

SMT

Trophy Race Meeting

17th OCT 1976

OFFICIAL PROGRAMME
FOR CONDITIONS OF ADMISSION SEE INSIDE

30p

The Scottish Saloon Car Championship

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Clark 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 Good : Steward for RAC—W Fenwick : Stewards for Club—W Martin, J A Dick Peddie, E R Herald : 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.

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.

Catering at Ingliston is back 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.

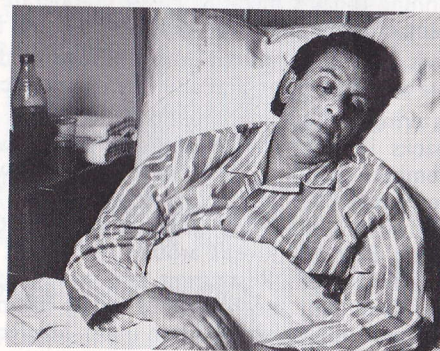
Programme advertising and sales concessions details are available from Scotcircuits Ltd, National Bank Chambers, Duns, Berwickshire.

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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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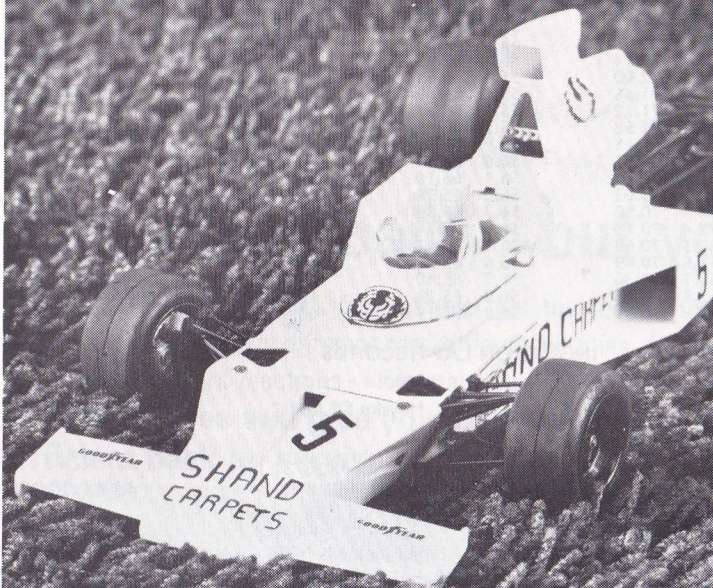
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INGLSTON LAP CONVERSION TABLE

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

INGLSTON LAP RECORDS

LIBRE CARS			R SCOTT	Modus	secs	mph	
FORMULA FORD CARS			S LAWSON	Hawke DL15	45.6	81.32	
						52.9	70.09
SPECIAL GT and SPORTS CARS							
Over 1600 cc	I McLAREN	Chevron B26/31)	46.8	79.23			
	J LEPP	March 75S)					
	R SCOTT	Chevron B26)					
Under 1600 cc	A CHARNELL	Lola T212/FVA)	49.8	74.46			
	S C RUSSELL	Mallock Mk 17B)					
Under 1300 cc	E LABINJOH	Fisher Spyder)	52.2	71.03			
	K ALLEN	Clan Crusader)					
CLUBMANS CARS							
Class A	G FRISWELL	Mallock-Hart U2	48.6	76.30			
Class B	R MALLOCK	Mallock U2	52.6	70.49			
	C GREVILLE 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					
Under 1000 cc	S A BELL	Mini Ford	54.1	68.54			
PRODUCTION SALOON CARS							
Up to £2000	I STIRLING	Mazda RX3	62.6	59.23			
Over £2000	B PEPPER & A I SMALL	Opel Commodore CSE	62.8	59.04			
		Ford Capri					
OUTRIGHT LAP RECORD							
	R SCOTT	Modus	45.6	81.32			

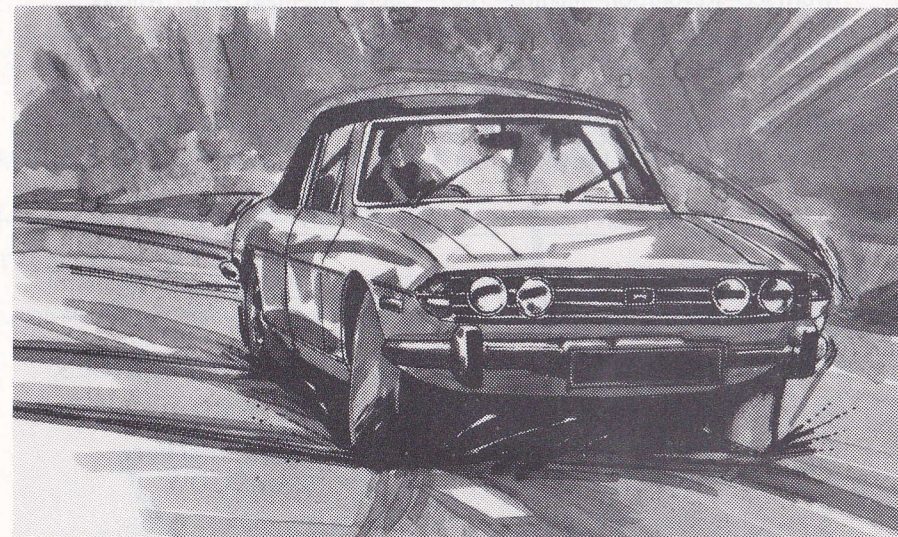


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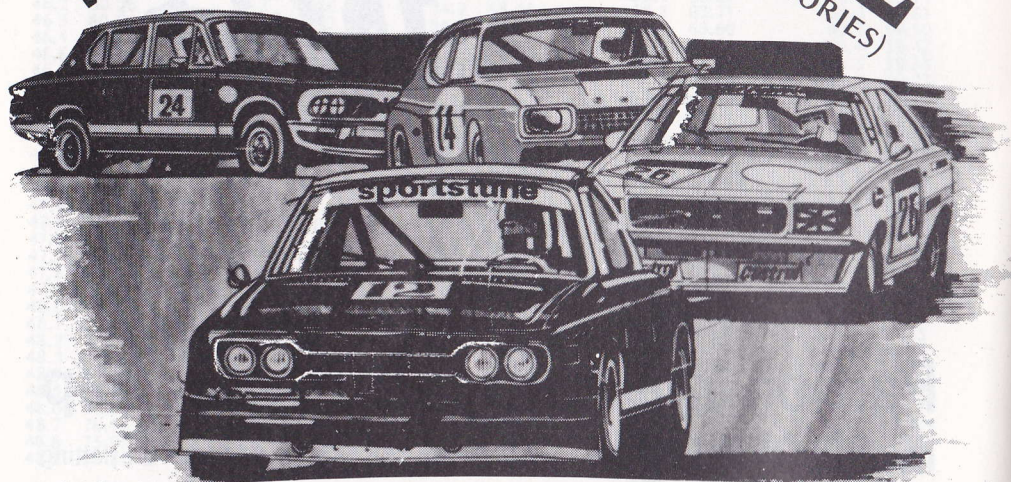
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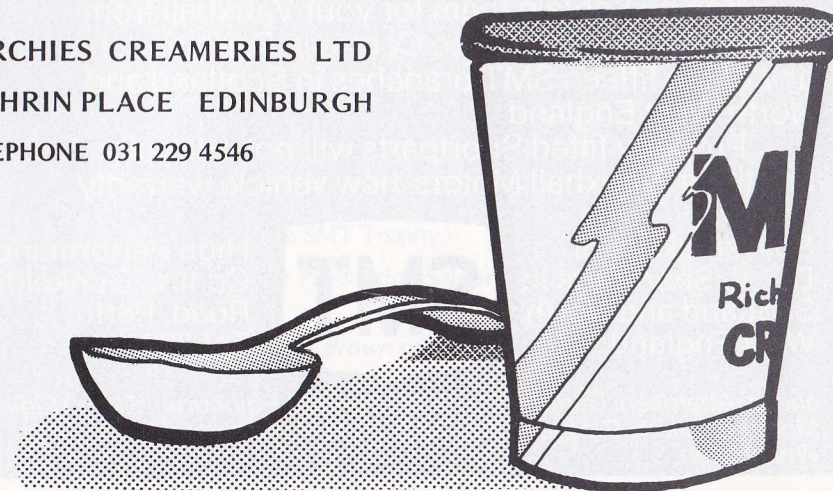
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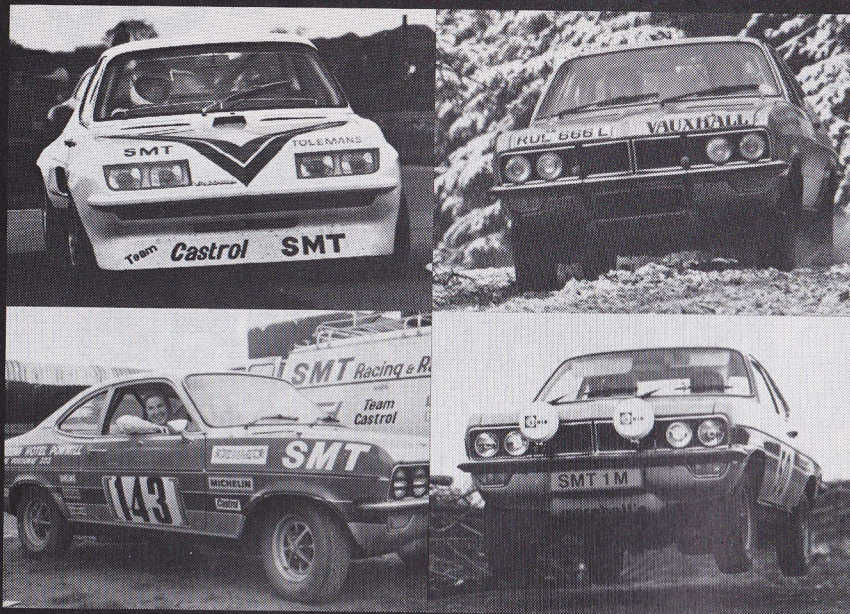
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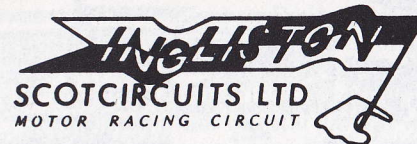
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THE S M T TROPHY RACE MEETING

