

OFFICIAL PROGRAMME



TROPHY MEETING

INGLISTON, SUNDAY 21st. AUGUST 1977.

For conditions of entry see inside

30p

The Scottish Saloon Car Championship

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SCOTTISH SALOON CAR CHAMPIONS



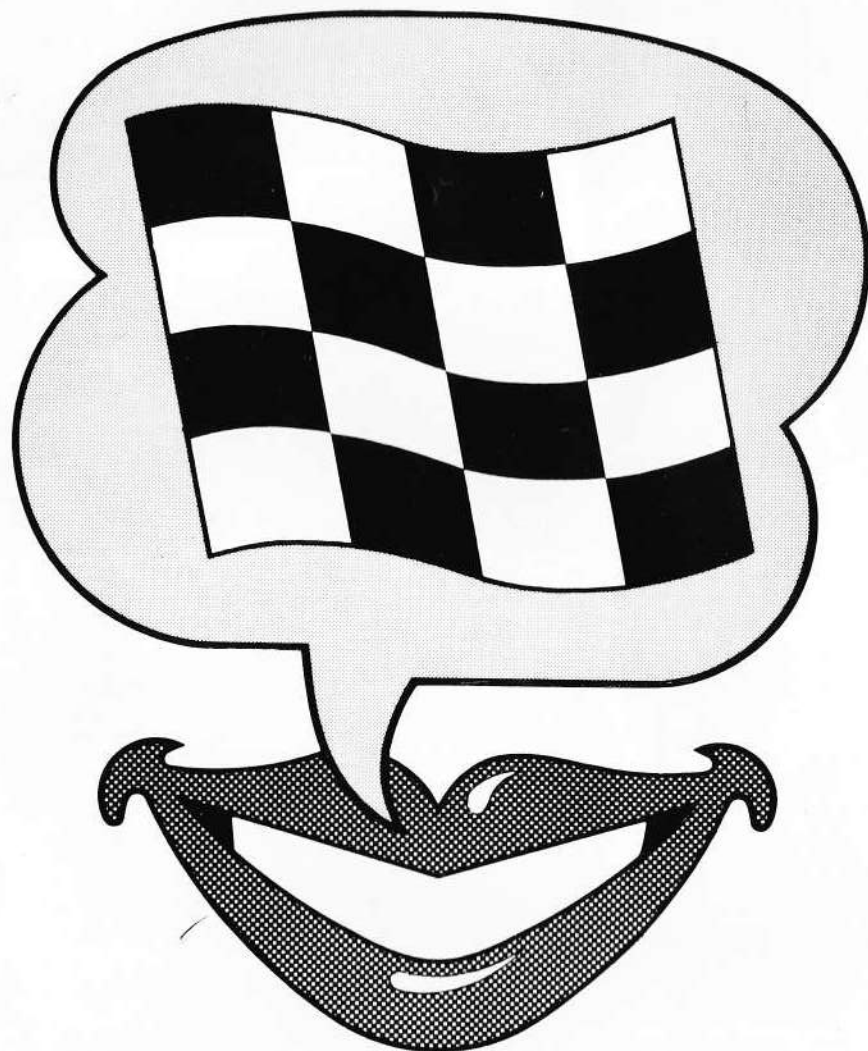
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OFFICIALS AND CREDITS

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—W M Fenwick : Stewards for Club—W Martin, J A Dick Peddie, E R Herald : 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 2108/5

PLEASE REMEMBER THAT

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

Dogs are not permitted in the Showground during race meetings.

NEXT RACE MEETING on 18th September features a round of the UK Super Saloon Car Championship, currently led by local ace, Doug Niven. Don't forget to turn out again and lend him your support.

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.

