

LEPP's March and Edwards' Lola leave the line side by side.

Ingliston

Lepp Marches north of the border

JOHN LEPP headed north on Sunday to win the Ingliston 2-litre sports car race in his works March 75S, 'Leppie' winning both 30-lap parts of the race and heading the T390 Lola of Guy Edwards and the B26 Chevron of Iain McLaren in the overall finishing order. The production saloon car race saw Eddie Labinjoh beat Noel Edmonds in an Alfa versus Vauxhall struggle and the FF dice went to the Crossle 25F of John MacGillivray.

It is not unusual for a journalist trying to get into the Ingliston circuit to encounter indifference, suspicion and downright hostility, a curious combination of attitudes, considering that facilities in the press office are probably unrivalled anywhere in Britain. MN's efforts to penetrate the outer defences at Sunday's meeting were the most wearisome ever. At one time it was almost a case of 'to hell with reporting the racing, let's go and sunbathe somewhere instead'. This splenetic introduction may help to explain why the report misses out the first two races, which remained unseen.

**2-Litre SPORTS CARS
Heat 1 - 30 laps**

Feature race of the day was the Shand Carpets 100, for which MacDonald Shand/Ecurie Ecosse patron-Douglas Shand had provided a prize fund of more than £1,700. With 25 cars on the entry list, the organisers were probably hoping for a few non-starters, since this is considerably more than the Ingliston grid can hold; in the event, something like half the entries failed to show.

John Lepp was on pole for the first part with the works March 75S, complete with latest Hart alloy engine. Alongside him was Richard Scott in the Forge Mill Chevron B26, but not with the threatened 1300 cc turbocharged engine, a Hart FVC being installed instead. Guy Edwards in the Caravans International Lola T390 was another to use the latest super-Hart engine, and beside him on the second row came the leading local driver Iain McLaren in the B26 with Swindon BDG power.

The attraction of the 2-litre sports cars and the appearance in a later race of Noel Edmonds, who had a busy afternoon not only racing but also chatting on the PA and signing autographs, ensured a fine turnout of spectators, the official figure being 9,500. They were treated to a great display of driving by John Lepp, who made up for his Knockhill disaster by taking the lead in the first yard and blasting round in complete control of the race. Richard Scott chased him hard into the Esses, and was almost alongside on the inner line for the left-handed entrance, but Lepp held him off through the corner, and they stayed in that order to Caravan, with Guy Edwards taking up third place, Iain McLaren fourth and Ian Grob's KVG Chevron fifth. John Cornfield's Martin didn't survive the start, being pulled up on the grass verge opposite the grandstand.

By the third lap Scott was one second down on Lepp, but next time round the March got a little out of shape as it passed the start-finish line and the Chevron moved menacingly closer. This proved to be a delusion, and Lepp was 2s ahead again by the end of lap seven, when he infiltrated a backmarker between himself and Scott on the way into the Esses, taking his chance to get away into a 5s lead.

Tony Charnell in the Mogil Motors B23 and Richard Roberts in Stuart Chubb's Lola T294 were the main Firestone users, and found in this bright but cold day that the tyres simply wouldn't warm up, leading to some rather erratic handling. Roberts took Richard Mallock for sixth place on lap 11, but 10 laps later Mallock was back in front.

McLaren, finding that he had the advantage under braking into the hairpin, Lefthander and Arena, closed on Edwards - and had some rubber streaks on the front of his car to prove it - but the Hart engine pulled the Lola out of reach on the back straight and Edwards was never seriously threatened.

John Cole understeered his Chevron off on the inside of Lefthander on lap 16, crept round for several laps, called at the pits to tape up the bodywork, and continued at a slow pace when he might have been better off the circuit - but for the chance of prizemoney if he managed to qualify for the final.

On lap 20 Scott suddenly couldn't find any gears, the input shaft having broken, and he retired the Forge Mill car at the pits. Lepp was left to win by nearly 16s, both he and Scott having set up a new sports car record in the process. McLaren continued to raise local hopes by pressing Edwards, while Grob, Mallock and Roberts were well spaced out behind, followed by Graham Hamilton, installed for this event in the Chevron B23 rented from Pete Smith.

1. J. Lepp (2.0 March 75S-Hart) 23m 49.5s (77.82 mph); 2. G. Edwards (2.0 Lola T390-Hart); 3. I. McLaren (2.0 Chevron B26-Swindon); 4. I. Grob (2.0 Chevron B31-Hart). Fastest lap: Lepp and Scott 46.8s (79.23 mph) new class record.

