

INGLISTON



1976

CHAMPIONSHIP
YEAR BOOK



THE LOMBARD SCOTTISH SALOON CAR CHAMPIONSHIP

It takes more than mere driving skill to win a racing Championship—first class preparation (both mechanical and mental), a competent and professional back up crew and, most of all perhaps, luck, are all necessary ingredients and nowhere was this proved more emphatically than in the premier Championship at Ingliston in 1976, the Lombard Scottish Saloon Car Championship. Even the renewed sponsorship of this major Championship by Lombard North Central set its own records, this making them the longest serving major sponsors at the Ingliston circuit, their original involvement through the former Lombank stretching back to even before the first racing car appeared on the track. It is well to remember periodically the debt which motor racing in Scotland owes to its sponsors since, without their financial and moral backing, nothing is more certain than that racing north of the Border would have ceased on anything like a regular basis many years ago. While this debt of gratitude extends to all the sponsors at Ingliston, at whatever level, and while it is not usual for any one specific person to be singled out for individual attention, the time has long since passed for special mention to be made of one man who, in his quiet, unassuming and gentlemanly way, has been instrumental in ensuring support for motor sport in Scotland on a scale unsurpassed by any other sponsor within the past two decades. Gordon Skilton, the Scottish director of Lombard, and now Chairman of the RSAC, has made certain over the years that neither Scotland nor motor sport will be forgotten by his fellow directors in the City and it is to his influence and endeavour that we in Scotland owe not only Lombard's impressive sponsorship at Ingliston but also their long standing backing of The Border Rally, one of the major Scottish forest stage events. Gordon's quite remarkable achievements in the field of Scottish motor sport, and his efforts on behalf of the International Scottish Rally, may only be fully appreciated by those few who are aware of the mechanics of organising and promoting motoring events, but they are nonetheless every bit as laudable as those of all the major Championship winners mentioned in this booklet and this Year Book would be incomplete without recognition of his outstanding contribution to the sport over the years.

For most of the leading Championship contenders, the first round was something of a damp squib! With April showers ensuring that the start of the Scottish motor racing season more

closely resembled a power boat racing series than anything else, and with the bugs on their new cars yet to be ironed out by Bill Dryden, Doug Niven, Walter Robertson and the rest, it was left to Southerner Jim Evans to whisper off into the gloom in his turbo-charged Escort, making the Scottish contingent look vaguely ineffectual as they spluttered home through the spray some 20 seconds behind him. Indeed, on the form after the Heron Rossleigh Trophy Race Meeting in April, the Championship looked like developing into a battle between Jim Evans, Jim Dryden and Lawrence Jacobsen and, with Jim Evans disappearing for good after that meeting, and Jim Dryden expiring from the final of the Graham & Morton Trophy Race in May with a distinct lack of oil in the machinery, that seemed to leave only the new 1000 cc king 'elect', Lawrence Jacobsen. Mounted on one of the fastest 1 litre saloons to come out of the North, the legendary Alex Clacher's Imp, Lawrence had, within the space of two race meetings, not only completely dominated the 1000 cc class and established an early lead in the Championship, he had also pulled off a feat quite unparalleled in recent Scottish racing history by winning the Ingliston saloon car final outright in a 1000 cc car. But, while driving skill and immaculate preparation may have been with Lawrence, luck and an intimate knowledge of the rule book were with Bill Dryden. After an early lead in the final, Bill contrived to misplace his gears, pulling off the track behind Race Control in disgust half way through the race, only to realise (in even greater disgust) after everyone had passed his stationary car three times just what it was which had gone wrong in the gearbox and that he could fix it there and then. Which he did, rejoining the race and finishing last on the track, some 5 laps behind the leader. However, with Doug Niven in South Africa, Walter Robertson indisposed and most of the other big saloons failing to turn up that day, Bill Dryden's

1000 cc Masters, Ian Forrest (left) and Lawrence Jacobsen (right)



sole opposition in the over 1300 cc saloon class came from Jim Robertson's Avenger and, since Jim had failed to register for the Scottish Saloon Car Championship at that stage in the season, Bill's tactics in finishing netted him maximum Championship points which, coupled with his second place in April, kept him within sight of the flying Jacobsen. So too was a new name to Ingliston, Dave Farrer in the 1300 cc Escort which began to look as if it could challenge Jim Dryden's dominance of the 1300 cc class.

