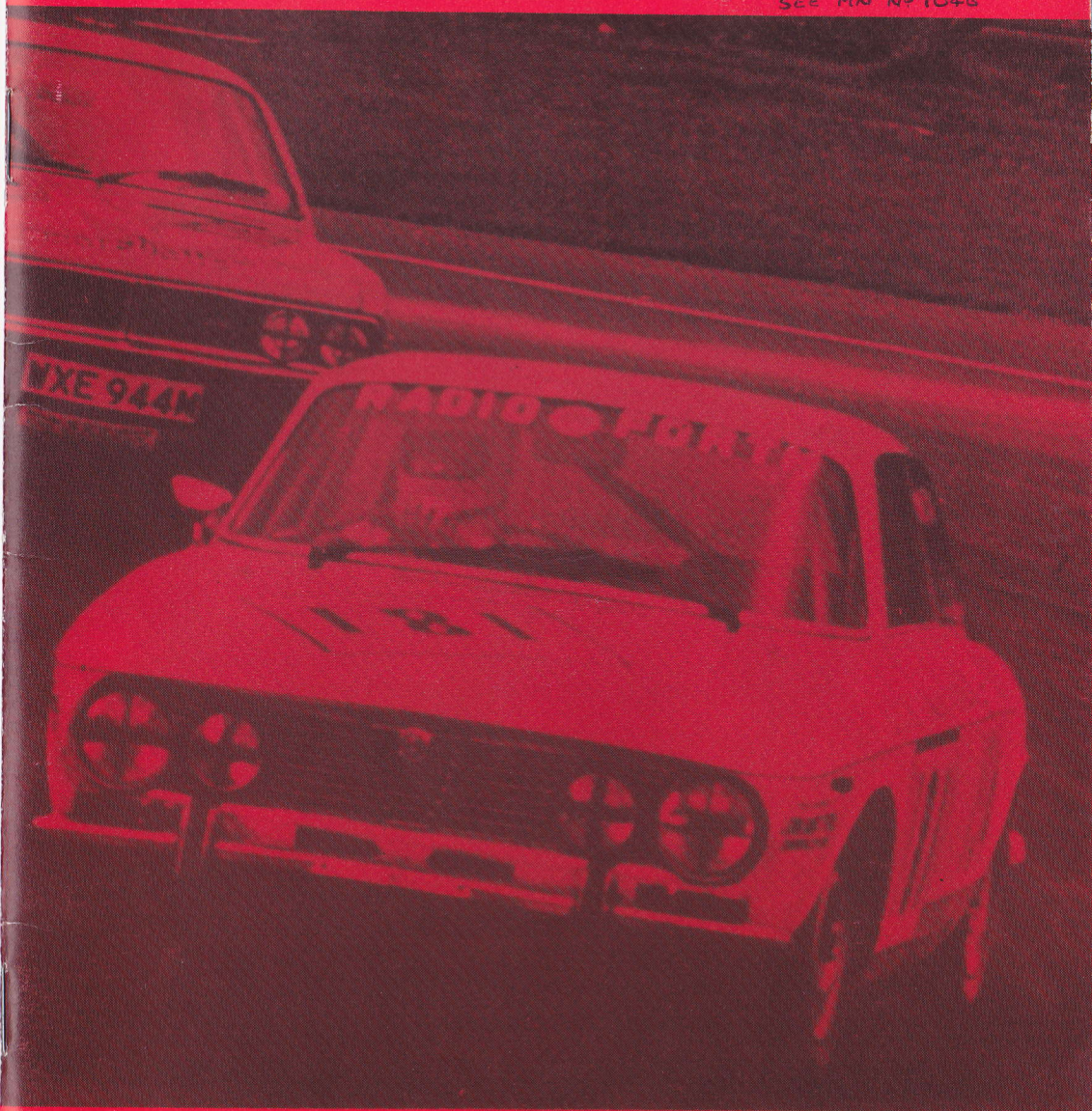


OFFICIAL PROGRAMME

RADIO FORTH

SEE MN N° 1046



TROPHY MEETING

INGLISTON SUNDAY, 10th APRIL, 1977

FOR CONDITIONS OF ENTRY SEE INSIDE

30p

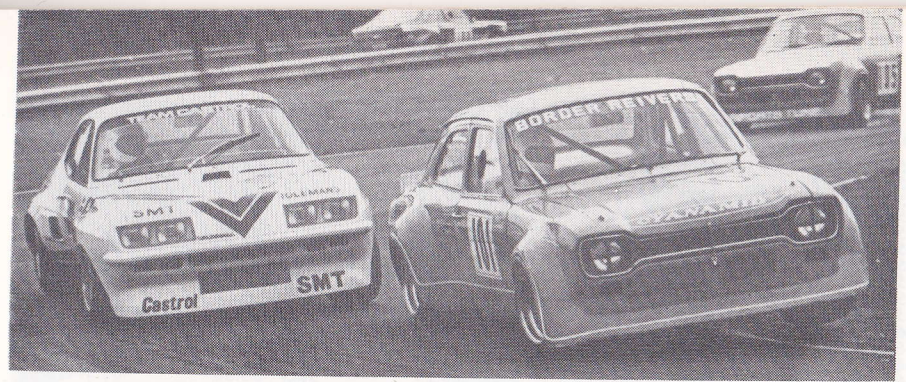
The Scottish Saloon Car Championship

Lombard North Central are sponsoring the Scottish Saloon Car Championship at Ingliston for the advancement of motor sport and your enjoyment

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Telephone: 556 9591

Branches in Aberdeen, Annan, Ayr, Dundee, Dunfermline, Glasgow, Inverness and throughout Great Britain.



Will Bill Dryden, Doug Niven and Walter Robertson have it all their own way at Ingliston this year, or will Jim Evans, Jimmy Robertson (and a few more besides) give them the Order of the Boot-lid for a change?

THE LOMBARD SCOTTISH SALOON CAR CHAMPIONSHIP 1977

Renewed sponsorship of this, the premier motor racing championship at Ingliston, by Lombard North Central reaffirms the "long service" record already held by Lombard, they being the longest serving major sponsors at the Ingliston circuit having been originally involved through the former Lombank even before the first racing car appeared on the track. Nor is this "long service association" the only record now set by Lombard—in November of last year, their Scottish Director, Gordon Skilton, became the first ever "sponsor" to receive the coveted Geoff Waugh Award for his services to Motor Sport in Scotland over the past two decades.

Undoubtedly the substantial support given to the circuit by Lombard owes much to the vigour and determination of this lifelong friend of the sport, but let no one be misled into believing Gordon's involvement is confined merely to the financial! Currently the Chairman of the Royal Scottish Automobile Club, Gordon's quite remarkable achievements in the field of Scottish motor racing and rallying, and his efforts on behalf of the International Scottish Rally, are well known to all involved in the organisation of motor sport North of the Border and his is a welcome and respected figure at any event in Scotland.

For 1977, the Saloon Car Championship retains the original "heats and final" appearance, it being contemplated that heats will be run during each Ingliston Race Meeting for all the classes in the Championship (up to 1000 cc, 1001–1300 cc and over 1300 cc), the fastest five from each class (plus the next fastest car regardless of class) going forward to the final at each meeting. The system of scoring, pioneered in 1972, gives competitors in each of these classes an equal chance of reaping the rich pickings for 1977 (overall 1st—£300; 2nd—£200; 3rd—£100; 4th—£60; 5th—£40 and to the winner in each class, a bonus of £50). Add that magnificent championship prize fund to the enhanced estimated race prize money payable to special saloons in 1977 and one arrives at a total estimated championship prize fund in excess of £2,500, a substantial increase on last year's fund. Indeed on these figures, it is estimated that special saloon car racing is worth a cool £12.14 per lap in 1977 (compared to £10.50 per lap in 1976!). Scoring will be 7–5–3–2–1 in each class in the finals plus 1 for finishing each of the heat and final. As a tie-breaker (and to ensure that the rewards go to the most meritorious saloon car driver of the year) a further point will be awarded to any driver breaking the class lap record existing at the commencement of any race in which all three classes of eligible cars are competing simultaneously. Always premier in Banking, Lombard North Central's continued involvement with the Special Saloon Car Championship at Ingliston sees them as one of the premier Saloon Car Championship sponsors in the UK with a prize fund second to none.

INGLSTON LAP CONVERSION TABLE

secs.	m.p.h.	secs.	m.p.h.	secs.	m.p.h.	secs.	m.p.h.
45.0	82.40	49.0	75.67	53.0	69.96	57.0	65.05
45.1	82.22	49.1	75.52	53.1	69.83	57.1	64.94
45.2	82.04	49.2	75.37	53.2	69.70	57.2	64.83
45.3	81.85	49.3	75.21	53.3	69.57	57.3	64.71
45.4	81.67	49.4	75.06	53.4	69.44	57.4	64.60
45.5	81.49	49.5	74.91	53.5	69.31	57.5	64.49
45.6	81.32	49.6	74.76	53.6	69.18	57.6	64.38
45.7	81.14	49.7	74.61	53.7	69.05	57.7	64.26
45.8	80.96	49.8	74.46	53.8	68.92	57.8	64.15
45.9	80.78	49.9	74.31	53.9	68.79	57.9	64.04
46.0	80.61	50.0	74.16	54.0	68.67	58.0	63.93
46.1	80.43	50.1	74.01	54.1	68.54	58.1	63.82
46.2	80.26	50.2	73.86	54.2	68.41	58.2	63.71
46.3	80.09	50.3	73.72	54.3	68.29	58.3	63.60
46.4	79.91	50.4	73.57	54.4	68.16	58.4	63.49
46.5	79.74	50.5	73.42	54.5	68.04	58.5	63.38
46.6	79.57	50.6	73.28	54.6	67.91	58.6	63.28
46.7	79.40	50.7	73.14	54.7	67.79	58.7	63.17
46.8	79.23	50.8	72.99	54.8	67.66	58.8	63.06
46.9	79.06	50.9	72.85	54.9	67.54	58.9	62.95
47.0	78.89	51.0	72.71	55.0	67.42	59.0	62.85
47.1	78.73	51.1	72.56	55.1	67.30	59.1	62.74
47.2	78.56	51.2	72.42	55.2	67.17	59.2	62.64
47.3	78.39	51.3	72.28	55.3	67.05	59.3	62.53
47.4	78.23	51.4	72.14	55.4	66.93	59.4	62.42
47.5	78.06	51.5	72.00	55.5	66.81	59.5	62.32
47.6	77.90	51.6	71.86	55.6	66.69	59.6	62.21
47.7	77.74	51.7	71.72	55.7	66.57	59.7	62.11
47.8	77.57	51.8	71.58	55.8	66.45	59.8	62.01
47.9	77.41	51.9	71.45	55.9	66.33	59.9	61.90
48.0	77.25	52.0	71.31	56.0	66.21	60.0	61.80
48.1	77.09	52.1	71.17	56.1	66.10	60.1	61.69
48.2	76.93	52.2	71.03	56.2	65.98	60.2	61.59
48.3	76.77	52.3	70.90	56.3	65.86	60.3	61.49
48.4	76.61	52.4	70.76	56.4	65.74	60.4	61.39
48.5	76.45	52.5	70.63	56.5	65.63	60.5	61.29
48.6	76.30	52.6	70.49	56.6	65.51	60.6	61.19
48.7	76.14	52.7	70.36	56.7	65.40	60.7	61.09
48.8	75.98	52.8	70.23	56.8	65.28	60.8	60.99
48.9	75.83	52.9	70.09	56.9	65.17	60.9	60.89

