

Mirror images 24.8.88

MIRROR images abounded at Ingliston. In the last race, for example, for every Formula Ford car on the track there appeared to be another, identical Formula Ford car upside down just below the surface, following its every move. This was the result of another set of mirror images, in which weather conditions in the afternoon were the opposite of those in practice. The early sessions in the morning were wet, the latter ones better, lunchtime and the early races were dry, and by the time the FF1600s came out for the final race of the day, the rain had started again.

If all that seems a bit complicated, there was little to tax the grey cells in the opening race for road saloons over 1600cc. Tom Bell kept his Sierra in front all the way, with Alistar Cunningham an ever-increasing distance behind him in his Manta. John McIntyre held third for three laps until his Chevette went sick, and Dave Maddock's similar car retired from the same position on lap 11 to let Tom McCallum through in his Capri.

Testing on Saturday made quite a mess of the one litre GT class. Ian Forrest's Drambuie Stiletto popped a rod and obliged Ian to use the Novafone Davrian he normally

drives in the Modified races, while Olly Ross, not having a spare car at his disposal, had to have his own Davrian repaired quickly after belting the tyre barrier at Caravan. Neither of these two figured in the main class battle, which took place behind the rapidly disappearing Simpson Motors/Claymore Shellfish Esprit of Ron Cumming. Kenny Coleman was a top one litre entrant throughout in his Esprit, but he was harried all the way by Brian Fletcher in the Chevron-based Davrian.

With no Neil Gammie to play with, Mike Connon had an easy job winning the road sports car race in the Hopscotch Westfield. Keith

Scott's Scott Vehicle services Dutton ground to a halt just after the finish line, having kept well ahead of the Ed Chester Raddy Sarafilovic/Dougie Anderson battle for third. Anderson's V6 Dutton fell sick in due course and dropped back, while Chester gradually pulled his own, similar Dutton ahead of Sarafilovic's Westfield.

Ray MacDowall's ECM Fiesta has never been the quickest up to 1600cc road saloon off the line, and the point was demonstrated this time as Alan Keith shot up from the second row to join him at the front as the file aimed themselves at the Esses on lap one. You can't have two cars going side by side through the Esses at much above walking pace and the upshot was that Keith led for the first lap while MacDowall, after a pause to sort himself out, reappeared in last place. He belted round for the remaining laps and ended up third with by far the fastest lap time of the race. Keith held his lead throughout to win from hillclimber Kevin Tawse, who was competing in only his third race ever.

Although Kenny Allen had managed merely third fastest time in the wet practice session, it was absurd to think that his Lowland Tyres and Exhaust Vision was going to be any

lower than first as the sports cars completed their first lap. So it proved, and Allen was never off the top of the list from then on. Eric Paterson was closing in on him by lap eight when his own Vision expired, which left Allen Johns second and Alex Dobbie third after spinning at the hairpin on lap one and recovering to pass David Childs at Clock with one lap to go.

The Festival of Wheels picked a slightly unfortunate race to associate itself with, since FF2000s put on just about their dullest show this year. Harvey Gillanders was ahead for the entire distance in the Claymore Shellfish Swift and although Stewart Roden's ANC Swift was second on the grid, he was passed on the first lap by Robert Thomson's Reynard. And that was that.

Poleman Ian Forrest made a terrible start, and Olly Ross a brilliant one, in the Modified race, which put Ross into the lead for the first lap. He led for most of the second too, until Forrest cut inside him superbly on the way into arena. Forrest drifted away thereafter, and Ross began to slip back into the clutches of Tom Bell until Bell's Sierra slowed dismally and was nearly caught by Alister Cunningham's Manta. Cunningham himself had only reached

fourth with the demise of John McIntyre, whose Chevette had been handling grimly after a major coming-together at the hairpin with Ray MacDowall, whose Fiesta could muster up enough for only another half lap.