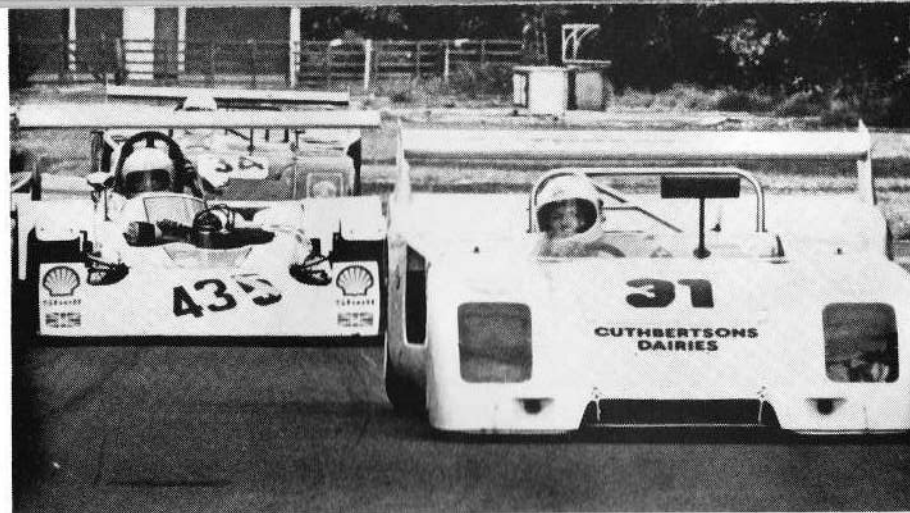
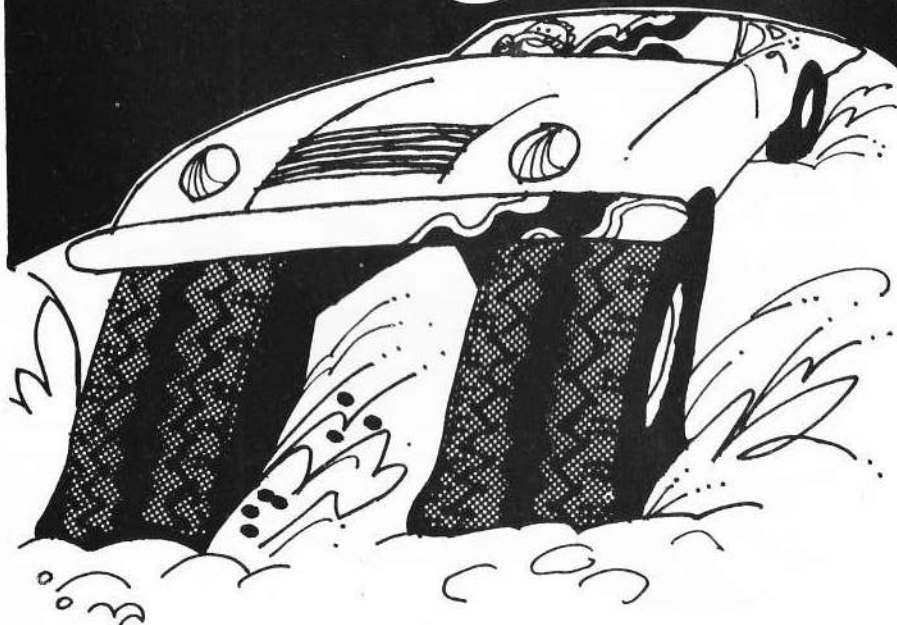
WARNING TO THE PUBLIC—Car and Motorcycle Racing is dangerous and persons attending at this track do so entirely at their own risk. It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land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

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Get a grip!



Lawrence Jacobsen (31) just managing to hold Kenny Allan at bay last July—can he do the same to Richard Mallock today?

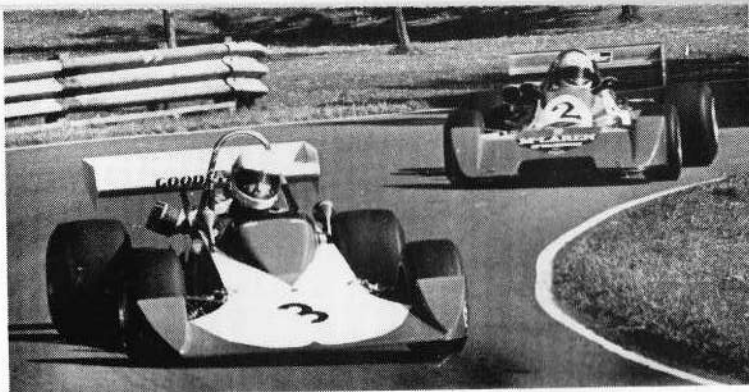
FOR YOUR DAY'S ENJOYMENT

Once again, Romanes's Law of Maximum Perversity (formulated by Scotcircuits' Chairman John Romanes over a lifetime of experience and not to be confused with either Pythagoras's Theorem or Boyle's Law!) struck at our July Race Meeting. That Law states, emphatically, that where anything can go wrong, it will, and in July, it did. Frank Walker, doyen of the Ingliston Press, may have attended every single race meeting at Ingliston without a break for 12 years but, when we refer to it in the Programme and arrange a small presentation, what does he do but go on holiday! No matter, perhaps today we will manage to publicly thank him for his long-suffering support.

Having been reminded of Romanes's Law, however, does tend to send shivers up the spine when looking at the rather contrived time schedule we have today, since the presence of the R.S.A.C. Veteran and Vintage Car Run at Ingliston this afternoon has necessitated arranging the whole meeting around their timetable. And, if anything goes wrong with either their, or our, timetables, the repercussions will be felt as far away as yes, Princes Street!