INGLSTON LAP RECORDS

			secs	mph
LIBRE CARS	R SCOTT	Modus	45.6	81.32
FORMULA FORD 1600 CARS	S LAWSON	Hawke DL15	52.9	70.09
FORMULA FORD 2000 :	New class			
SPORTS CARS	I McLAREN	Chevron B26/31		
	J LEPP	March 75S	46.8	79.23
	R SCOTT	Chevron B26		
CLUBMANS CARS				
Class A	G FRISWELL	Mallock-Hart U2	48.6	76.30
Class B	R MALLOCK	Mallock U2	52.6	70.49
	C GRENVILLE SMITH	Phantom P75		
HISTORIC RACING CARS	J W S ROBERTS	Lotus 16	57.6	64.38
MODIFIED SPORTS CARS				
Over 1300 cc	P BAKER	Ginetta G4	51.6	71.86
Under 1300 cc	K ALLEN	Clan Crusader	51.8	71.58
SPECIAL SALOON CARS				
Over 1300 cc	W N A DRYDEN	Vauxhall Firenza	51.8	71.58
1001-1300 cc	E M SMITH	Mini 1275 GT	53.6	69.18
	J DRYDEN	Longman Mini		
PRODUCTION SALOON CARS :	New classes in operation			
OUTRIGHT LAP RECORD	R SCOTT	Modus	45.6	81.32



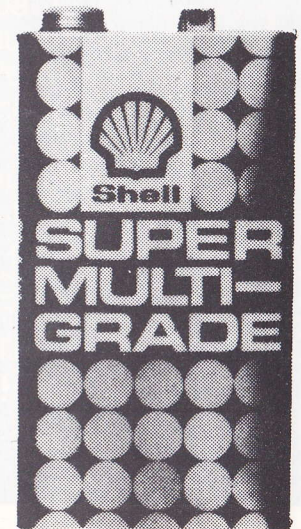
When Billy Coleman comes off the mud at 100 mph, one thing he's not thinking about is his oil!

He doesn't have to. 'Oil? I take it for granted that Shell Super Multigrade is totally reliable.'

Billy Coleman, a happy-go-lucky Irish farmer from County Cork, is an RAC Rally Champion who started by building his own cars. Now he drives a Ford Escort RS 1800 works car. 'It's a rally driver's dream,' he says.

Like so many other experts, he makes sure it gets *real* engine protection with Shell Super Multigrade.

For real engine protection, you can be sure of Shell



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 : Starter—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—S J McLoughlin : Stewards for Club—W Martin, J A Dick Peddie, E R Herrald : Results Processors—M Malcolm, D Allan : Catering—D S Crawford : First Aid—The British Red Cross Society (Scottish Branch), The Scottish Ambulance Service : Fire Precautions—Fire Appliance Services Ltd : Breakdown Equipment & Staff—James Ross & Sons Ltd, Appleyard (Edinburgh) Ltd, Howden Motor Repairs Rossleigh Ltd, Newbridge Garage Glasgow : Outside Advertising—Aerosigns (London) Ltd : Car Parking—National Car Parks Ltd : Photographs by—E Bryce : Public Address—Kennedy of Lanark : Press Liaison—I Dickson.

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 1004/13.

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. Please respect this rule and remember that any infringement could cost lives—yours included.

Race Meeting dates to note in your diaries for the 1977 Season at Ingliston are:—

8th May	24th July	21st August
18th September	16th October	

Catering at Ingliston is again 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.

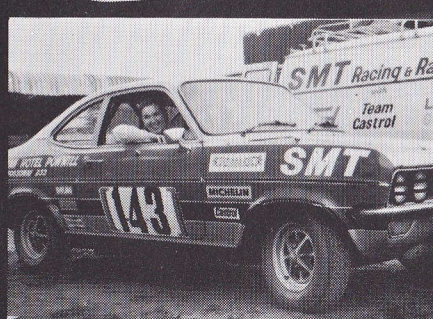
Programme advertising and sales concessions details are available from Scotcircuits Ltd, National Bank Chambers, Duns, Berwickshire.

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 site 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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Dalglish Baillie Championship

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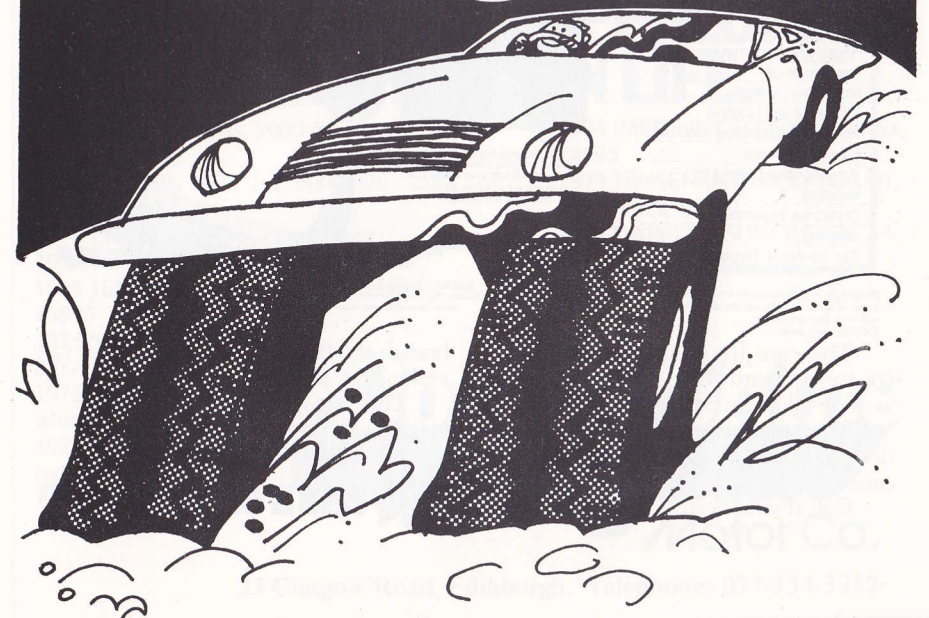
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telephone 031 337 9887/8

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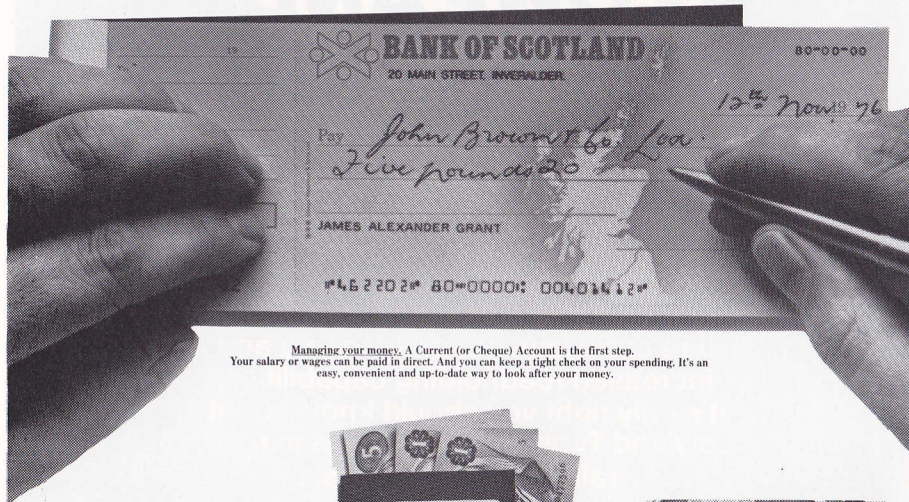
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Tel. 031-229 6332

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Get a grip!



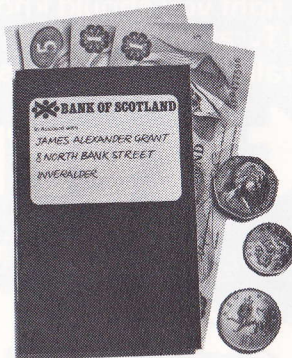
All part of the service



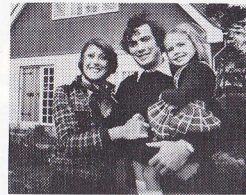
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Car Insurance
Motor Tax Licence
TV Rental and Licence
Annual Subscriptions (Golf etc.)
Freezer Supplies
<i>You may also budget for:</i>
Holidays
Christmas Expenses
Clothing
Car Servicing/Repairs



Saving with interest. Regular transfers of funds from your Current Account into a Deposit Account will help your money grow. And you can withdraw all or part whenever you need it.



