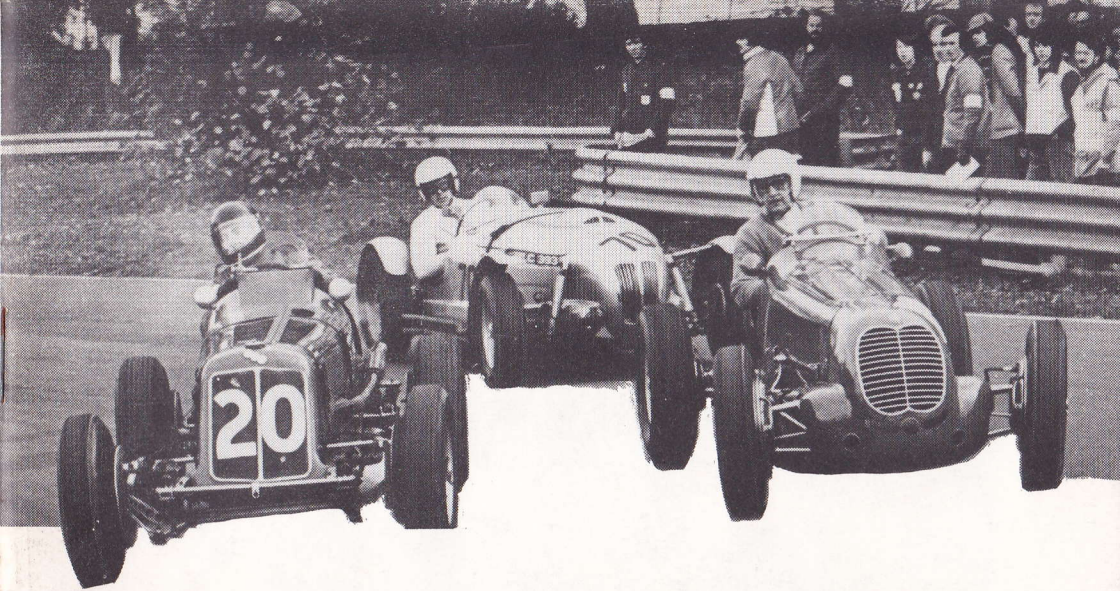




INGLISTON

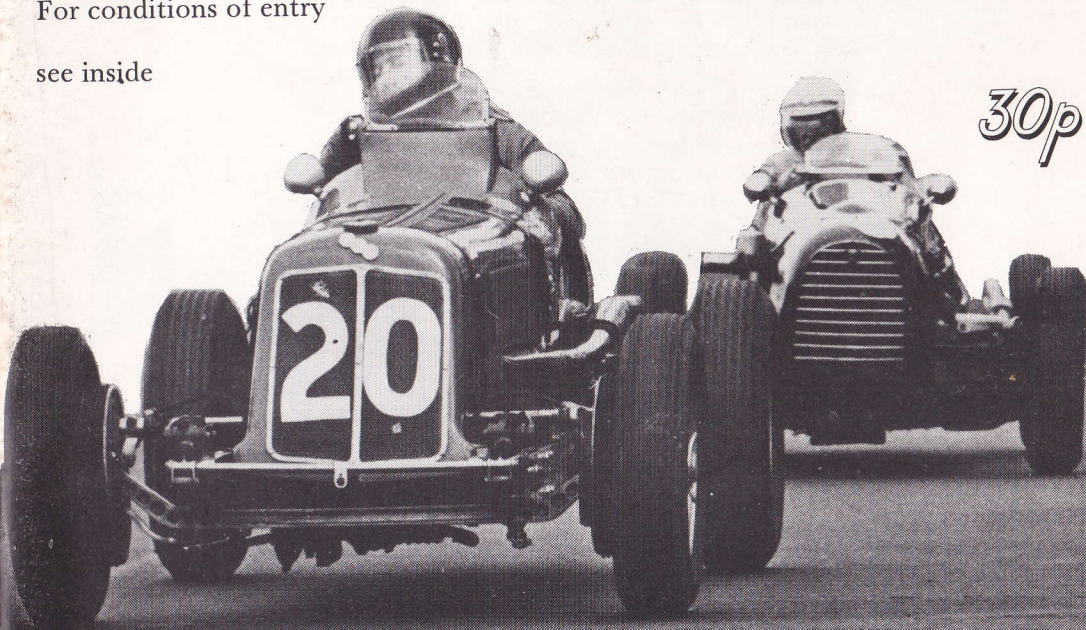
OFFICIAL PROGRAMME

SUNDAY 16th OCTOBER 1977

MN 1072

For conditions of entry

see inside



30p

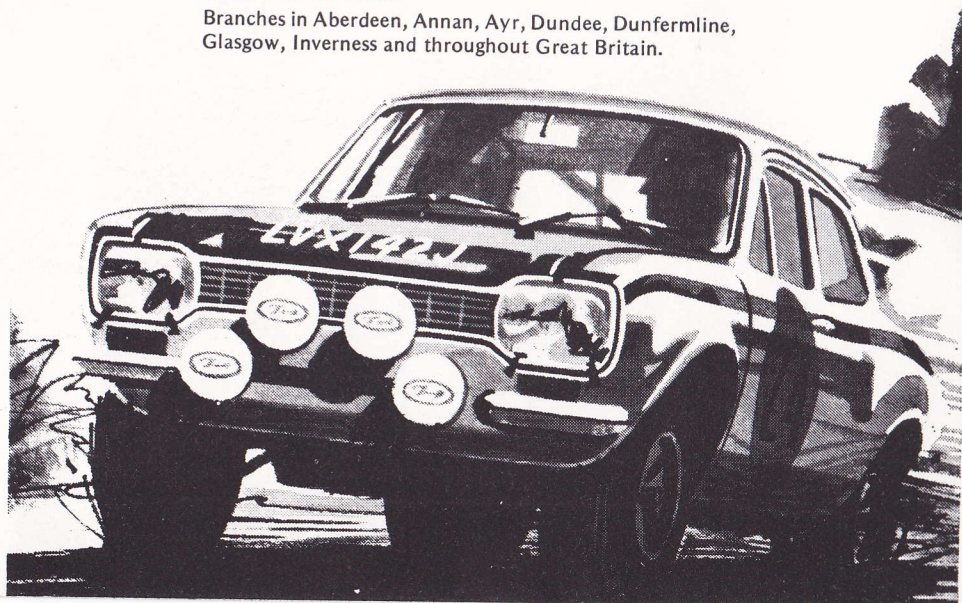
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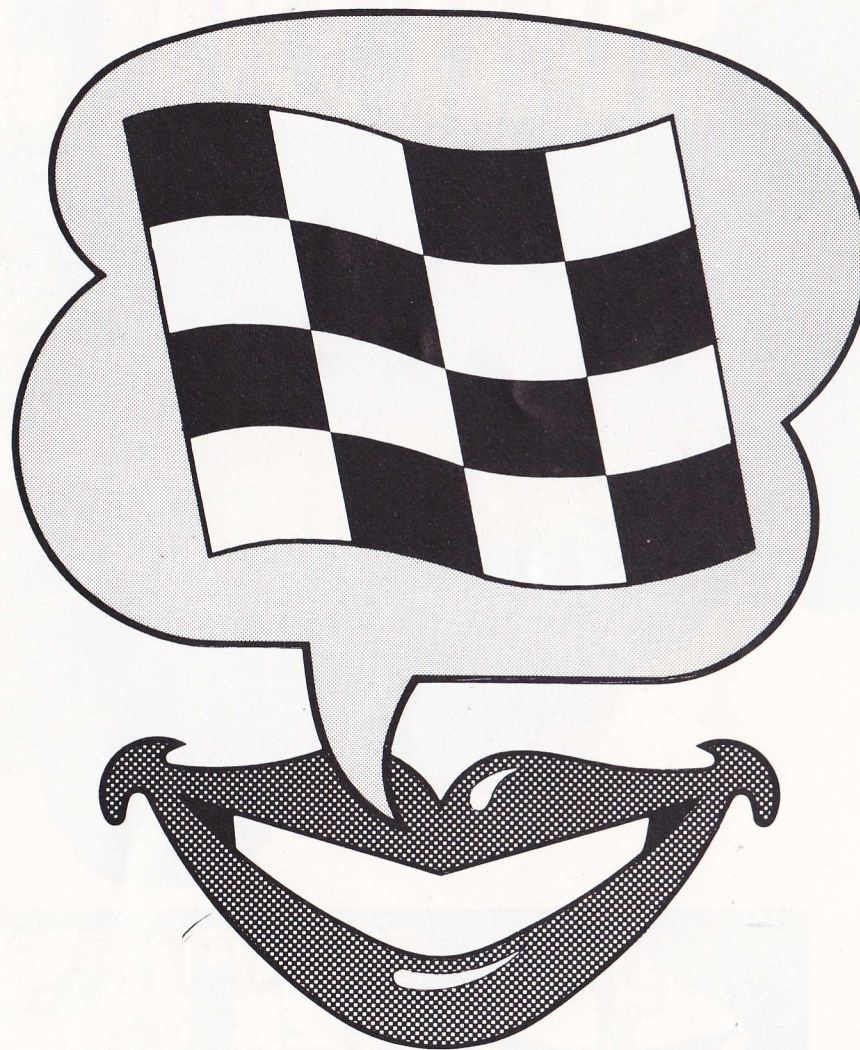
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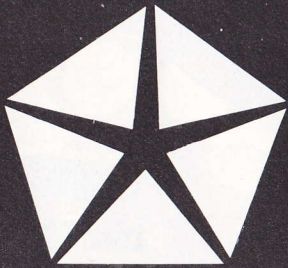
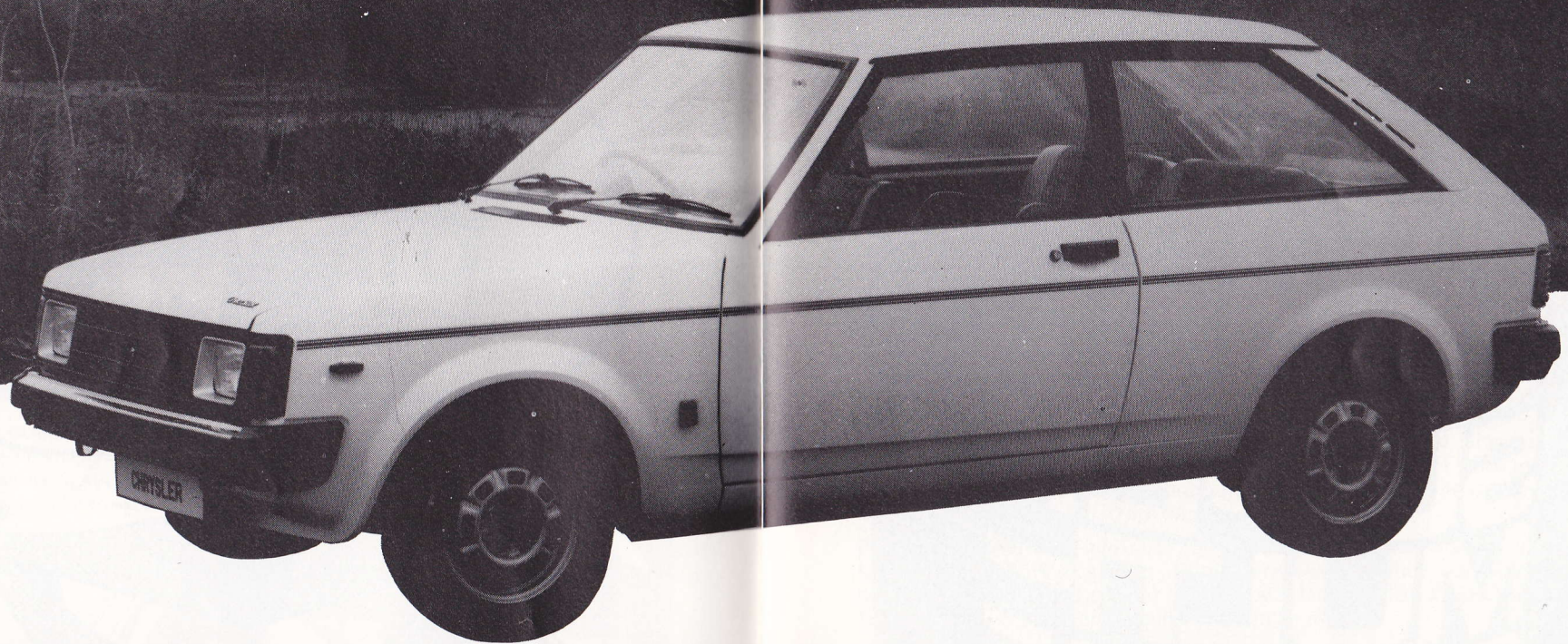
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OFFICIALS AND CREDITS

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—E Hooks : 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 1210/2

PLEASE REMEMBER THAT

Your life could depend on any one of the 500 or so voluntary marshals who are running today's meeting. Please co-operate with them to ensure not only the enjoyment of every spectator but also your and their safety.

Dogs are not permitted in the Showground during race meetings.

Catering at Ingliston is in the hands of D.S. Crawford who will be supplying snacks in both the Herdsman's Restaurant and the MacRobert Pavilion (SMRC Members only), both from 12 noon onwards. Breakfast will be available in the Herdsman's Restaurant from 9.30 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 9.30 pm continually and it is hoped a Public Bar will be open in the Herdsman's Restaurant between 12.30 to 2.30 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.



The sort of gaggle of Sports and Clubmans Cars we have come to expect.