Notwithstanding, we are delighted to welcome these extremely interesting cars, which arrive at about 12.00/12.30 and form up (weather permitting) on the grass area between the Main Grandstand and the Paddock. At 2.00 pm they will all circulate the track, so that all spectators have a rare chance of seeing such a pageant of motoring history passing before them. Then, it's back to the grass enclosure for a Concours d'Elegance, judging in which will have finished in time for the winners to receive their trophies in front of the main Grandstand along with the winner of the title race of the day, the B.P. Trophy Race for Special Saloons. (One of the Vintage Car Judges will be world famous harmonica player, Larry Adler.) The Veteran and Vintage Cars will leave Ingliston, under police escort, at 4.10 to make their way to Princes Street for a display as part of the Edinburgh Festival.

Discerning spectators will therefore instantly observe the reason for the slightly altered meeting format, if the Special Saloon Car Final is to be held before 4.00! By necessity, the first two races must be the special saloon car Heats, the first of which is for "up to 1000 cc" saloons at 1.45 pm. Favourite must be Ian Forrest in



A great return by Andy Barton to a fine win in his Sana.

the Drambuie Imp (129), although the car has not proved 100% reliable this year, a fact speedily exploited by Colin Richardson (124), Duncan Fisher (123), Dick Gauld (132), Dave Ogilvy (128) and Jim McGaughay (126) already this year. In fact, so far this season some of the closest (and fiercest!) racing has come from this class of car and, although the race may be on earlier than usual, it is certainly worth your while to bolt your lunch and get to the trackside for it. And speaking of lunches, there could just be a chance that a licensed public bar may be open between 12.30 and 2.30 pm at the Herdsman's Restaurant, if the drought gets on top of you. For Club Members, Marshals and competitors, of course, the SMRC Club Bar will be open continuously today from 12.30 to 9.30 pm.

Praying that it will be wet (and not just in the bar) will be Jim Dryden (107), who has re-purchased his old MAE Mini from Ireland. In the rain, Jim could startle a few of the big saloons in the second Heat of the B.P. Trophy Race (he has in the past with this car), but, in the dry, power will undoubtedly tell and that leads us inevitably to the terrible trio of Bill Dryden (100), Doug Niven (101) and Walter Robertson (105). With Dougal off at Mallory improving his lead in the Super Saloon Car Championship on 24th July, Bill may have expected a relatively clear race then, so it came as quite a surprise to him to find an Escort in front of him all the way round to the chequered flag in the July Heat. And, for his pains, Walter very nearly did it to Bill again in the Final, and would probably have done so had he not overcooked it at Caravan on the third lap! A new engine, and 2 impressive performances, have therefore returned Walter to the fore, and there is now so little between these three cars (the order at Croft two weeks ago was Niven—Robertson—Dryden with only 4/5ths of a second between them) that today's could be anyone's race. In the 1300 cc class, too, the return of Jim Dryden will greatly enliven the proceedings, giving Dave Farrer (109) and Jimmy the Pink (114), that old familiar "pain in the front" feeling back again!

With so few Clubmans Cars entering for the scheduled Northern Clubmans Champagne Championship round, this race has been amalgamated with our own F2000/Sports Car Event, and the resulting field is being given 25 laps and more than double the prize money to play with. The length of the race will make mechanical endurance an undoubted factor, perhaps slightly favouring the two extremely quick Mallocks of Ken Allen (43) and "Mr Mallock" himself, Richard Mallock (47) and Stu Lawson's Hawke DL12, FF2000 (25). Jim Baird's Chevron B23 (34) has covered a fair old mileage remarkably quickly and reliably, however, while Lawrence Jacobsen's similar car (31) could well be out there in front at the end if it lasts the pace. Providing he can rustle up an engine in time too, Dave Philp's B26/31 (30) will undoubtedly be one of the front runners as well. In short, a very interesting mixture, but, if the editor were a betting man, he would still be chancing a few bob on Dick Mallock, with perhaps an "each-way" on Kenny Allen just to hedge it!

While just one of the favourites for Event 3, Stu Lawson's Hawke DL17 (74) is THE favourite for Event 5, with Cameron Binnie (58), George Franchitti (71) and Duncan Hall (76) all breathing heavily down his neck, while Peter Shand (59) and George McMillan (67) both look as if, given more modern machinery, they could disturb the equilibrium of the leaders! Then, to disturb everyone's equilibrium (judging by past form) it's time for the Production Saloons, where Ray Moore (149) is trying to assert his dominance of the over 2 litre class (you could hear the sighs of relief when we told them Alan Minshaw wasn't registered for the Shell Championship!) over the Capris of Rod Birley (143) and Ian Stirling (140). In the under 2000 cc class, Andrew Jeffrey (162) seems to be this season's man to beat, although both Graham Birrell (155) and Ralph Halley (157) might disagree, while the mad Mazda mixer, Tom Meldrum (161), will undoubtedly cause palpitations on all fronts!

