

## Niven's accident spoils Super Saloons opener

THE Scottish racing season got off to a rather damp start with Rossleigh Trophy Meeting at Ingliston, many new cars turned up and new class leaders came to the fore!

In the course of the day conditions got better and speeds increased, though the meeting was marred by an accident involving spectators when Doug Niven's Border Reivers Escort's throttle jammed and his car jumped the Armco near South Stand. The principal race was the opening Tricentral Super Saloon round in two 20-lap heats which proved a bit demanding for some of the machinery on the tortuous Ingliston track.

### MODSPORTS - 10 laps

Racing got under way in slight drizzle with the modified sports race. Front row was Andrew Smith and Ken Allen in their ASM team cars. At the start Smith seemed to miss a gear and got left by most of the field and the main interest was his progress back up the race which was led by Allen's Clan from flag to flag, with John Kirk a good second though never able to offer a real challenge. Third was Eric Liddell in the Jensen Healey which only just held Smith at bay.

1. K. Allen (Clan Crusader), 10m 25.2s (59.31 mph); 2. J. Kirk (Davrian); 3. E. Liddell (Jensen Healey); 4. A. Smith (Lotus Elan). Fastest lap: Allen, 60.8s (60.99 mph), class lap record.

Class winners: Allen and Liddell.

### SPECIAL SALOONS over 1000 cc - 12 laps

It continued wet for this second race which was packed with more action. Jim Dryden led with his Longman Mini, only to pull off after one lap for repairs. Jim McClements' Mini inherited the lead but was strongly challenged by Allan Collier's Skoda and Doug Niven's Border Reivers Escort, which took the lead at the hairpin on lap three, only to spin out on lap four at the left hander, putting

McClements back up front. Allan Collier was now getting to grips with the conditions and out-gunned Clements from the hairpin to left hander and lead to the finish from Jim Evans who had climbed to second past a rough-sounding Clements.

1. A. Collier (Skoda), 10m 21.2s (59.60 mph); 2. J. Evans (Ford Escort turbo); 3. J. McClements (Mini); 4. F. Gunn (Escort). Fastest lap: Collier and Evans, 60.0s (61.80 mph).

Class winners: Collier and McClements.

### SUPER SALOONS (Part 1) - 20 laps

This race got under way after the lunch break in better conditions with Alex Poole running away into the distance to win as he liked in the McMahon Skoda V8, followed by Nick Whiting's Escort and Gerry Marshall, who did his usual exuberant drive, taking Whiting just before the Escort expired on lap six. This brought Doug Niven's Escort up to third and Bill Dryden who had borrowed his '74 car back for this race, as his new superlun is not yet finished, came in fourth, just ahead of Jim Evans' Jett Turbo RS2000.

1. A. Poole (Skoda-BDE S110R), 11m 41.0s (speed not given); 2. G. Marshall (Vauxhall Firenza); 3. D. Niven (Ford Escort V8); 4. W. Dryden (Vauxhall Firenza). Fastest lap: Poole, 57.4s (64.60 mph), class lap record.

Class winners: Poole and Marshall.



KENNY ALLEN's Clan Crusader won two races.

### SPORTS & SPECIAL GT - 10 laps

With the track now only damp the racing became more interesting and John Kirk's Davrian took a flyer of a start chased by Ken Allen in the Clan. Having both done the modsports race they were right in the groove and left the Elans of Mike Nugent and Andy Smith battling for second and third with Ed Labinjoh's Gisher Spyder in close attendance. The quickening pace was jarred somewhat when Ken Shade lost a lot of oil down the back straight on lap six in his Lotus 7, eventually spinning in his own puddle. Two laps later Kirk slid out and nudged the Armeo at the hairpin, almost certainly a victim of the oil. This left Allen a safe leader followed by his team-mate Andrew Smith, giving the Alex Smith Metals cars a one, two victory. Mike Nugent held third from Ed Labinjoh.

1. K. Allen (Clan Crusader), 10m 34.0s (speed not given); 2. A. Smith (Lotus Elan); 3. M. Nugent (Lotus Elan); 4. E. Labinjoh (Fisher Spyder). Fastest lap: Allen and Nugent, 61.0s (60.79 mph), class lap record up to 1300 cc.

### SPECIAL SALOONS up to 1000 cc - 10 laps

The wet practice for this race upset the form somewhat and Mike Shakespeare, who previously raced a production Escort, was on pole in his Imp. He was out-dragged by the Imps of Ian Forrest John Fyda and finished lap one with a gigantic spin in front of the main grandstand. Meanwhile, the battling duo up front swapped places when Fyda outgunned Forrest from the hairpin to the left hander. The race for third saw a good battle between the Minis of Ken Millar and Bruce McLeod, the position always in dispute but ending in Millar's favour.

1. J. Fyda (Imp), 10m 38.8s (58.05 mph); 2. I. Forrest (Imp); 3. K. Millar (Mini); 4. B. McLeod (Cooper S). Fastest lap: Fyda, 61.2s (60.58 mph).

