Cameron's century

22.8.90

"THE FIRST hundred are the hardest," a delighted Cameron Binnie explained after taking his remarkable record of race victories into treble figures at Ingliston. A very tired engine, which has given him all but one of his Scottish FF1600 championship titles but is now in desperate need of a rebuild, did not hold him back enough to prevent an historic moment.

Before that, though, SMRC's six race programme began with a full-to-bursting grid of **1600cc Road Saloons** and a repeat of many previous battles between the Fiestas of Glen Mortimer and Alan Keith. Keith made a superb start and was level with poleman Mortimer as they headed for the Esses, but then Keith missed third gear. Although he kept up the pressure for all 12 laps, this was Mortimer's race. Behind these two came the ever more impressive Carl Dyson/Tynecastle Garage team, with David Kerr's Fiesta a lonely third and Iain Cowie quickly recovering to fourth after a terrible start in his Corolla. The 1300cc class looked set for a surprise result when Derek Hastings qualified his Imp fourth *overall* and three places ahead of regular class winner Alistair McCarter's Mini. But Hastings had a huge moment at Arena on lap two, and a storming recovery drive came to an end a lap later when he hit a wheel which had fallen off Simon Ewing's crashed Fiesta. McCarter, who could not quite pass Alistair Hart's Fiesta for fifth overall, did win his class yet again, though fastest lap went this time to David Finlay's Nova.

From pole position, Cameron Binnie made a tremendous start to lead the **FF1600s** into lap one with the Sony Centre/Silverscreen Reynard. Fellow front row man Campbell Chisholm got his Van Diemen as far as the Esses but no further, so it was left to Jim Forsyth to chase after the leader. He certainly kept up the effort, setting fastest lap right at the end of the race, but Binnie still had a few tenths in hand by the flag. Alex Jack was third all the way, while Geordie Taylor fell out of fourth with clutch failure to let the closely matched David Taylor and Richard Steedman up to fourth and fifth. John Tickle, first time out in the Swift '88 recently campaigned by Adrian Hamilton, earned himself a place in the top six, a quarter of a second ahead of Joe McKeand.

Angus Gray and Neil Gammie made it an all-Westfield front row on the **Road Saloons over 1600cc/Sports Cars/Kitcars** grid, but Alaster Cunningham shot his Abercromby Corporation Manta off the line so effectively that he was level with Gammie as they went into the Esses. "I thought I'd be brave and stay alongside him," Gammie said later, but the Manta got past nonetheless. Gray, meanwhile, was hoping that the battle for second would allow him some breathing space, but by Caravan Gammie was out with a broken driveshaft. Cunningham quickly caught up, lost ground a little in mid-race, and regained it all in traffic towards the end, but Gray was able to defend his lead to the flag. The demise of Iain Wight, with a huge hole in his Westfield's block, allowed Lewis Emslie's Mazda through to third, while Michael Higson held fourth and the sports car class lead for most of the race in his Ginetta until he missed third gear at Caravan, which allowed Jim Grant's Elan past.

Even with smoke pouring from the back of his Agra Mallock over the last four laps, Allen Johns was the master of the **Clubmans/FF2000** race. Derek Ferguson had his Vision doing catapult impressions off the line, but that was the closest he got to Johns. Kenny Coleman made a welcome return to the sport with his FF2000 Swift and got class pole, only to be beaten off the line by Derek Butcher's Reynard. After much effort, Coleman found a gap at the hairpin on lap eight and promptly spun into retirement on the exit. Butcher carried on, minus nosecone, but lost third overall to Bill Wood's Vauxhall-powered Mallock, which had by now started smoking even more grievously than Johns'.

The **2CVs** were joined by those who had not qualified for the 1600cc Road Saloons race. In fact only William Dalgetty made it to the grid with his Cavalier, and he duly scored his first race victory. Neil McDonald, trying to ignore the effects on his chassis of a large shunt in practice, led the 2CVs from class pole position but lost out on lap three to Graham Harper, who held off McDonald's challenge over the remaining distance. Nicholas Runcie, who has been improving all year, was a real threat to the two leaders during the first half, and might be the first to threaten the Harper/McDonald dominance of the class.

