INGLISTON

16.5-90

High speed variability

NOW that there were seven races on the programme, the GT and Modified cars having been split, Scottish MRC made a welcome decision to bring everyone (other than the 2CVs and FF1600s) back to 12 laps. The action was variable but the speed was almost invariably high, as was shown by the fact that three lap records were broken.

The first fell to Angus Gray, who led the entire **Road Saloons over 1600cc and Sports Cars** race in his Westfield. Alaster Cunningham followed him all the way in his Manta, and was close enough for Gray to reckon afterwards that, "Alaster was quicker - I just got a couple of breaks." Neil Gammie managed, unlike his last Ingliston outing, to keep his Westfield right side up and finished third ahead of John Peace, whose Superspeed Ginetta went off song on lap five but recovered to regain fourth from Kevin Pick's Dutton.

Jim Forsyth was a close enough challenger in the early stages of the **FF1600** event to force Cameron Binnie into setting a new lap record with the Sony Centre/Silverscreen Reynard, but after a couple of laps Binnie had opened up a gap that Forsyth was never going to be able to do much about. The battle for third reached epic proportions at times, but of the original group Geordie Taylor pulled off (a poor reward for a superb start). Louis di Resta and Alex Jack spun and Colin Birkbeck for some reason retired pitwards about a hundred yards before the chequered flag. This left David Taylor to come home third ahead of Colin Low who once more took maximum Junior series points.

After completing just one practice lap before a steering arm failed, Neil McDonald started from the back of the **2CV** grid with another arm which, though bent, at least worked. By lap two he was up to second behind poleman Graham Harper (donator of the bent arm), and for most of the remaining laps these two put on a magical battle, the sort of thing 2CV racing needs if it's going to become popular in Scotland. Harper's clutch cable broke on lap six, which allowed McDonald to win, set a new lap record and later remark: "I'd like to thank Graham for all his help and apologise for beating him!" Jock Russell finished a fairly lowly third after earlier battles, while Nicholas Runcie eventually pulled away from Norm Taylor to finish fourth.

Having cured an early-season understeer problem on his Westfield, James MacKay was quite uncatchable in the **Modified** race. Roddie Paterson got the jump on Olly Ross' Davrian off the line and stayed ahead even when his Elan's exhaust broke at the manifold. However, fumes worked their way into the cockpit, and after surviving two very hairy moments during which he could not feel what the car was doing, a very groggy Paterson wisely called it a day. Iain Cowie took a fairly comfortable small saloons win, fourth overall, in his well drifted Carl Dyson/Tynecastle Garage Corolla.

Derek Ferguson led the opening laps of the **Clubmans/FF2000** race in his Ferguon Seascabs Vision, but Allen Johns (Agra Mallock) took over on lap three, and in any case Ferguson later retired with a dislodged rear wishbone. The throttle cable on Keith Wickham's Silverscreen Reynard snapped at about the same time, which left Clubmans B leader Grant Stewart to take second in his Phantom from the smoky Mallock of Kevin McCormick.

Now that it is able to complete a race distance, Ron Cumming's Lola F3000-based Simpson Motors/Claymore Shellfish AC seems to be the class of the **GT** field. It was certainly by a long way the fastest of the few cars that finished this time out. Ricky Gauld was a lonely second in the ex-Cumming Esprit, with Duncan Fisher far away in third with the Novafone/Lacorprint Imp. Russell Paterson's Road & Track TVR Turbo, winner last time out, retired early with a failing fuel pump.

David Kerr had caused the **Road Saloons up to 1600cc** practice session to be stopped, rolling his Fiesta in the Esses, and Ronnie Irvine did a similar trick in his Celica at Caravan to halt the race after two laps. Episode two saw Alan Keith fluff the start slightly in his Fiesta, which allowed Glen Mortimer Peter Flynn Ltd version and Kevin Tawse's Deeside Motorsport version to follow him closely for the rest of the race, though Tawse did drop back slightly towards the end. With Derek Hastings managing only a few yards of the restart in his Imp, Alistair McCarter's Mini was once again the top 1300, battling with Simon Ewing's Fiesta until the appearance of oil smoke in the Mini's cockpit persuaded him to take it easy.

D.F.

Road Saloons over 1600cc, Kitcars and Sports Cars Race - 12 laps: 1, A.Gray (Westfield SEi) 11m09.89s; 2, A.Cunningham (Opel Manta) 11m11.80s;3,N.Gammie(WestfieldSEi)11m24.53s; 4, J.Peace (Ginetta G27) 12m06.61s; 5, K.Pick (Dutton B Plus) 12m07.00s; 6, J.Grant (Lotus Elan) 11 laps. Class winners: Gray, Cunningham and Grant. Fastest laps: Gray 54.97s RECORD; Cunningham 55.28s; Grant 1m01.45s.

FF1600 Race - 15 laps: 1, C.Binnie (Reynard 90FF) 12m50.94s; 2, J.Forsyth (Swift FB89) 12m53.10s; 3, D.Taylor (Van Diemen RF89) 13m09.75s; 4, C.Low (Mondiale M89S) 13m11.70s; 5, R.Steedman (Van Diemen RF86) 13m16.57s; 6, D.Steedman (Van Diemen RF88) 13m18.65s. Fastest lap: Binnie 50.76s RECORD.

Citroen 2CV Race - 10 laps: 1, N.McDonald 12m45.87s; 2, G.Harper 12m47.98s; 3, J.Russell 13m06.85s; 4, N.Runcie 13m11.42s; 5, N.Taylor 13m16.99s. Fastest lap: McDonald 1m14.25s RECORD.

Modified Saloons and Sports Cars Race - 12 laps: 1, J.Mackay (Westfield) 10m35.25s; 2, O.Ross (Davrian Mk.7/8) 10m50.27s; 3, A.Cunningham (Opel Manta) 10m56.09s; 4, I.Cowie (Toyota Corolla) 11 laps; 5, B.Ewing (Ford Fiesta) 11 laps; 6, S.Share (Clan Crusader) 11 laps. Class winners: Mackay, Cunningham and Cowie. Fastest laps: Mackay 51.72s; Cunningham 53.70s; Cowie 57.78s.

FF2000 and Clubmans Race - 12 laps: 1, A.Johns (Mallock) 9m41.79s; 2, G.Stewart (Phantom P88/90B) 10m32.71s; 3, K.McCormick (Mallock Mk.25) 11 laps; 4, M.Upton (Mallock Mk.20B) 11 laps; 5, B.Carr (Mallock Mk.16) 11 laps. Class winners: Johns and Stewart. Fastest laps: Johns 47.54s; Stewart 51.53s; K.Wickham (Reynard) 49.35s.

GT Race - 12 laps: 1, R.Cumming (AC 3000ME) 9m56.38s; 2, R.Gauld (Lotus Esprit) 10m09.15s; 3, D.Fisher (Imp) 11 laps. Class winners: Cumming and Fisher. Fastest laps: Cumming 48.67s; Fisher 53.10s.

Road Saloons up to 1600cc - 12 laps: 1, A.Keith (Ford Fiesta) 11m43.20s; 2, G.Mortimer (Ford Fiesta) 11m44.36s; 3, K.Tawse (Ford Fiesta) 11m48.78s; 4, I.Cowie (Toyota Corolla) 11m50.92s; 5, S.Ewing (Ford Fiesta) 12m10.50s; 6, A.McCarter (Austin Cooper S) 12m15.90s. Class winners: Keith and McCarter. Fastest laps: Mortimer 57.24s; McCarter 58.97s.