



Ron Cumming heads Kenny Coleman and Brian Fletcher en route to GT victory.

## Tom's Bell rings

**INGLISTON, Aug 14:** Despite holidays and counter Festival attractions in the Edinburgh area, the SMRC laid on an eight, 12 lap, event meeting and for a change altered the order of proceedings, having the over 1600cc saloons launch the event.

Although Alastair Cunningham found a bit more traction off the line for his Manta, it was Tom Bell from pole who curved his Sierra Cosworth first into the Esses, the pair more than a match for the rest, fronted initially by John McIntyre until he pitted his Chevette to fix an ignition lead, rejoining before Lewis Emslie whose Mazda RX7 lost a couple of laps when his rev counter drive came adrift. Dave Maddock had been hurling the Dean Plant Chevette around and inherited third, only to retire with suspected head gasket problems on the penultimate lap, allowing Tom McCallum to collect third from the tyre saving VW Golf of Ian Gordon.

From a nine car field of GTs, Kenny Coleman streaked away in his Esprit, towing the Davrian of Brian Fletcher behind, but from row 2 Ron Cumming poured on all the power of the GA-engined Esprit to blast around the pair of them, to an unchallenged victory.

Main interest thereafter was the destination of second place for although Fletcher hounded Coleman, the latter kept his cool and his place as leading 1-litre. Ian Forrest had taken over the Novaphone Davrian when his Drambuie Imp was plagued by fuel problems, and collected fourth from the similar car of Olly Ross, all finishing a couple of laps clear of Stan Share who benefitted as Colin Philip revolved the neat Lotus Europa but restarted before Eddy Beerman appeared with his Skoda Coupe GT.

Having earned Sports Car pole, Mike Connon slotted the Westfield into first place, inexorably opening a gap on the burbling Dutton of Keith Scott, seemingly secure in second place, until the Rover engine went all asthmatic as the race progressed. It held out until the final corner when it died in a puff of white smoke, the momentum carrying the Dutton over the line. Raddy Sarafilovic held third in another Westfield, but Ed Chester justified his practice performance, having ousted Dougie Anderson, then set about and took third despite running with hood erect. Kevin Pick and Gordon Clarke swapped sixth place after Tom McCallum, Data General's Scottish General Manager, retired his big TR7 V8, leaving Kenny McGlynn and Colin Elstrop in Dutton and Triumph GT6 respectively to complete the field.

Proceedings were further enlivened

### INGLISTON

### SMRC

**Road Saloons - over 1600cc (12 laps):** 1, Tom Bell (2.0 Sierra Cosworth), 11m28.6s, 64.63mph; 2, Alastair Cunningham (2.4 Opel Manta), 11m42.6s; 3, Tom McCallum (3.0 Ford Capri), 2m28.4s; 4, Ian Gordon (1.8 VW Golf), 11m39.6s; 5, John McIntyre (2.3 Vauxhall Chevette), 11m34.9s; 6, Lewis Emslie (2.4 Mazda RX7), 11m37.4s. **Fastest lap:** Bell, 56.0s, 66.21mph.

**Town & Country Car Rental GTs (12 laps):** 1, Ron Cumming (3.4 Lotus Esprit), 10m14.10s, 72.46mph; 2, Kenny Coleman (1.0 Lotus Esprit), 10m20.70s; 3, Brian Fletcher (1.0 Davrian Mk8), 10m21.00s; 4, Ian Forrest (1.0 Davrian), 10m51.60s. **Over 1000cc:** 1, Cumming; 2, Stan Share (1.2 Old Clan); 3, Eddy Beerman (1.8 Skoda Coupe GT). **Fastest lap:** Cumming, 49.8s, 75.83mph. **Up to 1000cc:** 1, Coleman; 2, Fletcher. **Fastest lap:** Coleman, 50.4s, 73.57mph.

**Data General Road Sports Cars (12 laps):** 1, Mike Connon (1.6 Westfield), 11m35.00s, 64.02mph; 2, Keith Scott (3.5 Dutton Phaeton), 11m47.90s; 3, Ed Chester (1.6 Dutton Phaeton), 12m03.00s; 4, Raddy Sarafilovic (1.6 Westfield 7), 12m10.50s. **Up to 1600cc:** 1, Connon; 2, Dougie Anderson (3.1 Dutton Phaeton); 3, Kevin Pick (1.7 Dutton Phaeton S2). **Fastest lap:** Scott, 58.3s, 63.60mph.

**Road Saloons - up to 1600cc (12 laps):** 1, Alan Keith (1.6 Ford Fiesta), 11m53.30s, 62.38mph; 2, Kevin Tawse (1.6 Ford Fiesta), 12m00.60s; 3, Ray MacDowall (1.6 Ford Fiesta), 12m03.60s; 4, Jonathan Gilbert (1.6 Ford Fiesta), 12m22.40s; 5, Martin Davidson (1.6 Ford Escort), 12m33.10s; 6, J Lindsay Mann (1.6 Avenger Tiger), 12m33.50s. **Fastest lap:** MacDowall, 58.1s, 63.82mph.

**Lowland Tyres & Exhausts Clubmans and Sports Cars (12 laps):** 1, Kenny Allen (2.0 Vision V87), 9m48.90s, 75.56mph; 2, Allen Johns (1.7 Mallock Mk24/27), 9m51.80s; 3, Alex Dobbie (1.7 Mallock Mk24), 9m57.40s; 4, David Childs (1.7 Mallock), 9m58.50s. **Clubmans A:** 1, Johns; 2, Dobbie; 3, Childs. **Fastest lap:** Eric Paterson (1.7 Vision V87), 47.5s, 78.06mph. **Clubmans B:** 1, Andy Smith (1.6 Mallock Mk27); 2, Mike Upton (1.6 Mallock Mk16); 3, Grant Stewart (1.6 Phantom P88). **Fastest lap:** Smith, 59.2s, 75.37mph. **Sports:** 1, Allen; no other finishers. **Fastest lap:** 47.9s, 77.41mph.