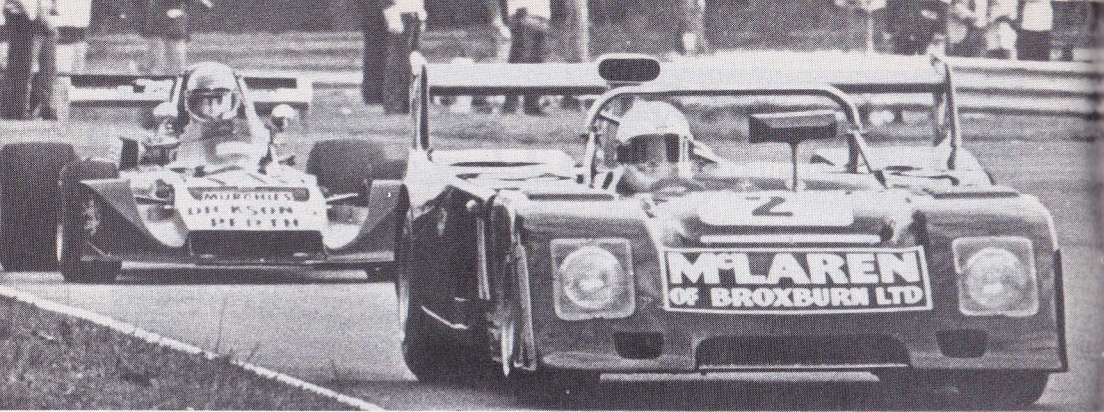
Ingliston — Sunday 17th October 1976

Promoted by Scotcircuits Limited

Organised by

THE SCOTTISH MOTOR RACING CLUB

Event No	Scrutin before am	PROGRAMME & TIMETABLE	No of laps	Practice Time am	Event Time pm
1	8.30	Modified Sports Cars	10	9.30	12.30
		Tour of circuit by BBC DJ, Kid Jensen			1.45
2	8.50	The SMT Trophy Race—Heat 1 for Special Saloon Cars up to 1000 cc	10	9.50	2.00
3	9.10	The KP Crisps Trophy Race for Formula Ford Cars	10	10.10	2.25
		Presentation of KP Crisps Trophy			2.40
4	9.30	The SMT Trophy Race—Heat 2 for Special Saloon Cars over 1000 cc	10	10.30	2.50
		Track Open			
5	9.55	Sports & Special GT Cars	10	10.55	3.15
6	10.15	Historic Racing & Sports Cars	10	11.15	3.40
		Track Open			
7	10.40	The Burmah Trophy Race for Libre Cars	15	11.40	4.05
		Track Open			
		Presentation of Burmah Trophy			4.25
8	—	THE SMT TROPHY RACE for Special Saloon Cars (Final)	15	—	4.35
		Presentation of the SMT Trophy			4.55
9	11.05	The Shell Race for Production Saloon Cars	12	12.05	5.10
		Track Open			
		Presentation of John Brown of Lochrin Team Award			5.25
	1.45	Drivers' Briefing in Scrutineering Bay			
	1.50	All Marshals at posts, please			



Iain McLaren and Richard Scott renew a season-long battle.

FOR YOUR DAY'S ENJOYMENT

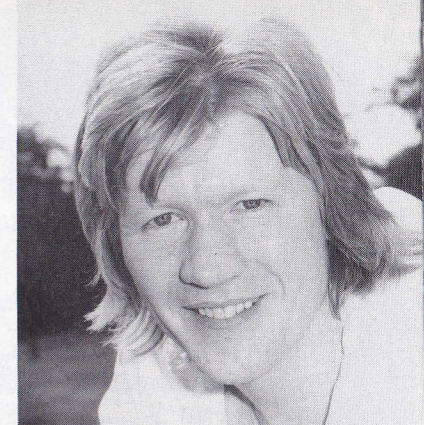
"Well, you can't win 'em all", is undoubtedly what a good few competitors will be saying to themselves by 6.00 o'clock tonight but, just now, before racing starts, there are quite a number of drivers who still harbour a sneaking hope that they might yet win the odd Championship or two. And well they might, for we have seldom seen so many Scottish Championships in such an indeterminate state so late in the season and all the indications are that today's sport should be as exciting (and decisive) as any seen at Ingliston before. Today also sees the welcome return of SMT in the role of major sponsors, although today is perhaps the first time that their own car can not only win their own trophy at their own race meeting but also win the premier Scottish racing Championship at the same time. But that will be up to them (contrary to popular belief in the paddock, we don't print the race results on the Saturday before each race meeting—after all, whoever heard of a printer working weekends. They're printed on the Friday before!).

Welcome, too, to the newest Radio 1 disc jockey to beat the distinguished path to Ingliston. Host of the fast-moving, two-hour Saturday morning record show, Kid Jensen follows the example of his associates Noel Edmonds and Dave Lee Travis in taking to the tracks, although Kid will confine his motoring exploits today to piloting a microphone in the commentary box, and a pen behind the Herdsmans Restaurant. A native of Canada, and a radio and TV personality there before coming to Europe, he earned the title "Kid" when, at the age of 18, he became the youngest disc jockey on Radio Luxembourg. Staying with that station for 6½ years (during which time he presented "45", a weekly pop show, for Granada TV), he moved to commercial radio in Nottingham in 1975 and then became the first commercial DJ to be invited to join Radio 1 when he signed up with BBC in August of this year. Today Kid will be touring around the circuit with the Clerk of the Course at about 1.45/1.50 pm and, for the rest of the day, he will be wandering about meeting the public and helping jovial Jimmy McInnes to put out the patter on today's racing. Keep your ears tuned to the PA system to find out when Kid will be signing autographs—like both Noel and Dave before him, he will be taking up station by the Herdsmans Restaurant for a spell during the day, his hand fair itching to put pen to paper. But enough of this Kid stuff (perish the pun), what of today's racing—

Special Saloon Cars—Championships are often decided by relatively trivial events, and it could well be that the simple fact of Doug Niven (101) having missed a gear on the short straight between the Hairpin and lefthander during the latter stages of the saloon car final in September has handed the prestigious Lombard Scottish Saloon Car Championship to Bill Dryden (100). Throughout that race it was apparent that, while Bill's Firenza just had the power edge on Dougal's Escort, he was going to find it extremely difficult to squeeze past the experienced Borderer but, by missing his gear

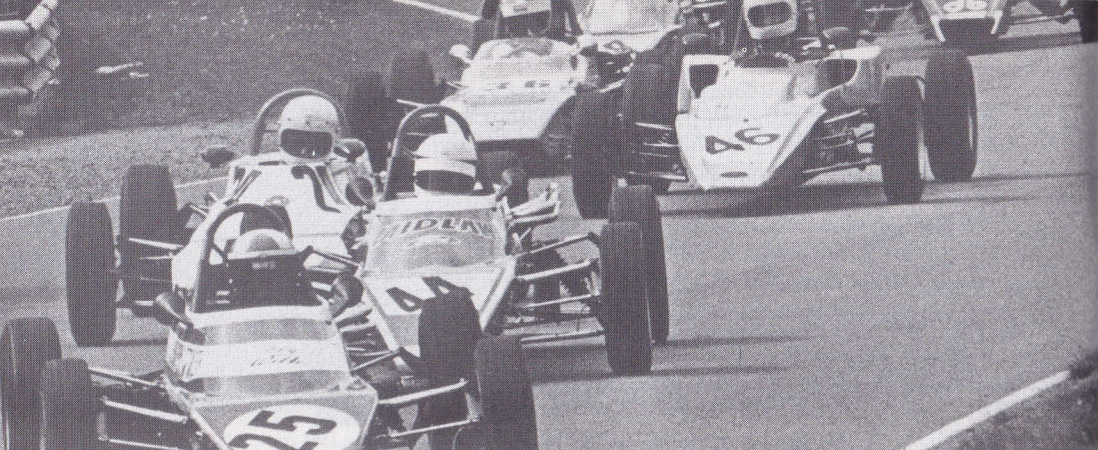
at the crucial moment, Dougal allowed Bill those vital tenths of a second to power past into the lead of both the race and the Championship. Not that it's cut and dried, however. To "mak siccer" of winning the Championship Bill will still have to win today's SMT Trophy Race (or at least win his class in it) and, providing none of the other potential Championship winners better their class lap records in the final, and win their respective classes, the premier Scottish Championship is his by virtue of the lap record gained by him in August (remember that an *extra* point is scored for bettering the class lap record in the final, hence Bill's 10 point tally for August). Such a win by Bill, even without his again lowering the lap record, would put his total Championship score to 37 points, a figure which can only be equalled by either of Jim Dryden (114) or Lawrence Jacobsen (132), and then only if they not only win their classes in the final, but also better their respective lap records. And if either of Dougal Niven or Walter Robertson (105) keep in front of Bill today, he will be unable to improve on his total of 35 points, leaving the way clear to Jim Dryden or Lawrence Jacobsen to win the Championship on a total of 36 points, merely by winning their classes. For Jim Dryden the main threat will come from Dave Farrer's incredibly potent 1300 cc Escort (121) while, in the 1000 cc class, Lawrence will not only have to keep in front of his arch-rival Ian Forrest (129), they will both also have to restrain themselves from using each other as dodgems! And just to keep the race alive (as if the Championship tension wasn't enough) Eric Smith (125) makes a welcome return in his Mini 1275 GT—although not registered in the Championship (and thus his final placing will not affect the Championship positions), none of the leading contenders will be content to let him get, or stay, in front of them and we thus have all the makings for a cracking series of races to round off the 1976 special saloon car season.