Once again, the Heron Race for Libre cars looks like a scorcher, with Norman Dickson's F2 March (1) eager and anxious to take on his arch-rivals Andy Barton (3) and Iain McLaren (2). Whether he was out for the Midlothian Insurance Brokers £1000 Challenge will never be known, but in July Norman went up through the Esses on the second lap of practice as if there was no tomorrow, only to clout the scenery at Caravan and put himself out of the running for the race. In the race itself, Andy Barton's welcome return in his new Sana led to a tumultuously popular victory ahead (and only just!) of Iain McLaren's Chevron and this afternoon any one of these three could reap the victor's spoils. Adding a touch of variety, too, is Les Duncan's March 753 (15), while Bob Rollo (5) will doubtless be driving the steady sort of race that has him in second place in the libre Championship. All in all, a nicely balanced race out in front, with all the makings of a good 'un!

Last race on the card is for Modified Sports Cars, and this will doubtless see a renewal of the confrontation between John Fyda's Elan (173) and John Kirk's Davrian (179). So far the Elan has had the best of two out of three, but that just means that John has a chance to even the score today. After that, a four week gap before the next Ingliston Meeting on 18th September, when we are scheduled to welcome the Super Saloons for a round of their own Championship, a Championship currently led by our own Doug Niven. We needn't remind you to lend your support, need we?

Well, Graham Gauld keeps telling us the 1000 cc boys are giving us some great racing this year, so who are we to disbelieve him!



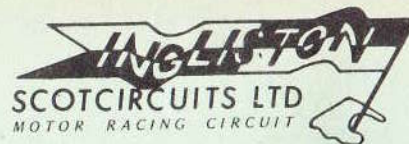
BP OIL LIMITED

Ingliston's connection with the beginnings of the modern oil industry and BP is clearly visible in the shape of the huge spent shale heaps lying a short distance to the west. These mark the area of the Scottish Shale Oil Industry, begun in 1850 at Bathgate by Dr James "Paraffin" Young, the founding father of the modern oil industry. He established the basic principles of oil refining at that time which allowed the commercialisation of the shale oil deposits in the Lothians. The industry boomed in the last century and in fact shale was mined in a pit just north of the Ingliston Race Circuit and used at works in Broxburn and Dalmeny. The six remaining shale oil companies still operating in 1919 were taken over as Scottish Oils by BP and the historic link forged between the shale industry and the oil industry of today.

After a long period of decline shale operations ceased in 1962, but, as this pioneering Scottish industry waned, the parent company BP took over and developed enormously in Scotland. In 1924 Grangemouth Refinery came into operation to process crude oil from Iran. Today the refinery receives crude oil from fields in the Middle East, Africa and South America and, since 1975, the North Sea. After a series of expansion projects throughput at the refinery has built up to 200,000 barrels per day. Products from the refinery are sold by BP Oil Limited, the company responsible for BP's refining and marketing in the U.K. In Scotland the marketing and distributing operations are controlled from offices situated at 33 Bothwell Street Glasgow. The availability of feedstock from the refinery was responsible for BP building a factory to manufacture chemicals and plastics at Grangemouth in 1951. Today the factory is one of the largest of its kind in the UK producing a range of the more important industrial chemicals and plastic materials which have a universal use.

BP has lead the field in the search for North Sea oil and gas. The Forties Field, discovered in 1970, and the first major find in UK waters, began production in November 1975 and is presently producing 400,000 barrels per day—over 20% of the UK's needs. The oil is pumped by a 236 miles long pipeline from the North Sea directly to Grangemouth Refinery. BP's headquarters for exploration and production in the UK and offshore is situated at Dyce. The group maintains an intensive exploration programme on land and sea and has three other fields undergoing development and several other discoveries are still being evaluated. In Shetland the group is managing agents for the industry for the construction and operation of the facilities for reception, treatment, storage and despatch of crude oil from the East Shetland fields.

The BP group is the largest industrial concern in the UK and eighth largest in the Non-communist world, operating in over 70 countries. But nowhere in this global enterprise does the group have such a comprehensive range of activities as exists in Scotland, where 7000 people are now employed. These operations now range through production, transportation, refining and petrochemicals to marketing. Clearly in a century of spectacular progress for the oil industry—whose beginnings are so clearly visible from Ingliston—Scotland has more than maintained her place.



THE QUEEN'S SILVER JUBILEE RACE DAY Sponsored by B.P. Oils Ltd

Ingliston, Sunday 21st August 1977

Organised by
THE SCOTTISH MOTOR RACING CLUB LTD.