Using the F3000-based manifestation of his AC this time, Ron Cumming managed to lap almost the entire **GT/Modified** field, a fact which was to cause some confusion on lap 12. Once they had both passed Ian Sharp's Ford-engined Davrian, the father and son team of Duncan Fisher (Stiletto) and Neil Fisher (Davrian) put on a marvellous show in their battle for second in which Fisher Sr simply refused to give way. Behind this another great fight was going on, involving Alaster Cunningham, Colin Simpson (Escort Turbo - a visible handful in the late afternoon drizzle), Lewis Emslie and Ian Sharp. Sometimes it looked as if there were in fact six cars all disputing second, and it was this train that Cumming came up to lap on his final round. He passed the group of four, but not the Fishers. Duncan Fisher, however, saw the chequered flag, thought his race was over and came into the pits with everyone else, thus depriving himself of a finish and handing second place to his son. It was a demoralising end to an excellent run, and there was some speculation afterwards about which Fisher would be getting the first bath when they got home that night...

D.F.

Road Saloons up to 1600cc Race - 12 laps: 1, G.Mortimer (Ford Fiesta) 11m42.92s (63.30mph); 2, A.Keith (Ford Fiesta) 11m43.55s; 3, D.Kerr (Ford Fiesta) 11m47.50s; 4, I.Cowie (Toyota Corolla) 11m55.07s; 5, A.Hart (Ford Fiesta) 12m10.43s; 6, A.McCarter (Mini Cooper S) 12m11.07s. Class winners: Mortimer and McCarter. Fastest laps: Mortimer 57.48s (64.51mph); D.Finlay (Vauxhall Nova) 59.80s (62.01mph).

Formula Ford 1600 Race - 12 laps: 1, C.Binnie (Reynard 90FF) 10m22.20s (71.51mph); 2, J.Forsyth (Swift FB89) 10m22.66s; 3, A.Jack (Swift) 10m25.89s; 4, D.Taylor (Van Diemen RF89) 10m33.60s; 5, R.Steedman (Van Diemen RF86) 10m33.91s; 6, J.Tickle (Swift FB88) 10m38.12s. Fastest lap: Forsyth 51.05s (72.63mph).

Road Saloons over 1600cc, Sports Cars and Kitcars - 12 laps: 1, A.Gray (Westfield SEi) 11m08.38s (66.57mph); 2, A.Cunningham (Opel Manta) 11m09.34s; 3, L.Emslie (Mazda RX7) 11 laps; 4, J.Grant (Lotus Elan) 11 laps; 5, M.Higson (Ginetta G15) 11 laps; 6, B.Haston (Sylva Leader) 11 laps. Class winners: Gray, Cunningham and Grant. Fastest laps: Gray 54.96s (67.47mph) RECORD; Cunningham 54.97s (67.45mph); Higson 1m01.27s (60.52mph).

Clubmans and FF2000 Race - 12 laps: 1, A.Johns (Mallock Mk.24) 9m45.02s (76.06mph); 2, D.Ferguson (Vision V85) 9m51.99s; 3, B.Wood (Mallock Mk.27SC) 10m11.88s; 4, D.Butcher (Reynard 86SF) 10m14.28s; 5, S.Ramsay (Mondiale) 11 laps; 6, G.Simpson (Rotor JT4) 11 laps. Class winners: Johns, Butcher and M.Upton (Mallock Mk.20B). Fastest laps: Johns 47.78s (77.61mph); Butcher 48.85s (75.91mph); Upton 51.28s (72.31mph).

Road Saloons Consolation and Citroen 2CV Race - 10 laps: 1, W.Dalgetty (Vauxhall Cavalier) 11m37.41s (53.17mph); 2, G.Harper 12m32.41s; 3, N.McDonald 12m33.02s; 4, N.Runcie 12m41.65s; 5, N.Taylor 9 laps; 6, A.Rogers 9 laps. Class winners: Dalgetty and Harper. Fastest laps: Dalgetty 1m08.87s (53.84mph); Harper 1m13.66s (50.34mph).

GT and Modified Cars Race - 12 laps: 1, R.Cumming (AC 3000ME) 11m01.66s (67.25mph); 2, N.Fisher (Lazerprint Davrian) 11m58.60s; 3, A.Cunningham (Opel Manta) 11 laps; 4, C.Simpson (Ford Escort Turbo) 11 laps; 5, L.Emslie (Mazda RX7) 11 laps; 6, I.Sharp (Davrian) 11 laps. Class winners: Cumming, Fisher and Cunningham. Fastest laps: Cumming 51.03s (72.66mph); Fisher 55.81s (66.44mph); Cunningham 55.88s (66.36mph).