### FORMULA FORD - 10 laps

From the fall of the flag it was obvious that Stu Lawson had got his sums right as he took an unchallenged lead in the Ecurie Ecosse Hawke DL12 from Neil Williamson's Van Diemen, George Franchitti's Hawke DL12 and Colin Maclean's MRE 75F.

Franchitti was working hard and took Williamson at Arena on lap seven for a well-deserved second. Stu Lawson's win was the first for Ecurie Ecosse for some years.

1. S. Lawson (Hawke DL12), 9m 42.8s (63.62 mph); 2. G. Franchitti (Hawke DL12); 3. N. Williamson (Van Diemen); 4. C. MacLean (MRE75F). Fastest lap: MacLean, 57.1s (64.94 mph).

### CLUBMANS - 12 laps

Ray Edge's Mallock led initially from McIntosh and Youde. On lap four Youde dropped to fourth, having lost the nose section of the car. McNab in the Gryphon had moved into second with McIntosh third. The leader, Edge had meanwhile opened out a fairly good lead. On the third to last lap McNab spun at Caravan letting McIntosh and Wood scrape past. In the confusion Wood passed McIntosh to take second.

1. A. Edge (Mallock U2), 11m 27.4s (64.73 mph); 2. T. Wood (Magnum); 3. B. MacKintosh (Mallock U2); 4. M. Youde (Hustler). Fastest lap: Edge, 54.6s (67.91 mph). Class winners: Edge and MacKintosh.

### PRODUCTION SALOONS - 10 laps

The front row was occupied by Gerry Marshall in the SMT Magnum and Eddie Labinjoh in the Radio Forth/Fishers Garage Alfa Romeo. But it was Big Gerry who got the edge from flagfall and was ahead of the Alfa by the first bend. Eddie hung on doggedly for the entire race, never more than a couple of lengths down on the tyre-smoking Magnum. Meanwhile, back in third place, John Pollock was experiencing massive understeer with his Capri, and was never able to offer a challenge to Labinjoh and Marshall. George Windrum's similar Capri momentarily lost fourth place with a spin at Arena but regained it before the final lap. Back among the cheaper cars, Tom Irvine's inspired driving of the little Honda Civic held at bay an assortment of Mazdas, Escorts, Avengers and Magnums to finish a well-deserved eighth overall.

1. G. Marshall (Vauxhall Firenza), 11m 03.0s (speed not given); 2. E. Labinjoh (Alfa Romeo 2000GTV); 3. J. Pollock (Ford Capri); 4. G. Windrum (Ford Capri). Fastest lap: Labinjoh, 65.0s (57.05 mph). Class winners: Marshall and R. Leckie (Avenger GT).

### FORMULE LIBRE - 15 laps

This has in the past been the backbone of Ingliston racing, but with the announcement of Tommy Reid's retirement from racing, Doug Thomson's non-starting and some normal front runners doing Silverstone, the season's new blood were left out of their depth trying to challenge a very determined Andy Barton in his March 73B. Patsy McGarrity's Chevron B29 and Ken Fildes' Lotus were next up from newcomers Andy Jeffrey in the ex-Campbell Graham Chevron and Robert Rollo in the ex-John Barr Lotus 69.

1. A. Barton (March 73B), 12m 25.1s (74.65 mph); 2. P. McGarrity (Chevron B29); 3. K. Fildes (Lotus); 4. A. Jeffrey (Chevron B25). Fastest lap: Barton, 48.5s (76.45 mph).

### SUPER SALOONS (Part 2) - 20 laps

The last race on the programme got off to a bad start when Alec Poole removed the Skoda from pole position just before the race with gearbox trouble. This left Gerry Marshall an easy race with Bill Dryden a short way behind and Niven in a safe third followed by the Tony Strawon Capri and Nick Whiting and Jim Evans. The race strung out behind the tail-wagging trio until the previous mentioned Doug Niven incident when all the field slowed right down, many cars coming into the pits in the confusion as ambulances were on the track. Some cars rejoined the race after realising it had not been stopped altogether, a rather unfortunate end to the first meeting of the year.

T.I.

1. G. Marshall (Vauxhall Firenza), 18m 55.2s (65.33 mph); 2. J. Evans (Escort turbo); 3. N. Whiting (Escort); 4. A. Strawon (Capri). Fastest lap: Marshall, 52.4s (70.76 mph). Class winners: Marshall and Whiting.

\* As a result of Doug Niven's unfortunate accident five spectators were injured and three of them taken to hospital. As we went to press all but one of the injured had been released from hospital. Niven himself was unhurt in the accident and the circuit owners later released a statement to say that "No driver error was involved."

## Jock wins in Wales

ATROCIOUS weather conditions greeted national championship competitors at the BARC's first meeting of the year at Llandow. Fog brought visibility down to 40 yards and after three races the stewards decided to shorten the remainder of the races by a third. Despite the miserable conditions a good sized crowd turned out and were thrilled with some close racing.

### FORMULA FORD (Heat 1) - 15 laps

Drivers in this Brush Air Ferries

from local driver George Constantine, but couldn't get off the line smartly enough and

### Llandow