Promoted by
SCOTCIRCUITS LTD.

Event No.	Scrutin before am	PROGRAMME & TIMETABLE	No. of laps	Practice time am	Event time pm
1	8.30	The B.P. Trophy Race—Heat 1 for Special Saloons up to 1000 cc	10	9.30	1.45
—	—	Parade of Veteran & Vintage Cars around track (followed by Concours D'Elegance judging behind Grandstand during events 2, 3 and 4)	1	—	2.00
2	8.55	The B.P. Trophy Race—Heat 2 for Special Saloons over 1000 cc	10	9.55	2.20
3	9.20	Formula 2000/Sports Cars (incorporating a round in the Northern Clubmans Champagne Championship)	25	10.20	2.45
4	—	THE B.P. TROPHY RACE for Special Saloon Cars (Final)	15	—	3.25
		Presentation of B.P. Trophy and Concours D'Elegance trophies	—	—	3.50
5	9.45	Formula Ford 1600 Cars	12	10.45	4.10
6	9.30	The Shell Race for Production Saloons	12	11.05	4.35
7	10.30	The Heron Race for Libre Cars	15	11.30	5.00
8	10.55	Modified Sports Cars	12	11.55	5.30
	1.30	Drivers Briefing in Scrutineering Bay			
	1.35	All Marshals at posts, please.			

EVENT

1

THE BP TROPHY RACE—Heat 1 for Special Saloons up to 1000 cc

Car No	Driver/Entrant	Make/Model	cc	From
121	W G THOMPSON/Associated Tyre Specialists	A.T.S. Imp	998	Bowling
122	R KNOWLES	Horne Imp	998	Aberdeen
123	D FISHER	Fraser Imp	998	Dunoon
124	C RICHARDSON	Hillman Imp	998	Peebles
125	J JACK/J Jack Crane Hire	Hillman Imp	998	Alness
126	J McGAUGHAY/MacLeod Homes	Hillman Imp	998	Lochgilthead
127	D COLVIN	Longman Mini	848	Livingston
128	D OGILVY/Sportstune Accessories	Sportstune Imp	998	Edinburgh
129	I FORREST/The Drambuie Liqueur Co Ltd	The Drambuie Imp	998	Kirkliston
131	A YOUNG/Agra (Precision Engineering) Co	Agra Mini Ford	997	Dundee
132	R GAULD	Sunbeam Stiletto	998	Insch
135	M SHAKSPEARE	Shakspeare Imp	998	Ratho
136	M BELL	Chrysler Imp	998	Carlisle

1.45 pm
10 laps

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

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

EVENT

2

THE BP TROPHY RACE—Heat 2 for Special Saloons over 1000 cc

Over 1300 cc				
98	C GRAHAM/Jenscot Ltd	Hillman Avenger	2300	Edinburgh
101	A D NIVEN/Border Reivers Racing with Scotch Beef	Ford Escort BDG	1970	Whitsome
104	W WATT	Vauxhall Viva HB	2300	Airdrie
105	W ROBERTSON/Sportstune Accessories	Ford Escort	1998	Penicuik
106	C SIMPSON/Agra (Precision Engineering)	Ford Escort	1800	Monifieth
108	J ROBERTSON/Robertsons of Cardenden	Ford Escort Turbo	2800	Cardenden
1001-1300 cc				
107	J DRYDEN	MAE Longman Mini	1297	Lundie
109	D A FARRER	Ford Escort	1297	Brampton
110	G KING	Mini Cooper 'S'	1293	Glenrothes
111	G STUPPLE	Chrysler Avenger	1300	Edinburgh
112	N WHITMEY	Mini Cooper 'S'	1293	Edinburgh
113	E BUCHAN	Mini Cooper 'S'	1293	Currie
114	J PINKERTON	Mini Cooper 'S'	1293	Glasgow
115	I TULLOCH	Mini Cooper 'S'	1293	Inverness
118	I ROGERSON/Thomas Rogerson & Sons, Rothbury	Ford Escort	1297	Rothbury
137	F LETHBRIDGE	Colvend Mini	1300	Musselburgh

2.20 pm
10 laps

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

Class Lap Records—Over 1300 cc—J EVANS (AET Skoda) 49.9 secs 74.31 mph.

