, putting the Chevron sideways at Lefthander, he left enough room on the inside for Iain to charge through into the lead at Clock corner and try as he might Andy just could not get back to grips. Then, on lap 7, the car went slightly airborne going into the Esses and that was that, the Chevron flying straight into the barriers and setting off the internal fire extinguisher system onto Andy's legs. The resulting frostbite put Andy out of racing for several weeks although, true competitor that he is, he was back again with a new car for the July race meeting. The accident, however, left Iain McLaren with another comfortable victory in May, ahead this time of Dave Muter's Lotus 69, Bob Rollo's March 75B and Peter MacNaughtan's Chevron B23, and it established Iain with a clear 8 point lead over Rollo and Muter in the Heron Championship.

If nothing else, the 2 month lay-off for the Highland Show gave Andy Barton time both to recover from his injuries and to put together a new car in the shape of his Sana, a relatively unknown car raced occasionally by Cyd Williams in F3 trim but adapted by Andy to take his F2 mill. Although appearing to roll horribly, the car apparently handles extremely comfortably and Andy looked set to surprise a few of the regulars as he squeezed himself into what appeared to be an impossibly tight cockpit. The man to watch, however, had to be Norman Dickson, who erupted out of the Paddock in his Gleneagle Helicopters/Dicksons of Perth March BMW and poured on the power as he started winding things up for practice. On the second lap, however, and even before the timekeepers could get a time on him, the March dived straight into the barrier at Caravan and confirmed that, so far at any rate, this just wasn't going to be Norman's season in Scotland. With Norman out of the running again, Andy Barton delighted spectators by putting himself on pole position of the grid alongside Iain McLaren, and the race became predictably a two horse affair, the honours in which went to Andy this time by 4 seconds clear from Iain. Behind the leaders, however, Bob Rollo was entertaining the crowds, clawing his way up from a combination of a poor start and a low grid position to end up in third place ahead of Peter MacNaughtan, and ably demonstrating in the process that, with a more competitive car, he could well be faster than many would have credited him.

With the season at the halfway stage Iain McLaren was now well ahead on Championship points, some 10 points ahead of Bob Rollo and 17 points clear of Andy Barton. And, for Norman Dickson, the odd win or two was going to be needed if he was to have a chance of even getting within shouting distance. Need we say more. Displaying a talent and maturity gained from his past 2 seasons of international competition Norman quietly disappeared into the distance in both August and September, dominating the two races so effectively that there never was any question of anyone challenging him. Indeed, clipping 0.1 secs off Richard Scott's outright lap record, Norman proved conclusively that he is now Scotland's brightest hope for a F1 drive, a not impossible goal having in mind his youth. Having ensured his name on the Ida Romanes Trophy for the current track record holder, however, and picked up the £20 bonus donated by Mr Bowen for FTD in August, Norman still has a fair bit to go to win the illusive £1000 Midlothian Insurance Brokers Challenge for the first 85 mph lap! Not going that slowly, either was Andy Barton,

Forerunner of great things for 1978, perhaps?



whose 46.0 second lap in practice was a personal best in August, leaving no doubt who was going to take second place to Norman, as he did. Iain McLaren, suffering from overheating, had to relinquish 3rd place to the Mallock Mk 17 with which Andy Smith turned in some superb drives against superior machinery throughout the season, but Iain managed to regain 3rd place by the chequered flag, to hold onto his Championship lead, although now "only" 15 points clear of Barton! For September, however, the surprise package came from Bob Rollo who, having decided that all he was lacking was the muscle, had swapped his Formula Atlantic engine for an F2 mill, with devastating effect. Although not in the same class as Dickson, Bob nevertheless relegated McLaren and Barton to third and fourth places respectively, although by so doing he unwittingly gave McLaren the Championship, it now being impossible for Andy Barton (by September the only man who could take McLaren) to overtake.

That left the battle in October for second place and, with Dickson at Brands, Barton and the greatly improved Rollo started as even favourites, side by side on the front row of the grid with only 0.2 secs separating them. And so it finished, Andy running home ahead of Rollo, and cursing himself for not having performed better in September (a second place then would in fact have given him the Championship), while Bob Rollo repeated his September effort and reminded us that here is a man to take notice of next season. So too did Dave Muter, who also took the hint and exchanged Atlantic power for a 2 litre engine, a swop which saw him home in third place ahead of Iain McLaren. And, with McLaren talking of returning to a 2-litre sports car for 1978, these two may suddenly be the men to watch next year. No matter, for in 1977, after being 2nd in each of 1973 and 1974, and 3rd in each of 1975 and 1976, Iain McLaren at long last achieved his goal by winning the Heron Group sponsored Scottish Libre Championship. 1 point behind him in the Championship Table, and just missing a repeat of his 1975 Championship victory, was Andy Barton, followed by a suddenly impressive Bob Rollo. An interesting season, and one with just a hint of even more exciting things to come in 1978.

THE HERON FORMULA LIBRE CHAMPIONSHIP

1st	I C McLAREN	Chevron	32 points	(£500)
2nd	A BARTON	Sana	31 points	(£250)
3rd	R ROLLO	March 75B	26 points	(£125)
4th	N DICKSON	March 722	20 points	(£75)
5th	D MUTER	Lotus 69	18 points	(£50)