FOR YOUR DAY'S ENJOYMENT

Welcome back to Ingliston for this, the last Motor Racing Meeting of 1977 in Scotland. As always, the interest is on the final placings in the 1977 Scottish Motor Racing Championships and those who would like to work those placings out for themselves during the day, should turn to page 21 of this Programme where the principal Championships are tabulated. Regular Ingliston supporters, with keen eyesight, will observe that the Championship Tables are set out somewhat differently for this Meeting—rather than quote the car driven by each Championship contender, for this Meeting we have incorporated a note of that contender's scores over the past five race meetings at Ingliston, and those scores are shown separately within the brackets between the competitor's name and the total points gained by that competitor, and counting, to date. Remember also that, in all cases only the best four out of six scores count, and any competitor who does wish to "do-it-himself" will therefore need to refer to the details of previous Ingliston scores given on page 21.

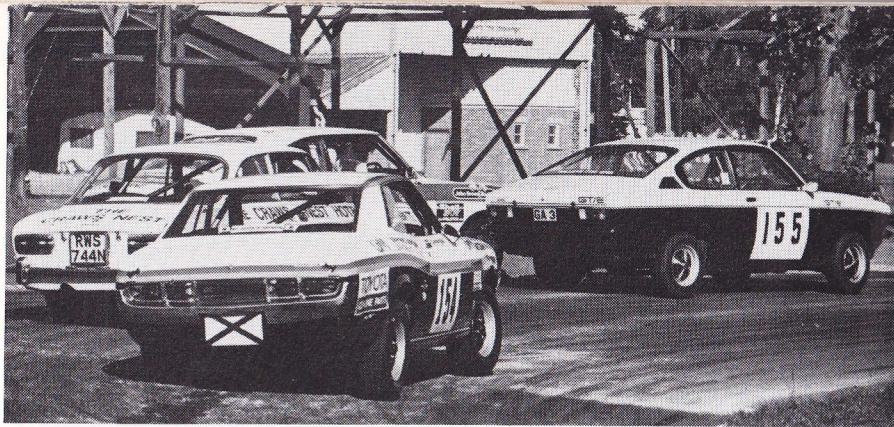
The proceedings open today, somewhat earlier than usual, with the Modified Sports Car Race at 12.30 pm, an ideal appetitif to whet your appetites for the racing following after lunch. Both John Fyda (173) and John Kirk (179) will be resuming their season-long confrontation, and both are seeking a win, in class, to try to secure the Hamilton & Inches Championship. Both Johns have won their class at all five previous meetings and, if they each win their class again today, the Championship would be tied. However, should either driver falter today, then he would let his opponent through to the Championship honours. While much depends on Championship Registration (as to points scored etc), one non-registered competitor is Irishman Mike Nugent, who returns after a lengthy absence with his extremely potent Lotus Elan (178) and, if nothing else, Mike should give the two Johns something to think about up front.

Following a lunchtime demonstration drive of a 250 cc Kart by the Scottish Karting Champion, Tom Brown, the afternoon's sport blasts off with the first Heat in the **Sunbeam Trophy Race** sponsored by Ross Chrysler Dodge Ltd. This race, for Special Saloons up to 1000 cc, will see Ian Forrest starting as undoubted favourite in the Drambuie Imp (129) although, at the last Ingliston Race Meeting, despite starting the "small saloon heat" from pole position on the grid, Ian was beaten into second place



by Jim McGaughay (126) with his Hillman Imp. On that occasion, Roy Knowles (122), Bill Thompson (121) and Dick Gauld (132) were all ten seconds adrift at the end of the race, but they have been known to push their Imps on very much faster than that in the past, and a first class race is anticipated. Likewise, in the Formula 2000/Sports Car race at 2.25 pm, a repeat of the season-long battle between the 2-litre Sports Cars and Kenny Allen's Mallock is anticipated although, on this occasion, Ken Allen is joined in the S & S Rallying Team by team-mate Andy Smith, who has also acquired a Mk 18B Mallock (4). Following the accident at the last Ingliston Meeting which put him out of the race, Ken Allen requires a win today if he is to win the Dalgleish Baillie Championship outright, although, even were he to win outright today, he still would not win the Championship unless Dave Philp (30) were to come third or worse. Currently leading the Championship, in the "Dalgleish Baillie Racing" Chevron B26/31 (and endeavouring to win for his sponsors the Championship which they also sponsor) Dave Philp (30) is assured of the Championship if he takes either first or second place today. By dropping to third, however, he allows either Kenny Allen or Lawrence Jacobsen (31) an opportunity of overtaking him, but, to win the Championship outright, each of these drivers would have to win the race too. This is one Championship, therefore, where there is much still at stake, and the front running will not be confined to these three cars either, with John Mackie (44) going remarkably quickly in his twin-cam Gryphon as is Jim Stevenson in his Mallock (46) while Jim Baird (34) fields the Chevron B23 with which he took second place "on the road" at the last Ingliston Meeting.

The second heat of the **Sunbeam Trophy Race**, sponsored by Ross Chrysler Dodge, is for the "big saloons" and this sees the dramatic appearance of Border Farmer, Dougal Niven, in Mick Hill's V8 Beetle (101). Dougal, already the UK Super Saloon Championship 2-Litre class winner with his Ford Escort, suffered extraordinarily bad luck at the last Ingliston Race Meeting when, tucked in behind the leaders in fourth place in the Super Saloon Challenge Race, he connected with a back-marker who was being lapped at the time, causing some considerable damage to his Ford Escort. While the car is being rebuilt as before, it will not be ready for today's Race Meeting, and Mick Hill has generously lent his Beetle (the car which won both Heat and Final at the last Ingliston Meeting) to give Dougal his final run of the season in Scotland. Although, in theory, the combination of this car and this driver should win this race (looking to past form), one always has to remember that Dougal will be driving with the thought, in the back of his mind, that the car does not belong to him, and there is a definite tendency to "ease off" in those circumstances. However Dougal's appearance in this car will cause some concern to both Bill Dryden in the SMT Firenza (100) and Walter Robertson in the Sportstune Escort (105) while, in the



Graham Birrell (155) on his way to a new class lap record in September

1300 cc class, hoping not to be lapped too often (and it doesn't happen that often to Jim) will be Jim Dryden (107) and your actual "Jimmy the Pink" (114). All in all, Event 4 looks like being a good preview of the Scottish Saloon Car Championship decider later this afternoon.

In Formula Ford, although Stu Lawson (74) has now wrapped up the Edinburgh Flying Services Championship, the battle for second place is still extremely close and both George Franchitti (71) and Cameron Binnie (58) still have a chance of taking the second place spot. The interesting newcomers to look out for in this race, however, are not really newcomers at all. Don MacLeod (75), who used to compete at Ingliston regularly, left Edinburgh to try his fortune in the South, and immediately scored an enormous success, winning the British Formula Ford Championship. Don returns to Ingliston with a works Van Diemen to give Stu Lawson a run for his money, while, from Ireland, Garry Gibson (83) and Jackie Davidson (93) both return in incredibly fast Crossle 32Fs.