No need to be unsure about insurance. Our Managers, backed by a team of insurance consultants, can help make sure with insurance cover to suit your needs and budget.



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branch and find out how Scotservices can really work for you. The Manager and his staff will be pleased to help and advise you. It's all part of our service.



THE MIDLOTHIAN INSURANCE BROKERS SPEED CHALLENGE

When Midlothian Insurance Brokers Limited of 104b Raeburn Place, Edinburgh issued their initial speed challenge mid-way through the 1976 season, there were those amongst the "critics" who were unkind enough to suggest that that company were on a pretty safe bet, having limited their challenge to the remaining two race meetings in 1976! There were even those who suggested that the company would not repeat the challenge in 1977, when there was a chance of the £1,000 prize having to be paid out! However, to silence their critics, and to honour their commitment to Scotcircuits as made last season (but, primarily, because they are keen followers of the sport and, like all other Ingliston sponsors, wish to be more fully involved), Midlothian Insurance Brokers Limited have re-issued their speed challenge for the whole of the 1977 motor racing season at Ingliston.

The challenge is a simple one, namely, that Midlothian Insurance Brokers Limited shall pay £1,000 to the first driver to complete a lap during a race at Ingliston during 1977 at an average speed of not less than 85 mph. That average speed must be measured by reference to one single lap at Ingliston and may not be measured by reference to any overall average speed achieved over any greater distance than one single lap at the circuit. Although the 85 mph "barrier" may not sound particularly fast, one must remember that this is an average speed and, to achieve it, the cars endeavouring to do so will need to be travelling almost twice as fast down the back straight! Indeed, the "barrier" set up by this challenge is almost exactly two seconds faster than the existing outright lap record at the circuit although there are many who now believe that this speed could well be possible during the course of 1977, given the right car, the right driver and the right track conditions. Certainly, by re-issuing the challenge for 1977, Midlothian Insurance Brokers have posed a fascinating question which may, or may not, be answered by the end of the year.

FOR THE MAN WHO APPRECIATES THE FINER THINGS IN LIFE.

1976 'R' MGB Sports, 9000 mls, rust-proofed, £2495

1976 DATSUN 260Z 2+2, 6000 mls, 1 owner, £4995

1976 LANCIA BETA Coupe, Silver, 10,000 mls, £3200

1976 JENSEN GT, Bronze, 14,000 mls, £3995

1975 'P' MGB GT V8, red, 8,000 mls, £2995.

1975 DATSUN 260Z 2+2, white, 1 owner, £3995.

1974 BMW 3.0 coupe auto red, 1 owner, £6250.

1974 BMW 3.0, CSL, orange, alloys, £4995

1973 JENSEN INTERCEPTOR III, 32,000 mls, £4500

1973 DAIMLER SOVEREIGN 2.8, 18,000 mls, £2995



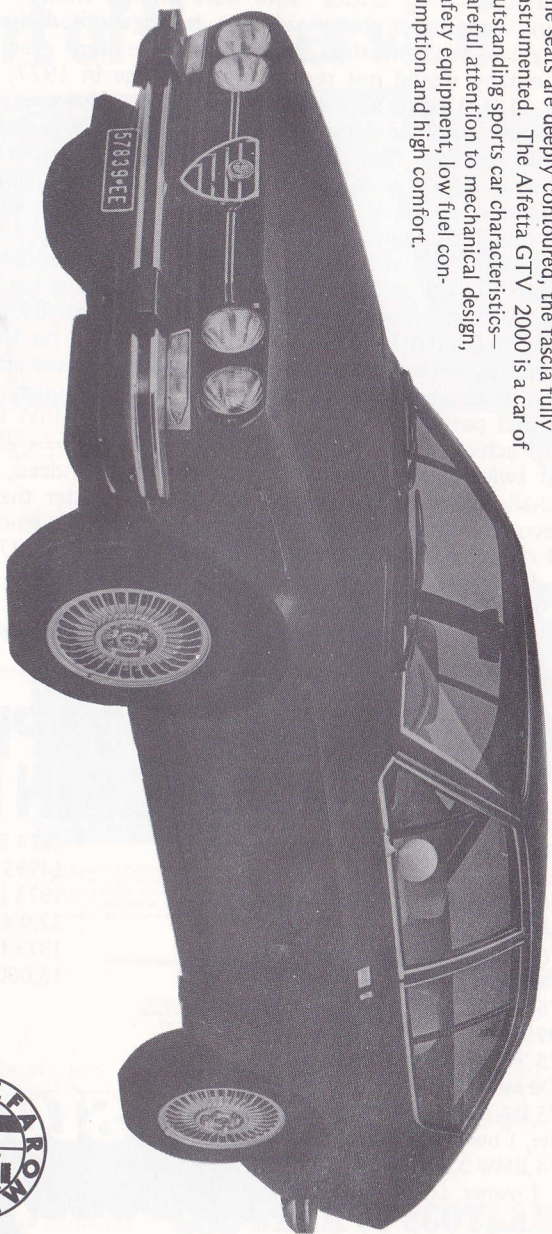
23 Glasgow Road, Edinburgh. Telephone: 031-334-3252

THE RADIO FORTH TROPHY RACE MEETING
Sunday, 10th April, 1977

Organised by
 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	The Radio Forth Trophy Race—Heat 1 for Special Saloons up to 1000 cc	12	9.30	2.10
2	8.55	The Edinburgh Students' Charities Cup Race for Formula 2000/Sports Cars	12	9.55	2.35
3	9.20	The Radio Forth Trophy Race—Heat 2 for Special Saloons over 1000 cc	12	10.20	3.00
4	9.45	Formula Ford 1600 Cars	12	10.45	3.25
5	10.10	The Shell Race for Production Saloon Cars	15	11.10	3.50
6	10.35	The Heron Race for Libre Cars	20	11.35	4.20
7	—	THE RADIO FORTH RACE for Special Saloon Cars (Final)	15	—	4.50
		Presentation of Trophies			5.10
8	11.00	Modified Sports Cars	10	12.00	5.20
	1.50	Drivers Briefing in Scrutineering Bay			
	2.00	All Marshals at posts, please			

The Alfa Romeo GTV 2000—scintillating performance and roadholding, style, pace and an interior layout that is like a tastefully furnished room. The seats are deeply contoured, the fascia fully instrumented. The Alfa Romeo GTV 2000 is a car of outstanding sports car characteristics—careful attention to mechanical design, safety equipment, low fuel consumption and high comfort.



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The essence of Club Racing (or sub-titled "So SMT can't even afford a jack, can they!")—instant improvisation removing Jenny Birrell's exhaust after she had received the VD Flag (Vehicular Defect, you idiots) last October

FOR YOUR DAY'S ENJOYMENT

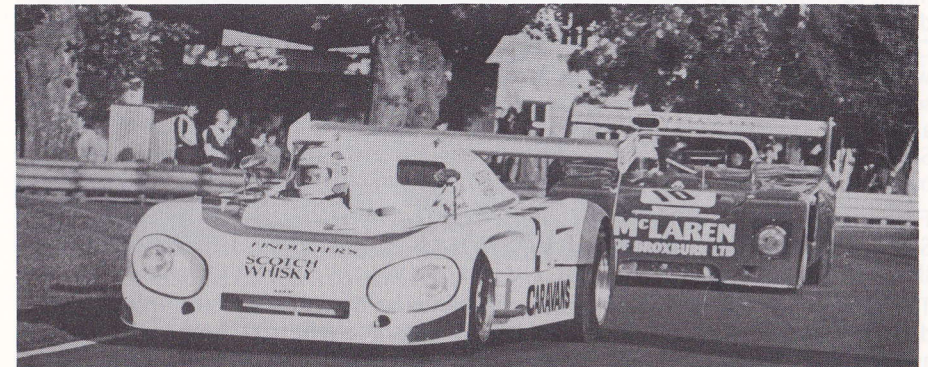
While, at the time of writing this, your not-so-cheerful editor has just finished reading the Budget and has good grounds for meditating upon the shattering state of the economy, it appears from today's entry list that impecuniosity is not a disease being suffered by our racing brethren! Quite the reverse, in fact, for it is quite some time since we have had such potentially exciting entries for so many of the classes of cars racing at Ingliston. But before previewing today's racing, a few "hullos"! Hullo, first of all, to all of you and thank you for supporting us once again at this, the first meeting of the thirteenth season of motor racing at Ingliston. Welcome back, too, to Radio Forth, your friendly local Radio Station, who return to real motor racing sponsorship by sponsoring today's meeting (their last venture into motor racing at Ingliston having been as sponsors of Ed Labinjoh's highly successful Alfa Romeo 2000 GTV some 3 years ago). Hullo again, too, to the Edinburgh Students Charities Appeal, who fill their usual Ingliston April slot and who will be badgering all of you for some of the money that Denis Healey didn't get during the course of the day. Please give generously—as you will see from the list of beneficiaries on page 18, the money does go to a spread of extremely worthy causes and the presence of the Students Appeal here today does allow us, in motor racing, an opportunity of covering an enormously wide range of charities "at one fell swoop". And finally, welcome back (or otherwise, as the case may be!) to the competitors themselves.

