

John Lepp won both heats of the 2 litre sports car race with 20s in hand.

INGLISTON

John Lepp takes both heats

The Shand Carpets "100" meeting held at Ingliston on Sunday last benefited from fine racing weather and the presence of Noel Edmonds to attract nine and a half thousand spectators to witness a 10 race programme which became rather drawn out. The programme included two 30 lap parts for International 2 litre sports cars but of the 24 listed only half that number faced the starter, Ian Grob having to bring his second KVG Racing Chevron chassis into use after demolishing one in the Saturday practice against the armco and a tree, while Ian McLaren all but collected a building in practice when a doughnut cried enough, but he and Tony Charnell, who had clobbered a front corner on his Chevron B23 were mobile on Sunday. John Lepp was in winning form with the March and powered away to win both heats and set a new class lap record.

Motorsports championship leader Kenny Allen made a superb start in his Clan Crusader to lead pole position holder Mike Nugent (Elan), the latter trying all he knew to pass at Lethander, as Allen kept his cool until a spin on lap 8 dropped him to fourth place, the pair pulling away from John Kirk (Davrian) who had out-dragged Andrew Smith (Elan). Initially Alex Souter (Elan) led the Jensoft Healey of Eric Liddell until a recurrence of practice bothers slowed the latter leaving Souter to be overwhelmed by Peter Baker who charged the ex-Absalom Ginetta G4 through from the back of the grid to fifth place, helped by Iain Gardner spinning his Davrian off out of the hairpin, this emanated by Reg Forrester-Smith's Ginetta a few laps later.

The up to 1-litre saloon 10 lap race featured a battle for the lead between the Imps of John Fyda and Ian Forrest, the pair running away from the rest led by the Imp of Bill Donald who held a lonely third place until Lawrence Jacobsen had the effrontery to close up, but his challenge faded when his transmission packed up. Up front Fyda got the advantage at mid-distance but Forrest never let up, trying to force the inside line at Lethander but being forced to take to the grass, then contacting the Agra version which just carried on as he broadsided, to lose ground. Fyda's luck held even allowing him to coast over the line to take the flag when his Imp's transmission cried enough.

The first 30 lap heat of the main event provided John Lepp with a runaway victory with the March Hart 755, easing away from Richard Scott's Chevron B26, in a secure second ahead of the third place dispute between Guy Edwards' Lola-Hart T390 and Iain McLaren (Chevron B26), doing wonderfully well despite lacking Hart power, Ian Grob was holding fifth place, but behind, Richard

Roberts in the Lola T294 was getting no peace for the hard charging Richard Mallock in the U2-Hart Mk 17 BDA, and they changed places just after Scott departed the race elevating them all one place. Graham Hamilton in the McDonald Shand Ecurie Ecosse Chevron B23 managed seventh place well ahead of Tony Charnell's similar car as John Thorne and John Cole brought up the rear.

The Formula Fords ran a somewhat chastened affair on a slippery track, Stu Lawson tip-toeing his Hawke in front of the Crossie of John

Ian Forrest tries a short cut in his vain efforts to displace race winner Fyda.



Motorsports (10 laps): 1. Mike Nugent (Lotus Eln), 5m 57.8s, 68.95 mph; 2. John Kirk (Daurnan), 5m 01.4s; 3. Andrew Smith (Lotus Eln), 5m 03.0s; 4. Kenny Allen (Clan Crusader), 5m 07.4s; 5. Peter Baker (Ginetta G4).

Over 1300cc: 1. Nugent, 2. Smith, 3. Peter Baker (Ginetta G4).

Fastest lap: Nugent, 52.2s, 71.03 mph (circulator). **Up to 1300cc:** 1. Kirk, 2. Allen, 3. Ian Gardner (Davrian Agra). **Fastest lap:** Allen, 51.8s, 71.58 mph (second).

Special Saloons up to 1000cc (10 laps): 1. John Fyda (Agra Imp), 9m 30.5s, 64.95 mph; 2. Ian Forrest (Forrest Imp), 9m 49.0s; 3. Bill Donald (Hillman Imp), 9m 55.8s; 4. Angus Young (Agra Mini), 10m 10.1s. **Fastest lap:** Fyda, 55.2s, 67.17 mph.