Libre Cars—And if the special saloons promise nail biting excitement, all we can say about the libre race is that, if you're prone to heart problems, don't watch it! Although presently leading the Murchies Creameries Championship with 29 points, Iain McLaren (2) can only improve his score to a maximum of 34 points by winning today. (Remember, as in all the major Championships, only the best 4 scores count.) Second place would give him merely 31 points and a third would leave him no better off. Norman Dickson (707), on the other hand, only has 3 scores in hand and anything scored today will fall to be added to his total. Thus, a win today for Norman would make him undoubted Scottish Libre Champion with 37 points, as would a second place to anyone



Kid Jensen





Stu Lawson, Duncan Hall and Gary Gibson lead the FF field as usual !!

other than Iain McLaren (a total of 34 points). By being second to Iain, however, and although tying on the points total (34 each), Norman would lose out on the tie-breaking rule that the winner shall then be the driver with the highest number of highest placings! And as if that isn't enough, if the finishing order today in the Burmah Trophy Race turns out to be Andy Barton (1)—Richard Scott (111)—Norman Dickson (707)—Iain McLaren (2) (which is decidedly possible), then Andy Barton would win the Championship with 32 points, again on the tie-breaking rule from Norman's 32! And as another variation, if Richard Scott wins today from Andy and Norman (in that order), Richard would take the title with 32 points by invoking the same tie-breaking rule! A real nail biting situation, the spice being added by the potential appearance of two extremely fast Southern cars—Dick Mallock with about the only car which can “treble” as a Clubmans, a 2-litre sports car or as an F2, the Mallock U2 Mk 17 (17) today fitted with a 1600 cc Holbay mill but with which he was circulating at Ingliston in 47 seconds last year (but with the 2.0 litre Hart fitted then) and (we hope) one of the fastest Formula 2 cars in Britain today in the shape of Ed Cheever's Ralt/Hart (10). Provisionally entered by Graham Hamilton, Ed is reputed to be after the £1000 put up by Midlothian Insurance Brokers for the first 85 mph lap (43.6 secs) and, when one considers that he was lapping Ingliston last October at 47.8 secs in a Formula 3 (2 seconds quicker than Stu Lawson in a competitive F3!), one begins to wonder if the £1000 might not be in danger, weather permitting!

Sports & Special GT Cars—Although favourite, Iain McLaren (2) still has one hurdle to cross before clinching the “Blue Riband” Championship—should Kenny Allen (85) win the 1300 cc class in this race, then Iain must win the race to make sure of the Championship title. To come second would merely result in a shared Championship between Iain and Kenny and anything worse than a second for Iain (with Ken winning his class) would allow the title to slip out of his grasp. And the man who could keep Iain McLaren in second place is Tony Charnell (65), who needs a win today to give him an outside chance of third place in the Championship. And out to deny him that third place, and really battling hard between themselves for it, are the two leading local Clubman's drivers Alan Sharpe (74) and Steve Russell (80) while “foreign” interference in the shape of Richard Mallock (17) and Chris Hart (16) will serve to keep them on their toes. John Kirk (90) too has a fair chance of the third place spot but, to do so, he will have to beat Ken Allen, thus leaving Iain McLaren once again at the top of the Championship table! As in the other Championships, it's all “ifs” and “buts”!

Formula Ford—With Stu Lawson (25) the undisputed Shand Carpets Champion, the battle is for the runner-up slot with Gary Gibson (24) now almost certain to clinch it (short of Duncan Hall (44) winning the race—a not impossible eventuality). These

three cars should provide ample entertainment at the front end of the KP Crisps Trophy Race but, if you were to ask us who will be fourth, fifth or sixth respectively in the Championship, we couldn't even begin to guess, so close and fierce is the competition. By 2.40 pm this afternoon, however, we should have the answer!

Modified Sports Cars—While Ken Allen (85) may have won the British Caledonian Championship for this class of car, the battle for second place is far from over with four drivers still with a real chance of taking the runner-up slot. Favourites must be the immensely improved Peter Baker (69) with his Ginetta G4 and John Kirk in his diminutive Davrian (90). All three will undoubtedly be up there mixing it at the front end of this race (being run before lunch to allow a full 9-race programme to be staged before the onset of darkness) but, should a spot of rain hove on the horizon, keep a look out too for Andrew Smith (77) whose exploits in the wet have long been legendary!

Historic Racing and Sports Cars—one of the most popular events of the year at Ingliston and a chance to slip back nostalgically into a past where you could actually see the driver driving and where motor racing not only sounded by “smelt” unique! As always, our sincere thanks to Ray Fielding who has put in a power of work to organise the entries, not the least of which is his own 1937 “blown” Maserati 6C (19) which will be taking on Bill Morris's 1935 supercharged ERA ‘B’ Type (20) in the pre-war section. Bill's car (ex-Prince Bira) was in fact leading last year's historic race at Ingliston and he was set to win the coveted Doune Cup when, on the last lap, he “fell off” (his own words, not ours) and ended up in 4th place. In the post war section the most sensational entry must be Keith Schellenberg's (22). Alas, the 8½ litre Barnats Hassan Special (built by Bentley for the part of Moby Dick in the original film version) is still in the workshop but Keith has managed to come up with a mere 4.7 litre AC Cobra (remember Carol Shelby in the early sixties?) with which to terrify the natives. Tony Steele (23) fields a Climax-powered Tojeiro TC M2 built in 1958 for Le Mans (it sounds suspiciously like the Ecurie Ecosse car which expired during the night with transmission problems but that was a 3-litre job and, if our memory serves us right, it was redesigned somewhat Banana-shaped by Maston Gregory?—any connection?) Due to a more recent rebuild problem, Tony has advised that, if the Tojeiro isn't ready in time, he'll substitute a 1960 Lola Formula Junior. Another fascinating entry from the Scottish front is that of John Foster (62). His Fisher Riley is, in fact, the second racing car ever built by none other than Jack Fisher (who was still designing cars for, and entering, Ed Labinjoh at Ingliston last year) and it is designed round a 1936 Riley 12/4 1500 cc engine. Highly successful in its day (which of Jack's cars weren't?) it will be interesting to see how it fares today against the Lotus Xls and Elvas. Watch out too for Roderick MacPherson's High Speed Fraser Nash (70), a car which was only brought back to this country from Czechoslovakia in 1969 after a successful racing career there.

Was this when it all happened then?



John Brown Racing

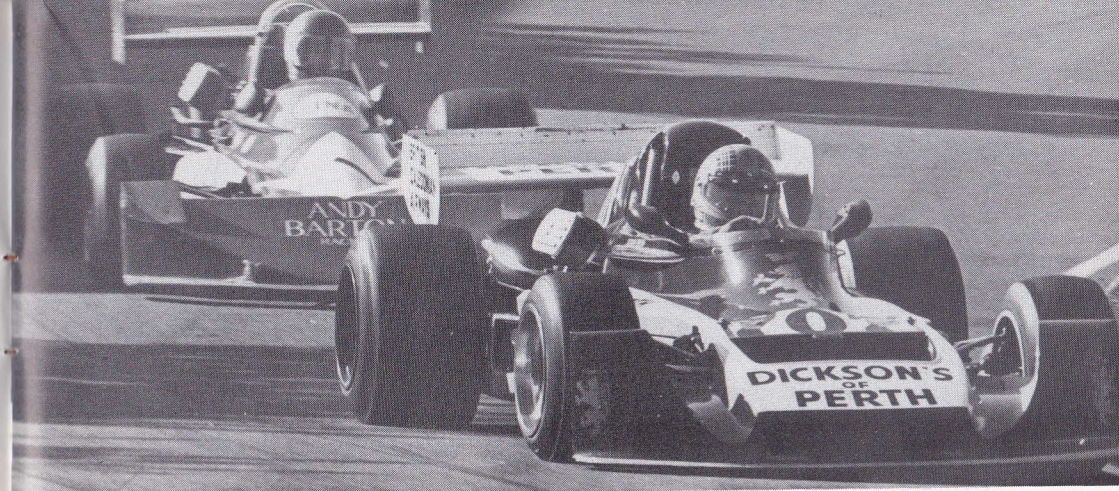
OFFER FOR SALE
their class winning
MAZDA RX3 COUPE
as raced this season by Vic Covey

This car was prepared for racing in April 1976 and is in immaculate condition. Currently holds lap record at Knockhill and has had many class wins this season. The car is ready to race and is complete with full cage, firearrest system and usual prod. saloon modifications. The car is totally legal and very quick. Must be one of the fastest Mazda RX3's in the country.