1001-1300 cc—E M SMITH (Mini 1275 GT) and J DRYDEN (Longman Mini) 53.6 secs 69.18 mph

EVENT

3

Formula 2000/Sports Cars

25	S LAWSON/Edinburgh Flying Services	Hawke DL16	2000	Kirkliston
30	D PHILP/D B Racing	Chevron B26/31	1998	Falkirk
31	L F JACOBSEN/Cuthbertsons Dairies Ltd	Chevron B23	1930	Glasgow
34	J BAIRD	Chevron B23	1850	Edinburgh
39	R FORESTER-SMITH	Marquis Magnum	1600A	West Calder
43	K ALLEN/S&S Rallying Ayr	Mallock Mk 17	1600A	Crossford
44	J MACKIE/Agra Precision Engin.	Gryphon T/C	1600	Kirkcaldy
47	R MALLOCK	Mallock U2 Mk18B	1600A	Roade

EVENT 3 (continued)

51	R MORGAN	Mallock Mk11/14	1600B	Leominster
53	D McDONALD	Mallock U2 11B/14	1600B	Edinburgh
54	D CRESSY/R Cressy & Son Ltd	Mallock U2 16B	1600B	Stockport
55	M ISAACS	Mallock U2 16B	1600B	Wilmslow

2.45 pm
25 laps

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

A round in the Northern Clubmans Champagne Championship.

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

EVENT

4

3.25 pm
15 lapsTHE BP TROPHY RACE for Special Saloon Cars—Final
(for the fastest 5 cars from each class in Events 1 and 2).

101 103 100

A round in the Lombard Scottish Saloon Car Championship 1977

EVENT

5

Formula Ford 1600 Cars

58	C I BINNIE	Royale RP 21	1600	Cornhill
59	P J SHAND	Elden 10A	1600	Glasgow
60	D A DUFFIELD/Old Court Blended Scotch Whisky	Dulon MP 17	1600	Linlithgow
61	R H SIMPSON/Fortrum Farm Chemicals Ltd	Crossle 25F	1600	Isle-of-Whithorn
64	D WATNEY	Lotus 61	1600	Broxburn
67	G McMILLAN	Hawke DL11	1600	North Berwick
68	A BREMNER	Merlyn 11A	1600	West Kilbride
69	R A LOW	Crossle 25F	1600	Linlithgow
71	G A FRANCHITTI/W N Mitchell & Sons Soft Drinks	Hawke DL15	1600	Bathgate
72	R G LAMBERT/Lamart Signs Ltd	Van Diemen	1600	Glasgow
73	B HUNTER	Van Diemen	1600	Edinburgh
74	S LAWSON/Edinburgh Flying Ser.	Hawke DL17	1600	Kirkliston
76	D HALL/Laidlaw	Hawke DL17	1600	Midcalder
77	C LAWSON	Hawke DL17	1600	Ponteland
78	B GOWANS	Hawke DL12	1600	Dalbeattie
79	A BOYLE	Lotus 51	1600	Falkirk
85	D LESLIE/Crossflags (Motors) Ltd	Royale RP24	1600	Carlisle
86	M LONGMORE	Hawke DL11	1600	Lochmaben
88	K LAWRENCE	Crossle 30F	1600	Helensburgh
89	K MILLAR	Royale-Ford	1600	Currie

4.10 pm
12 laps

A round in the Edinburgh Flying Services FF1600 Championships

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

EVENT

6

The Shell Race for Production Saloon Cars

Over 2000 cc				
140	I STIRLING/BPVF7/Pats Garage/Brush Hire	Ford Capri 3.0S	2994	St Andrews
143	R BIRLEY	Ford Capri	2994	London
144	S McCRUDDEN/Team Imagine	Opel		
	Iron-Ons Brantree 0376 20354	Commodore	2800	Maldon
146	W A STRUTH	Vauxhall Magnum	2300	Crossford
147	V COVEY/John Brown Racing/Zippo	Mazda RX2 Coupe	2292	Edinburgh
149	R MOORE	Opel		
		Commodore GSE	2800	Belfast
Up to 2000 cc				
154	G REID/Graham & Morton Ltd	Toyota Celica GT	1589	Stirling
155	G BIRRELL	Opel Kadett GTE	1900	Glasgow
156	T IRVINE	Mazda	1964	Edinburgh
157	R HALLEY/Halleys of Milngavie—Eurosport	Opel Kadett GTE	1897	Milngavie
158	D HAMILTON	Mazda RX3 Coupe	1964	Edinburgh

Event 6 (continued)

161	T MELDRUM/Mercury Motors Kinghorn/Casanova Ice Cream	Mazda RX3 Coupe	1964	Elie
162	A D JEFFREY/Hope Scott Garage Ltd	Triumph Dolomite Sprint	1998	Currie
165	A CROMAR/Team Zippo	Alfa Romeo 2000 GTV	1966	Anstruther
168	H E T IRVINE/Sports Car Breakers/ Fife Motor Spares	Triumph Dolomite Sprint	1998	Newbridge

4.35 pm
12 laps

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 A JEFFREY (Dolomite Sprint) and R HALLEY
(Opel Kadett): 63.0 secs, 58.86 mph.