That luck deserted both Bill Dryden and Dave Farrer in the Glayva Trophy Race in July, however. After a staggeringly effective start by Walter Robertson in the second heat of this race, Bill took a run at Walter at Clock Corner only to find that even the maestros aren't immune to the odd gyration or two and, by the time he had pointed everything back in the right direction, Walter was off to a long awaited victory ahead of Dougal Niven, thoroughly justifying his "Most Promising Driver" Award in 1975. In the 1300 cc class too, Dave Farrer had been hounding Jim Dryden, promising fireworks in the final but, when the chips were finally down, Jim it was who took maximum points. Nor could Walter Robertson repeat his win in the final—another brilliant start, yes, but, with Championship points at stake this time, Doug Niven was not to be content with second place and, slipping past Walter on lap 3, Dougal motored home to his first, and extremely popular, win for some time. In the 1000 cc class, and after some nail biting racing to beat Ian Forrest in the heat, and Hugh Chalmers in the final, Lawrence Jacobsen again came home to his 6th win of the season and a commanding lead in the Championship but, although now looking almost home and dry as the new Scottish Saloon Car Champion, his luck was about to expire with his clutch on the return road to the paddock after the race. Indeed, the midpoint of the season was the turning point in the Championship, with an abrupt reversal of many fortunes and misfortunes. For Lawrence Jacobsen, the first lap of the first heat in August saw the beginning of the end, his Imp coming together with Ian Forrest's as they left the starting line and, although he was able to restart and finish the heat, he failed to qualify for the final of the Lothian Sports Car Trophy Race and hence lost all chance of almost clinching the Championship there and then. For Bill Dryden, on the other hand, a chance to trade luck for driving skill and immaculate SMT preparation as he pulverised the existing saloon lap record by 0.4 seconds, Doug Niven also following him through the previous record but stopping 0.2 seconds short of Bill at 52.0 secs dead. The win, and an extra Championship point for bettering the lap record, suddenly put Bill at the top of the Championship table, 1 point ahead of Lawrence Jacobsen, and, with Jim Dryden again just getting the edge on Dave Farrer in the 1300 cc class, the closing stages of the Championship battle were looking highly promising.

Indeed, as the sun warmed the September race meeting at Ingliston, any one of 6 leading contenders could still snatch the top honours. For Bill Dryden the position was tense—denied a works drive for Ford the day before at Silverstone he had driven up overnight only to find his Fireza unprepared for the race and, unable to practice, he was relegated to the back of the grid for the big saloon car heat. While Doug Niven and Walter Robertson again entertained the crowds in that heat, Dougal taking the chequered flag by a whisker from Walter, all eyes were on Bill as he carved his way through to third place, preparing himself for a monumental effort in the final. In the 1000 cc heat too, Ian Forrest and Lawrence Jacobsen threw everything they could at each other with Lawrence throwing the biggest fit on the outside line at Hairpin, allowing Ian to take the flag in front of him. All was ready for a monumental final, and so it transpired. Niven it was who snatched the lead initially, followed by Walter Robertson and then Bill Dryden.



Gobbling up Walter after a couple of laps, Bill moved into second place but, try as he might, there seemed to be no way he was going to pass the determined Borderer. For 7 laps the three of them circulated in convoy, Bill making occasional efforts at passing Dougal, only to be thwarted on each occasion. Finally, and just as Bill's pit crew were giving up hope completely, Dougal missed a gear on the short straight between Hairpin and Lefthander and, although no one knew it at the time, that it was which gave Bill the Championship. Yet another worthy win for Dryden in the over 1300 cc class but, in the 1300 cc class itself, Jim Dryden had to give second best again to Dave Farrer's Escort. And, with some horrific exploits by Messrs Forrest and Jacobsen at Hairpin, resulting in both cars retiring from the fight after again coming together, the Championship moved on to the final round in October still with, on paper, three drivers in a position to win it.