Offers around £1150.00 to
CHRIS HERON,
 (Competitions Manager),
JOHN BROWN of LOCHRIN
 Lochrin Place, Edinburgh
 Tel: 031-229 8304



Production Saloon Cars—always capable of generating a rumpus (both on and off the track), the production saloon brigade takes to the track for the last time North of the Border this year. In light of the outstanding RAC Appeal into Roy Knowles eligibility (oh when, oh when are the RAC going to do anything about it) we won't even try to explain the various computations possible at the top of the Shell Championship but, at the top of the results sheet today, we would expect to see Jenny Birrell (156), Andrew Small (157) (perhaps you could brew up your tea before the race this time Andrew, rather than in your braking system!), Nial Mulloy (158) and, perhaps (just to add a touch of spice) Irish ace Russell Connell (167). Watch out too for the mad Mazda brigade of Messrs Meldrum, Covey and Stirling who fight off an Irish challenge from George Windrum, Ray Moore and Roy Campbell, again all in Mazdas. And just to make it all interesting, John Brown of Lochrin have put up a team award (3 shiny tankards and £5 a skull) for the team scoring the lowest total team score in the race. The 5 teams have been democratically chosen as follows:— Team 1 ("The Irish") consists of competitors 167, 181 & 182; Team 2 ("Fifers") are 157, 170 & 171; Team 3 (The "West")—161, 166, 179 (and 180 as a reserve); Team 4 ("Highlands")—158, 173 & 178; and team 5 ("Townies") from the Edinburgh area comprises competitors 156, 174 & 176 (with 164 as a reserve). Points are equivalent to places (ie 1st—1 pt, 2nd—2 pts etc) and anyone failing to start/finish scores the points for the place immediately behind the last finisher. Don't worry, however—we'll work the result out for you as democratically as we chose the teams! Which will be after the flag falls on the final race at Ingliston this year—as good a place as any to thank all of you, competitors, marshals and spectators alike, for your renewed support in 1976. Without *all* of your support no circuit could survive (a fact again sadly borne out in the most dramatic way recently) and we shall look forward to welcoming you back to Ingliston next April. We'll be there—we hope you will be too.



The undoubted heroes of the hour in August, Norman Dickson (707) and Andy Barton (1) fight out the Murehies Creameries Championship with no quarter being asked—or given!

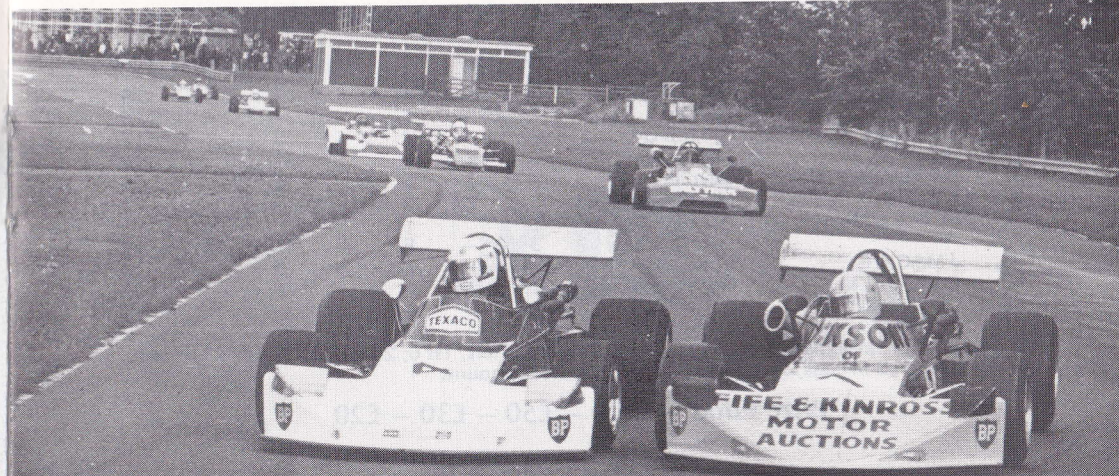
THE BMRC TROPHY MEMBERS CHAMPIONSHIP 1976

Open to Scottish Motor Racing Club members competing at Ingliston in all events (excepting only invitation races) during 1976, the position in the BMRC Championship with one round to go is:—

1st I McLaren—45 points;	2nd W N A Dryden—37 points;	3rd S Lawson—
36 points;	4th K Allen—36 points;	5th L Jacobsen—33 points;
6th A D Niven—28 points;	7th I Forrest—25 points;	8th A Barton—
25 points		

Prize Fund — £50 — £30 — £20 — £10 — £5

And, would you believe it, they didn't offer each other much quarter last year either!





Team-mates Andy Smith & Ken Allen pile on the pressure—Ingliston, September 1976

EVENT 1

OVERALL: 1-95 2-78 3-90 4-83

Modified Sports Cars

10 Laps

12.30 pm

Over 1300 cc

66	T BROUGH	MGB/GT	1906	Alexandria
69	P BAKER	Ginetta G4	1800	Stow
71	J HALL	Lotus Europa	1800	Edinburgh
77	A SMITH	Lotus Elan	1600	Ayr
78	J MACKIE	Lotus Elan	1600	Kirkcaldy
82	J FYDA/Agra (Precision Eng) Co	Lotus Elan	1600	Dundee
83	D PALMER	Lotus Elan	1600	Lesmahagow
84	K SHADE	Lotus Seven	1600	Edinburgh

1st (£25)⁷⁹..... 2nd (£10)⁹³..... 3rd (£5)

Up to 1300 cc

85	K ALLEN/Alex Smith Metals	Clan Crusader	1147	Crossford
86	K COLEMAN	Davrian	1260	Airdrie
90	J KIRK/K & F Metals	Davrian Mk 5	1147	Caldercruix
94	B STEVENSON	Davrian	998	Cumbernauld
96	J W BARKER	MG Midget	1293	Bridge of Allan

1st (£25)⁸⁵..... 2nd (£10)⁹⁰..... 3rd (£5)

The final round in the British Caledonian Airways Championship for Modified Sports Cars

BRITISH CALEDONIAN CHAMPIONSHIP for Modified Sports Cars

Car No	Driver	Car	Apr	May	Jul	Aug	Sept	Oct	Total
✓85	K ALLEN	Clan Crusader	7	5	5	7	7		26
90	J KIRK	Davrian	—	7	7	—	—		14
69	P BAKER	Ginetta G4	—	—	7	—	7		14
77	A SMITH	Lotus Elan	—	6	—	7	—		13
94	B STEVENSON	Davrian	—	3	3	—	5		11
91	S ROBB	MG Midget	5	2	2	—	—		9
93	M TAYLOR	AH Sprite/ Lotus Elan	3	—	5	—	—		8
78	J MACKIE	Lotus Elan	—	—	—	3	5		8
68	E LIDDELL	Jensen Healey	7	—	—	—	—		7
83	D PALMER	Lotus Elan	—	—	—	5	—		5
71	J A HALL	Lotus Europa	—	—	—	2	—		2

Scoring: 1 for finishing plus, in each class of 3 regis starters, 1st 6, 2nd 4, 3rd 2, 4th 1. (If less than 3 in class, 1st 5, 2nd 2). Best 4 scores to count.

Prize Fund — £100 — £50 — £30 — £20

You'll like what's happening at Vauxhall.





The usual gaggle we have come to expect in the 1000 cc races this year!

EVENT 2

2.00 pm

THE SMT TROPHY RACE Heat 1 for Special Saloon Cars up to 1000 cc 10 Laps

129	I FORREST/The Drambuie Liqueur Co Ltd	Drambuie Imp	998	Kirkliston
130	H A CHALMERS/Len Lothian Ltd	Hillman Imp	998	Edinburgh
131	G M FINDLAY	Longman Mini	998	Arbroath
132	L F JACOBSEN/Cuthbertsons Dairies Ltd	Imp	998	Glasgow
133	J H PATRICK	Colvend Mini	999	Whitecross
135	B W McLEOD	Mini Clubman	999	Edinburgh
137	M SHAKESPEARE	Sunbeam Stilletto	998	Edinburgh
139	R G LAMBERT/Lamart Signs Ltd	Lamart Mini	999	Glasgow
140	R GAULD	Sunbeam Stilletto	998	Insch
141	M A BELL	Hillman Imp	998	Carlisle
142	J PHILP	Hillman Imp	998	Musselburgh
144	A YOUNG/Agra (Precision Eng) Co	Agra Mini	997	Dundee
145	J JACK/Jack Crane Hire	Shannon Imp	999	Alness
147	N WHITMEY	Mini 850	850	Edinburgh

1st (£25)¹³² 2nd (£15)¹²⁹ 3rd (£10)¹³⁰ 4th (£5)

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



The biggest Vauxhall/Bedford dealers in the world.