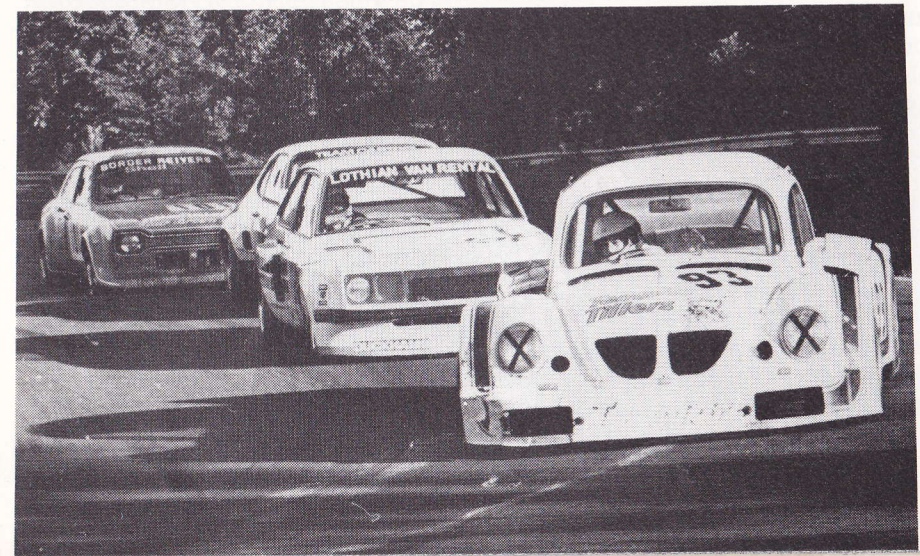
And if the Formula Ford race looks like being a scorcher, the **Burmah Trophy Race** for Historic Racing and Sports Cars has all the hallmarks of a truly great event. Heading the superb entry list is the 1930 P3 Alfa Romeo which won the original Montreux Grand Prix. Driven by Alain de Cadenet, whose flamboyant style of driving has been likened to that of another Ingliston historic personality, Keith Schellenberg, this car must start as favourite in the pre-war section. Alain de Cadenet, however, is not primarily noted for his historic drives, having taken third and fifth places respectively at each of the last two Le Mans 24 hour races, driving a Mirage, and the combination of a superb vintage Formula 1 car, with a first class modern driver, should be extremely interesting to watch. His pre-war competition comes from Ron Footitt's Cognac Special, the 1925 A.C./G.N. which won the Vintage Seaman Memorial Trophy at Oulton Park this June (taking the vintage lap record in the process). Paddy Heron, from Ireland, brings his 1934 Lagonda Rapier too, while, against these vintage cars, will be the more modern "Formula 1" machinery of R MacPherson with his 1953 Cooper Bristol and Jerry Walton with an A-Type Connaught (1952). This Connaught is the works car driven by Stirling Moss and Roy Salvadori in 1952, and also by Prince Bira in the 1953 British Grand Prix where it finished seventh, the first British car to finish. Also giving the "Formula 1" brigade a fright, will be Frank Lockhart, with the 1948 Rover Special which he piloted to second place, behind Bill Morris's ERA at the last Historic Race at Ingliston in October last year. Three Formula Junior cars complete the single seater section and there are, in addition, some 8 sports cars varying in vintage from 1934 to 1964. All in all, one of the widest and most representative fields we have yet

seen in our Historic thrashes at Ingliston, and a race which has, on paper, all the hallmarks of being yet another "race to remember".

In the Heron Libre Championship, Iain McLaren is now sufficiently far out in front not to be overtaken but the battle for second place now rages between Bob Rollo (5) in his greatly improved March 75B, and Andy Barton (3) with his Sana. Although, at the last Ingliston, Bob Rollo had the better of Andy Barton, and quite decisively too, Andy reversed the tables at Croft two weeks ago and the battle between these two today could well be fast and furious. With a new engine in his March Bob has now made himself a force to be reckoned with in Scotland, and we can expect a first class race between the trio of McLaren (2), Barton (3) and Rollo (4). Just to add to the excitement, as well, four of the leading Irish Formula Atlantic drivers are coming over, headed by Patsy McGarritty (11) with his Chevron B39, with Richard Parsons (15) in a Chevron B20, Bill Gowdy (17) in a B25 and Mike Nugent (18) with the ex-Dicksons of Perth Modus, while Jimmy Jack has lumbered Charlie Munroe with the pilot's seat of his Imp and, just for the fun of it, taken over Charlie's regular Chevron berth to see if "le patron" can do it any better!

Event 8 sees the final of the **Sunbeam Trophy Race**, and, indeed, it also sees the final event in the Premier Scottish Motor Racing Championship of 1977, the Lombard Scottish Saloon Car Championship. There are still four drivers who could yet win this Championship outright, and everything will depend on today's race. The fastest five saloons from each class of the earlier Saloon Car Heats will qualify for this race, together with the next fastest car, and points towards the Lombard Championship are scored on the results of those classes (up to 1000 cc, 1001 cc-1300 cc and over 1300 cc) rather than on the overall results. Currently leading the Championship with 30 points is Jimmy Pinkerton (114) but, since he can only take the best four out of six scores gained during the season, Jimmy's total possible score for this year can now only amount to 32 points (and that only if he wins the 1300 cc class today, which Jim Dryden will be determined not to let him do!). Bill Dryden, on the other hand, could yet win the Championship but, again, the maximum which

Mick Hill with the Beetle heads off Walter Robertson, Bill Dryden and Dougal Niven





Richard Gauld (132) and Bill Thompson (121) battle for third place at the last Ingliston, the honours finally going to Bill Thompson.

he could achieve for the season would be 32 points (unless he should beat the Special Saloon Car lap record this afternoon, to gain that illusive extra point for so doing). To do this, however, Bill would have to win his class, which effectively means he has to win the race, while his newly "blooded" rival, Walter Robertson, could also total 32 points by winning the race. An interesting situation made all the more so since, at the last Ingliston Meeting, Walter it was who had the edge on Bill, but then Mick Hill had the edge on both of them with his Beetle and, today, that car is back again in Doug Niven's hands, providing yet another potential upset! Although he cannot win the Championship, Doug Niven could improve his position dramatically by a win today (pulling himself up into the top placings) and he is therefore unlikely to be taking things too easily! So far, all perfect ingredients for a superb Final! Probably the favourite for the Lombard Championship, however, is Ian Forrest. Ian, currently lying in third place with a score of 28 points, has derived that score from 4 Race Meetings only, with three "wins" included in that. His maximum total score is, therefore, a potential 36 points and, should he win the 1000 cc class this afternoon to take him to that score, no other driver could overtake him. Indeed, even by coming second in class this afternoon, there is no doubt but that he would win the Championship and this must make him the odds-on favourite for the Championship, barring accidents. However, although Ian is in an enviable position, his current Championship placing does rely on three very good scores against which must be set two disastrous outings this year, and another "disaster" today could put him right out of it again. In short everything depends upon this closing race in the Championship, and, with a first prize of £350 (and total Championship "pot" of £850) at stake, the tension should be high on unbearable by 4.35!