Most determined, undoubtedly, was Bill Dryden, eager to have the distinction of winning the Championship at the same time as he won his car's sponsor's own trophy. However, Lawrence Jacobsen's win in the first heat of the SMT Trophy Race by no more than an inch from Ian Forrest (the cars crossing the line side by side) bode ill and, in the second heat, Bill had to give second best to Walter Robertson (Doug Niven only just managing to make the finishing line with a severed drive shaft). All eyes were on the grid for the final, and then the drama really started. Even before the starter's flag was raised Bill Dryden pushed the clutch out to select first gear and, feeling the car starting to move with his feet still on all three pedals, and knowing that a ten second penalty for a jump start was inevitable, he thought—"Hell, let it go!" Which he did! From then on he was faced with the drive of his life. Ten seconds to make up with Walter Robertson snapping on his heels and Doug Niven charging up through the



1976 Champion, Bill Dryden

field from the back of the grid. And, if he couldn't do it, a class win by either Jim Dryden or Lawrence Jacobsen would give them the Championship. With everyone's eyes on their stop-watches, Bill pulled inexorably away from Walter, equalling his own lap record of 51.8 seconds in the process and putting up the fastest saloon car overall race time of the season and, as the laps flashed by, it became apparent that Bill was gaining a second a lap. With Niven retiring to the pits belching sparks and the occasional flame, the Championship seemed to be his by lap 12, especially since Jim Dryden had collected a 10 second penalty for a push start, almost

inevitably consigning him to a class second place behind Dave Farrer. Indeed, as the chequered flag fell, Bill had pulled out an incredible 17 second lead over Walter Robertson, giving him the Lombard Scottish Saloon Car Championship by a clear 3 points from Jim Dryden, Lawrence Jacobsen (who on this crucial occasion, failed to better Ian Forrest in the final) and Dave Farrer. Indeed, so close was the battle for second place in the Championship that three competitors tied on 34 points, the tie breaking rule having to be invoked to give the runner up slot to the competitor with the highest number of highest placings. With 9 firsts, that had to be Jim Dryden, closely followed by Lawrence Jacobsen with 7 first places and Dave Farrer with 3. A dramatic and worthy end to one of the memorable saloon car Championships in which the winner displayed an equal measure of skill, support, professionalism and, last but not least, luck.

THE LOMBARD SCOTTISH SALOON CAR CHAMPIONSHIP 1976— FINAL PLACINGS

Overall

1st	W N A DRYDEN	Vauxhall Firenza Ecosse	37 points	(£350)
2nd	J DRYDEN	Longman Mini/Ford	34 points	(£250)
3rd	L F JACOBSEN	Hillman Imp	34 points	(£150)
4th	D FARRER	Ford Escort	34 points	(£60)
5th	I FORREST	Drambuie Imp	32 points	(£40)

In Class

Over 1300 cc

1st	W N A DRYDEN	37 pts
2nd	A D NIVEN	29 pts
3rd	W ROBERTSON	24 pts
4th	J EVANS	9 pts

1001-1300 cc

1st	J DRYDEN	34 pts
2nd	D FARRER	34 pts
3rd	J PINKERTON	22 pts
4th	I ROGERSON	14 pts

Up to 1000 cc

1st	L F JACOBSEN	34 pts
2nd	I FORREST	32 pts
3rd	H A CHALMERS	28 pts
4th	J H PATRICK	17 pts

