



SCOTTISH Motor Racing Club's Adam Wyllie Memorial Trophy meeting at Ingliston on Sunday saw Andy Barton take an unchallenged win in the *formule libre* event, while Stuart Lawson put MacDonald Shand/Ecurie Ecosse over the line first in both FF races and Iain McLaren broke John Miles' long-standing class record while running away with the sports car race. In the absence of both Douglas Niven and Bill Dryden it was Eric Smith who won the special saloons final, and Eddie Labinjoh in the Alfa Romeo part-sponsored by Radio Forth took the production saloon race which was also Radio Forth-sponsored.

MODSPORTS - 12 laps

When racing started, in ideal weather, it seemed likely that the Modsports affair would be a real battle, with John Kirk's K & F Metals Davrian and Mike Nugent's Elan on the front row, threatened by the successful Alex Smith Metals/Team East Ayrshire Clan Crusader and Elan of Ken Allan and Andy Smith immediately behind. When the flag went down, the second row tried to power through to reach the Esses ahead, and there was a great coming-together which saw Nugent being side-swiped but just holding what could have been a most inconvenient spin, and Smith pulling off by the MacRobert Pavilion before walking back to the start line in a noticeably less than happy mood.

Allan, with a new engine fitted for the day, ran off into the distance and absolutely annihilated his own class record. Kirk stayed second for a lap, but then the Davrian's back brakes locked up and he spun backwards into the Armo at Lethander, driving slowly to the pits to retire. Peter Baker's Triumph broke a half-shaft at the hairpin and went out, and attention came to be focused on Eric Liddell in the Jencot Jensen-Healey. Alex Souter's Elan had inherited second place after Kirk went out, but was eventually reeled in by the Jencot car, which had been delayed at the start-line incident. Bob Rollo held a safe fourth place most of the way, but, after a quick visit to the pits at the end of the first lap, Nugent's Elan

was never in contention, although it set fastest lap, and was retired to the paddock on lap eight.

1, K. Allen (1.1 Clan Crusader), 11m 12.2s (66.19 mph); 2, E. Liddell (2.0 Jensen-Healey); 3, A. Souter (1.6 Lotus Elan); 4, R. Rollo (1.3 MG Midget). Fastest lap under 1300 cc: Allen 54.2s (68.41 mph), new class record. Fastest lap over 1300 cc: Nugent 54.0s (68.67 mph).

SPECIAL SALOONS up to 1000 cc - 12 laps

The first heat of the Adam Wyllie Memorial Trophy race, and also of the Lombard North Central championship, had John Fyda's Agra Imp on pole with an all-Chrysler first two rows of the grid. Fyda and Ian Forrest went neck-and-neck for the Esses, with Fyda's car on the right-hand line and having to give way into the left-right flick. Forrest's Imp took the lead, but it was short-lived, as Fyda moved ahead at the hairpin on lap one. Peter Pitman's Imp, Bill Donald's Imp and Bruce McLeod's Alval Mini led the well-spaced pursuit, and then the pattern of the race was disturbed at the start of lap six when Fyda's Imp, which had begun to smoke badly, was pulled off the circuit after the main grandstand. The leader board didn't change thereafter.

1, I. Forrest (1.0 Imp) 11m 32.2s (64.26 mph); 2, P. Pitman (Imp); 3, W. Donald (Imp); 4, B. McLeod (Alval Cooper S). Fastest lap: Fyda 56.0s (66.21 mph).

FORMULA FORD - 12 laps

The FF race was sponsored by the Royal Highland and Agricultural Society, owners of the Ingliston estate. Stuart Lawson was on pole in the MacDonald

Shand/Ecurie Ecosse Hawke, with John McGilvray's team Ziebart Crosslé alongside. From the line it was Lawson, MacGilvray and Dave Steedman, being given a run in the MacDonald Shand Van Diemen.

The first three stayed as they were for almost half the race, and then George Franchitti's Hawke managed to squeeze into third place, with Steedman trying unavailingly to win it back into the Esses on lap seven. He then fell back another place when passed by Colin MacLean's MRE on lap nine, and on that same lap Peter Morrison tried to edge his Crosslé in front of Wilson's Van Diemen at the hairpin, taking both cars off the road and into the barrier. MacGilvray had trouble at the back of the circuit on lap 11 and dropped from second to fourth.

1, S. Lawson (1.6 Hawke DL12) 11m 00.2s (67.40 mph); 2, G. Franchitti (1.6 Hawke DL12); 3, C. MacLean (1.6MRE 73/75F); 4, J. McGilvray (1.6 Crosslé 25F). Fastest lap: Morrison 53.4s (69.44 mph).