We are very pleased once again to be associated with
Ingliston as main sponsor of this meeting.

S.M.T. is deeply involved in motor sport - both racing and
rallying - for many reasons.

Firstly, we do feel this is a valuable form of advertising,
bringing Vauxhall products to the attention of our customers
and potential customers.

Secondly, we do feel that competition "improves the bread"
and our experience in this field is fed back to the factory
to the future benefit of ourselves and our customers.

Thirdly, we have tremendous confidence in Vauxhall and the
superb range of Chevettes, Cavaliers, Vivas and VXs,
currently available, and the fact that we actually compete
with these products gives a strong example of our faith.

All the race and rally cars are prepared at SMT's High
Performance Centre at Perth using DTV sport parts and these
are available to you, the public, to make a jolly good car
even better.

We hope you enjoy the racing today and that you see S.M.T.
and Vauxhall on their winning way.

Yours sincerely,

Deputy Managing Director

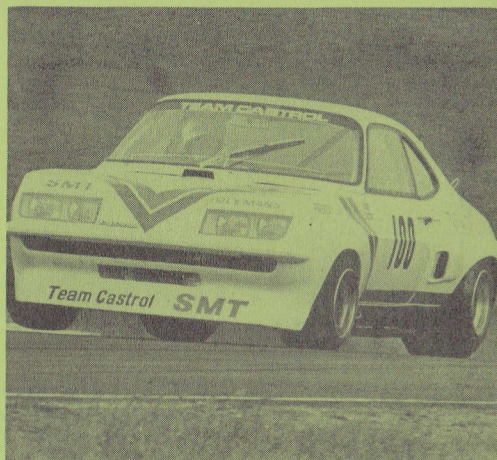
S.M.T.

SMT have a winning way with Vauxhalls

...on the track

Watch out for the SMT racing Vauxhalls this afternoon. Bill Dryden is in the Super Saloon Firenza looking to try and clinch the Championship. His 2.5 litre 16-valve engine develops 265 bhp at 7200 rpm and is capable of 0-100 mph in 10.1 seconds.

Jenny Birrell will also be driving the Marshall's Chunky Chicken Group 1 Magnum.



...in the forests

Jimmy McRae in the SMT/DTV/ Castrol Group 1 Magnum is currently overall leader of the Scottish Championship and leads the Group 1 Class in the RAC Championship.

David Porter driving the other Marshall's Chunky Chicken Group 1 rally car is fighting for the lead in the Challengers Class of the Scottish Championship.

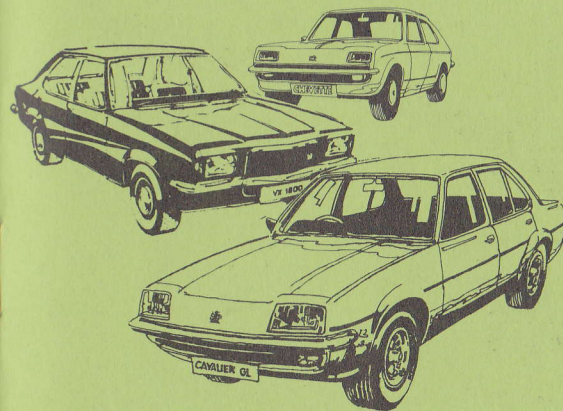
...on the road

Very shortly we shall be able to offer the shattering 2.3 litre 16-valve 'limited edition' Vauxhall Chevette for road use, but easily converted for track or forest.

On October 19th, Vauxhall Motors will announce a 2.3 litre 2-seater sports car. We can't say anything about it yet, but come and see next week when the wraps are off!

The Vauxhall Range

You'll find the incomparable Vauxhall range waiting for you in our Showrooms. Vivas and Magnums, Chevettes and Cavaliers, and the luxurious VX series. You'll find all the style, comfort, performance you want plus full under-body protection and standard features that you have to pay extra for with other makes.



?

Used Cars

We have an envious reputation for selling quality used cars and for fair dealing. We offer generous part exchange allowances and can arrange easy HP terms.

Self Drive and Contract Hire

We are the largest hiring organisation in Scotland, with 14 hiring branches in Scotland and NW England offering a choice of Minis, Fiat 127's, Vivas, Chevettes, Cavaliers, VX's, Bedford Vans, 12-seaters and Motor Caravans—all at very competitive rates and with full comprehensive insurance.

Bedford Transport Specialists

That's the name we've made for ourselves in the Commercial Vehicle market from the sales of the Bedford range—light vans, vans, 12-seaters, caravan conversions, trucks, tippers and 'artics', and the super heavy T.M. Bedfords up to 42 tons G.C.W. Commercial Vehicle operators know they can trust SMT and Bedford.



The biggest Vauxhall/Bedford dealers in the world.

EVENT 3

2.25 pm

THE KP CRISPS TROPHY RACE for Formula Ford Cars 10 Laps

24	G GIBSON	Crossle 30F	1600	Belfast
25	S LAWSON/Edinburgh Flying Services	Hawke-Scholar DL151	1600	Kirkliston
26	D PHILP/Dalgleish Baillie Insurance Brokers Team Isis	Hawke DL12A	1600	Falkirk
27	J MacGILVRAY/Mogil Motors Ltd	Crossle 25F	1600	Connel
28	G FRANCHITTI/W N Mitchell & Sons Soft Drinks	Hawke DL15	1600	Bathgate
33	P MORRISON	Crossle 25F	1600	Inverness
36	R SIMPSON/Fortnum Farm Chemicals	Crossle 25F	1600	Isle of Whithorn
39	F M CARRUTHERS	Hawke DL11	1600	S Queensferry
41	G McMILLAN	Hawke DL11	1600	N Berwick
43	J DAVIDSON	Crossle 30F	1600	Belfast
44	D HALL/Laidlaw	Hawke DL15	1600	Edinburgh
45	B GOWANS	Hawke DL12	1600	Dalbeattie
47	J EASTWOOD	Crossle	1600	Belfast
49	T TEMPLETON	Crossle	1600	Ballymena
50	K ACHESON	Crossle	1600	Ballymena
52	R A LOW	March 703	1600	Bo'ness
53	A BOYLE	Lotus 51	1600	Falkirk
57	C LAWSON	Van Diemen	1600	Ponteland
58	C I BINNIE/Coquetdale Outdoor Pursuits & Caravan Park	Royale RP21	1600	Cornhill
60	D A DUFFIELD	Crossle 16/20F	1600	Linlithgow

1st (£25) 2nd (£15) 3rd (£10) 4th (£5)

The final round in the Shand Carpets Championship for Formula Ford Cars

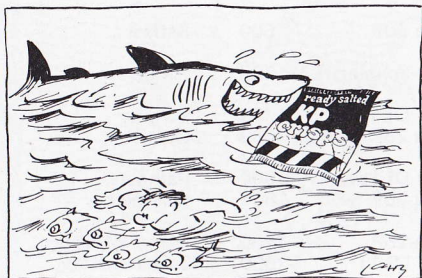
THE SHAND CARPETS CHAMPIONSHIP for Formula Ford Cars

Car No	Driver	Car	Apl	May	Jul	Aug	Sept	Oct	Total
25	S LAWSON	Hawke DL15	9	9	9	—	9		36
24	G GIBSON	Crossle 30F	4	6	—	9	6		25
44	D A H HALL	Hawke DL15	3	4	6	6	4		20
28	G FRANCHITTI	Hawke DL15	—	—	4	4	—		8
33	P MORRISON	Crossle 25F	6	1	—	—	—		7
27	J MacGILVRAY	Crossle 25F	—	3	2	—	—		5
55	R GRAY	Hawke DL11	—	—	—	2	3		5
58	C I BINNIE	Hawke DL2A	—	—	—	3	2		5
26	D PHILP	Hawke DL12	—	—	3	—	—		3
36	R H SIMPSON	Crossle 25F	2	—	1	—	—		3
46	G MUNDELL	Royale RP16A	—	2	—	1	—		3
29	A LAWRIE	Elden 10C	1	—	—	—	—		1
57	C LAWSON	Van Diemen RF73	—	—	—	—	1		1

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

Prize Fund — £200 — £100 — £80 — £60 — £40 — £20

Rally jacket to each race winner.



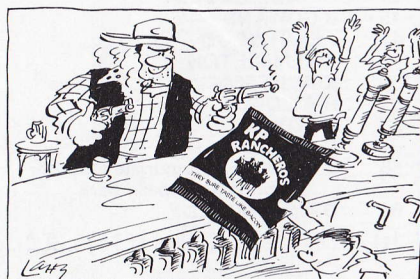
CRUNCH!



CRUNCH!



CRUNCH!



CRUNCH!



CRUNCH!