Shand Carpets "100" for 2 litre Sports Cars, part 1 (30 laps): 1. John Lepp (March Hart-755), 23m 49.5s, 77.82 mph; 2. Guy Edwards (Lola Hart-T390), 24m 05.2s; 3. Iain McLaren (Chevron-Ford B26), 24m 08.2s; 4. Ian Grob (Chevron-Hart B31), 24m 19.5s. **Fastest lap:** Lepp and Richard Scott (Chevron B26), 46.8s, 79.23 mph (second).

Part 2 (30 laps): 1. Lepp, 24m 15.0s, 76.45 mph; 2. Edwards, 24m 20.4s; 3. McLaren, 24m 01.2s; 4. Richard Mallock (Mallock U2-Hart Mk 17 BDA). **Fastest lap:** Lepp, 46.8s, 79.23 mph (equale own record).

Aggregate: 1. Lepp, 48m 04.5s, 77.13 mph; 2. Edwards, 48m 25.5s; 3. McLaren, 48m 29.2s; 4. Grob, 49m 02.2s; 5. Mallock, 49m 16.2s.

Formula Ford (10 laps): 1. John McGilvray (Crossie 23F), 9m 36.8s, 64.29 mph; 2. Stu Lawson (Hawke DL12), 9m 50.6s; 3. Neil Williamson (Van Diemen), 10m 01.8s; 4. Colin Lawson (Van Diemen), 10m 09.2s. **Fastest lap:** Stu Lawson, 55.6s, 67.42 mph.

Production Saloons (10 laps): **Overall and over £1899:** 1. Eddie Labinoh (Alfa Romeo-GTV 2000), 10m 48.5s, 57.18 mph; 2.

McGilvray, George Franchitti (Hawke) and Duncan Hall (Hawke), who collided with Graham Hamilton (Van Diemen) at Caravan letting Colin McLean (MRE), Colin Lawson (Van Diemen) and Neil Williamson, similarly mounted, through. At half distance McGilvray led, but was harried by Stu Lawson, the pressure only being relieved when the Hawke spun at Caravan and restarted still in second place as Williamson annexed third from McLean and Lawson.

The resultant copious dosing of white powder was soon dispersed by the forcefully driven Production saloons, Eddie Labinoh hustling his Alfa away from the others as usual and leaving Noel Edmonds, whom a large section of the crowd had come to see, to the attentions of Jennifer Birrell who thrust her Firezza past the D.J's Magnus on the inside on the third lap, the pair pulling out an advantage over Doug Niven in Tom Meldrum's Escort Mexico who kept Ian Smith's Mazda at bay. On lap 8 much to the appreciation of the crowd Edmonds repeated Jennifer's manoeuvre and held second place to the flag.

The Clubmans 10 laps was a non-event as Caravan again claimed half the field on the opening lap, leaving Ray Edge to pull out a handsome lead over Alistair Macintosh and Geoff Lambert, while David Manley restarted two laps down, all of them in Mallocks.

The libre event started with a needle as Andy Barton thrust his March 74B through the hairpin on the inside line contacting leader Norman Dickson's similar car, which slid wide but continued, putting on a tremendous display of tighering, late braking at corners to take over the lead on lap 10 of the fifteen. Then he spun off at Caravan on the inside next lap but continued without losing second place. Behind, Andrew Jeffrey kept the Chevron 25 in third place from Bob Rollo (Lotus 69) while John McGilvray and Pete Morrison had a race long dice in their Crossies.

John Lepp and Guy Edwards crept on the start-line before the former shot off again to take command of the second sports car heat, Iain McLaren eased his Chevron in behind Edwards despite finding a damaged tyre which his crew changed before taking his grid place late, while Scott pitted with a puncture to restart only for a few yards, Ian Grob was leading Richard Mallock who again had Richard Roberts' Lola in tow. This lasted till lap seven when the Lola got through and set about and passed Grob, who was hauled in by Mallock until Roberts retired when Mallock took Grob for a well earned fourth place.

For those who waited on, the over 1 litre saloons provided some cracking racing, led off by Hugh Chalmers with the Jas. Ross Avenger ahead of Doug Niven (Ford Boss Capri), Walter Robertson (Escort) and Jim Dryden (Mini Longman), Bill Dryden, however, had thrust the DTV Vauxhall into fourth place by lap two, and by half distance he led with the Avenger second and Niven holding third despite the pressure from Robertson, Jim Dryden was having his work cut out to fend off Frank Gunn's Escort and collected the Mini of Eric Smith at the hairpin, dislodging its bonnet which it promptly ran over and retired.