The final race of the 1977 Scottish Motor Racing Season is for Production Saloons, seeing the closing round in the Shell Production Saloon Car Championship. Providing he wins his class, Irish Pie specialist Ray Moore (149) would seem to be certain of this Championship, but he is under a fair measure of pressure from Andrew Jeffrey (162) who needs only to win his class today to tie on points with Ray for the Championship lead. Since, in a tie situation, the result is determined by reference to the highest number of highest placings gained by each competitor throughout the season, unless Ray wins his class again today, the Championship would then go to Andrew, who has two second places to his credit earlier this year. Having missed the first Race

Meeting at Ingliston in 1977, Ray cannot claim that distinction, and one cannot therefore say that this Championship is in the bag yet either. Follow that (if you can), and follow too the progress made by Graham Birrell's Opel Kadett as it carves its way through the field, Graham having relieved Andrew of the Production Saloon class lap record at the last Ingliston Meeting—yet another "fly in the ointment".

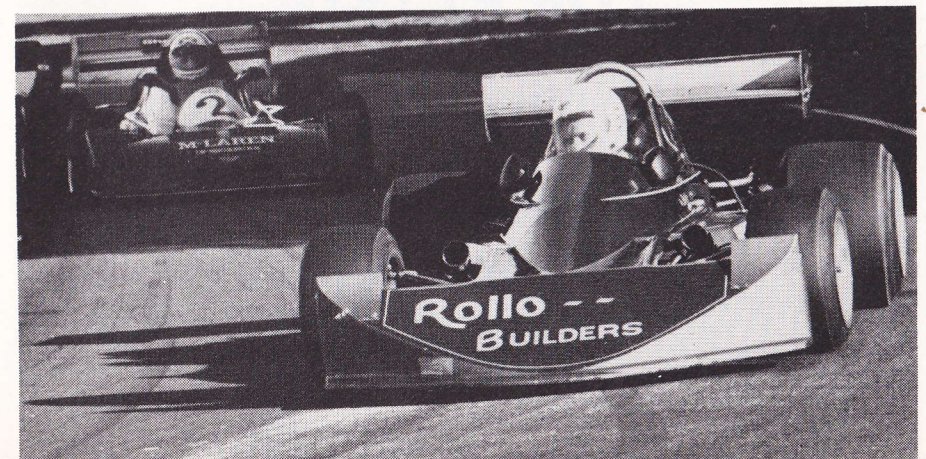
And, once the final dust has settled, please don't forget that the Scottish Motor Racing Club Dinner Dance is scheduled for November 25th—the Dinner Dance will feature Kenny Ball & His Jazzmen, and is back in its traditional home in the MacRobert Pavilion at Ingliston. Although first chance of tickets goes to SMRC Club Members (and a Membership Application lodged now will give membership not only for the rest of the year but also for the whole of 1978—see page 28) the Dance is not restricted to SMRC Members alone this year, and anyone interested in tickets should contact Andrew Mitchell of the Scottish Motor Racing Club at National Bank Chambers, Duns, Berwickshire. And, if you're wondering what's in it for you as an SMRC member for the rest of this year, there's the SMRC Forum—"Stars of Tomorrow"—at the Shawlands Hotel, Glasgow on 31st October, featuring Eddie Cheever (now signed for Ferrari), his inveterate manager, Graham Hamilton, Scotland's best hope for F1 honours in recent years, Norman Dickson, and ex-Team Lotus Mechanic, Colin Bennet. Want to know how to make it in motor racing? — Join the SMRC and come along on the 31st!

Finally, may we take this opportunity of thanking you, the spectators, for your continued support at Ingliston during 1977. We should also like to record our appreciation of the time, effort and support (financial and moral) given by the competitors, Marshals and sponsors at Ingliston, without any of whom no motor racing would be possible. Thank you all, once again, for supporting us in 1977 and we sincerely hope to be seeing you all again for the 1978 Scottish Motor Racing Season, when that starts on Sunday 9th April 1978.

"BMRC TROPHY" Members Championship

Points are awarded to the first six member drivers during the season and places after five race meetings are as follows:— 1st : S LAWSON, 39 pts. 2nd : J FYDA, 35 pts. 3rd = : A JEFFREY & I McLAREN, 32 pts. 5th : W N A DRYDEN, 31 pts. 6th = : W ROBERTSON & L JACOBSEN, 30 pts.

Surprise of the last Ingliston was Bob Rollo who put a new engine to impressive use.





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FOR PETROL**



INGLISTON — Sunday 16th OCTOBER 1977

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THE SCOTTISH MOTOR RACING CLUB LTD

Event No.	Scrutin before am	PROGRAMME & TIMETABLE	No of laps	Practice Time am	Event Time pm
1	8.30	Modified Sports Cars	10	9.30	12.30
		Demonstration Drive by Tom Brown, Scottish Karting Champion			1.50
2	8.50	The Sunbeam Trophy Race sponsored by Ross Chrysler Dodge Ltd—Heat 1 for Special Saloon Cars up to 1000 cc	10	9.50	2.00
3	9.10	Formula 2000/Sports Cars	10	10.10	2.25
4	9.30	The Sunbeam Trophy Race sponsored by Ross Chrysler Dodge Ltd — Heat 2 for Special Saloons over 1000 cc	10	10.30	2.50
5	9.55	Formula Ford 1600 Cars	10	Track Open 10.55	3.15
6	10.15	The Burmah Trophy Race for Historic Racing and Sports Cars	10	11.15	3.40
7	10.40	The Heron Race for Libre Cars	15	Track Open 11.40	4.05
8	—	The Sunbeam Trophy Race sponsored by Ross Chrysler Dodge Ltd — Final for Special Saloon Cars	15	—	4.35
		Presentation of Trophies			4.55
9	10.40	The Shell Race for Production Saloon Cars	10	12.05	5.10
				Track Open	
	1.45	Drivers' Briefing in Scrutineering Bay			
	1.45	All Marshals at posts, please			

EVENT

7

1. BARTON
2. ROLLO
3. MUTER
4. McLAREN
5. PARSONS

4.05 pm
15 laps

The Heron Race for Libre Cars

2	I C McLAREN/McLaren of Boxburn	Chevron B35	1970	Broxburn
3	A BARTON	Sana JTB2	1975	Newburn
4	A SMITH/S&S Rallying, Ayr	Mallock Mk 18B	1600	Ayr
5	R ROLLO/Robert Rollo Builders	March 75B	2000	Prestonpans
8	D MUTER	Lotus 69	1600	Seghill
9	T DZIERZEK	Ensign LN4	1970	Kirkliston
10	A SHARPE/D B Racing	Chevron B26/31	2000	Falkirk
11	P McGARRITY	Chevron B39 FA	1600	Belfast
14	P MacNAUGHTAN	Chevron B23	1850	Edinburgh
15	R PARSONS	Chevron B20 FA	1600	Holywood
16	J M ALLAN/Edinburgh Flying Serv.	Hawke DL16	2000	Livingston
17	B GOWDY	Chevron B25 FA	1600	Banbridge
18	M NUGENT	Modus FA	1600	Pomeroy
31	L F JACOBSEN/Cuthbertsons Dairies Ltd	Chevron B23	1930	Glasgow
39	R FORESTER-SMITH	Marquiss Magnum	1600	West Calder
43	K ALLEN/S&S Rallying, Ayr	Mallock Mk 17	1600	Crossford
44	J MACKIE/Agra (Precision Eng.)	Gryphon T/C	1600	Kirkcaldy
46	J STEVENSON	Mallock Mk17B	1600	Inverurie
47	G CONNELLY	Gryphon	1600	Methil

A round in the Heron Formula Libre Championship.