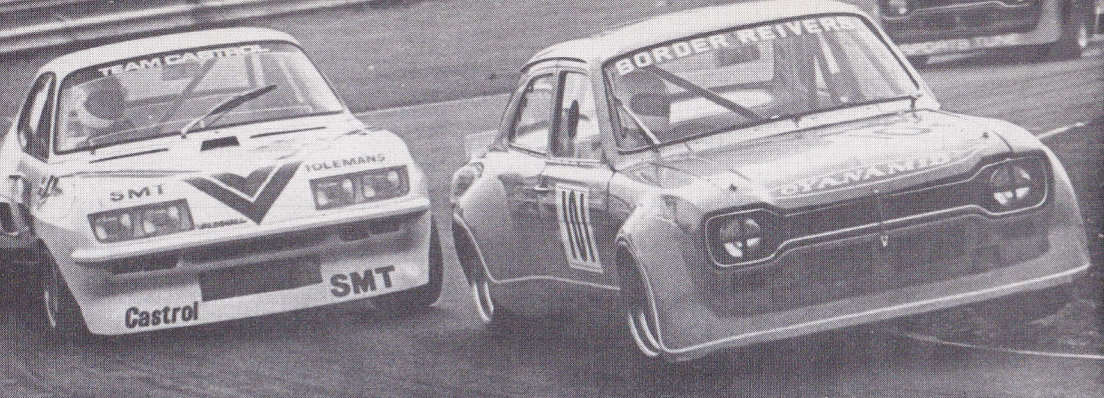
CRUNCH!

WHEN IT COMES TO THE CRUNCH IT'S KP

Cccrrruncchhh!

KP make the crunchiest snacks you can lay your teeth on.
And be it crisps, nuts, savoury snacks or
biscuits, they all taste delicious.
So KP go down a treat on all occasions.





From back of the grid to chequered flag—Bill Dryden on the way to victory in September.

EVENT 4

2.50 pm

THE SMT TROPHY RACE Heat 2 for Special Saloon Cars over 1000 cc 10 Laps

Over 1300 cc

100	W N A DRYDEN/The Toleman Group/Team SMT	Vauxhall Firenza	2499	Edinburgh
101	A D NIVEN/Border Reivers	Ford Escort	1970	Whitsome
105	W ROBERTSON/Sportstune Accs	Ford Escort	1975	Edinburgh
107	P PITMAN	Ford Escort	1970	Kelso
108	J ROBERTSON	Hillman Avenger	2499	Cardenden
109	A SMITH	Ford RS2000	1998	Ayr

1st (£25) 105 2nd (£10) 100 3rd (£5)

1001-1300 cc

114	J DRYDEN	Longman Mini Saloon	1297	Lundie
115	J PINKERTON	Mini	1297	Glasgow
116	I ROGERSON	Mini Cooper 'S'	1291	Morpeth
119	G NOBLE	Mini Cooper 'S'	1293	Edinburgh
121	D A FARRER	Ford Escort	1297	Brampton
122	R MILNE	Mini Cooper 'S'	1293	Kingswells
124	D OGILVY/Sportstune Accs	Ford Escort	1297	Edinburgh
125	E M SMITH	Mini 1275GT/Allen	1297	Carlisle
126	J R TULLOCH	Mini	1293	Inverness
127	G R RODGER	Colvend Mini	1293	Edinburgh

1st (£25) 114 2nd (£10) 121 3rd (£5)

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

OVERALL: 1-105 2-100 3-114 4-121



EVENT 5

3.15 pm

Sports & Special GT Cars 10 Laps

Over 1600 cc

2	I McLAREN/McLaren of Broxburn	Chevron B26/31	1930	Broxburn
65	A CHARNELL/Mogil Motors Ltd	Chevron B31	1930	Dumfries
66	T BROUGH	MGB/GT	1906	Alexandria
72	J BAIRD	Chevron B23	1850	Edinburgh

1st (£25) 2 2nd (£10) 65 3rd (£5)

Up to 1600 cc

16	C HART	Mallock Mk17B	1600	Sheffield
17	R MALLOCK	Mallock	1600	Road
74	A R SHARPE/Dalglish Baillie Ins Brokers Team Isis	Mallock U2 Mk16	1600	Falkirk
75	R FORESTER-SMITH	Marquiss Magnum	1600	W Calder
77?	A SMITH	Lotus Elan Mallock	1600	Ayr
78	J MACKIE	Lotus Elan	1600	Kirkcaldy
79	R MacNAB	Gryphon C75A	1600	Kilmarnock
80	S C RUSSELL	Mallock Mk17B	1600	Banbury
82	J FYDA/Agra (Precision Eng) Co	Lotus Elan	1600	Dundee
83	D PALMER	Lotus Elan	1600	Lesmahagow
84	K SHADE	Lotus Seven	1600	Edinburgh
85	K ALLEN/Alex Smith Metals	Clan Crusader	1147	Crossford
86	K COLEMAN	Davrian	1260	Airdrie
90	J KIRK/K & F Metals	Davrian Mk 5	1147	Caldercruix
91	S ROBB	MG Midget	1293	Stirling
94	B STEVENSON	Davrian	998	Cumbernauld

1st (£25) 80 2nd (£10) 79 3rd (£5)

OVERALL: 1-2 2-65 3-80 4-79

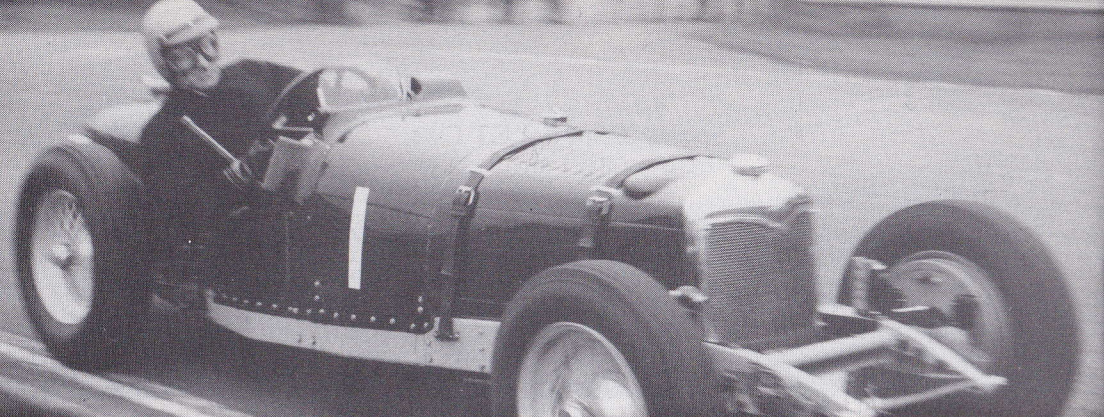
The final round in the "Blue Riband" Championship for Sports & Special GT Cars

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

Car No	Driver	Car	Apr	May	Jul	Aug	Sept	Oct	Total
✓ 2	I McLAREN	Chevron B31	—	7	7	7	7	—	28
85	K ALLEN	Clan Crusader	7	7	5	—	7	—	26
74	A R SHARPE	Mallock U2 Mk17	5	7	7	—	—	—	19
72	J S BAIRD	Chevron B23	3	5	5	5	2	—	18
91	S ROBB	MG Midget	5	—	3	5	5	—	18
75	R FORESTER-SMITH	Marquiss Magnum C75A	2	2	3	5	5	—	15
90	J KIRK	Davrian	—	—	7	7	—	—	14
80	S RUSSELL	Mallock U2 Mk17B	—	—	—	7	7	—	14
65	A CHARNELL	Chevron B31	7	—	—	—	5	—	12
77	A SMITH	Lotus Elan	—	3	5	3	—	—	11
79	R MacNAB	Gryphon C75A	3	5	—	—	3	—	11
76	A G WATSON	Gryphon	7	—	—	—	—	—	7
69	P BAKER	Ginetta G4	—	—	3	—	3	—	6
68	E LIDDELL	Jensen Healey	5	—	—	—	—	—	5

Scoring: 1 for finishing plus, in each class of 3 starters, 1st 6, 2nd 4, 3rd 2, 4th 1. (If less than 3 starters 1st 5, 2nd 2). Best 4 scores to count.

Prize Fund — £150 — £100 — £50 — £35 — £25 — £15
plus £25 to highest placed modified sports cars



EVENT 6

3.40 pm

Historic Racing & Sports Cars

10 Laps

Pre-War Cars		Year	
19	R FIELDING	Maserati 6C	1493(S) 1937 Forres
20	W R G MORRIS	ERA 'B' Type	1488(S) 1935 Leafield

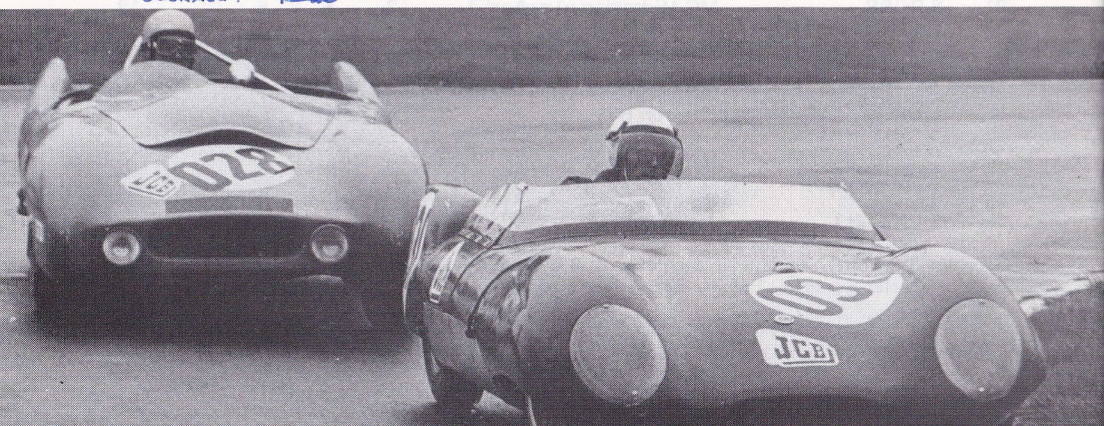
1st (The Doune Cup)²⁰..... 2nd¹⁹.....