FORMULA FORD - 10 laps

Stuart Lawson led off the line in the Hawke, John MacGillivray got a nose in front from pole position with the Crossle, but it was Lawson ahead at the end of the opening lap. Graham Hamilton in the Van Diemen had shared the second row with Duncan Hall's Hawke. First time through Caravan, Hall tried to force a way through, put one of his wheels inside one of Hamilton's back wheels and launched the Van Diemen fairly heavily into the barrier. Both cars retired. George Franchitti's Hawke and Colin MacLean's MRE took up third and fourth places, although some way down on the leaders because of the incident at Caravan.

Moffat's Alexis and Laird's Hawke spun on an oil slick by the MacRobert Pavilion on installed

laps, Laird's gyration provoking a splendid avoidance by Neil Williamson, whose Van Diemen was right behind. On lap four MacGillivray squeezed ahead of Lawson, who then had to cope with a fair slide on the MacRobert oil. He closed up again on lap seven, but spun at Caravan and continued well down, still holding his place and the championship lead.

1. J. MacGillivray (Crossle 25F) 9m 36.8s (64.29 mph); 2. S. Lawson (Hawke DL12); 3. N. Williamson (Van Diemen); 4. C. Lawson (Van Diemen). Fastest lap: Lawson 55.0s (67.42 mph).

**PRODUCTION SALOONS
- 10 laps**

This Radio Forth championship race was a real battle of the air waves. Noel Edmonds was up to drive the SMT/Marshalls Vauxhall Magnum, but pole position was taken by Eddie Labinjoh in an Alfa Romeo. Jennifer Birrell was on the second row with another Magnum which SMT had borrowed to keep her in the running for championship points, next to the unfamiliar sight of Douglas Niven out for his first production saloon race in Tom Meldrum's Mexico.

Labinjoh really meant business and powered away at the flag, 1.5s up at the end of the lap and extending his lead over the battling Edmonds/Birrell duo behind. Jennifer tried for the inside at the hairpin and at Caravan, becoming involved in what Noel later described as "a slight fondle of my rear-end". It paid off at the hairpin on lap four, but Edmonds kept pressing hard and, after the borrowed Vauxhall lost second gear, he went ahead again - on the inside at the hairpin, which showed he had picked up the Ingliston tricks very quickly. Douglas Niven was a fair way back in fourth, while there were some very hairy moments further down the field as Ian Stirling's Avenger tried to muscle its way past Chris Jones's Mazda, being rewarded on the final lap when the Mazda spun at the hairpin.

1. E. Labinjoh (2.0 Alfa Romeo 2000GTV), 10m 48.5s (57.18 mph); 2. N. Edmonds (2.3 Vauxhall Magnum); 3. J. Birrell (2.3 Vauxhall Magnum); 4. D. Niven (1.6 Ford Mexico). Fastest lap under £1,699: L. Smith (Mazda RX3) 65.4s (56.70 mph) new class record. Fastest lap over £1,699: Labinjoh 63.5s (58.39 mph) new class record.

CLUBMANS - 12 laps

The final round of the Northern Clubmans Champagne Championship was transported across the border, to add an event to what was already a very long programme - and was running unavoidably late because of barrier repairs needed after the FF race. Ray Edge's Mallock took the lead from pole position, but his front-row neighbour Steve Russell spun his similar car at Caravan, John Holroyd and Bob Inch in two more Mallocks becoming involved and all three retiring, leaving Edge with a 9s-lead at the end of the first lap. Alistair Mackintosh took his Class B Mallock into second place, won his class and was the only other driver on the same lap as the leader. Dave Manley, having gone straight to the pits from the dummy grid to sort out his gears, came out after two laps and went briskly round to collect some easy championship points.

1. R. Edge (1.6 Mallock U2 Mark 17) 10m 39.0s (69.63 mph); 2. A. Mackintosh (Mallock U2 Mark 11B); 3. G. Lambert (Mallock U2 Mark 14E); 4. D. Manley (Mallock-U2 Mark 17). Fastest lap: Edge 50.8s (72.99 mph).

FORMULE LIBRE - 15 laps

Norman Dickson's March was first off the line in the libre race, but BP championship leader Andy Barton took the lead into the Esses with another March as Dickson seemed to fumble for a gear. The

leaders touched during the first-lap scramble, which ended with Barton 2s in the lead and moving slowly but steadily farther ahead. Andrew Jeffrey's Chevron and Bob Rollo's Lotus were comfortably in third and fourth places in a fairly thin field, Douglas Thomson's Chevron not appearing after breaking a drive-shaft in practice.