SPECIAL SALOONS over 1000 cc - 12 laps

Eric Smith's Cooper S and Frank Gunn's Escort shared the front row, and they made a real start of it, blasting off towards the Esses while Jimmy Patrick's Colvend Mini made a Guy-Tunmer-at-Silverstone take-off from the third row when nobody was looking.

At the end of the lap, Smith was two seconds up on Gunn, who headed Patrick, Jim McClements' Cooper S, Jim Dryden's Cooper S and Jimmy Pinkerton's Cooper S. On lap four Dryden took his overheating car into the pits, and soon after McClements went past Patrick for third. By lap six Patrick was down to fifth behind Pinkerton, while Colin Simpson, whose Escort had been misfiring badly from the start, abandoned it at the pits with a water leak. Dryden came out of the pits with one more lap to go, in an effort to qualify for the final, but forgot to do a full lap so as to cross the line after the chequered flag was out, and had to be shooed out of the pits again to make it as an official finisher.

1, E. Smith (1.3 Cooper S) 11m 26.4s (64.83 mph); 2, F. Gunn (2.0 Ford Escort); 3, J. McClements (1.3 Cooper S); 4, J. Pinkerton (1.3 Cooper S). Fastest lap under 1300 cc: Smith 56.0s (66.21 mph). Fastest lap over 1300 cc: Gunn 55.4s (66.93 mph).

SPORTS and GT - 12 laps

The faster cars began to come out in the fifth race, which counted towards both the Hartley Whyte

MODSPORTS - 25 laps

Ever since Longridge's opening meeting Modsports have had a reputation to live up to at this circuit and this race certainly managed it. The two E-types of Eike Wellhausen and Brian Murphy put on a tremendous

championship and the Carlsberg Clubmans series. Iain McLaren, despite a slipping clutch in practice and an engine on its last outing before a full rebuild - it is being replaced by a new Hart unit - was easily fastest in practice with his Chevron. Alongside him on the front row was Tony Charnell, whose Mogil Motors 1600 cc Lola had lost first gear during the morning session, but has a low enough Ingliston-hairpin second gear fitted to use at the start. This was another car with an about-to-be-retired engine, which had done the full 1974 season and also practice at Spa the previous weekend.

McLaren celebrated sponsorship from Christie Car Rental by disappearing over the horizon to win as he liked, while Charnell's engine died on him momentarily before the first gear change, but picked up quickly enough for him to be second into the Esses followed by Doug Baillie in the ex-DART Chevron, Eddie Labinjoh in the Fisher Spyder, Sandy Watson's Gryphon and Eric Liddell in the Jencot Jensen-Healey.

The order of the first four didn't change throughout, but there was plenty of action as McLaren's Chevron started lapping tail ends a third of the way through the race.

1, I. McLaren (2.0 Chevron B26/31) 10m 00.0s (74.16 mph); 2, A. Charnell (1.6 Lola T212); 3, D. Baillie (Chevron B21); 4, E. Labinjoh (1.1 Fisher Spyder). Fastest lap under 1300 cc: Labinjoh, 52.2s (71.03 mph). Fastest lap over 1300 cc: McLaren 48.6 (76.30 mph), new class record.

PRODUCTION SALOONS - 12 laps

Eddie Labinjoh, after strenuous efforts to take third place in the last event was out again immediately afterwards in the Radio Forth race, second fastest in practice with the Radio Forth/Fishers Garage Alfa Romeo 2000GTV to Andrew Cowan in the SMT Magnum. Cowan took the lead from the start, ahead of the Alfa and Ian Smith in one of the Team Zippo Mazda RX3s. On the first run into Arena, newly cement-dusted because of dropped oil, Cowan's rally style took over and he slid out on a lot of opposite-lock, leaving the door wide open for Labinjoh, who took advantage of it and drew dead level over the start line before the Vauxhall powered ahead into the Esses.

Next time round at Arena the Magnum went wide again, and as Labinjoh pounced for the inside line he was able to hold it and take

occasional spin but never long enough to allow the pursuing Edge to even stay on the same lap. Edge's car finished the race sounding very rough but well clear of third man Peter Keating (Hillman Imp).

1, D. Walker (1.0 Fiat 850 Coupé), 11m

the lead. On the third lap both the Alfa and the Vauxhall got severely out of shape at Arena, and although it looked for a moment as if they would get away with their parallel slides, the two cars touched and spun half-round to a standstill.

Labinjoh had the best of it, getting away in fifth place, while Cowan had to wait until the whole field had passed, and restarted thirteenth. All this drama allowed Smith to take the Mazda into the lead ahead of Ian Stirling's Avenger GT. Labinjoh passed Montgomery's Firenze for fourth at the end of lap five, and the Vauxhall shortly afterwards spun lightly into the barrier at the Esses but continued. The Alfa made up ground quickly, and it was on lap 10 that Eddie neatly took the lead all over again, slipping inside the Mazda at Arena. Cowan made up ground too, and set a new production saloon record, but couldn't get higher than sixth. The record in the smaller class was also beaten, by Ian Stirling's Avenger.

