

INGLISTON

Still sticking together

ONCE AGAIN the Scottish MRC had to introduce class amalgamations to produce a decent Ingliston programme. The result was still a fairly low-key meeting, though no doubt all hell will break loose for the GM meeting in May.

First away in the GT race was Ron Cumming's Simpson Motors/Claymore Shellfish AC, but at the end of a gentle first lap he was fourth behind the Esprits of Eric Munnoch (1-litre) and Colin Philip (1600cc) and Ian Sharp's Stiletto-Ford. Munnoch led for the first four laps, but of course the whole situation was purely temporary and in due course Cumming rocketed past. Munnoch and Philip ran in close formation from then on, though there was little doubt that the smaller car would stay ahead.

With hillclimbers Alan Keith and Kevin Tawse behind him poleman Glen Mortimer was going to have to fire his Peter Flynn Fiesta off the line pretty smartly if he was to lead the 1600cc road saloons round the first lap. He did this, and headed the Ford trio for the full twelve laps. Keith and Tawse were right behind him all the way, but were too busy fighting each other to challenge Mortimer. Derek Hastings won the 1300cc class comfortably in his Imp after Alistair McCarter's Mini gave up.

Once he had opened up a gap over the rest of the field, Colin Birkbeck had a smooth run to win the FF1600 heat in his Van Diemen. The next four cars were physically close together but actually formed two pairs. Geordie Taylor spent nine laps looking for a way past Louis di Resta before slipping through to second, while Ewen Buchan and Simon Payne were all over each other in the battle of fourth after Tommy Irvine.

1989 had not been a good year for John Peace before the road sports

cars and over 1600cc saloons came out. His Stoncraft Fireplaces Ginetta, despite a new engine, just didn't seem up to the Westfield challenge. But now not only did he beat Neil Gammie's SEi off the line, he stayed ahead for the whole distance. Gammie was hard pushed to keep up, though he came very close several times at the hairpin. Alister Cunningham was a lonely third in his Manta, the top saloon car, and Robin Gray had an easy time in fourth with his Porsche until Angus Gray's Westfield closed up on the last lap.

The Clubmans and FF2000 cars were lumped together for a race which provided the unusual sight of John Fyda's Agra Vision coming under serious pressure for a few laps. The pressure came from Cameron Binnie, making one of his rare FF2000 appearances, but it all faded away once Fyda's tyres had come up to operating temperature. Binnie, though he won the class by miles, eventually had to settle for fourth overall behind Fyda and the Mallocks of Allen Johns and Alex Dobbie.

As soon as that race was over, Binnie was leaping into the Sony Centre/Silverscreen/Howden Motors Van Diemen to take part in the FF1600 final. The change didn't seem to affect him too badly, since he set some impressive times. But he wasn't nearly as fast as Colin Harper, who equalled his own lap record on the way to a five-second win in his own Van Diemen. Binnie finished second ahead of Colin Birkbeck, Geordie Taylor and the battle for fifth in which

Ewen Cuchan's Arctic Coldstore Van Diemen just failed to beat Louis di Resta's similar car.

And finally there were the modified cars. Alister Cunningham got his Manta off the line well and was pushing Olly Ross's Davrian hard into the Esses, but after a while Ross

opened up a good lead and was able to stroke it for most of the race. Lewis Emslie was all on his own in third, while Mike Ramsay's rally Sierra re-inherited the fourth place it had lost to James Mackay when Mackay suddenly pulled his Davrian off the track at the beginning of lap 10.

D.F.

GT Cars — 12 laps: 1, R. Cumming (2.0 AC3000ME), 10m 11.2s (72.8mph); 2, E. Munnoch (1.0 Lotus Esprit); 3, C. Philip (1.6 Lotus Esprit); 4, I. Sharp (1.6 Stiletto Ford). Fastest lap: Cumming, 48.6s (76.30mph). Class winners: Cumming, Munnoch.

Road Saloons up to 1600cc — 12 laps: 1, G. Mortimer (1.6 Ford Fiesta), 11m 57.4s (62.02mph); 2, A. Keith (1.6 Ford Fiesta); 3, K. Tawse (1.6 Ford Fiesta); 4, I. Cowie (1.6 Toyota Corolla). Fastest lap: Tawse, 58.5s (63.38mph). Class winners: Mortimer, D. Hastings (1.0 Hillman Imp).

FF1600 heat — 12 laps: 1, C. Birkbeck (Van Diemen RF88), 10m 32.4s (70.36mph); 2, G. Taylor (Van Diemen RF87); 3, L. di Resta (Van Diemen RF88); 4, E. Buchan (Van Diemen RF88). Fastest lap: Birkbeck, 51.9s (71.05mph).

Road Saloons over 1600cc and Sports Cars — 12 laps: 1, J. Peace (2.0 Ginetta G27), 11m 24.7s (64.99mph); 2, N. Gammie (1.6 Westfield SEi); 3, A. Cunningham (2.4 Opel Manta); 4, R. Gray (2.4 Porsche 911). Saloons: 1, Cunningham, 11m 37.6s (no speed given); 2, L. Emslie (2.3 Mazda RX7). Sports cars over 1600cc: 1, Peace; 2, Gray; 3, I. Wright (2.0 Dutton Phaeton). Sports cars up to 1600cc: 1, Gammie, 11m 25.7s (64.89mph); 2, Gray; 3, A. Gray (1.6 Westfield SEi). Fastest lap: Gammie, 56.3s (65.86mph).

Clubmans Cars and FF2000 — 12 laps: 1, J. Fyda (1.7 Vision), 9m 43.1s (76.31mph); 2, A. Johns (1.7 Mallock Mk24); 3, A. Dobbie (1.7 Mallock Mk24); 4, C. Binnie (2.0 Reynard). Clubmans A: 1, Fyda; 2, Johns; 3, Dobbie. Fastest lap: Johns and Dobbie, 47.0s (78.89mph). Clubmans B: 1, G. Stewart (1.6 Phantom P88), 11 laps; 2, B. Carr (1.6 Mallock Mk16). FF2000: 1, Binnie, 9m 57.1s (74.52mph); 2, D. Heaps (2.0 Reynard SF86); 3, C. Chisholm (2.0 Swift DB3). Fastest lap: Binnie, 48.3s (76.77mph).

FF1600 Final — 12 laps: 1, C. Harper (Swift FB89), 10m 19.7s (71.80mph); 2, C. Binnie (Van Diemen RF88); 3, C. Birkbeck (Van Diemen RF88); 4, G. Taylor (Van Diemen RF87). Fastest lap: Harper, 50.8s (72.99mph), equals record.

Modified Saloons and Sports Cars — 12 laps: 1, O. Ross (1.0 Davran Mk78), 10m 48.3s (68.63mph); 2, A. Cunningham (2.4 Opel Manta); 3, L. Emslie (2.3 Mazda RX7); 4, M. Ramsay (2.0 Ford Sierra Cosworth). Saloons over 1600cc: 1, Cunningham, 10m 53.7s (68.07mph); 2, L. Emslie; 3, Ramsay. Fastest lap: Cunningham, 53.5s (69.31mph). Saloons up to 1600cc: 1, N. Fisher (1.0 Fraser Imp), 11m 36.6s (63.88mph). Sports cars: 1, Ross; 2, G. Clarke (1.6 Sylva Star); 3, S. Share (1.1 Clan Crusader). Fastest lap: Ross, 52.7s (71.72mph).