THE "BLUE RIBAND" CHAMPIONSHIP for Sports and Special GT Cars

With 1976 the year in which he could do no wrong it is not surprising that Iain McLaren (see front cover for photograph) should dominate the Sports Car Championship so convincingly, his immaculately prepared 2-litre Chevron B26/31 winning 5 out of the 6 qualifying events. (So immaculately prepared was it, in fact, that his mechanics won the award for the best prepared 2-seater at Ingliston in 1976.) Dropping his April round (where he retired with damp problems) to Tony Churnell, there was a moment in August when it looked as if Iain's domination was about to be challenged, Tony charging off the line into the lead and seeming to be about to leave Iain behind but, after tangling with John Mackie's Elan at the Esses as he was lapping it, Tony was forced to relinquish the lead to Iain and, from that moment on in the Season, there was little doubt as to the eventual Champion. In midfield there was more excitement, the Clubmans brigade putting on one of their best seasons ever with a neck and neck struggle for the King Hussein Trophy being fought out between Allan Sharpe and Steve Russell, the Dalgleish Baillie driver eventually taking the award by a mere point. Down amongst the 1300 cc class too the struggle was a bitter re-enactment of the modified sports car battles between Ken Allen's Clan Crusader and John Kirk's Davrian, the now ageing Crusader eventually proving to be the more reliable and, as in past years, showing itself to be a match for many of the theoretically faster sports cars to take second place in the Championship and secure the £25 bonus for the highest placed modified sports car.

THE "BLUE RIBAND" CHAMPIONSHIP for Sports and Special GT Cars— FINAL PLACINGS

1st	I C McLAREN	Chevron B26/31	28 points	(£150)
2nd	K ALLEN	Clan Crusader	26 points	(£125)
3rd	A R SHARPE*	Mallock U2 Mk 17	22 points	(£50)
4th=	S RUSSELL	Mallock U2 Mk 17B	21 points	(£30)
4th=	J KIRK	Davrian	21 points	(£30)
5th	J S BAIRD	Chevron B23	18 points	(£15)

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

THE BRITISH CALEDONIAN AIRWAYS CHAMPIONSHIP for Modified Sports Cars

As in the 1300 cc class in the "Blue Riband" Championship the battle for the British Caledonian Airways Championship was a dogged battle between John Kirk's Davrian and Ken Allen's Clan Crusader, the latter taking the eventual honours with 4 class wins to John's 2. In the over 1300 cc class, following Eric Liddell's decision to hang up his wellies after the April meeting, no one really looked like getting to grips with the flying Imp engine hybrids until, during the latter part of the season, Peter Baker really began to get his ex-John Absalom Ginetta moving (so much so that he eventually managed to relieve John of his class lap record). Sadly, however, luck was not on his side and too often his brave efforts to snatch the chequered flag came to nought.

THE BRITISH CALEDONIAN AIRWAYS CHAMPIONSHIP for Modified Sports Cars—FINAL PLACINGS

1st	K ALLEN	Clan Crusader	28 points	(£100)
2nd	J KIRK	Davrian	19 points	(£50)
3rd	J MACKIE	Lotus Elan	15 points	(£30)
4th	P BAKER	Ginetta G4	14 points	(£20)

Looking to the photo again, however, one notices also the figure of the late Geoff Waugh (to the right of and behind Jackie), the Clerk of the Course at Ingliston for many years. As a memorial to Geoff his son struck 10 silver medals, the Geoff Waugh Awards, presented for services to motor sport in Scotland and intended as a tangible recognition to the most outstanding of the organisers, marshals and "backroom boys". Again the list of recipients is impressive but this Year Book would not be complete without special mention of one holder of this Award. The driving force behind Scottish motor racing for over a decade now (indeed it is almost certain that, but for his efforts, there would be no regular motor racing in Scotland today) one man stands so far ahead of his associates on the promotional and organisational side of motor racing that, in his own sphere of achievement, he compares with the pinnacles achieved by both Jackie and the late Jim Clark. A competitor himself for many years, John Romanes has undoubtedly made a greater practical contribution to Scottish motor sport than any other person in the past 25 years, if not this century, and there can be no better testimony to his efforts than the Ingliston circuit itself. John's involvement stretches from the most mundane to the most specialist of tasks, from the digging out of drainage trenches at the circuit to the delicate negotiations which secure the sponsorship essential for Ingliston's continued success, from the founding of the circuit in 1965 to its present viable state. No one is indispensable, perhaps, but to lose the support of John Romanes would set Scottish motor racing back 5 years at least. His continual work on behalf of motor racing, at a derisory return, highlights his great love for the sport and the debt of gratitude owed to him by all of us is incalculable.