1, E. Labinjoh (Alfa Romeo 2000GTV) 13m 20.0s (55.62 mph); 2, I. Smith (Mazda RX3); 3, I. Stirling (Hillman Avenger GT); 4, R. Knowles (Ford Fiesta). Fastest lap under 1100 cc: Stirling 54.4s (57.58 mph), new class record. Fastest lap over 1100 cc: Cowan 63.6s (58.30 mph), new class record.

FORMULE LIBRE - 15 laps

The BP Super Visco race saw Andy Barton's Atlantic March on pole, with Douglas Thompson in the Thistle Metalics Chevron B27 alongside. Iain McLaren's sports Chevron shared the second row with Norman Dickson's March 74B. From the flag the field made an orderly start, all neatly tucked into line for the Esses, with Barton ahead of Thomson, McLaren, Dickson, Andrew Jeffrey in the Saltiesre Chevron B25, Bob Rollo's Lotus 69 and John Mackie's McLaren. Doug Baillie started late in his latest acquisition, the ex-DART Chevron B21, but drove very well for somebody whose previous season was in production saloons, and soon got down to the business of picking his way neatly through the field.

Andy Barton controlled the race throughout, and was never remotely threatened. Thomson stayed in second place most of the way, but although McLaren was third for the first six laps the Chevron was slipping its clutch badly on the back straight, and he retired. Andrew Jeffrey took some time to find a way past Norman Dickson but managed it on lap 4; two laps later Dickson brought the March into the pits, to retire it with a broken throttle cable. Thomson was held up a little in mid-race by a back-marker who moved out of Barton's way but didn't notice the Thistle Metalics car also coming up to lap him, and on lap 11 Bob Rollo put a rear wheel onto the grass at Southstand while holding fourth place, nudging

into the barrier during a spin. Andrew Jeffrey lost a few yards on Douglas Thomson when he had trouble finding a gear out of the hairpin, but closed right up again in traffic on the last but one lap, and was rewarded not only with fastest lap but also with second place when Thomson spun at Caravan last time round.

1, A. Barton (1.6 March 73/74B) 12m 10.1s (76.18 mph); 2, A. Jeffrey (1.9 Chevron B25); 3, D. Thomson (1.6 Chevron B27); 4, D. Baillie (Chevron B21). Fastest lap: Jeffrey 47.0s (78.89 mph).

SPECIAL SALOONS - 15 laps

Eric Smith and Frank Gunn shared the front row for the Adam Wyllie/Lombard North Central final, with Jim McClements and Ian Forrest behind. Gunn's Escort just moved first but then hesitated, and Smith went into the lead which his Cooper S held to the end. Gunn, McClements and Forrest tucked in behind. Spots of rain on the third lap didn't come to anything, and the main interest in the early part of the race was the tremendous pressure Jim Pinkerton was putting on Ian Forrest for fourth place, which finally changed hands on lap seven.

The real sort-out came, as in the Libre race, almost at the end. Safe in second place, Gunn went out on lap 14 when his throttle jammed and he went into the barrier at Caravan. Pinkerton was by this time having Forrest return the compliment by pressing very hard for what turned out to be third place, and as his engine began to go rough Pinkerton dropped to fourth place on lap 14 and was edged out of that by a hairsbreadth on the very last lap when Peter Pitman took him almost on the finish line.

1, E. Smith (1.3 Cooper S) 13m 58.6s; 2, J. McClements (1.3 Cooper S); 3, I. Forrest (1.0 Imp); 4, P. Pitman (1.0 Imp). Fastest lap: Smith 54.8s (67.66 mph).

FORMULA FORD - 9 laps

The programme ended with a Formula Ford pursuit race, in which the last man on every lap was to be flagged off until only four were left. The preliminaries seemed to promise nothing but utter confusion; however, it turned out to be the closest race of the day. At first Graham Mundell's Royale led from Kerr's Elden, Alastair MacKintosh's Mallock and Stuart Lawson's Hawke. While the tail-enders were gradually flagged off, a real dice developed at the front, with MacKintosh moving up to second and then suddenly being demoted to fourth, while Lawson put in a late run for MacDonald Shand/Ecurie Ecosse to take the lead on the eighth lap. There was more place-swooping than in any of the "real" races, and Lawson finally headed the others in the order MacKintosh-Mundell-Kerr.

R.F.

Orbell's triple Longridge

LANCASHIRE AC's second outing of the year at Longridge saw David Orbell record a trio of victories in his Stallwood U2 Clubmans car including a qualifying round of the Northern Clubmans Champagne Championship. Along the way he also equaled the outright lap record set once but broken the night before by Kees. Another highlight was his March