Special Saloons—as always the major "pot" of the day, the Radio Forth Trophy, goes to the special saloons whose race takes the traditional form of 2 heats and a final, the fastest 5 from each of the 3 classes in the heats (+1) qualifying for the final in event 7. Over the winter months it became apparent from the rumours filtering down the motor racing grapevine that the over 1300 cc special saloon car class at Ingliston looked like having a bumper (to bumper?) year in 1977 and, as it turns out, those rumours have not been disproved. News of new and even more potent machinery from Bill Dryden, Doug Niven, Walter Robertson and Jim Evans merely served to whet the appetite for further snippets of information about what had happened to their cars (Jim Evans' turbocharged Escort and Bill Dryden's 1976 Championship winning Firenza both stayed in Scotland) while rumours of Jim Dryden

moving into the "heavy brigade" compounded that anticipatory (and slightly apprehensive!) feeling of excitement as we eagerly awaited the "show-down" this afternoon. Then came the news from Scotcircuits Ltd, the promoters of racing at Ingliston, that they had "upped" the prize money for the special saloon car final and suddenly a new element had been added to an already smouldering powder keg. Quite apart from cooling a by then superheated situation, Lombard North Central's announcement of their continued sponsorship of the Scottish Saloon Car Championship merely served to confirm that, for 1977, we will be seeing some of the best saloons ever assembled in Scotland engaged in a titanic struggle for one of the best (if not the best) Championship prize funds in the UK, and we were left with the agonising wait until the drivers hit their starter buttons on the dummy grid today. (Yes, for the true motor racing 'pundits' amongst you, Ingliston retains the familiar 10 second penalty for failing to start on the car's own starter motor and, accordingly, all non-single seater/libre cars will be required to switch-off on the three minute signal, only to re-start before moving onto the main grid).

So much could be said of the higher capacity 'superloons' that space does not permit here (but turn to page 21 for further details, if you can bear the pre-race tension that that information will undoubtedly stimulate). With such rumours circulating freely over the off-season, however, little wonder that there was also some apprehension as to whether the mighty spectacle of the "big saloons" would hogg the limelight, leaving the smaller capacity cars to circulate in relative obscurity during the year, only to emerge as championship winners at the end of the season! (Due to the method of scoring the Scottish Saloon Car Championship in 3 capacity classes, curiously the less competition there is in any class, the more the bias in favour of the leading car in that class winning the championship outright). For example, with word of Jim Dryden moving into the "over 1300 cc" class in the ex-Jimmy Robertson Avenger, would Dave Farrer (109) have a walk-over in the 1001-1300 cc class; and, with Lawrence Jacobsen "going 2-litre" for a season, would that leave the 1000 cc class at Ian Forrest's mercy? Sadly (for Dave Farrer and Ian Forrest, but not for anyone else!) the answer to these fears has come in superb entries for both of the two lower capacity classes. In the 1300 cc class last year's runner-up, Dave Farrer (BDA Escort), will have to contend with both Ian Rogerson's similar Escort (118) (the ex-Susie Tucker-Peake car) and a welcome return of one of the fastest Mini-Fords in the country, Eric Smith's Mini 1275 GT (117), the car (and driver) which, despite being absent from Ingliston all of last year, still holds the 1300 cc class lap record at the circuit. Down amongst the 1000 cc cars, too, Ian Forrest's Drambuie Imp (129) faces a strong challenge from Roy Knowles (122) in the extremely fast Imp raced by Hugh Chalmers last year, Duncan Fisher (123), who fields the Scottish Championship class-winning

Is this the type of thing we have to look forward to in the F2000/Sports Car Class?



Imp raced by Lawrence Jacobsen last year, David Ogilvy's ex-Richard Oliver Imp (128) (the car which took 2nd place in both the Kent Messenger and Esso Uniflo Championships in England last year) and Angus Young's Agra Imp (131). All good reasons why we're hiring out suits of armour to first lap spectators at the Esses this afternoon!

Libre—Nor were the 'winter rumours' confined to special saloons! With word of a new Formula 2 car for Andy Barton (3), Ian McLaren (2) took the view that the only way to trounce his arch-rival was to match him, and he went F2 too! Then, to trump them all, came the suggestion that 1976 Scottish Libre Champion, Norman Dickson (1) was hawking around the market place looking for a Formula 1 car! Once again Scotcircuits came up with the goodies by doubling the libre race prize funds, while Heron Trucks backed them up admirably by announcing sponsorship of the 1977 Scottish Libre Championship, again with a doubled Championship "pot". Little wonder, then, that 'libre' enthusiasts began to bite their fingernails as they eagerly awaited event 6 today, nor is their anticipation misplaced. Bob Rollo (5) swaps his Lotus 69 for Andy Barton's 1976 March chassis (although, sadly as Bob puts it, not for Andy's engine) while a much under-rated driver who has soldiered on for many a year in the outclassed 1 litre Vixen VB IV, Charlie Munro (6), has a chance to show his true worth in a F2 Chevron B25/27 (with choice of BDX or FVC mill!). Dave Muter's Formula Atlantic Lotus 69 is back (8), as is Ted Dzierzek's immaculate Formula 3 Ensign (9), while a daunting 2-litre challenge is mounted by Alan Sharpe in the DB Racing Chevron (10) (the ex-Iain McLaren Chevron B26/31 which won last year's sports car championship), Peter MacNaughtan's Chevron B23 (14), Lawrence Jacobsen's B23 (31) and, now reputedly with "Hart-power", Tony Charnell's Lola T212 (32). Add to that "little" lot the maestro of the cut-and-thrust world of FF1600, Stu Lawson (25), in a split new Hawke DL16/2000, and you have the makings of an explosive 20 laps this afternoon, even if you don't take into account the inclusion of some of the fastest Clubmans Sports Cars yet to reside North of the Border!

Formula 2000/Sports Cars—a "new" class this to Ingliston (who have obtained special dispensation from the RAC to allow this to be run as an experiment), and already looking, on paper, to be one of the success stories of 1977. The idea is "fourfold" (to coin a word)—(a) to further stimulate Clubmans Sports Car racing in Scotland; (b) to provide a slot for Formula Ford 2000 cars north of the Border, being a more powerful form of FF car yet to be seen in Scotland; (c) to mop up the 2-litre sports cars left "high and dry" by the abandonment of an official RAC 2-litre Championship, and (d) to provide a quality 'pool' of competitive cars to join the single seaters in libre races. One glance at the entry list will see that all 4 objects have been attained and with substantial backing from Dalgleish Baillie in the new F2000/Sports Car Championship, the new class seems assured of success. While the "instant punter" might rush in to back the 2-litre sports cars of Dave Philp (30) (an up-and-coming driver now given a real chance to prove himself in the DB Racing Chevron), Tony Charnell (32), Lawrence Jacobsen (31) and Jim Baird (34), don't forget that the winter months have seen a steady precipitation of extremely potent Clubmans cars settling in Scotland and several of the A class cars certainly are expected to be well able to turn in consistent sub-50 second laps! Similarly, both Stu Lawson (25) and Steve Russell (23) can be relied on to put their FF 2000 cars through the 50 second barrier! In short, don't count your chickens yet!

Formula Ford 1600—With Stu Lawson (74), in a split new Edinburgh Flying Services Hawke DL17, battling for the Edinburgh Flying Services FF1600 Championship, you might think that was that, but just cast your eyes down the entry list.

The 1976 Hartley Whyte Award winner (as the most deserving and promising driver), Duncan Hall (76) has invested his winnings in a split new Hawke DL17 too, as has Chris Lawson (77), Dave Manners (63) and (welcome back to a popular and

seasoned campaigner) Bernie Hunter (73) while another driver improving by the minute, Cameron Binnie (58), fields a new Royale RP21. Old favourites Robin Simpson (61), John MacGilvray (66) and George Franchitti (71) renew their challenge while ex-kart ace David Duffield (60) will now have to contend with the reigning International Superkart Champion and ex-Top Grade Stock Car Driver, Tom Brown (75), who has his first Scottish motor racing outing in an Elden Mk 8.

Production Saloons—Forgive us if lack of space forces us to be brief on the fascinating subject of the production saloons. Always a firm crowd favourite, and with a change in classifying these having been imposed by the RAC, we have no idea who (or what) is going to dominate the six Shell Championship races this year—all we can be sure of is that the full entry list augers well for the type of "all arms and elbows" racing we have come to love and expect of this class so settle down in your Grandstand seats and prepare yourselves for a "heart-stopper".

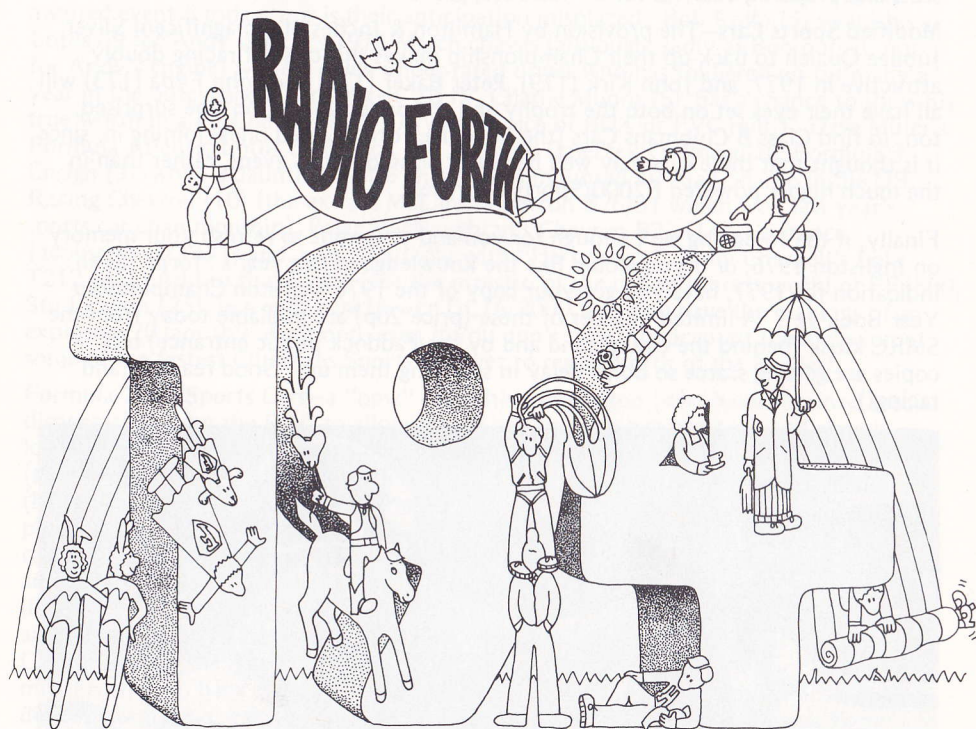
Modified Sports Cars—The provision by Hamilton & Inches of a magnificent Silver Jubilee Quaich to back up their Championship makes this class of racing doubly attractive in 1977, and John Kirk (179), Peter Baker (175) and John Fyda (173) will all have their eyes set on both the trophy and the prize fund! Don't be surprised, too, to find Class B Clubmans Cars (the Formula Ford engined ones) joining in, since it is thought that these cars may well be better classed in this event, rather than in the much higher powered F2000/Sports Car race.