While there are only a limited number of Geoff Waugh Commemorative Medals available to formally recognise outstanding service to the sport, again this booklet would not be complete without expressing the gratitude of the sport to each and every marshal, competitor, sponsor, spectator and journalist who has been in any way involved with Ingliston during 1976. Each is an integral part of the circuit's continued success and, as always, our thanks goes to each of you for past support, with a plea for your renewed support in 1977. Let us not forget, either, the indirect support given to Ingliston by the wives and families of those already mentioned, whose long suffering indulgence is all too often taken for granted. Thank you all.

And, briefly, what of 1977? At the time of going to Press **Midlothian Insurance Brokers** have intimated they are re-issuing their £1000 challenge for the first 85 mph lap at the circuit. **Dalgleish Baillie Insurance Brokers Ltd** are also extending their involvement in the sport by sponsoring a new Championship for combined Sports, Clubmans and Formula Ford 2000 cars. In Special Saloons, cars eligible will include those complying with RAC Formula regulations for both 1976 and 1977 while, in production saloons, the two classes to be recognised will be up to and over 2 litres (although, if entries permit, power will be reserved in the Championship regulations to add an additional class at the 1500 cc break). Otherwise, classes and races will be as for 1976 with, it is to be hoped, equal enthusiasm and excitement from all concerned ensuring that the 13th Season at Ingliston will be the best yet!

**THE
SHAND
CARPETS
CHAMPIONSHIP
for Formula Ford cars 1976**



From the very start of the season Stu Lawson was in a class of his own and there really never was any doubt as to who would relieve his 1975 sponsors of their £200 first prize in the Formula Ford championship. Winning five of the six Championship rounds (including the SMRC Trophy Race, The "Denim Men's Toiletries Trophy Race", The Alexander Motor Group Trophy Race and the KP Crisps Trophy Race) with misleading ease, his only defeat came in August with one of the best FF scraps seen at Ingliston in many a year, Stu falling back with deranged steering and leaving the undoubted No 2 at Ingliston this year, Irishman Gary Gibson, to chalk up his only Scottish win of the Season. The main excitement during the year came in the battles for places behind Stu Lawson, with several of the older FF campaigners suddenly finding that some of the new blood is not just as placid as they thought. Three of those drivers perhaps deserve special mention. Firstly, Duncan Hall established himself as the Scottish successor to Stu Lawson, turning in consistently fast and neat drives to take two each of second, third and fourth places and earning himself not only third place in the Shand Carpets Championship but also the Hartley Whyte Award as the Most Promising Driver of 1976. Cameron Binnie, too, suddenly blossomed at the end of the Season, only just being pipped at the post for the runner-up slot in the Hartley Whyte Award by Dave Farrer, while Robin Gray made a couple of FF sorties during the Season and reminded everyone that he's still in the prize money market. And, with both Stu Lawson and Gary Gibson considering the graduation to FF2000 for next year, 1977 now promises to see a new spirit of competition in the Formula Ford races.

**THE SHAND CARPETS CHAMPIONSHIP FOR FORMULA FORD CARS—
FINAL PLACINGS**

1st	S LAWSON	Hawke DL15	36 points	(£200)
2nd	G GIBSON	Crosle 30F	25 points	(£100)
3rd	D A H HALL	Hawke DL15	20 points	(£80)
4th	C I BINNIE	Hawke DL2A	11 points	(£60)
5th	P MORRISON	Crosle 25F	10 points	(£40)
6th	G A FRANCHITTI	Hawke DL15	10 points	(£20)



THE SHELL PRODUCTION SALOON CAR CHAMPIONSHIP 1976

After an explosive start to the Season, much of the stuffing seemed to go out of the production saloons as the emphasis slowly appeared to change from on-the-track nudging to off-the-track niggling. Gradually, it seems, the spirit of motor sport is being increasingly stifled by mounting volumes of national and international rules and regulations and, sadly, nowhere was this more evident this year than in the production saloon car class. The sheer volume, complexity and obtuseness of these rules has resulted in complete confusion, rather than in the promised enlightenment, a fact ably evidenced by the debacle of the Roy Knowles affair in July. To compound the folly, at the time of going to Press (over 3 months after Roy's appeal to the RAC) no decision has yet been reached by the RAC and, with delays of this nature, little wonder that several competitors are disillusioned. Notwithstanding the difficulties, the Season saw some magnificent racing, not the least of which were the Jenny Birrell/Noel Edmonds thrash in May, Jenny's superb performance against Andrew Small in September, the season long "smash and bash" for dominance amongst the mad Mazda brigade and the action packed closing race of the 1976 Season in which several of the cars ignited themselves to help illuminate a gradually darkening circuit. At the end of the day solid (no one can say he isn't that!) consistency won the day for Tom Meldrum but the Championship was close to the very last with Nial Mulloy, Ian Stirling and Andrew Small all harbouring private visions of glory right up to the final race of the series.