Barton pulled away to a 5s lead, but as he began to thread his way through backmarkers it was Dickson who really started having a go, taking the lead on lap 10 and then spinning it away at Caravan on the very next lap, while Barton continued smoothly to an untroubled win. Stuart Lawson continued MacDonald Shand/Ecurie Ecosse's rather unfortunate day - as an entrant - by retiring the F3 March on lap six, while John MacGillivray and Peter Morrison took fifth and sixth places with FF Crossles, and Bob Brown once again had bother with his Lotus 69.

1. A. Barton (1.6 March 74B) 12m 10.9s (76.10 mph); 2. N. Dickson (1.6 March 74B); 3. A. Jeffrey (2.0 Chevron); 4. R. Rollo (1.6 Lotus 69). Fastest lap: Dickson 47.0s (78.89 mph).

**2-Litre SPORTS CARS
Heat 2 - 30 laps**

The second part of the Shand Carpets 100-kilometre race saw John Lepp on pole, of course, with Guy Edwards alongside and McLaren sharing the second row with Grob. Even though the programme included a special note that only finishers in the first part of the race were qualified to compete, Richard Scott was at the back of the grid with the previously retired Forge Mill car. Although he wasn't eligible for any awards, this familiar Ingliston manoeuvre of putting in an "extra" was to prove not entirely popular in the next few minutes.

It looked as if John Lepp had half a length less than anybody else to do by the time the flag dropped, but Guy Edwards gave the T390 the works in an effort to hold on, and was close behind by the end of the opening lap. McLaren, Grob, Mallock, Hamilton, Roberts, Scott and Charnell followed on.

On lap two Scott took Roberts at the hairpin, but held on to the outside instead of slanting across the normal right-hand line for Lefthander. The two cars did a spot of bouncing off each other, and it was only as Charnell passed them on the right-hand line that Scott moved across, the front of his Chevron connecting with the rear of Charnell's and launching it momentarily into the air. Scott's car punctured a tyre and damaged its steering, and he took it to the pits, coming out after some repair work but pulling off into the slip-road after the grandstand because he found it needed half-lock to be persuaded to motor in a straight line!

Charnell was left with a bent wheel, wishbone and radius arm visited the pits to change the wheel but continued with a weirdly handling machine which had a rear wheel off the ground at Lefthander and also three-wheeled through Arena.

By the start of lap seven Edwards was still only 1s behind Lepp; but as Lepp passed Lyndon Thorne's Aldon by the grandstand, the Aldon got in the Lola's way a little into the Esses, and the March had its advantage again. Roberts moved up to fifth, middle man in a good dice which also involved Ian Grob and Dick Mallock. This was the feature of the middle part of the race, until Roberts abandoned on lap 18. Mallock took Grob one lap later, and attention then focussed on McLaren, who was trying once again to close on Edwards. By this time the sun was right in the

drivers' eyes as they made for the hairpin, and since some oil had been spilled on the outside line there, everybody kept to the right and darting through on the inside became impossible. John Lepp equalled the new class record, and once away never gave Edwards any chance to come to grips again.

1. J. Lepp (2.0 March 75S-Hart) 24m 15.0s; 2. G. Edwards (2.0 Lola T390-Hart); 3. I. McLaren (2.0 Chevron B26-Swindon); 4. R. Mallock (2.0 Mallock U2 Mark 17-Hart).

Aggregate: 1. Lepp 48m 04.5s; 2. Edwards 48m 25.6s; 3. McLaren 48m 29.2s; 4. Grob 49m 02.2s; 5. Mallock 49m 16.2s.

**SPECIAL SALOONS
over 1000 cc - 10 laps**

This round of the Lombard North Central championship saw Hugh Chalmers put the Avenger-Lotus on pole position. Douglas Niven was alongside in the Border Reivers V8 Capri which still looks to have a super-abundance of power for its handling capabilities. Walter Robertson and Jim Dryden shared the second row, while Bill Dryden was on the next rank with the RMT/DTV Fireza which had suffered a failure of its transistorized ignition unit in practice, and needed the first couple of race laps to scrub in a set of tyres which should have been scrubbed in practice.

Only part-way through his first full circuit-racing season, Hugh Chalmers did a hillclimber's start and rocketed off the line with Niven, Robertson and Jim Dryden behind. Chalmers was 2s ahead at the end of the first lap and 2s more at the end of the second; but Bill Dryden had moved ahead of Jim Dryden's Cooper, and next time round passed Niven by holding the inside line into Southstand.