Class & Outright Lap Record—N DICKSON (March 722) 45.5 secs, 87.49 mph

EVENT

8

4.35 pm
15 laps

THE SUNBEAM TROPHY RACE for Special Saloon Cars
sponsored by Ross Chrysler Dodge Ltd — Final)
(for the fastest 5 cars from each class in Events 2 & 4)

The Final round in the Lombard Scottish Saloon Car Championship 1977

1. NIVEN 4. FARRER CLASS WINNERS: NIVEN, FARRER, GAULD
2. ROBERTSON
3. W. DRIDEN

EVENT

9

1. MOORE
2. JEFFREY
3. BIRRELL
4. O'ROURKE

5.10 pm
10 laps

The Shell Race for Production Saloon Cars

Over 2000 cc

147	V COVEY/John Brown Racing /Zippo	Mazda RX2 Coupe	2292	Edinburgh
149	R MOORE	Opel Commodore GSE	2800	Belfast
151	F O'ROURKE	Opel Commodore GSE	2800	Wesford
Up to 2000 cc				
154	G REID/Graham & Morton	Toyota Celica GT	1585	Stirling
155	G BIRRELL	Opel Kadett	2000	Glasgow
157	R HALLEY/Halleys of Milngavie/ Eurospan	Opel Kadett GTE	1897	Milngavie
158	D HAMILTON	Mazda RX3 Coupe	1964	Edinburgh
159	W HALLEY	Ford Escort RS2000	1998	Crieff
162	A JEFFREY/Hope Scott Garage Ltd	Triumph Dolomite Sprint	1998	Currie
165	A CROMAR/Team Zippo/Craws Nest Hotel	Alfa Romeo 2000 GTV	1966	Anstruther

A round in the Shell Production Saloon Car Championship

Class Lap Records—Over 2000 cc—R MOORE & A MINSHAW (Opel Commodore) 62.4 secs, 59.42 mph. Under 2000 cc G BIRRELL (Opel Kadett) 62.8 secs, 59.04 mph.

Dalglish Baillie Championship

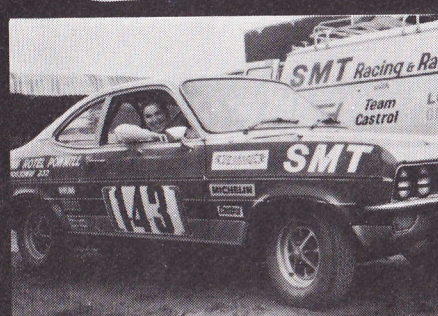
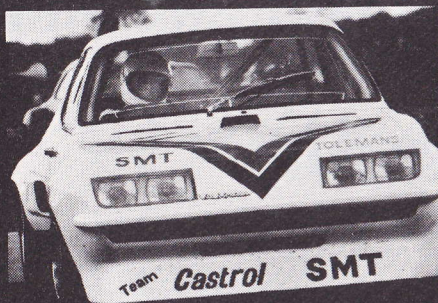
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SCOTTISH SALOON CAR CHAMPIONS

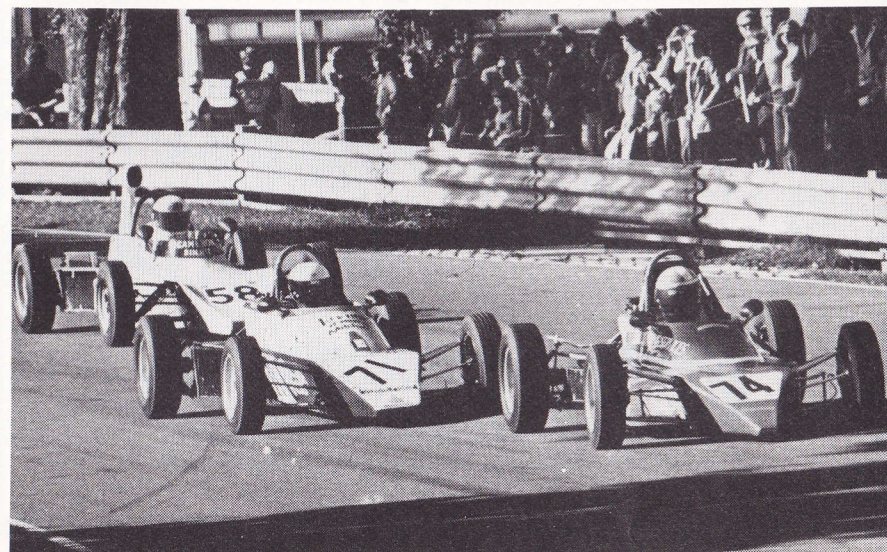


INGLISHTON LAP CONVERSION TABLE

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

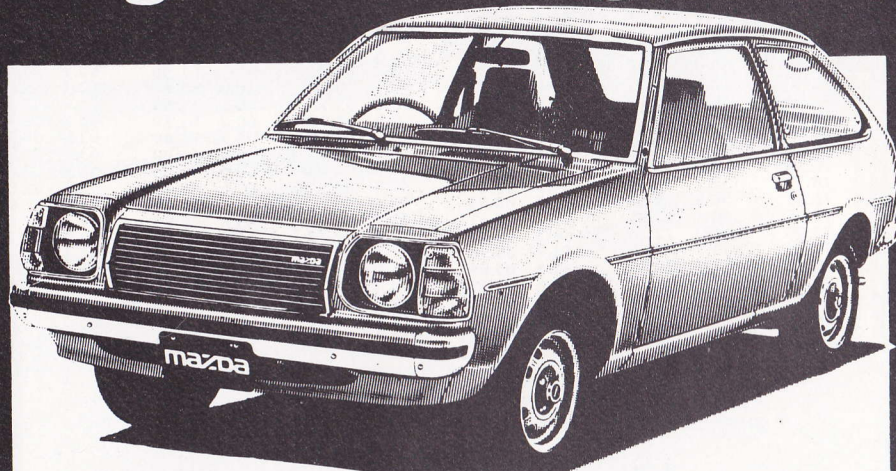
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Events 2, 3 & 5	£25 — £15 — £10 — £5
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Event 7	£50 — £25 — £15 — £10



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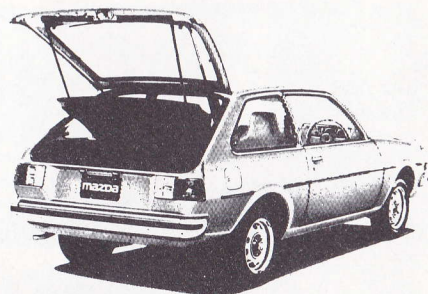
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W N A DRYDEN	(7.7.9.5.7)	30
I FORREST	(0.9.1.9.9)	28
W ROBERTSON	(3.5.7.7.9)	28
R GAULD	(7.4.5.7.5)	24
D FISHER	(9.1.9.1.0)	20
J EVANS	(10.10.0.0.0)	20
D A FARRER	(9.9.0.0.0)	18
J DRYDEN	(0.0.0.9.9)	18
A D NIVEN	(5.0.0.9.1)	15
J McGAUCHAY	(0.7.0.1.7)	15
N WHITMEY	(0.3.7.4.1)	15
I ROGERSON	(5.5.0.5.0)	15
J ROBERTSON	(4.4.5.0.0)	13
C SIMPSON	(1.0.4.4.1)	10
R KNOWLES	(0.1.4.1.4)	10

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.

