INGLISTON

Eight strong

TESTING the previous day had shown that it was the same problem as every year - the annual Royal Highland Show had left its somewhat unsavoury traces on the Ingliston surface which was accordingly somwewhat slippier than usual. None of which prevented the drivers from producing eight consistently strong races.

Campbell Chisholm, better know or his FF2000 exploits, qualified on pole for the **FF1600** heat in his Van Diemen. He also won it, but only after passing Bryan Gowans who had moved his similar car into the lead early on. Alex Jack was also part of the leadingg group in his Swift but was not involved in any overtaking.

To their great delight, the **1300cc Raod Saloon** crowd were given a race of their own for the first time. David Finlay's Nova took pole and held the lead for a lap and a half but at Lefthander Alistair McCarter found a gap and shot his Mini through on the inside. He led for the rest of the race despite Finlay's occassional moves to regain the lead. Derek Hastings, who knew before the start that his Imp had cracked its head, retired with soaring water temperature on the fourth lap, leaving third place to be fought out between John Brice's Mini and George Emmerson's Piccta.

Neil Gammie qualified fastest of the **Road Saloons over 1600cc, Sports-cars and Kitcars**, and duly led into the first lap. Approaching Caravan however, he had to pump the brake pedal of his Westfield before any significant slowing down happened, and that let Alaster Cunningham's Manta through. Gammie's fastest lap was half a second better than Cunningham's and he certainly tried everything he could to retake the lead, but Cunningham defended superbly and won by a yard or two. Gordon Clarke was a lonely third in his Sylva, while a few places further back the road sports car class was won as ever by Jim Grant's Elan.

Anyone who thought that **Citroen 2CV** racing is soft would have been most surprised at the two quite unrelated incidents in which the cars of Norman Taylor and Andrew McKinna got off-line at Arena and hit the armco with three tremendous thumps. Graham Harper led away from pole and looked to have the race sewn up. However Neil McDonald, who began the race with a low grid position and even lower oil presure, ignored both and came charging through to take the lead on lap 10, holding on even when Harper set a new lap record right at the end. Barry Annells, who had made a tremendous start, finished in a very comfortable third.

Ron Cumming used his 2-litre Claymore Shellfish AC3000 for the **GT/Modified** race, having had oil system trouble with the DFV version in testing. Comparative lack of power clearly wasn't a problem, as he set a new lap record during his domination of the event. James Mackay's Westfield was under considerable pressure from Roddie Paterson's Elan at first, but a collision with Neil Fisher's Davrian at Caravan on lap two damaged the Elan's steering. While Paterson could steer right as normal, he had to power-slide the car when he wanted to go left. Nasty, but he still recovered eight places after the shunt, passing Rissell Paterson's TVR on the final lap to finish fourth behind Cumming, Mackay and the Drambuie Imp of Duncan Fisher.

Allen Johns had the **Clubmans/FF2000** event all to himself in the Arga Mallock. Most of the interest centred on Bill Wood, who appeared in second after a marvellous opening lap and spent most of the race keeping ahead of visitor Richard Malock. Wood was just beginning to look safe when his Mallock began smoking with three laps to go, and he dropped back behind the works car and the Vision of Derek Ferguson, back up with the leaders after a period battling with the FF2000s. Robert Mitchell (Reynard) finished top of his class from Keith Wickham (Silverscreen Reynard) and Derek Buther, whose Knockhill Reynard had been minus nosecone since lap five.

Pole in the **FF1600 Final** went to Jim Forsyth, who led the first lap and a bit in his Reynard before Cameron Binnie took the lead in his Sony Centre/Silverscreen Reynard at Southstand. Louis di Resta followed Binnie through in his Van Diemen but lost out to Forsyth three laps later. Thereafter the leaders spread themselves out, and for most of the race it was the downfield battles which provided most of the interest.

Not so the **1600cc Road Saloons**. Kevin Tawse made a bad start in his Fiesta, while Glen Mortimer missed second in the Peter Flynn Fiesta, leaving poleman Alan Keith with a huge lead into the Esses. Tawse though, absolutely charged through the Esses and Caravan and was right on Keith's tail by Southstand. Mortimer soon caught up too and was ready to take second when Tawse fell off at the hairpin on lap four. Tawse regained the tarmac right at the point where Mortimer was sitting on it, damaging both cars fairly greviously. That, once the black and orange flags came out, was Tawse's race, but Mortimer was able to continue and indeed was so angry about the shunt that he drove fast enough to catch Keith. For the last three laps the cars were glued together but Keith still managed to win a race which was much harder for him than the term flag-to-flag victory makes it sound.

D.F.

FF1600 heat - 8 laps: 1, C.Chisholm (Van Diemen RF87) 7m 2.64s; 2, B.Gowans (Van Diemen RF86) 7m 3.28s; 3, A.Jack (Swift) 7m 4.07s; 4, J.Tickle (Van Diemen) 7m 13.24s; 5, C.Birbeck (Swift) 7m 12.51s; 6, J.McKeand (Van Diemen) 7m 12.678s. Fastest lap: Gowans 51.93s (71.40mph).

Road Saloons up to 1300cc - 12 laps: 1, A.McCarter (Mini Cooper S) 12m 4.43s; 2, D.Finlay (Vauxhall Nova) 12m 7.27s; 3, J.Bruce (Mini) 12m 28.86s; 4, G.Emmerson (Ford Fiesta) 12m 7.27s; 5, A.McKinna (Suzuki Swift) 12m 42.77s; 6, D.McGregor (Mini) 12m 44.35s. Fastest lap: Finlay 59.58s (62.24mph).

Road Saloons Over 1600cc Sports Cars and Kitcars - 12 laps: 1, A.Cunningham (Opel Manta) 11m 24.57s; 2, N.Gammie (Westfield SEi) 11m 25.09s; 3, G.Clarke (Sylva) 11m 57.41s; 4, K.Pick (Dutton B+) 12m 3.57s; 5, L.Emelie (Mazda RX-7) 12m 19.37s; 6, J.Grant (Lotus Elan) 11 laps. Class winners: Cunningham, Gammie, Grant. Fastest laps: Cunningham 56.31s (65.85mph); Gammie 55.89s (66.34mph); Grant 61.44s (60.35mph).

Citroen 2CVs - 12 laps (provisional): 1, N.McDonald 14m 56.20s; 2, G.Harper 14m 57.12s; 3, B.Annells 15m 13.39s; 4, N.Runcie 15m 32.06s; 5, R.McNeill 15m 38.33s; 6, H.Thomas 15m 40.53s. Fastest lap: Harper 73.12s (50.71mph). RECORD.

GT and Modified Cars - 12 laps: 1, R.Cumming (AC 3000) 10m 7.27s; 2, J.Mackay (Westfield) 10m 45.38s; 3, D.Fisher (Drambuie Imp) 10m 52.91s; 4, R.Paterson (Lotus Elan) 11m 1.73s; 5, R.Paterson (TVR S Turbo) 11m 2.79s; 6, B.Carr (Mallock Mk16) 11 laps. Class winners: Cumming, mackay, Fisher, Carr, A.Cunningham (Opel Manta), s.Ewing (Ford Fiesta). Fastest laps: Cumming 48.53s (76.41mphb) RECORD, Mackay 52.18s (71.06mph); Fisher 52.08s (71.20mph); Carr 53.73s (69.01mph); Cunningham 54.04s (68.62mph); Ewing 56.91s (65.16mph).