EVENT

7

The Heron Race for Libre Cars

1	N DICKSON	March 722	1997	Perth
2	I McLAREN/McLaren of Broxburn	Chevron B35	1970	Broxburn
3	A BARTON	Sana	1975	Newcastle
5	R ROLLO/Robert Rollo & Sons	March 75B	1600	Prestonpans
6	C MUNRO/J Jack Crane Hire	Chevron B25/29	1970	Alness
8	D MUTER	Lotus 69	1600	Seghill
9	T DZIERZEK	Ensign LN4	1970	Kirkliston
10	A SHARPE/D B Racing	Chevron B26/31	1998	Falkirk
12	D BROTHERSTON	Chevron F3	2000	Edinburgh
14	P MacNAUGHTAN	Chevron B23	1850	Edinburgh
15	L DUNCAN/Nucan Racing	March 753/Ford	1960	Glasgow
31	L F JACOBSEN/Cuthbertsons Dairies	Chevron B23	1930	Glasgow
35	A SMITH/S&S Rallying Ayr	Mallock Mk17	1600	Crossford
39	R FORESTER-SMITH	Marquiss Magnum	1600	West Calder
44	J MACKIE/Agra Precision Eng.	Gryphon T/C	1600	Kirkcaldy

5.00 pm
15 laps

A round in the Heron Formula Libre Championship

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

EVENT

8

Modified Sports Cars

Over 1300 cc				
172	T M BROUGH	MGB/GT Turbo	1906	Alexandria
173	J C FYDA/Agra Precision Engineering) Co	Agra Elan	1650	Dundee
174	D PALMER	Lotus Elan	1598	Lesmahagow
176	G McDONALD	Mallock U2 11B/14	1600	Edinburgh
177	J A HALL	Lotus Europa	1800	Livingston
Up to 1300 cc				
179	J KIRK	Davrian	1150	Airdrie
180	A MUNN	MG Midget	1293	Stirling
181	B STEVENSON	Davrian	998	Condorrat
182	K COLEMAN	Davrian Mk 5	998	Plains
183	A RITCHIE	Davrian Mk 6	998	Paisley
184	J W BARKER	MG Midget	1293	Bridge of Allan

5.30 pm
12 laps

A round in the Hamilton & Inches Championship for Modified Sports Cars
Class Lap Records Over 1300 cc—P BAKER (Ginetta G4) 51.6 secs, 71.8 mph.
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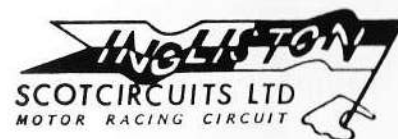
21/22 Haddington Place, Edinburgh EH7 4AF.
Telephone 031-557 2529.

INGLISTON LAP CONVERSION TABLE

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

RACE PRIZE FUNDS:

In Events 1 and 5	£25 — £15 — £10 — £5
In Events 2, 4*, 6 & 8	£25 — £10 — £5 per class*(1st overall £25)
In Event 7	£50 — £25 — £15 — £10
In Event 3	£20 — £10 per class (Sports/Clubmans 'A'/ Clubmans 'B') + £30 overall winner.



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D FARRER	Ford Escort	18
R GAULD	Sunbeam Stiletto	16
W ROBERTSON	Ford Escort	15
D OGILVY	Hillman Imp	13
J ROBERTSON	Ford Escort	13
I FORREST	Drambuie Imp	10
N WHITMEY	Mini Cooper	10
I ROGERSON	Ford Escort	10
J McGAUGHAY	Hillman Imp	7
E PATERSON	Longman Mini	7

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

THE EDINBURGH FLYING SERVICES Formula Ford Championships

S LAWSON	Hawke DL17	24 pts
G A FRANCHITTI	Hawke DL15	15
D HALL	Hawke DL17	13
C I BINNIE	Royale RP21	6
R SIMPSON	Crossle 25F	5
P MORRISON	Crossle 25F	4
M LONGMORE	Hawke DL11	3
B HUNTER	Hawke DL17	2
G McMILLAN	Hawke DL11	2
P J SHAND	Elden 10A	1

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

Prize Fund—£250—£100—£75—£50—£25

THE HERON FORMULA LIBRE CHAMPIONSHIP

I C McLAREN	Chevron B35/40	27 Pts
R ROLLO	March 75B	17
D MUTER	Lotus 69	12
A BARTON	Chevron B35	10
P MacNAUGHTAN	Chevron B23	10
T DZIERZEK	Ensign LN4	6
J MACKIE	Gryphon	5
A SHARPE	Chevron B26/31	4
L F JACOBSEN	Chevron B23	3

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

Prize Fund—£500—£250—£125—£75—£50.