EDINBURGH FLYING SERVICES Formula Ford Championship

S LAWSON ✓	(6.9.9.6.6)	30 Pts
G A FRANCHITTI	(9.0.6.4.0)	19
C I BINNIE	(4.2.0.1.9)	16
D HALL	(3.6.4.0.0)	13
D LESLIE	(0.0.0.9.0)	9
B HUNTER	(2.0.0.3.4)	9
R SIMPSON	(0.3.2.0.3)	8
P MORRISON	(0.4.0.0.0)	4
M LONGMORE	(0.0.3.0.0)	3
R A LOW	(0.0.0.2.0)	2
D A DUFFIELD	(0.0.0.0.2)	2
G McMILLAN	(1.0.1.0.0)	2
P J SHAND	(0.1.0.0.0)	1
B GOWANS	(0.0.0.0.1)	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 DALGLEISH BAILLIE CHAMPIONSHIP

D PHILP ✓	(6.9.0.0.9)	24 pts
K ALLAN	(9.0.9.2.0)	20
L F JACOBSEN	(0.6.4.9.1)	20
J MACKIE	(0.3.3.6.6)	18
J BAIRD	(3.1.6.0.3)	13
S LAWSON	(4.4.2.0.0)	10
J STEVENSON	(0.0.0.4.4)	8
C REEVES	(2.2.0.0.0)	4
S WATSON	(0.0.0.3.0)	3
R FORESTER-SMITH	(0.0.1.0.2)	3

Scoring: 1st 9, 2nd 6, 3rd 4, 4th 3, 5th 2, 6th 1. Best 4 scores to count.
Prize Fund—£150—£75—£50—£15. £50 bonuses to class winners not winning overall.

HERON LIBRE CHAMPIONSHIP

I C McLAREN ✓	(10.10.7.5.5)	32 Pts
R ROLLO	(7.5.5.0.7)	24
A BARTON	(0.0.10.7.4)	21
N DICKSON	(0.0.0.10.10)	20
D MUTER	(5.7.0.1.1)	14
P MacNAUGHTAN	(2.4.4.0.1)	11
A SMITH	(0.3.1.4.1)	9
T DZIERZEK	(0.2.3.3.1)	9
A SHARPE	(4.0.0.0.2)	6
L F JACOBSEN	(3.0.0.0.3)	6
C M M MUNRO	(0.1.0.2.1)	4
J MACKIE	(1.1.2.0.0)	4

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

SHELL PRODUCTION SALOON CAR CHAMPIONSHIP

R MOORE	(0.7.7.7.7)	28 Pts
A D JEFFREY ✓	(7.5.7.5.7)	26
R HALLEY	(5.7.0.3.3)	18
H A CHALMERS	(7.5.0.0.0)	12
G BIRRELL	(0.0.0.7.5)	12
R BIRLEY	(0.0.5.5.0)	10
V COVEY	(0.3.0.0.5)	8
I STIRLING	(5.1.0.1.0)	7
H E T IRVINE	(1.0.5.0.0)	6
A CROMAR	(0.1.3.1.0)	5
T IRVINE	(3.0.1.0.0)	4

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 bonus per class winner.

HAMILTON & INCHES CHAMPIONSHIP for Modified Sports Cars

(J FYDA ✓	(7.7.7.7.7)	28 pts
(J KIRK ✓	(7.7.7.7.7)	28
K SHADE	(0.5.5.0.5)	15
A T RITCHIE	(0.0.5.3.5)	13
K COLEMAN	(5.5.0.0.0)	10
B STEVENSON	(0.3.0.5.0)	8
A MUNN	(3.2.3.0.0)	8
D PALMER	(5.0.0.0.0)	5
J A HALL	(0.0.0.5.0)	5
T M BROUGH	(2.0.0.3.0)	5
G McDONALD	(1.0.3.0.0)	4
T MacMILLAN	(3.0.0.0.0)	3