THE SHELL PRODUCTION SALOON CAR CHAMPIONSHIP

Provisional placings subject to determination of RAC Appeal

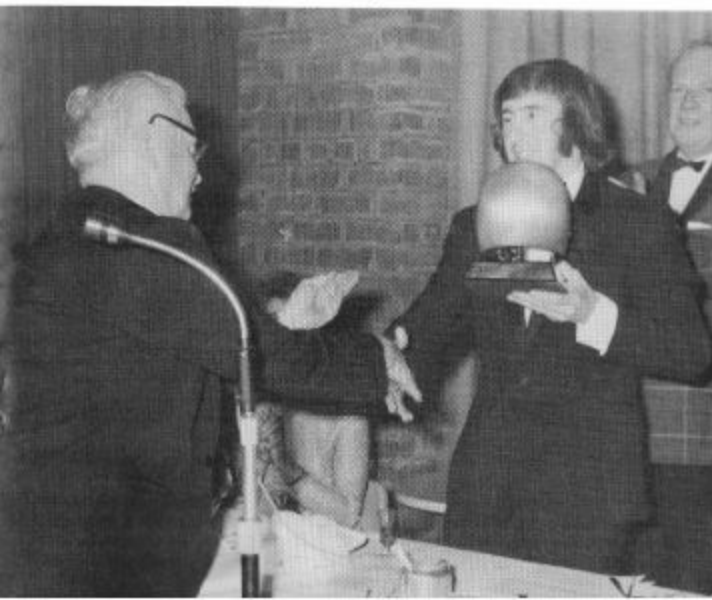
A: Placings if Appeal rejected

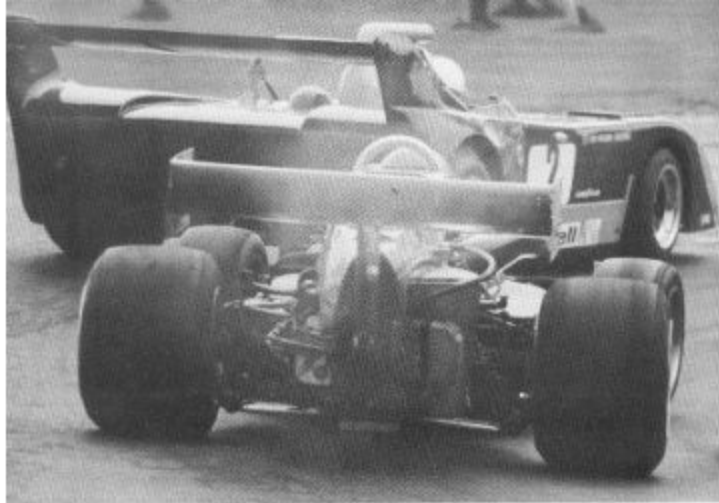
1st	T MELDRUM	Mazda RX3	26 pts (£175)
2nd	N W L MULLOY	Toyota Celica GT	24 pts (£125)
3rd	I STIRLING	Mazda RX3	22 pts (£50)
4th	A J SMALL	Ford Capri II	19 pts (£25)

B: Placings if Appeal allowed

1st	T MELDRUM	26 pts
2nd	N W L MULLOY	24 pts
3rd	R KNOWLES (Escort Mexico)	22 pts
4th	I STIRLING	20 pts