THE DALGLEISH BAILLIE CHAMPIONSHIP

K ALLEN	Mallock 17B	18 Pts
D PHILP	Chevron B26/31	15
L F JACOBSEN	Chevron B23	10
J BAIRD	Chevron B23	10
S LAWSON	Hawke DL16	10
J MACKIE	Gryphon	6
C REEVES	Mallock 16	4
R FORESTER-SMITH	Magnum C75A	1
D McDONALD	Mallock 11B/14	1

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

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

THE SHELL PRODUCTION SALOON CAR CHAMPIONSHIP

A D JEFFREY	Dolomite Sprint	19 Pts
R MOORE	Opel Commodore	14
H A CHALMERS	Ford Capri	12
R HALLEY	Opel Kadett	12
I STIRLING	Ford Capri	6
H E T IRVINE	Dolomite Sprint	6
R BIRLEY	Ford Capri	5
A CROMAR	Alfa Romeo	4
T IRVINE	Mazda RX3	4
P S SPARKES	Mazda RX2	3
V COVEY	Mazda RX2	3
B STEVENSON	Toyota Celica	3

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

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

THE HAMILTON & INCHES CHAMPIONSHIP for Modified Sports Cars

J FYDA	Lotus Elan	21 Pts
J KIRK	Davrian	21
K COLEMAN	Davrian	10
K SHADE	Lotus 7	10
A MUNN	MG Midget	8
D PALMER	Lotus Elan	5
A T RITCHIE	Davrian	5
G McDONALD	Mallock U2	4
T McMILLAN	Mallock U2	3
B STEVENSON	Davrian	3
T BROUGH	MGB/GT	2

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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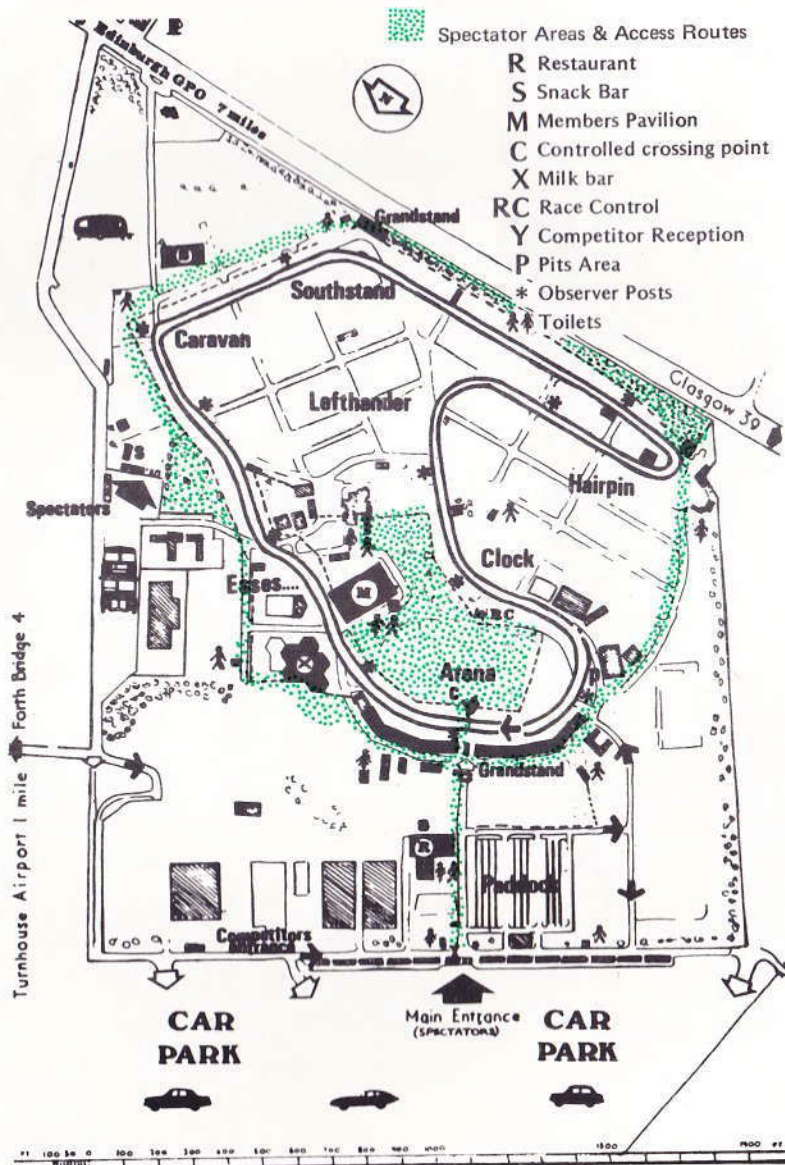
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