Finally, if the foregoing isn't enough for you and you want to refresh your memory on Ingliston 1976, or if you would like the knowledge of last year's "form" as an indication for 1977, have you got your copy of the 1976 Ingliston Championship Year Book yet? A limited number of these (price 20p) are available today from the SMRC kiosk (behind the Grandstand and by the Paddock public entrance) but copies are getting scarce so don't delay in snapping them up! Good reading (and racing!).



Vintage and Historic Car lovers will no doubt look forward to a feast of nostalgia later this season for, quite apart from our annual Historic Racing Car race on October 16th, Ingliston will host a Concours d'Elegance on 21st August all as a part of the RSAC Annual Veteran and Vintage Car Run, the Edinburgh International Festival Cavalcade and The Queen's Silver Jubilee Race Day sponsored by BP Oils Ltd. Should be quite an event!

Free offer to everyone with a radio.



194 Radio Forth.

IT COSTS YOU NOTHING TO TUNE IN TO YOUR OWN LOCAL RADIO STATION. EVERY DAY WE BRING FUN TO FORTH COUNTRY. DON'T MISS OUT, JOIN IN ... IT'S FREE.

194 metres medium wave/96.8MHz VHF/FM Stereo.

EVENT 1

2.10 pm

THE RADIO FORTH TROPHY RACE Heat 1 for Special Saloons up to 1000 cc 12 Laps

121	WG THOMPSON/ Associated Tyre Specialists	ATS Imp	998	Bowling
122	R KNOWLES	Hillman Imp	998	Aberdeen
123	D FISHER	Hillman Imp	998	Argyll
124	C W RICHARDSON	Hillman Imp	998	Peebles
125	J JACK/J Jack Crane Hire— Evanton	Hillman Imp	998	Alness
126	J McGAUHAY/MacLeod Homes	Hillman Imp	998	Lochgilphead
127	D COLVIN	BMC 850 Mini	850	Livingston
128	D OGILVY/Sportstune Accs	Hillman Imp	998	Edinburgh
129	I FORREST/The Drambuie Liqueur Co Ltd	The Drambuie Imp Longman Mini	998 999	Kirkliston Edinburgh
130	E PATERSON	Agra Mini Ford	997	Tealing
131	A YOUNG/Agra (Precision Engineering) Co	Sunbeam Stiletto	998	Insch
132	R GAULD	Hillman Imp	998	Musselburgh
133	J PHILP	Mini Cooper	848	Falkirk
134	B ROBERTSON	Chrysler Imp	998	Ratho
135	M SHAKSPEARE	Chrysler Imp	998	Carlisle
136	M A BELL	Austin A40	935	Helensburgh
137	F SHIELDS			

1st (£25)¹³²..... 2nd (£15)¹²⁸..... 3rd (£10)¹³⁰..... 4th (£5)¹²³.....

Heat 1 of the opening round in the Lombard Scottish Saloon
Car Championship



Howdy there folks—Billy The Kwid here! This next race is, as you can see, for the Edinburgh Students Charities Appeal Cup. Aha, “what” I hear you ask “is that?” Well, I’m the 1977 Edinburgh Students Charities Appeal Motif. We are here today to raise money for this year’s appeal and to give you a chance to see the fantastic prize, a Triumph TR7, for our car competition. This will be on display behind the main Grandstand. Some of you may have already seen us selling car competition tickets here and at other venues for the car promotion. Charities week itself is from 24th to 30th April and during that time will be many interesting events including sponsored walk, torchlight procession, Radio Forth Road Show in Tiffany’s, and as a grand finale, the floats procession on the “Bridges” and along Princess Street on Saturday 30th.

This year we are focussing our attention on children, hence Billy The Kwid as a motif. Our beneficiaries (listed below) include both local charities and local branches of national charities. We hope to collect more than the net figure raised last year (£21,000) and so we need to work very hard this year.

BILLY THE KWID

BENEFICIARIES 1977: FOCUS ON CHILDREN

A.F.A.S.I.C. (Association for All Speech Impaired Children)
 British Red Cross Society (Liberton Division)
 Camphill Blair Drummond Trust
 Drum Riding for the Disabled Trust
 Dr Barnardo’s
 Edinburgh University Settlement
 Evening News/Odeon Appeal Fund
 Edinburgh & Leith Old People’s Welfare Council
 Lord Provost’s Benevolent Fund
 Local Charities in South East Scotland
 Malcolm Sargent Cancer Fund for Children
 The Queen’s Silver Jubilee Appeal
 Rosslynlee Voluntary Association
 Royal Blind Asylum & School
 Save the Children Fund (Local Projects)
 Scottish Association for the Study of Dyslexia
 Thistle Foundation



EVENT 2

2.35 pm

THE EDINBURGH STUDENTS CHARITIES CUP RACE for Formula 2000/Sports Cars 12 Laps

23	S RUSSELL	Reynard SF2000	2000	Banbury
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
32	A CHARNELL	Mogil Lola T212	1930	Dumfries
34	J BAIRD	Chevron B23	1850	Edinburgh
38	C REEVES	Mallock U1 Mk 16	1600A	Stonehouse
39	R FORESTER-SMITH	Marquis Magnum GS	1600A	West Calder
41	A MACKINTOSH	Mallock U2 Mk17B	1600A	Penicuik
42	D B HALL	Gryphon C74	1600A	Kelty
43	K ALLEN/S & S Rallying Ayr	Mallock Mk 17B	1600A	Crossford
44	J MACKIE	Gryphon	1600A	Kirkcaldy
52	T MacMILLAN	Mallock U2	1600B	Glenrothes
53	G McDONALD	Mallock U2MkII B/14	1600B	Edinburgh

1st (£25)⁴³..... 2nd (£15)³⁰..... 3rd (£10)²⁵..... 4th (£5)³⁴.....

The opening round in the Dalgleish Baillie Championship for Formula 2000/Sports Cars

THE DALGLEISH BAILLIE CHAMPIONSHIP FOR FORMULA 2000/SPORTS CARS 1977

Motor racing followers will perhaps be somewhat mystified as to this “new” formula—“Formula 2000/Sports Cars” is, indeed, an entirely new grouping of cars being tried out at Ingliston as an experiment and comprising a mixture of Sports Cars (with particular preference for 2-litre Sports Cars), Clubmans Cars and Formula Ford 2000 Cars. The resultant amalgam is expected to produce both close and exciting racing and a new “pool” of highly competitive vehicles for Libre races. Sponsoring this new and novel championship for the first time are the Edinburgh company of Dalgleish Baillie & Co (Insurance Brokers) Limited who, formed in April 1974, recently moved to their present prestigious offices at Struan House, 16 Corstorphine Road, Edinburgh. Specialising in Business Insurance and Life Assurance Planning, the company are now expanding their Motor Insurance Account to provide a more balanced portfolio.

The Directors of Dalgleish Baillie have been interested in motor racing for many years and have indeed already thoroughly enjoyed the added involvement brought by sponsorship. The winner of last season’s King Hussein Trophy, Alan Sharpe, drove the Dalgleish Baillie Mallock and again, this year, Alan will be sharing drives with David Philp in the Dalgleish Baillie Chevron B26/31 (the car fielded last year by Iain McLaren, and which won the 1976 Sports Car Championship at Ingliston). With this car, Dalgleish Baillie will make a determined bid to win their own Championship against stiff opposition, since the announcement of the new Championship has already stimulated considerable interest from other competitors.

THE RADIO FORTH TROPHY RACE
Heat 2 for Special Saloons over 1000 cc
12 Laps

Over 1300 cc			
99	D MacDONALD	Vauxhall Firenza	2300
100	W N A DRYDEN/The Toleman Group/Team SMT	Vauxhall Firenza Ecosse	2495
101	A D NIVEN/ Border Reivers Eating Scotch Beef	Ford Escort BDG	1994
103	J EVANS/AET Engineering Ltd	AET Skoda	1970
105	W ROBERTSON/Sportstune Accs	Ford Escort 7	2200
106	C SIMPSON	Ford Escort	1800
108	J ROBERTSON/Robertsons of Cardenden	Ford Escort	2800
		1st (£25)	2nd (£10)
		103	100
		101	101
1001-1300 cc			
109	D FARRER	Ford Escort	1297
110	G KING	BLMC Mini	1297
111	G STUPPLE	Chrysler Avenger	1280
112	N WHITMEY	Mini Cooper	1293
113	E BUCHAN	Mini Cooper 'S'	1293
114	J PINKERTON	Mini Cooper 'S'	1293
115	I TULLOCH	Mini Cooper 'S'	1293
116	R L MILNE	Mini Cooper 'S'	1293
117	E M SMITH	BL Mini 1275 GT	1297
118	I ROGERSON	Ford Escort BDA	1298
		1st (£25)	2nd (£10)
		109	109
		108	108