The photograph at the foot of this page has been printed for two specific purposes. Devotees of motor racing at Ingliston will recall the occasion in 1969 when, at the SMRC Dinner Dance, James Clark Sr first presented the Jim Clark Memorial Award. Generously donated by the parents of the late World Champion driver for presentation to a Scot for outstanding achievements in the field of motor sport, the award is not an annual one, nor was it intended to be. It is indeed the highest Award which can be bestowed upon any Scotsman in the sphere of motor sport and, as such, is not to be bestowed lightly, a fact well illustrated by its history, it having only been awarded twice and on both occasions to a reigning World Champion racing driver (Jackie Stewart). Sadly, however, Scotland has run out of world champions (at least for the time being) and there are far too many worthy potential recipients of the Award for it to lie dormant until the next Scottish Champion does come along. In 1976 alone, we saw Andrew Cowan's fifth successive Southern Cross victory, our own Iain McLaren took second place in the British 2-litre sports car Championship (missing the winner's rostrum by 1 point only), Tom Walkinshaw again further enhanced his prestige with Fords, both Norman Dickson and Richard Scott carried Scotland's banner high as they sallied over our Borders with their immaculate Modus' and, in saloons, Bill Dryden continually upheld our native tradition that Scotland produces among the best of the super saloons. All worthy recipients and, with so many to choose from, it is likely that the Jim Clark Award will again be figuring amongst those presented at SMRC functions, if not this year then certainly in the near future.





THE MURCHIES CREAMERIES FORMULA LIBRE CHAMPIONSHIP 1976

So perverse is public opinion that, notwithstanding the enormous popularity of ex-Ecurie Ecosse driver Tommy Dickson, no sooner had he announced the Dicksons of Perth Team plans for 1976 than everyone was calculating who could beat that team. But then everybody loves the underdog and it says much for the sheer professionalism of the Dicksons of Perth approach that, right from the outset, the two team drivers, Norman Dickson and Richard Scott, were hailed as being the men to beat at Ingliston. So it was in April as Richard Scott took the lead right from the start and, although hard pressed by Iain McLaren and Andy Barton initially, by the latter part of the race the result was never in doubt. A bad start by Norman, however, left him in fourth place with all the work to do and it just wasn't his day. With a car apparently more concerned with motoring backwards than forwards he called it a day opposite the main grandstand on lap 10. For May, and the RHAS Trophy Race neither of the two Dickson's drivers were present, leaving it to Iain McLaren and Andy Barton to entertain the crowds—which they did in great measure, Iain's Chevron towing Andy's F2 March around as if tied together until Andy had a moment at Lefthander and, allowed Iain a short breather. Short lived it was too, Andy's recovery earning him the unashamed admiration of the crowds as he stormed through to take second place again inches only behind the wider bodied Chevron. July 25th, and the Queen Street Tile Centre Trophy Race, was Dickson's day again but this time, with a full 285 bhp F2 engine fitted to his Modus and having got used to the handling, Norman it was who led home a two-man high speed convoy consisting of himself and Richard Scott, both of them pulverising Tommy Reid's long standing outright lap record in the process no less than 7 times, the

Final record falling to Richard Scott at an average speed of 81.32 mph. Indeed, Iain McLaren in third place was the only competitor still on the same lap at the end of the race, so fierce was the pace, and a sad Andy Barton had to content himself with a spluttering fourth place, a plug lead having detached itself half way through and leaving him on three cylinders.