**Festival of Wheels Silverscreen FF2000 (12 laps):** 1, Harvey Gillanders (Swift DB88), 9m39.10s, 76.84mph; 2, Robert Thomson (Reynard), 9m46.60s; 3, Stewart Roden (Swift DB88), 9m57.20s; 4, Keith Wickham (Reynard 86SF), 9m54.40s; 5, David Heeps (Reynard), 10m01.40s; 6, Robin Brown (Reynard 86SF), 10m06.50s. **Fastest lap:** Gillanders, 47.6s, 77.90mph.

**Sportstune Modsports & Saloons (12 laps):** 1, Ian Forrest (1.0 Davrian), 10m48.40s, 68.62mph; 2, Olly Ross (1.0 Davrian Mk7/8), 10m49.10s; 3, Tom Bell (2.0 Sierra Cosworth), 11m21.10s; 4, Alastair Cunningham (2.4 Opel Manta), 11m21.50s. **Sports:** 1, Forrest; 2, Ross; 3, Gordon Clarke (1.6 Sylva). **Fastest lap:** Forrest, 52.1s, 71.17mph. **Saloons over 1600cc:** 1, Bell; 2, Cunningham; 3, Lewis Emslie (2.4 Mazda RX7). **Fastest lap:** Bell, 53.3s, 69.57mph. **Saloons under 1600cc:** 1, Neil Fisher (1.0 Fraser Imp); 2, Simon Ewing (1.6 Avenger); 3, Ian Morton (1.3 Mini). **Fastest lap:** Ray MacDowall (1.6 Fiesta), 56.9s, 65.17mph.

**Tom Brown Racing School Junior Championship and MacAndrews for Citroën Senior FF1600 (12 laps):** 1, Cameron Binnie (Van Diemen-Minister RF86), 11m45.60s, 63.06mph; 2, Chris Hall (Jamun M88), 11m47.60s; 3, Tony Gemmell (Van Diemen RF84), 11m49.40s; 4, Louis Di Resta (Van Diemen RF88), 12m00.30s; 5, Geordie Taylor (Van Diemen RF85), 12m00.80s; 6, Bryan Gowans (Van Diemen RF86), 12m02.20s. **Fastest lap:** Binnie & Gemmell, 54.1s, 68.54mph.



by the smaller Road Saloons; Alan Keith resolved to keep Ray MacDowall behind, but a slight contact on the opening lap found the ECM Fiesta fighting its way up from the back and considerably eased Keith's race, backed by his fellow north countryman Kevin Tawse in his hillclimb Fiesta. Iain Cowie forced his pristine Toyota Corolla into third place, but found it taking command, contact with the tyre barrier endowing it with a unique crinkled rear side which in no way slowed its progress but lost him a place to the Fiesta of Jonathan Gilbert.

Scottish Hillclimb champion Kenny Allen demonstrated that he has lost none of his circuit skills, getting the 2 litres of his Vision V87 down to zap past the 1.7 version of Eric Paterson who eased away from the Mallock of Allen Johns, Alex Dobbie temporarily dropping behind David Childs, Andy Smith and the Marquiss of Reg Forrester-Smith. Alex stormed back to acquire third when Paterson slowed to retire after setting fastest lap. At the back in the Clubmans B class Mike Upton asserted his Mallock to overwhelm Keith Bowmaker, while Grant Stewart gave his new Phantom its debut, happy to oust Bill Carr.

With but eight starters contesting the FF200 event, Harvey Gillanders did his usual disappearing act, leaving young Robert Thomson to deal with the Swift of Stewart Roden and indeed to pull out about 0.5sec on the newer car at the flag. Keith Wickham had fourth place all to himself in the Silverscreen Championship race followed by David Heeps as Robin Brown thrust his immaculate Reynard past the Novaphone version piloted by Eric Munnoch.

A much healthier field took the green for the combined Modsports and Saloons but it was the Helensburgh Motor Sports Davrian of Olly Ross which seized the advantage over the Manta of Alastair Cunningham, requiring Ian Forrest to pull out the stops to wrestle his Novaphone Davrian to the front by lap 3, Tom Bell stationing his Sierra in third as Ray MacDowall exited his Fiesta. John McIntyre hurled his Chevette into fourth, before dropping down the field leaving Cunningham to dispute with the Mazda of Lewis Emslie, while Gordon Clarke had to work hard to fend off the Imp of Neil Fisher. Mark Junner trotted out his Ferrari 308 GTB but spun while battling with the Capri of Tom McAllum which lasted a lap longer.

Sadly Colin Birkbeck's bad luck continued, for, after posting fastest FF1600 practice lap the engine of his Van Diemen blew, leaving Cameron Binnie to set out with a sizeable lead in driving rain. Tony Gemmell made determined efforts to hold second place despite the efforts of Colin Harper to get through, but the Knockhill sponsored car slowed to retire as Louis Di Resta took up the assault with Geordie Taylor hanging on. Meanwhile Chris Hall was settling to the circuit, certainly not the best conditions for his first visit, but he was visibly faster than those in front and picked his works Jamun M88 gingerly into second place but found Binnie too far ahead in the time remaining.

Even in midfield, no peace prevailed, Bryan Gowans splashing past the Reynard of Ewan Buchan, and young Colin Low keeping his Crossle 62F 1sec in front of Graham Brunton and a subdued Angus McPherson and David Taylor. Roger Eccleston brought along his Formula E Crossle 25F and did well to get it into 12th place, brother Peter some five places behind.

**BILL HENDERSON**