The FF1600 event started slightly wet and became very much wetter within a few minutes. When it was only wettest it was led by a train of six cars, but as the conditions became worse rain expert Cameron Binnie eased ahead of everyone else in the Sony Centre/Silverscreen Van Die-

men. Colin Harper retired from the following gaggle with ill electrics on lap four, and Geordie Taylor fell back into another dice, so that left Tony Gemmell (Falcon Van Diemen), Louis di Resta (Trust Van Diemen) and Ingliston newcomer Chris Hall (McKinnon and Clarke Jamun) to fight it out for second. Di Resta fell back on lap eight when he spun at Caravan, which left the other two to provide the climax on the last lap, with Hall slipping past Gemmell to complete an excellent circuit debut.

D.F.

Road Saloons over 1600cc - 12 laps: 1. T. Bell (Ford Sierra Cosworth) 11m 28.6s 64.62mph; 2. A. Cunningham (2.4 Opel Manta); 3. T. McCallum (3.0 Ford Capri); 4. J. Gordon (1.8 VW Golf); 5. J. McIntyre (2.3 Vauxhall Chevette); 6. L. Emslie (2.3 Mazda RX7). Fastest lap: Bell 56.0s 66.21mph.

GT Cars - 12 laps: 1. R. Cumming (3.4 Lotus Esprit) 10m 14.1s 72.46mph; 2. K. Coleman (1.0 Lotus Esprit); 3. B. Fletcher (1.0 Davrian Mk8); 4. I. Forrest (1.0 Davrian). Over 1000cc: 1. Cumming; 2. S. Share (1.1 Clan Crusader); 3. E. Beerman (1.0 Skoda Coupe). Fastest lap: Cumming 49.8s 75.83mph. Up to 1000cc: 1. Coleman 10m 20.7s 71.69mph; 2. Fletcher; 3. Forrest. Fastest lap: Coleman 50.4s 73.57mph.

Road Sports Cars - 12 laps: 1. M. Connon (1.6 Westfield SE) 11m 35.0s 64.02mph; 2. K. Scott (3.5 Dutton Phaeton); 3. E. Chester (1.6 Dutton Phaeton); 4. R. Sarafilovic (1.5 westfield 7). Over 1600cc: 1. Scott 11m 47.9s 62.86mph; 2. D. Anderson (3.1 Dutton Phaeton); 3. K. Pick (1.7 Dutton Phaeton S2). Fastest lap: Scott 58.3s 63.60mph.

Road Saloons up to 1600cc - 12 laps: 1. A. Keith (1.6 Ford Fiesta) 11m 53.3s 62.38mph; 2. K. Tawse (1.6 Ford Fiesta); 3. R. MacDowall (1.6 Ford Fiesta); 4. J. Gilbert (1.6 Ford Fiesta); 5. M. Davidson (1.6 Ford Escort); 6. L. Mann (1.6 Hillman Avenger Tiger). Fastest lap: MacDowall 58.1s 63.82mph.

Sports Cars - 12 laps: 1. K. Allen (2.0 Vision V87) 9m 48.9s 75.56mph; 2. A. Johns (1.7 Malloc Mk24); 3. A. Dobbie (1.7 Malloc Mk24); 4. D. Childs (1.7 Malloc); Clubmans A: 1. Johns 9m 51.8s 75.19mph; 2. Dobbie; 3. Childs. Fastest lap: E. Paterson (1.7 Vision V87) 47.3s 78.06mph. Clubmans B: 1. A. Smith (1.6 Malloc Mk27) 10m 10.1s 72.93mph; 2. M. Upton (1.6 Malloc Mk16); 3. B. Carr (1.6 Malloc Mk16). Fastest lap: Smith 49.2s 75.37mph. Sports cars: 1. Allen. Fastest lap: Allen 47.9s 77.41mph.

FF2000 - 12 laps: 1. H. Gillanders (Swift) 9m 39.1s 76.84mph; 2. R. Thomson (Reynard); 3. S. Roden (Swift); 4. K. Whigham (Reynard); 5. D. Heaps (Reynard); 6. R. Brown (Reynard). Fastest lap: Gillanders 47.6s 77.90mph.