Post-War Cars		Year	
21	R STEWART	Cooper Norton Mk VIII	500 1954 Longniddry
22	K SCHELLENBERG	A C Cobra	4700 1963 Udney
23	R A STEELE	Tojeiro TC M2	1098 1958 Lancaster
61	F LOCKHART	Rover Special	2994 1948 Tring
62	J FOSTER	Fisher Riley	1500 1957 Leuchars
63	A M ROGERS	Lotus XI Le Mans	1098 1957 Manchester
64	K BOOTH	Lotus XI Le Mans	1098 1957 Preston
67	E HAWTHORNE	Jowett Jupiter	1485 1953 Motherwell
68	P CROSBY	Jowett Jupiter	1486 1953 York
70	R J MACPHERSON	Fraser Nash High Speed	1971 1948 London
81	H CLIFFORD	Elva F3	1098 1959 Lancaster
97	D WHITEHEAD	Elva	997 1959 Blackpool
98	B KERR	Jaguar XK 120	3781 1951 Luss
99	J GIBBON	Jaguar XK 120	3781 1951 Glasgow

1st (The Post War Trophy & £)⁶¹..... 2nd⁶⁴.....

Overall 1st (£10)²⁰..... 2nd (£5)⁶¹..... 3rd (£3)¹⁹.....

All starters qualify for starting money of £25



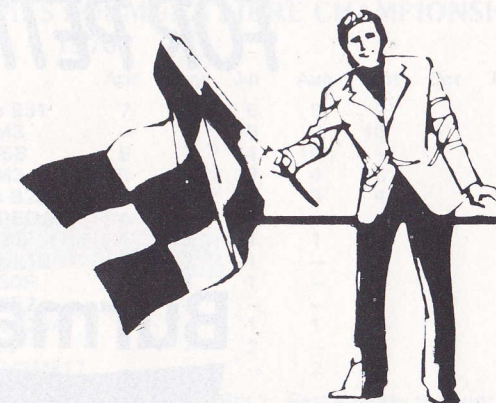
It's been a great year for Ingliston. And a great year for Burmah.

As Scotland's only oil company, we're very pleased to have been so heavily involved with Scotland's leading motor racing circuit.

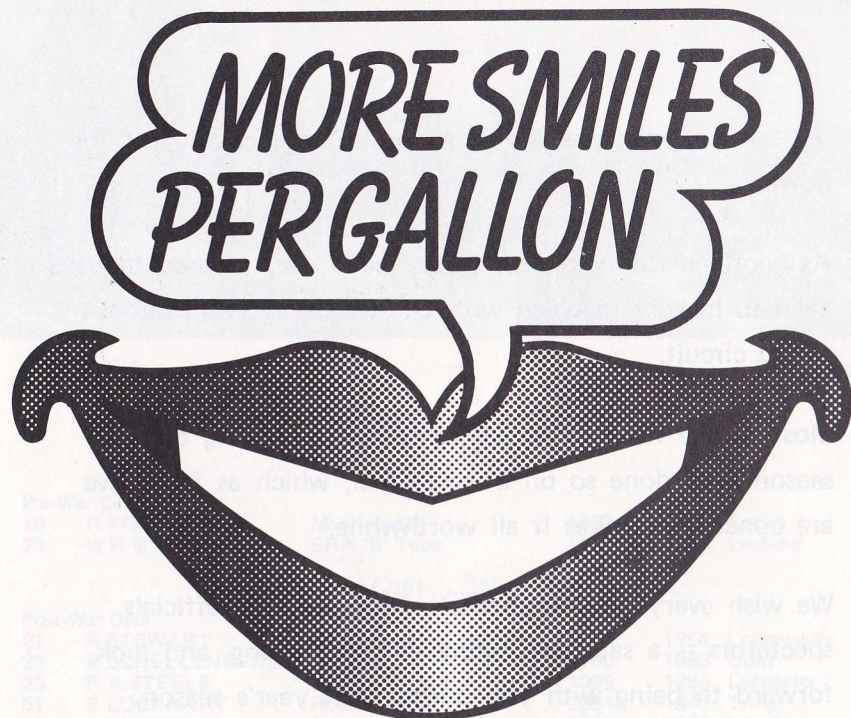
Most of the winners who have competed during the '76 season have done so on Burmah fuel, which as far as we are concerned makes it all worthwhile.

We wish everybody concerned — competitors, officials, spectators — a safe and happy day's motoring, and look forward to being with you during next year's season.

By the way, if you are interested in a Burmah rally jacket, cap or T-shirt you'll find them available at the Burmah tanker.



Prize Fund — £250 — £100 — £75 — £50 — £25



**WITH BURMAH-
THE SCOTS WORD
FOR PETROL**



EVENT 7

4.05 pm

**THE BURMAH TROPHY RACE
for Libre Cars
15 Laps**

1	A BARTON	March 75B	1975	Newcastle
2	I McLAREN/McLaren of Broxburn	Chevron B26/31	1930	Broxburn
5	C MUNRO/Jack Crane Hire	Chevron B25 FVC	1930	Alness
707	N DICKSON/Dicksons of Perth/ British Caledonian Airways	Modus M3	2000	Perth
9	G HAMILTON/Shand Carpets	March 753 Toyota	2000	London
10	E CHEEVER/Shand Carpets	Ralt/Hart	2000	London
111	R SCOTT/Dicksons of Perth/Kinross Motor Auctions	Modus M3	2000	Perth
12	P MacNAUGHTAN	Chevron B23	1850	Edinburgh
14	D MUTER	Lotus 69 FA	1600	Newcastle
15	T DZIERZEK	Ensign	1600	Kirkliston
16	C HART	Mallock Mk17B	1600	Sheffield
17	R MALLOCK	Mallock	1600	Roadie
24	G GIBSON	Crossle 30F	1600	Belfast
26	D PHILP/Dalgleish Baillie Ins Brokers Team Isis	Hawke DL12A	1600	Falkirk
27	J MacGILVRAY/Mogil Motors Ltd	Crossle 25F	1600	Connel
33	P MORRISON	Crossle 25F	1600	Inverness
65	A CHARNELL/Mogil Motors Ltd	Chevron B31	1930	Dumfries
75	R FORESTER-SMITH	Marquiss Magnum	1600	W Calder
1st (£50) 2nd (£15) 3rd (£10) 4th (£5)				

**The final round in the Murchies Creameries Formula Libre
Championship**

**THE MURCHIES CREAMERIES FORMULA LIBRE CHAMPIONSHIP
1976**

Car No	Driver	Car	Apr	May	Jul	Aug	Sept	Oct	Total
2	I McLAREN	Chevron B31	7	10	5	5	7		29
707	N DICKSON	Modus M3	—	—	10	7	10		27
1	A BARTON	March 75B	5	7	4	10	—		26
111	R SCOTT	Modus M3	10	—	7	4	5		26
12	P MacNAUGHTAN	Chevron B23	3	5	1	3	4		15
18	R ROLLO	Lotus 69BDA	4	—	3	—	—		7
27	J MacGILVRAY	Crossle 25F	1	3	1	1	—		6
26	D PHILP	Hawke DL12	1	2	1	—	2		6
24	G GIBSON	Crossle 30F	—	4	1	—	—		5
4	W E BOOTH	Lotus 69F2	2	—	—	—	3		5
75	R FORESTER SMITH	Magnum C75A	—	1	1	1	—		3
6	N WILLIAMSON	Modus 71	—	—	2	—	—		2
14	R INCH	MallockU2Mk17	—	—	—	2	—		2

Scoring: 1 for finishing plus 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 SMT TROPHY RACE FOR SPECIAL SALOON CARS

Final — 15 Laps

Over 1000 cc

100	BILL DRYDEN	FIRENZA
105	WALTER ROBERTSON	ESCORT
101	DOUGLAS NIVEN	ESCORT
1st (£15) 100 2nd (£10) 105 3rd (£5)		

1001-1300 cc

114	JIM DRYDEN	MINI
121	DAVE FARRER	ESCORT
125	ERIC SMITH	MINI
1st (£15) 121 2nd (£10) 114 3rd (£5)		

Up to 1000 cc

129	IAN FORREST	IMP
132	LAURENCE JACOBSEN	IMP
130	HUGH CHALMERS	IMP
1st (£15) 2nd (£10) 3rd (£5)		

The final round in The Lombard Scottish Saloon Car
Championship 1976

OVERALL: 1-100 2-105 3-121 4-114

THE LOMBARD SCOTTISH SALOON CAR CHAMPIONSHIP 1976

Car No	Driver	Car	Apr	May	Jul	Aug	Sept	Oct	Total
100	W N A DRYDEN	Vauxhall Firenza Ecosse	7	9	5	10	9		25
114	J DRYDEN	Longman Mini	9	1	9	9	7		34
121	D FARRER	Ford Escort	7	9	7	7	9		32
101	A D NIVEN	Ford Escort	5	—	9	8	7		29
132	L F JACOBSEN	Imp	9	9	9	1	1		28
130	H A CHALMERS	Hillman Imp	1	5	7	7	9		28
129	I FORREST	Drambuie Imp	7	7	1	9	1		24
115	J PINKERTON	Mini Cooper 'S'	4	7	5	5	5		22
105	W ROBERTSON	Ford Escort	4	—	7	5	5		21
133	J H PATRICK	Colvend Mini	—	4	5	—	7		16
116	I ROGERSON	Mini March	5	5	—	4	—		14
119	G NOBLE	Mini Cooper 'S'	3	1	4	2	4		13
103	J EVANS	AET Turbo Escort	9	—	—	—	—		9
114	A T YOUNG	Agra Mini	1	1	1	5	1		8
107	J ROBERTSON	Avenger Lotus	—	—	—	4	3		7