Although, at the midway point in the Season, Iain McLaren headed the Murchies Championship Table, the earlier form of both Dickson's cars made them the clear favourites for the top honours and, although Richard Scott's Modus was fitted with a 2 litre F. Atlantic engine and was down on power for the SMRC Trophy Race in August, Norman Dickson's Modus carried the full F2 job and fired off the line into the lead as if to underline the Porth team's supremacy. Try as he might, however, he was unable to shake of Andy Barton's March and, with 2 laps to go, the intervention of a backmarker allowed Andy to snatch the lead for a highly popular victory. That win threw the Championship table into disarray, establishing Andy Barton in second place a mere 1 point behind Iain McLaren and giving both drivers a very real chance at the title. Much depended on the September meeting and, although originally scheduled to miss this, the Dickson's team now knew they could not afford to be absent and accordingly the front row of the grid saw Norman Dickson alongside Andy Barton with, immediately behind them, Iain McLaren nestling beside the second Modus of Richard Scott. With everyone just a bit touchy the start was ragged to say the least but Norman Dickson it was who took the early lead with Barton breathing right up his exhaust pipes. Never one to muck about when there's a job to be done, Andy made his move on the first lap, feinting at Hairpin and taking Norman briefly on the outside only to find that Norman was still able to retain the better line at Lefthander and by holding that line, he left Andy with little option but to back off or really chance his arm. Andy's personality being what it is, he chose the latter option, locked up and stuffed everything into the barrier leaving Norman to take an easy victory in front of one of the fiercest battles of the Season between Iain McLaren and Richard Scott, Iain just making to the line in second place and Richard just making to the line full stop (a core plug blowing out of the Modus engine on the last corner!). That left The Burmah Trophy Race in October to decide the issue finally but, as soon as the starter's flag fell, the issue was never in doubt, the two Dickson's drivers putting on an immaculate team display to come home Scott first and Dickson second, the best possible permutation and hoisting them past Iain McLaren into a Championship one-two. Behind them Iain McLaren and Andy Barton threw everything they could at each other in the battle for third place, only for Andy to break a drive shaft on the closing lap and be left to push his car over the finishing line in fourth place, to tumultuous applause. Although perhaps not the Championship winner, there can be no doubt who was the crowd's "Man of the Year."



**THE MURCHIES CREAMERIES FORMULA LIBRE
CHAMPIONSHIP 1976—FINAL PLACINGS**

1st	N DICKSON	Modus M3	34 points	(£250)
2nd	R SCOTT	Modus M3	32 points	(£100)
3rd	I C McLAREN	Chevron B31	29 points	(£75)
4th	A BARTON	March 75B	26 points	(£50)
5th	P MacNAUGHTON	Chevron B23	15 points	(£25)

THE "B.M.R.C. TROPHY" MEMBERS' CHAMPIONSHIP

(for the leading SMRC members competing at Ingliston during 1976)

1st	I C McLAREN	£50
2nd	W N A DRYDEN	£30
3rd	S LAWSON	£20
4th	K ALLEN	£10
5th	L F JACOBSEN	£5

BEST PREPARED CARS—MECHANICS AWARDS

Best prepared single seater—
mechanics of Duncan Hall's Hawke
DL15

Best prepared two seater—
mechanics of Iain McLaren's
Chevron B26/31

Best prepared four seater—
mechanics of Walter Robertson's
Ford Escort.

THE A.K. STEVENSON TROPHY

(for the winner of the most races at
Ingliston during 1976)

I C McLAREN — Chevron B26/31
6 wins

THE HARTLEY WHYTE AWARDS

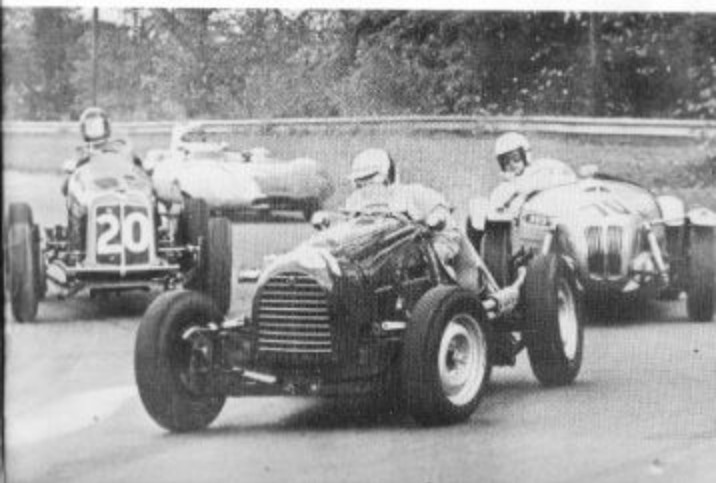
(for the Most Promising Drivers in 1976)

1st D HALL Hawke DL15 (£150)
2nd D FARRER Ford Escort (£50)

THE IDA ROMANES TROPHY

(For the outright lap record holder)

R SCOTT Modus M3
45.6 secs, 81.32 mph
(25/7/76)



INGLISTON



Produced by Scottbriggs Ltd