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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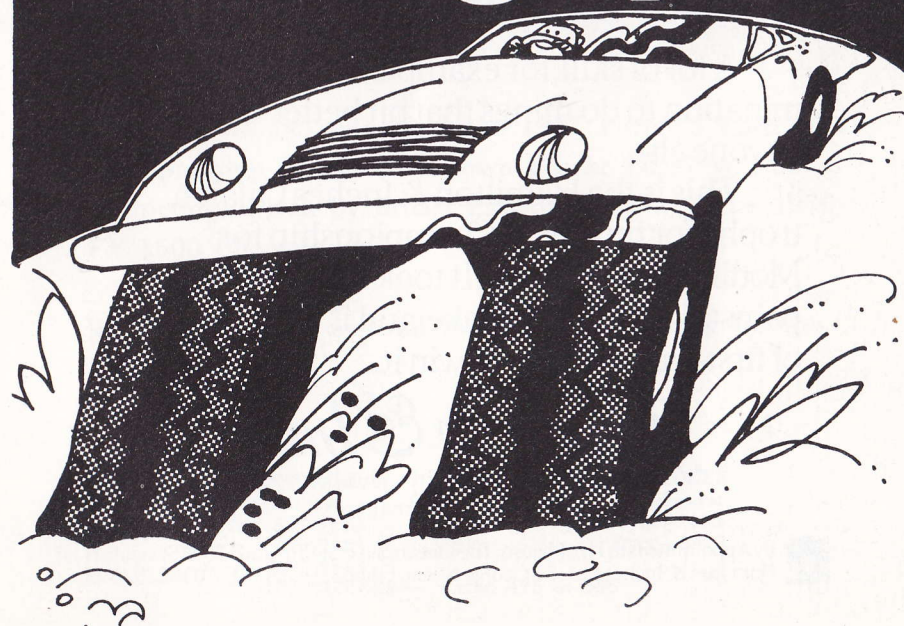
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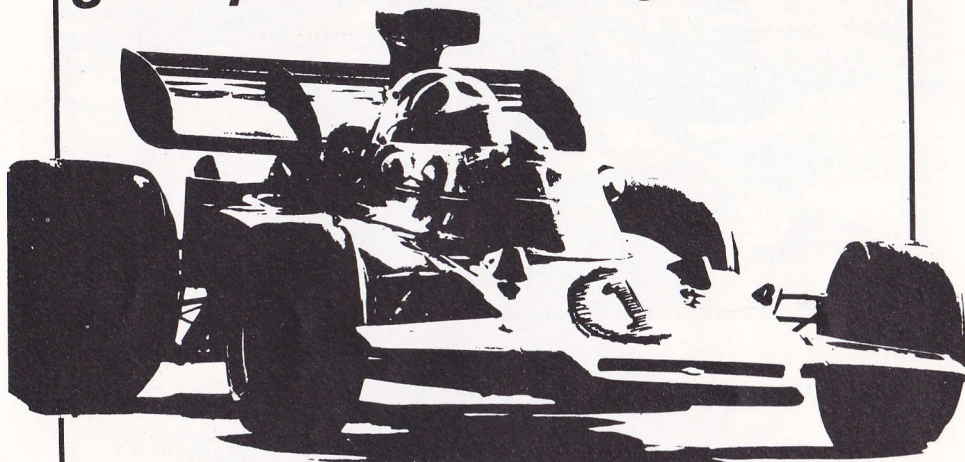
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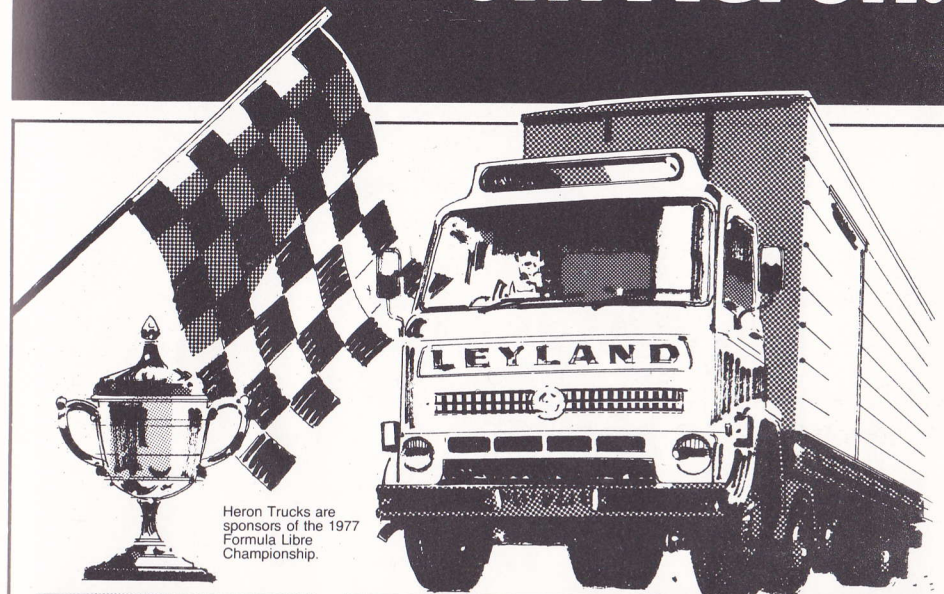
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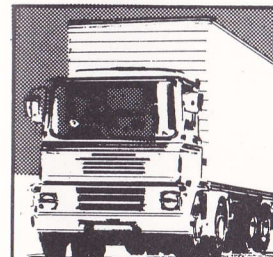
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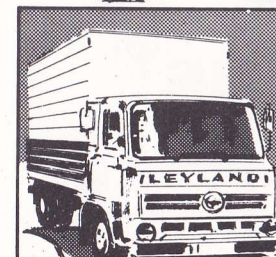
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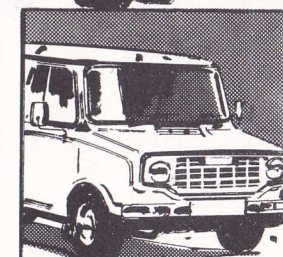
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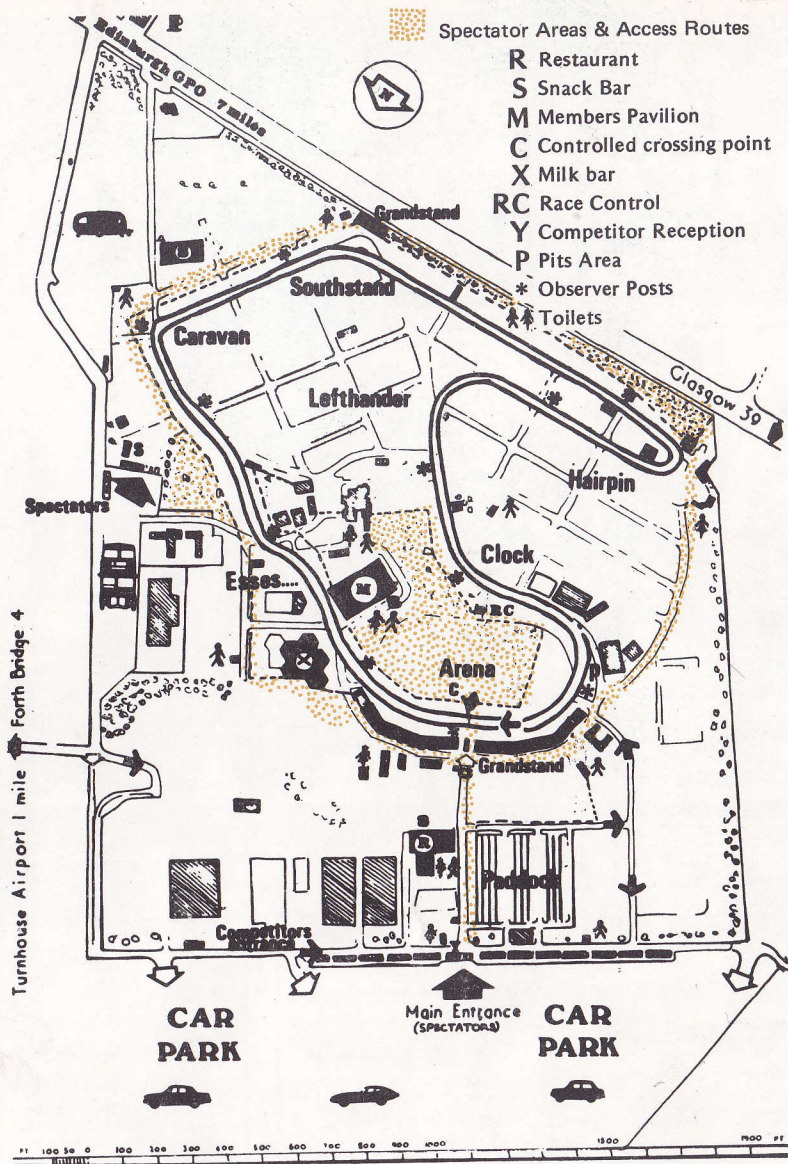
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