Scoring: 1 for finishing each part plus, in each 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

Bonus of £50 to each class winner

THE SHELL RACE for Production Saloon Cars

12 Laps

162 A. JEFFREY

DOLomite SPRINT

Over £2000

156	J BIRRELL/Marshalls Chunky Chicken/Team SMT	Vauxhall Magnum Coupe	Edinburgh
157	A J SMALL	Ford Capri	Leuchars
158	N MULLOY/Graham & Morton Ltd	Toyota Celica GT	Stirling
161	W R RITCHIE	Dolomite Sprint	Paisley
164	W A STRUTH	Vauxhall Magnum	Edinburgh
166	J GREENAN	MBW 2002 Tii	Belfast
167	E R CONNELL	Ford Capri II	Banbridge
→170	i STIRLING	CAPRI	
	1st (£25) 162	2nd (£10) CAPRI	3rd (£5)

Up to £2000

170	I STIRLING	Mazda RX3	St Andrews
171	A CROMAR/Team Zippo	Ford Escort Mexico	Anstruther
173	T MELDRUM/Four Woods Disco-theque/Team Zippo	Mazda RX3 Coupe	Elie
174	V COVEY/John Brown Racing/Zippo	Mazda RX3 Coupe	Winchburgh
176	T IRVINE	Honda Civic	Edinburgh
178	R KNOWLES	Ford Mexico	Aberdeen
179	G WINDRUM	Mazda RX3	Belfast
180	R HALLEY/Halleys of Milngavie	Opel Kadett Coupe	Milngavie
181	R MOORE	Mazda RX3	Belfast
182	R CAMPBELL	Mazda RX3	Crawfords Burn

1st (£25) 178 2nd (£10) 173 3rd (£5) 174

The final round in the Shell Production Saloon Car Championship
To each member of the winning team in the John Brown of
Lochrin Team Challenge—£5 and a tankard

OVERALL: 1-178 2-162 3-173 4-174

THE SHELL PRODUCTION SALOON CAR CHAMPIONSHIP
(Results subject to determination of eligibility Appeal)

Car No	Driver	Car	Apr	May	Jul	Aug	Sept	Oct	Total
173	T MELDRUM	Mazda RX3	7	7	3	7	5		26
170	I STIRLING	Mazda RX3	3	1	7	5	7		22
158	N W L MULLOY	Toyota Celica GT	7	3	—	5	7		22
157	A J SMALL	Ford Capri II	—	5	7	7	—		19
156	Mrs J BIRRELL	Vauxhall Magnum Coupe	—	7	—	3	—		10
164	W A STRUTH	Vauxhall Magnum	1	—	3	—	5		9
174	V COVEY	Mazda RX3	—	5	—	—	1		6
162	A D JEFFREY	Triumph Dolomite Sprint	5	1	—	—	—		6
175	C JONES	Mazda RX3	—	—	5	—	—		5
155	E LABINJOH	Alfa Romeo 2000 GTV	—	—	5	—	—		5
161	R RITCHIE	Triumph Dolomite Sprint	—	—	—	—	3		3
160	D BAILLIE	Vauxhall Magnum	3	—	—	—	—		3
159	I GARDNER	Toyota Celica	—	—	1	1	—		2

Scoring: If 3 or more registered starters in class 1st 7, 2nd 5, 3rd 3, 4th 1. (If less than 3 starters, 1st 6, 2nd 3). Best 4 scores to count.

Prize Fund — £150 — £100 — £50 — £25
(plus £25 bonus to each class winner)

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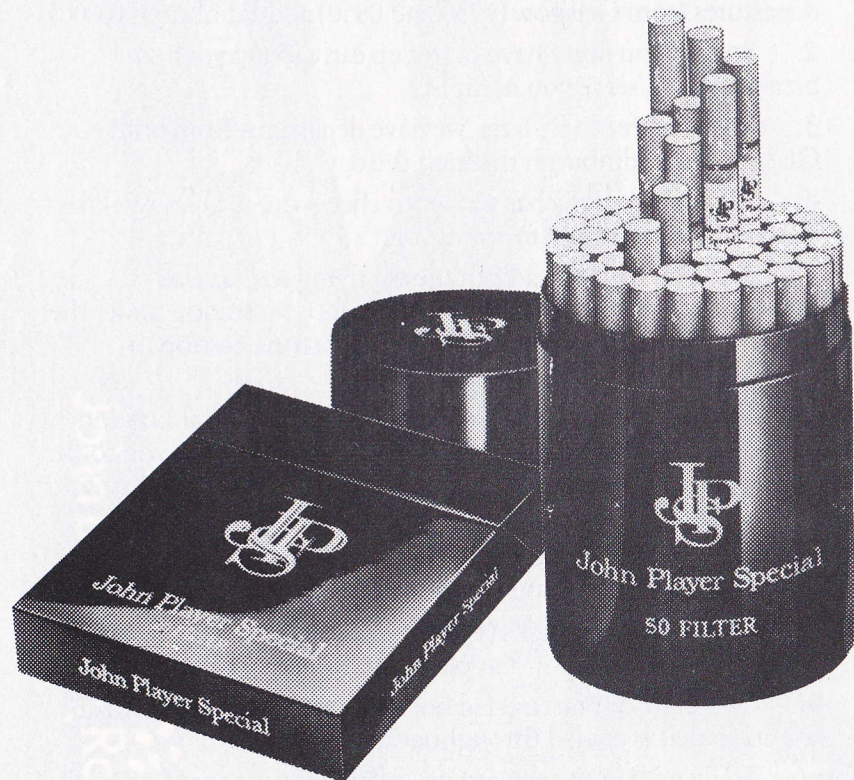
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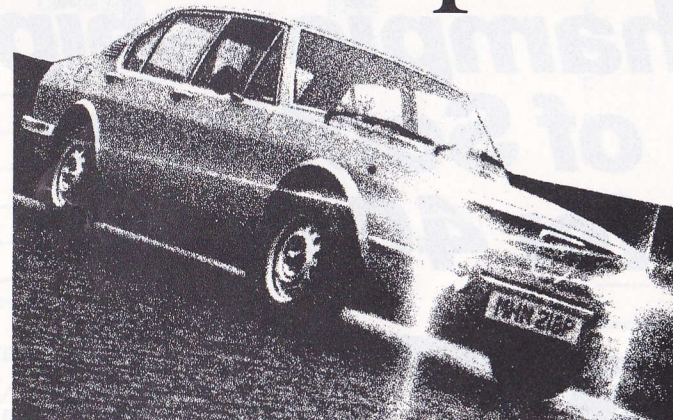
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of _____

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_____	Overall Badge	£1.00	£	:
_____	Single Motif Tie	£1.10	£	:
_____	Lapel Badge	£0.40	£	:
_____	Cuff Links (pair)	£1.50	£	:
My cheque/P O/Cash is enclosed for			£	:

Return to Scottish Motor Racing Club Ltd
together with your remittance at
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TRACK TEST

1977

Subject

Scottish Motor Racing Club Membership.

Technical Data

Subscription for 1977 £4.00

Entrance Fee payable only on first joining the Club £1.10 unless payment of subscription is by bankers order in which case this is waived.

Club activities

Organising Motor Racing at Ingliston
Test Days at Ingliston
Social Events in the North, East and West of Scotland
Annual Dinner Dance which is one of THE Motor
Sport social events of the year

Members receive each month a copy of the club's own magazine Wheelspin

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No discount on entry fees for drivers

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No access to either the MacRobert Pavilion or the bar.

Right to purchase season tickets to the Grandstands at reduced rates inclusive of car parking (1977 Blocks A, B, F and Southstand, Adults £7.50, Juveniles £6.25; Blocks D & E Adults £8.75, Juveniles £7.50).

No season tickets available. Cost of equivalent ticket for Blocks D & E Adults £10.50, Juveniles £9.00 and car parking costs.

The right to purchase and display club insignia.

No rights to purchase or display club insignia.

Conclusion

Join the Scottish Motor Racing Club now using the form printed over and make payment by bankers order if possible.

SCOTTISH MOTOR RACING CLUB LIMITED

Registered Office: National Bank Chambers Duns
24440 Edinburgh VAT Reg No: 270 4361 74

For Office Use

CB Ref

Memb. No:

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 1976 and for 1977 and agree, if elected to be bound by the Memorandum and Articles of Association thereof for the time being.

_____/_____/1977 _____
(Signature, please)

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

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