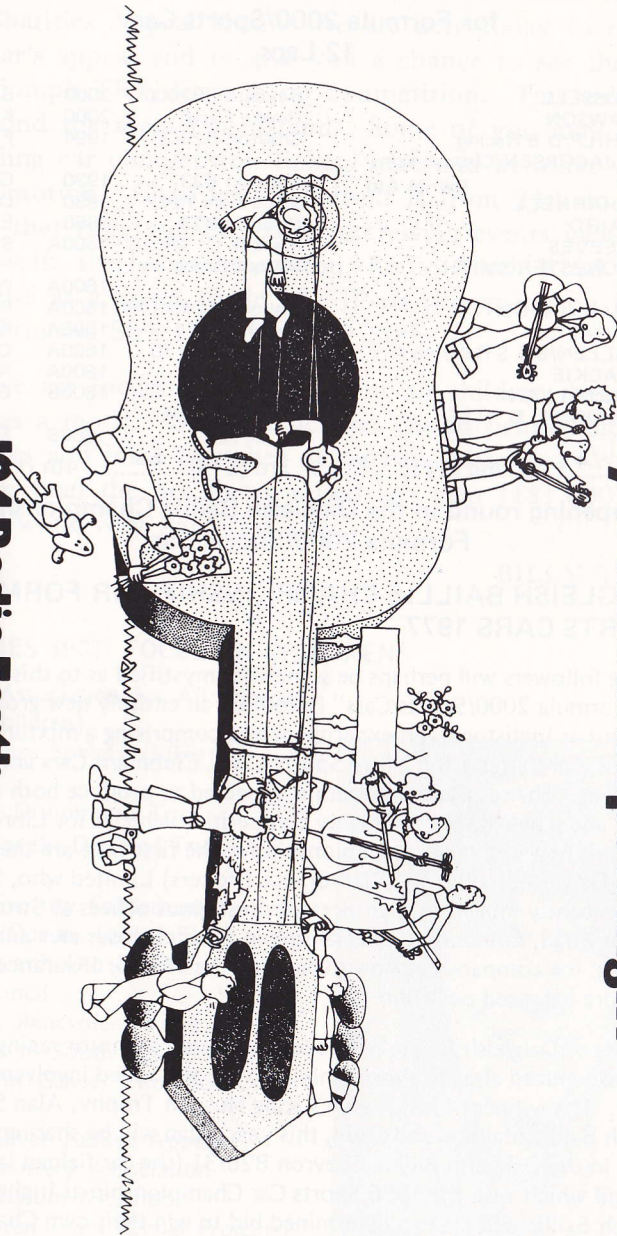
Heat 2 of the opening round in the Lombard Scottish Saloon Car Championship

OVERALL: 103, 100, 101, 108

Quite apart from looking forward to a Super Saloon Car Championship Event scheduled for 18th September, with so many exotic motors based in or around Scotland this year, the Scottish motoring enthusiast can expect "near super-saloon conditions" at Ingliston pretty nearly every meeting this year! Indeed, so popular have special saloons become that it is a tribute to the generous sponsorship of this class by Lombard North Central, whose renewed support continues to reap magnificent sporting dividends. Last year's worthy Scottish Saloon Car Champion, and this year's initial favourite, must be Bill Dryden (100) in the SMT Firenza but, at the time of going to Press, the car was still in course of being built and it will be fielded today without any race-trial at all. Thoroughly race-tested, however, is the Cosworth BDG powered Escort of Border (you've guessed it—Beef/Farmer, Dougal Niven (101), who has acquired the remarkable Escort driven down south last year by that master of the 2-litre saloons, Nick Whiting, and which collected 29 wins under Nick's skilled hands in 1976. Already, in 1977, Dougal has been sorting this out, commencing with a noble mention in dispatches at Croft 5 weeks ago (the Chicane came off worse!), a win at Croft 4 weeks ago and a rather leisurely and damp 3rd at Oulton 3 weeks ago. By today, the Escort should be in tip-top trim and, although giving away ½ a litre to Bill, Dougal may well be on the way back to his second Scottish Championship with this car.

While Dougal was having it out with the Chicane at Croft a few weeks back, the man who stormed off to victory at Ingliston last April (Jim Evans 103), took a good win with his new FVC powered Skoda and, behind him in second place, was the car which won last April at Ingliston, his former turbocharged AET Escort but now driven by Jimmy Robertson (108). Both appear this afternoon, as does Walter Robertson (105) in another Escort off the Nick Whiting production line, but this time with an extra couple of hundred ccs of "oomph". And, for those of you who like to back the unknown "outsider", Bill Dryden's 1976 Championship winning Firenza will be back in the hands of a new face, D MacDonald (99). All in all, a scintillating display of special saloonery and nary a word yet about the 1300 cc cars! It really isn't fair of us to over-excite you like this, is it!

**Mindblowinfinger-
 flickinbodytremblinhipswingin**



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GOOD MUSIC, GREAT NEWS, FAST TRAFFIC INFORMATION,
 LATEST WEATHER, WHAT'S ON WHERE AND WHEN, YOUR
 REQUESTS. THAT'S YOUR LOCAL RADIO STATION. FORTH IS
 FUN. JOIN US.

FORMULA FORD 1600 CARS

12 Laps

58	C I BINNIE	Royale RP21	1600	Cornhill
59	P J SHAND	Elden 10A	1600	Glasgow
60	D A DUFFIELD	Dulon MP/17	1600	Linlithgow
61	R SIMPSON/Fortrum Chemicals Ltd	Crossle 25F	1600	Isle of Whithorn
62	A HENRYSON-CAIRD	Van Diemen RF76	1600	Newton-Stewart
63	D MANNERS	Hawke DL17	1600	Darlington
64	D WATNEY	Lotus 61	1600	Broxburn
65	J McCLOY	Crossle 16/20F	1600	Bishoptown
66	J MacGILVRAY	Crossle 25F	1600	Connel
67	G McMILLAN	Hawke DL11	1600	North Berwick
68	A BREMNER	Merlyn Mk 11	1600	West Kilbride
69	R A LOW	March 708	1600	Linlithgow
70	G J HOGG	Hawke DL12	1600	Dundee
71	G A FRANCHITTI/W N Mitchell & Sons, Soft Drinks	Hawke DL15	1600	Bathgate
72	R G LAMBERT/Lamart Signs Ltd	Van Diemen RF 73/74	1600	Glasgow
73	B HUNTER	Hawke DL17	1600	Edinburgh
74	S LAWSON/Edinburgh Flying Services	Hawke DL17	1600	Kirkliston
75	T BROWN	Elden Mk 8	1600	Glasgow
76	D HALL/Laidlaw	Hawke DL17	1600	Edinburgh
77	C LAWSON	Hawke DL17	1600	Pontelan

1st (£25)71..... 2nd (£15)74..... 3rd (£10)58..... 4th (£5)76.....

The opening round in the Edinburgh Flying Services Formula
Ford Championship

Formula Ford 1600, the class of single-seater racing car designed as an "enfranchise school" to single-seater racing for aspiring World Champions, has certainly caught the imagination amongst younger Scottish drivers. When one recalls that Emerson Fittipaldi leapt out of Formula Ford racing cars straight into Formula 1, the attractions of this class become obvious and many a would-be racing driver looks to this Formula as a "relatively" cheap and competitive introduction to the sport. It is not, however, just as easy as all that for a complete novice to reach the top even in this form of racing, which is sometimes felt to be the most competitive about, and last year experience told yet again when a combination of the Edinburgh Flying Services Hawke and driver, Stu Lawson, swept the boards in Formula Ford racing North of the Border and clinched the 1976 Scottish FF1600 Championship. Having proved that he was almost unbeatable in FF1600, Stu Lawson now moves up a class to Formula Ford 2000 and, again with the backing of Edinburgh Flying Services Limited, also fields a split new FF1600 Hawke, while his sponsors retain a major interest in the 1600 cc FF class by sponsoring the 1977 Scottish FF Championship.

During the year, there will be six qualifying FF 1600 races at Ingliston, of which drivers may count their best four scores towards the Edinburgh Flying Services FF Championship. Scoring in each qualifying event will be as to 9-6-4-3-2-1 and, in addition to the Edinburgh Flying Services Trophy to be presented to the winner, will be cash awards of £250-£100-£75-£50-£25 overall. With such incentives, it is little wonder that the 1977 Edinburgh Flying Services Championship is again so popular with aspiring racing drivers.

Mazda

Built to last.

Once again John Brown of Lochrin put the stamina of the Mazda to test. This year's RX2 coupe reflects the performance and reliability of the full range of Mazda Motor Cars—built to last.

See them now at our Lochrin Place showrooms!



Lochrin Place, Edinburgh. Tel: 031 229 8304

*P.S. Casanova Ice Cream know a good "cone" when they see one!
Best of luck Tom!*

EVENT 5

3.50 pm

THE SHELL RACE FOR PRODUCTION SALOON CARS
 15 Laps

Over 2000 cc			
140	I STIRLING/Century Oils/Pats Garage/Brush Hire	Ford Capri	3000
141	A J SMALL	Ford Capri	2994
142	H A CHALMERS/Buro Office Sups.	Ford Capri	2994
145	P SPARKES	Mazda RX2	2300
146	W A STRUTH	Vauxhall Magnum	2300
147	V COVEY/John Brown Racing/ Zippo	Mazda RX2 Coupe	2300
148	Mrs J BIRRELL/Marshalls Chunky Chicken/Team SMT	Vauxhall Magnum Coupe	2279
1st (£25) 142 2nd (£15) 140 3rd (£5)			
Up to 2000 cc			
156	T IRVINE	Mazda RX3	1974
157	R HALLEY	Opel Kadett GTE	1897
158	D HAMILTON	Mazda RX3 Coupe	1964
159	W HALLEY	Ford Escort RS2000	1998
160	T HILL/Tyreservices Gt Britain	Triumph Dolomite Sprint	1998
161	T MELDRUM/Casanova Ice Cream /Zippo	Mazda RX3 Coupe	1964
162	A JEFFREY/The Hope Street Garage Ltd	Triumph Dolomite Sprint	1998
163	G WINDRUM	Mazda	1964
164	W R RITCHIE	Triumph Dolomite Sprint	1998
165	A CROMAR/Team Zippo	Alfa Romeo 2000 GTV	1962
166	N A FRASER	Honda Civic	1169
167	P KYLE	Simca 1000SR	1294
168	H E T IRVINE/Sports Car Breakers/ Fife Motor Spares	Triumph Dolomite Sprint	1998
1st (£25) 162 2nd (£15) 157 3rd (£5)			

**The opening round in the Shell Production Saloon
Car Championship**

OVERALL: 149 NOT DISQUAL.; 142, 162, 157, 140

Ingliston are delighted to be able to welcome Shell back again to Scotland's only (indeed, Britain's only!) 5-star circuit, as sponsors of the Production Saloon Car Championship for 1977. Needing no introduction to motorist and non-motorist alike, Shell repeat their backing of the class of car which has been progressively growing in popularity in Scotland—the production saloons—an apt choice since these cars are probably the closest of all the cars on the racing tracks to the family saloons driven by us lesser mortals on the open road. Not content with sponsoring the Championship itself, as in 1976 Shell go one stage further by adding their name to each of the six Club Production Saloon Car Races to be held at Ingliston this year.