The final event for sports and special GTs gave Iain McLaren another chance to prove his expertise with the Chevron B26 as he ran off and hid from the field in which Tony Charnell (Chevron B23) was ousted by first a very on-form Dave Manley (Mallock), and then Ray Edge's similar car, while Kenny Allen equalled the class record in the Clan Crusader while holding fifth place in front of his ASM teammate Andy Smith (Elan).

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Neel Edmonds (Vauxhall Magnus), 10m 56.4s; 3. Jennifer Birrell (Vauxhall Firezza), 10m 57.4s; 4. Doug Niven (Escort Mexico), 11m 02.0s. **Fastest lap:** Labinoh, 55.2s, 67.17 mph (second). **Up to 1300cc:** 1. Ian Smith (Mallock RX3 Coupe), 55.33 mph; 2. Ian Smith (Hillman Avenger); 3. Chris Jones (Mazda RX3 Coupe). **Fastest lap:** Smith, 55.4s, 56.70 mph (second).

Clubmans (10 laps): 1. Ray Edge (Mallock U2 Mk 17), 10m 30.0s, 69.63 mph; 2. Alistair Macintosh (Mallock U2 Mk 17), 10m 22.4s; 3. Geoff Lambert (Mallock U2 Mk 14 B), 11 laps; 4. David Manley (Mallock Mk 17), 10 laps; 5. Ray Edge (Mallock U2 Mk 17), 9m 50.8s, 72.99 mph.

Special Saloons (10 laps): 1. John Fyda (Agra Imp), 9m 30.5s, 64.95 mph; 2. Ian Forrest (Forrest Imp), 9m 49.0s; 3. Bill Donald (Hillman Imp), 9m 55.8s; 4. Angus Young (Agra Mini), 10m 10.1s. **Fastest lap:** Fyda, 55.2s, 67.17 mph.

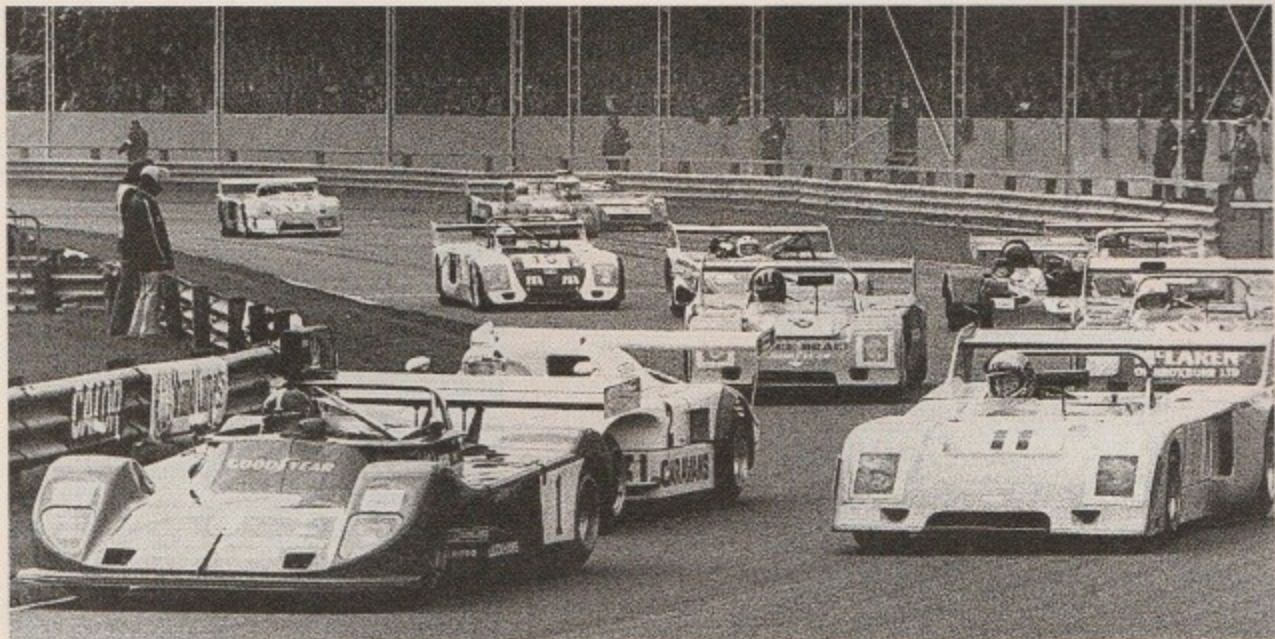
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McLaren and
Ian Grob at
Ingliston in
1975**