Chalmers was still going very well in front, but once clear of the rest and with his tyres in proper trim, Dryden inexorably closed up with the Fireza and took the lead on lap seven. At the same time, championship leader Eric Smith retired his Cooper S. Niven and Robertson had a close tussle for third place, Jim Dryden and Frank Gunn did the same thing for fifth, while Jim Pinkerton called off his race-logged battle with Eric Paterson by spinning his Cooper S backwards into the Armoco net fifty yards from the flag.

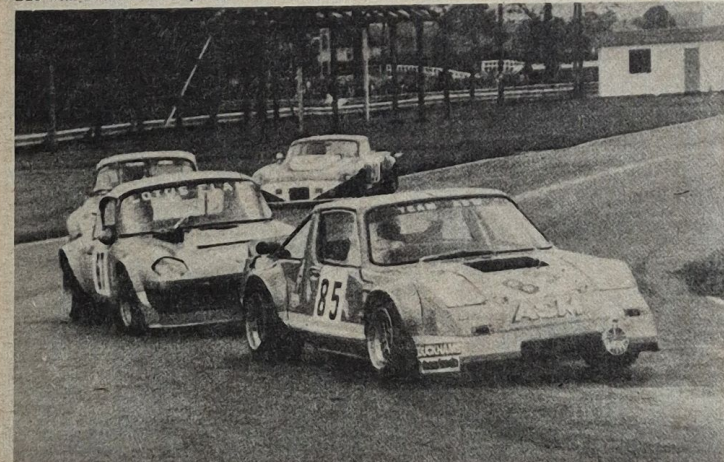
1. W. Dryden (2.5 Vauxhall Fireza) 9m 09.0s (67.54 mph); 2. H. Chalmers (2.5 Avenger); 3. D. Niven (5.7 Capri V8); 4. W. Robertson (1.8 Escort). Fastest lap under 1300 cc: Smith 54.8s (67.66 mph). Fastest lap over 1300 cc: Dryden 53.0s (69.96 mph).

**SPORTS & SPECIAL GT
- 10 laps**

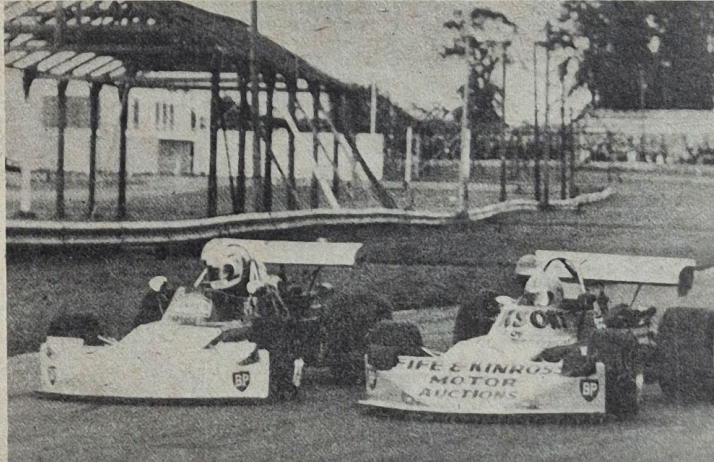
After the prizegiving, where the awards were handed by Hector Munro, MP, the Shadow Spokesman on Sport, who turned out to be an Ingliston regular and vintage Bentley owner, and because of the earlier barrier-repairing delays, it was 6.40 pm before the final race started. Iain McLaren and Tony Charnell were out again to swell the entry list, neither having appreciated at first that there was to be a Hartley Whyte championship round at this meeting.

McLaren won as he liked, Charnell holding second place for four laps with the saved Mogil car before giving best to Dave Manley's Mallock. With two laps to go the Chevron lost another place, to Ray Edge in another Clubmans car, while Kenny Allen had another fine drive in the Clan Crusader to lead ASM team-mate Andrew Smith's Elan over the line.

R.F. 1. McLaren (2.0 Chevron B26-Swindon); 2. D. Manley (1.6 Mallock U2 Mark 17); 3. R. Edge (1.6 Mallock U2 Mark 17); 4. Charnell (Chevron B23).



KENNY ALLEN's Clan leads modsports winner Mike Nugent (Elan).



EVENTUAL libre victor Andy Barton (left) steals the inside line from Norman Dickson to take the lead.