The Championship itself looks set to rival, if not surpass, that run last year (again sponsored by Shell) with a new system of classing cars (based on capacity rather than price classes) promising even fiercer competition for the top of the Championship table. The new Championship structure should iron out too, the few anomalies experienced last year and, with a continued upsurge of interest in this class of racing for 1977, the prospects for a memorable year are excellent.

EVENT 6

4.20 pm

THE HERON RACE FOR LIBRE CARS
 20 Laps

I. McLAREN			
2	R ROLLO/Robert Rollo & Sons Builders	Chevron B35	1600
5	C M M MUNRO/J Jack Crane Hire —Evanton	March 75B	1600
6	D MUTER	Chevron B25/27	1970
8	T DZIERZEK	Lotus 69	1600
9	A SHARPE/D B Racing	Ensign LN4 FA	2000
10	P MacNAUGHTAN	Chevron B26/31	1994
14	S LAWSON	Chevron B23	1850
25	L F JACOBSEN/Cuthbertsons Dairies Ltd	Hawke DL16	2000
31	A CHARNELL	Chevron B23	1930
32	C REEVES	Mogil Lola T212	1930
38	R FORESTER-SMITH	Mallock U2 Mk 16	1600A
39		Marquis Magnum G75	1600A
44	J MACKIE	Gryphon	1600A
45	R EDGE	Mallock U2 Mk17B	1600A
1st (£50) 2 2nd (£25) 5 3rd (£15) 9 4th (£10) 10			

The opening round in the Heron Formula Libre Championship
HERON TRUCKS SPONSOR SCOTTISH LIBRE CHAMPIONSHIP

The Scottish Libre Championship for 1977 is sponsored by Heron Trucks, a part of the Heron Group which sponsored the April meeting at Ingliston last year, and the leading Leyland truck distributors for Scotland with branches in Aberdeen, Edinburgh, Glasgow, Bathgate and Carlisle. Heron are also Scottish distributors for Climax fork-lift trucks and, through Heron Truck & Van Rental, they offer a complete range of trucks and vans through their fleet of about 170 vehicles.

Being their third year in motor racing sponsorship, Heron might be expected to produce something just that little bit "special" and, with the 1977 Scottish Libre Championship they do not disappoint. An increased prize fund in both the overall Championship, and in each race, ensures that Libre racing in Scotland will continue to flourish and, with a Championship overall first prize of £500, there can be no doubt that this class of racing at Ingliston will be even more keenly contested in 1977 as was the case last year. Scotcircuits Ltd are delighted to renew their acquaintanceship with the Heron Group and are confident that 1977 will see one of the best libre years ever at the Ingliston circuit.



In association with the Scottish Arts Council

It is hereby proclaimed by the above broadcasting organisation that the residents of Scotland are invited to tender poems in celebration of the Silver Jubilee of the accession of Her Majesty Queen Elizabeth II.

COMPETITION RULES.

1. THE COMPETITION IS OPEN TO ANYONE RESIDENT IN SCOTLAND
2. ALL ENTRIES MUST BE RECEIVED NO LATER THAN APRIL 16th 1977
3. THE DECISION OF THE JUDGES IS FINAL AND NO CORRESPONDENCE WILL BE ENTERED INTO
4. ALL WINNERS WILL BE NOTIFIED BY POST
5. POEMS MUST BE LIMITED TO ONE SIDE OF A FOOLSCAP SHEET OF PAPER
6. POEMS WILL ONLY BE RETURNED IF ACCOMPANIED BY A STAMPED ADDRESSED ENVELOPE
7. THE 49 RUNNERS-UP SHALL RECEIVE AN ANTHOLOGY OF SCOTS VERSE

Such poems should be limited to one side of a foolscap sheet of paper to protect the honourable panel of judges from an excess of reading.

The judges are charged to choose fifty poems worthy of being bound by craftsmen and presented as a gift to Her Majesty while in residence at the Palace of Holyrood.

The composer of the poem judged to be the most worthy will receive a Silver Jubilee week-end in London which shall include air carriage from capital to capital and stay at a suitable hostelry.

Poems should be dispatched by all means available to Radio Forth, P.O. Box 194, Edinburgh to arrive not later than Saturday April 16th 1977.

RADIO FORTH

194m and 1546Khz medium wave and 96.8 VHF

SERVING THE PEOPLE OF EAST CENTRAL SCOTLAND

EVENT 7

4.50 pm

**THE RADIO FORTH TROPHY RACE
for Special Saloon Cars – Final
15 Laps**

Over 1300 cc

100	W. DRYDEN	FIRENZA
101	D. NIVEN	ESCORT
103	J. EVANS	SKODA
108	J. ROBERTSON	ESCORT
1st (£25) 103 2nd (£10) 100 3rd (£5) 101		

1001-1300 cc

109	D. FARRAR	ESCORT
1st (£25) 2nd (£10) 3rd (£5)		

Up to 1000 cc

132	R. GAULD	STILETTO
1st (£25) 2nd (£10) 3rd (£5)		
Plus-First Overall £25 103 Fastest Lap 103		

The opening round in The Lombard Scottish Saloon Car Championship 1977

OVERALL: 103, 100, 101, 108.



EVENT 8

5.20 pm

MODIFIED SPORTS CARS 10 Laps

Over 1300 cc

171	K SHADE	Lotus Seven	1600	Edinburgh
172	T M BROUGH	MGB/GT	2660	Alexandria
173	J FYDA/Agra (Precision Engineering Co)	Lotus Elan	1598	Dundee
174	D PALMER	Lotus Elan	1598	Lesmahagow
175	P BAKER	Ginetta G4	1800	Campbeltown

1st (£25)¹⁷³ 2nd (£10)¹⁷⁴ 3rd (£5)

Up to 1300 cc

179	J KIRK	Davrian	1149	Airdrie
180	A MUNN	MG Midget	1293	Stirling
181	B STEVENSON	Davrian	998	Glasgow
182	K COLEMAN	Davrian	1260	Airdrie
188	J HENDERSON	MG Midget	1293	Bridge of Allan

1st (£25)¹⁷⁹ 2nd (£10)¹⁸² 3rd (£5)

The opening round in the Hamilton & Inches Championship for Modified Sports Cars

OVERALL - 173, 179, 174, 182

Hamilton & Inches, the sponsors of this year's Modified Sports Car Championship, already have extensive connections with sport in general and motor sport in particular through their trophy-making activities. As leading Scottish silversmiths they have been commissioned over the years to produce many important trophies, such as the 'Scotsman' Trophy, the Jock McBain Memorial Trophy, the SMRC 'Jaguar' award, and the Silver Helmet, which was commissioned by the family of the late Jim Clark, and is presented for outstanding achievements by a Scot in the Sport.

Another sporting link is that, as stockist of the world-famous Heuer range of stopwatches and chronometers, Hamilton & Inches are able to help with the timing needs of any sport where fractions of seconds count—particularly motor racing.

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THE JIM CLARK FOUNDATION RACE MEETING

The late Jim Clark having been one of the founder directors of Scotcircuits Ltd, the originators of the Ingliston Circuit and promoters of racing there, no one could be more delighted than Scotcircuits at the renewed vigour and enthusiasm being shown in Scotland recently by the Jim Clark Foundation—the Trust set up following Jim's death as a lasting and active memorial to him and, amongst other things, for the purpose of improving the standards of safety in the sport. This revival of the Foundation is to be highlighted in the Jim Clark Foundation Race Meeting to be held at Ingliston on Sunday 8th May, a portion of the proceeds of which will go to the Foundation for their use in benefitting motoring generally. Recognising the importance of this event, the Ford Motor Company are lending their considerable support to the venture and, at the time of going to Press, plans were well advanced to stage a celebrity "Shellsport Escort" Race on 8th May in which leading Ingliston personalities would not only compete amongst themselves on even terms (try Bill Dryden and Doug Niven v. Iain McLaren and Andy Barton out for size, for example!) but also against leading personalities from other sports (such as stock car racing, rallying etc) and elsewhere.

Add to this novel and exciting celebrity race a full programme of Scottish Motor Racing Championship events and one has all the ingredients for a memorable day's sport. Naturally, too, Ingliston will undoubtedly play host to many outstanding personalities from the world of motoring and elsewhere, making 8th May a date not to be missed in any enthusiast's diary. Further announcements will of course follow through the media but, in the meantime, why not make sure of your Grandstand view of the proceedings by sending off the Advance Booking Form on page 33 NOW.

DON'T FORGET – INGLISTON, 8th MAY 1977

First Race scheduled for 2.00 pm

THE HARTLEY WHYTE AWARD FOR THE MOST PROMISING DRIVER, 1977

It was with great regret that followers of Scottish motor racing learned of the death of the late Major Hartley Whyte early in the New Year. Major Hartley Whyte has been a friend of Scottish motor racing for more years than many care to remember and his continued and generous support for the sport will long be remembered with gratitude. So too will be his spirited performances in the field of competitive motor sport during the post-war years and his loss will leave a gap in Scottish motor racing which will prove extremely hard to fill.

In 1976, Major and Mrs Hartley Whyte sponsored the Awards for the most promising drivers at Ingliston, as an encouragement to the "younger" (in stature, if not in age!) drivers who perhaps required more encouragement than their more experienced and successful brethren. For 1977, Scotcircuits Ltd are continuing these Awards in name of Major Hartley Whyte, as a memorial to his outstanding services to the sport. As in the past, the principal Award will go to the driver competing at Ingliston during 1977 who shall be adjudged the most promising and deserving (emphasis is to be placed on both words) driver there and the panel of judges, in making that decision, are to have regard not only for driving skill and relative improvement during the season (especially bearing in mind the relative competitiveness of vehicles) but also for general attitudes to the sport, good sportsmanship and other matters which may include such factors as whether or not a competitor has substantial outside assistance etc. In short, not only must the winner of the Award be deserving, he (or she) must also be fully deserving and be a person who will put the first prize of £150 to good use in furthering his/her interest in the sport. The winner will moreover receive the Hartley Whyte Award. To the runner-up goes the Sheila Whyte Award and a cash prize of £50.



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We would like to wish all the drivers good luck for the 1977 season.

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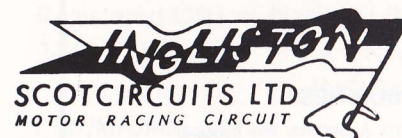
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21 August	No					
	Value	
18 September	No					
	Value	
16 October	No					
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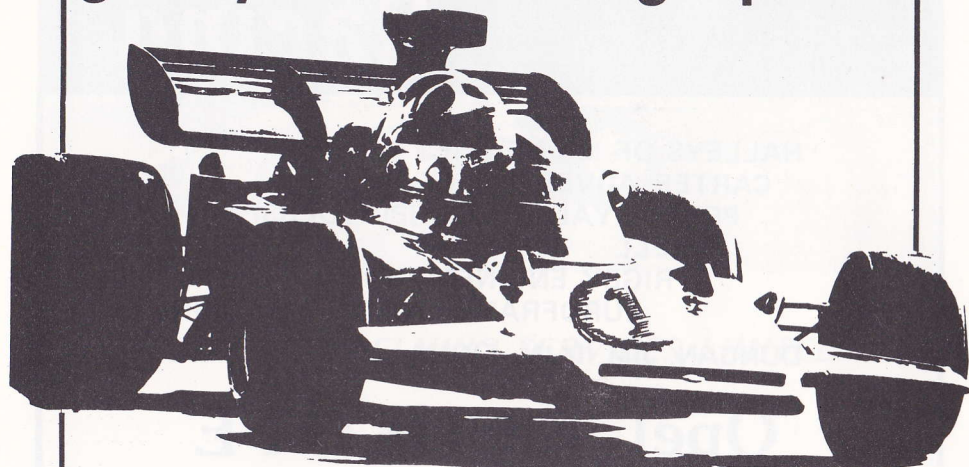
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Scottish Motor Racing Club Membership provides a host of benefits both social and financial to the motor racing fan with a Scottish interest.

For an annual subscription of £4 and a first year entrance fee of £1.10 which is waived if a Bankers Order is taken out, the Members receive a monthly copy of the Club's own magazine, Wheelspin; the facility to test their own cars on private Club Test Days at Ingliston; the right to purchase and display a wide range of Club Insignia available at very reasonable costs and the right to attend all Club social events—the Annual Dinner Dance in November being THE motor sport social function north of the Border.

Financially Members who attend Ingliston can benefit to such an extent that the savings more than cover their annual subscription.

Free admission to the paddock with a guest is given to each Member.

A discount of £1 per entry is given to all Club drivers racing at Ingliston.

Season tickets at significantly reduced prices are available to Members only for all Grandstands.

Free access with a guest to the MacRobert Pavilion at the circuit and the use of the bar and restaurant, both of which are not available to the public in general.

The Club also organises various social events in the East and West of the country.

Family membership is also available for members' families still living with them, giving reduced rights but still giving access to the paddock at Ingliston.

The principal activity of the Club is the organisation and marshalling of race meetings at Ingliston and Members wishing to help are welcomed onto our marshalling teams.

SCOTTISH MOTOR RACING CLUB LIMITED

Registered Office: National Bank Chambers Duns
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APPLICATION FORM for 1977 MEMBERSHIP

Please complete in BLOCK CAPITALS throughout

I, Mr/Mrs/Miss _____
(delete as appropriate) (Christian Names) (Surname)

of _____

(Occupation)

hereby apply for Membership of the Scottish Motor Racing Club Limited for the rest of the calendar year 1977 and agree, if elected to be bound by the Memorandum and Articles of Association thereof for the time being.

____/____/197____

(Signature, please)

I wish to be considered as a Marshal at Ingliston please tick appropriate box

I wish to pay my subscription by the following method:-

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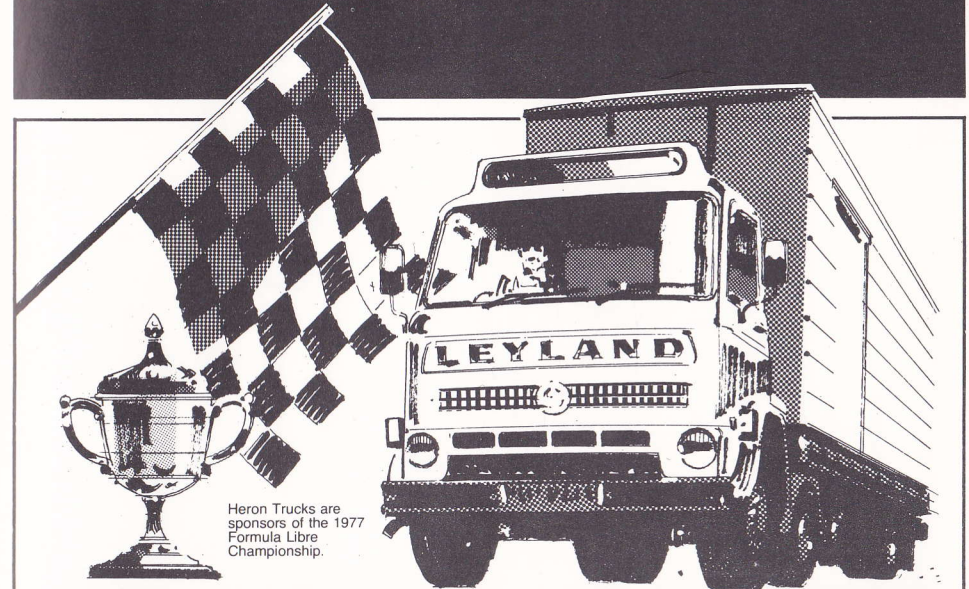
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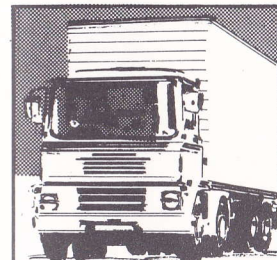
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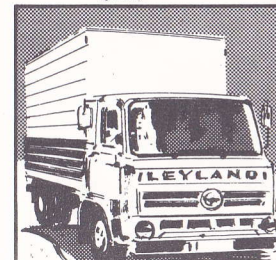
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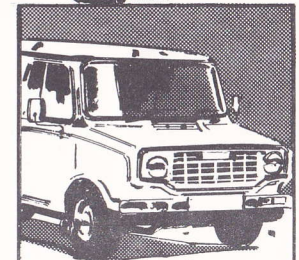
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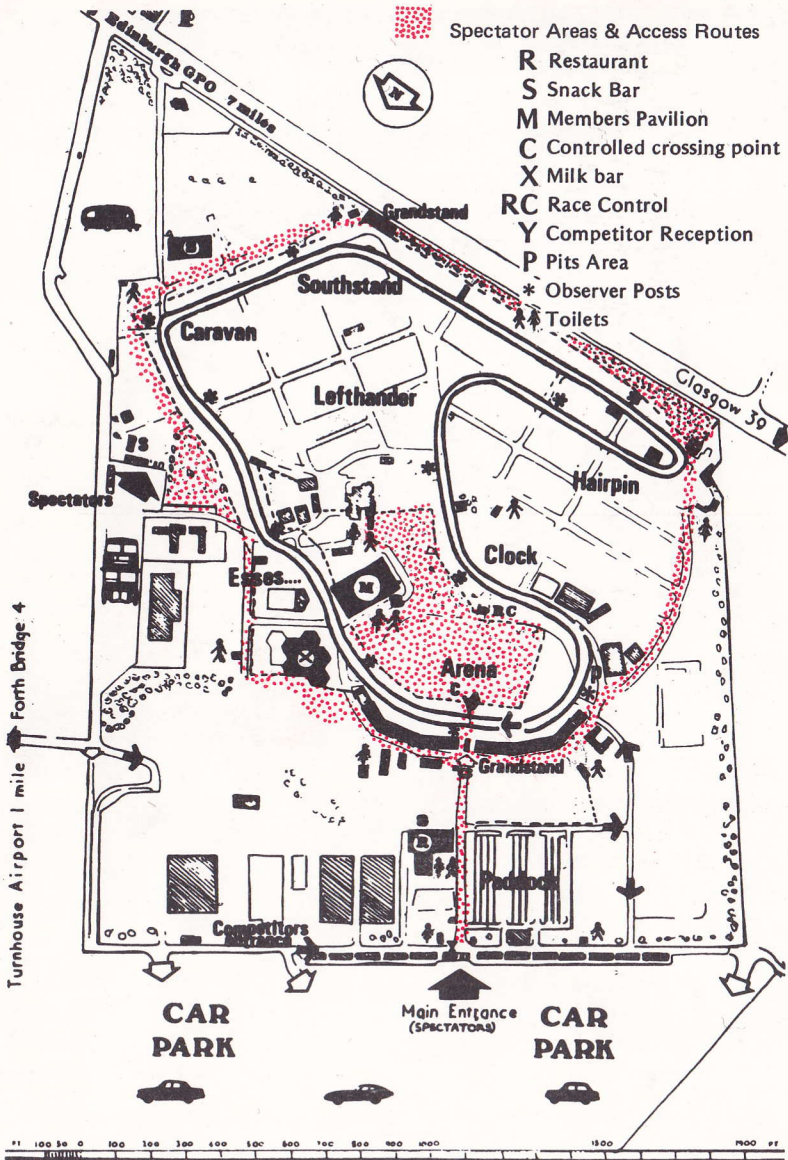
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