



Ingliston: John Fyda leads away the Clubmans field with Alex Dobbie in pursuit.

ahead. Mark Smith enjoyed a grandstand view of the battle – he was only a few lengths behind throughout.

The second Truseal event started off as a much more subdued affair, but soon Angus McKay began to pressurise the leader, Mike Price, who was happily flinging his Rover about with armfuls of opposite lock. A few lengths back, Ray Donner was desperately trying to keep Clive Knight's RS2000 at bay. At the last corner McKay screeched down the outside at Pits Bend, but there was no room to get by and Price just held on to win. Knight eventually found a way past Donner to finish third.

KERRY DUNLOP

Clear as a Bell

INGLINGTON, Sep 25: The penultimate '88 meeting was fortunate to enjoy dry weather and an eight race programme, run with the usual SMRC expertise. It put John Fyda back in the winner's frame, and allowed Ray MacDowall to better his small saloons record.

Road Saloons opened proceedings with Tom Bell rocketing his Sierra clear of the large field, from which John McIntyre extricated his yellow Chevette as Alaster Cunningham forced his Manta past the class record breaking ECM Fiesta of Ray MacDowall, this quartet leaving Glen Mortimer a lonely fifth in the Body Shop Fiesta.

John Fyda brought out his original Vision, the chassis of which sported numerous replacement parts, and set off to exercise his recent ill luck this season. However, he had to contend with the very on form Mallock of Alex Dobbie who took command mid race. But, it was Fyda who again blasted to the front despite the pair sharing fastest lap.

David Childs collected fourth, with Reg Forester Smith and Keith Bowmaker following Paterson home. In the 'B' class, Mike Upton led as Bill Carr swapped places with Grant Stewart, whose new Phantom was plagued with gearbox problems.

Ron Cumming trotted out the ex-Bill Paul AC3000 to blast away from the GT racers, as Brian Fletcher in his Davrian countered pressure from the 1-litre Esprit of Kenny Coleman until a slide out of the hairpin gave Coleman his chance. Some 8secs back, Ian Forrest's Drambuie Imp was coping well with the attack from circuit director Walter Robertson, the latter acclimatising to his first drive of the season, in the GA-engined Esprit, courtesy of Ron Cumming. The pair had pulled well clear of the Davrian of Steve Jefferies, Bob Jamieson having spun his Novafone Davrian out. Olly Ross was charging and pulled clear of Colin Philip, whose Esprit looked to be driving on ball bearings, its misdemeanours benefiting the Maguire Imp

of McKillop and a somewhat subdued James Mackay.

Despite a head gasket problem in morning practice and a loose rear wheel the previous day, Harvey Gillanders brooked no interference to his domination of Scottish FF2000, storming away in his Swift and opening an ever-increasing gap to the race-long three car nose-to-tail second place battle, led by Robert Thomson, who kept the Swift of Stewart Roden sandwiched between himself and David Duffield. Keith Wickham and Robin Brown were similarly locked but tangled and eliminated each other, boosting David Heeps and Robert Mitchell as Robert Wilson eventually got the better of the Mondiale of Mike Westgarth.

Although Mike Cannon led off the Road Sports, his Westfield developed a problem and Russell Paterson took his to the front, but it looked as if John Peace's Ginetta G27 would swallow him up. Alas a recurrence of earlier overheating problems forced the latter's retirement. This elevated the Dutton of Keith Scott and David Harkes in his home-built Ultima, a steady drive rewarding the Sylva of Gordon Clarke with fourth. Graham Carr rumbled his Dutton to sixth, benefiting when Ed Chester pitted.

The historic handicap attracted only four starters after Tom Richardson withdrew his Riley, but Peter Graham was soon overwhelmed by the Jaguar XK120 of John Foster, who just held off the little Vixen of Charlie Munro

which had overhauled the Ecosse Tojeiro of Hugh McCaig. In the Modsports, pole holder Ian Forrest was left by the bullet start of Steve Jefferies, and then lost second to the Sierra of Tom Bell, but once the Novafone driver settled he regained runner-up spot, as the Sierra succumbed to overheating, and then later assumed the front. Alaster Cunningham had his Manta in third but could do nothing about the flying Davrians. James Mackay, in his, set about and took the Chevette of John McIntyre, to be emulated by Olly Ross who had leapfrogged from the rear of the large field. As usual, Ray MacDowall led the up to 1600cc saloons, content to hold seventh place.

In the closing event, Colin Harper stamped his authority on the FF1600 race, when he pulled the Knockhill Van Diemen away from Cameron Binnie's similar car, the latter pressed hard by Louis di Resta.

This left the experienced Georgie Taylor to keep young Colin Low's Crosse in its place behind him, the pair leaving Bryan Gowans to his own devices. But David Taylor enjoyed no such luxury with Simon Payne and Graham Brunton joining battle with Alastair Taylor in the rush to the flag. Stephen Forsyth kept his Royale in the clear as Tony Gemmell and Angus McPherson swapped places, unaccustomed to being at the rear of the field, with Stewart Torrance who had spun there mid-race. **BILL HENDERSON**

Warren's way

The latest racing action at the Jim Russell Racing Drivers Club at Donington saw Warren Hughes continue his winning ways in the senior race, chased home by James Russell and stockbroker Harry Nuttall. Regular frontrunner Chris Hewitt over-revved and was thus classified fourth.

In the junior race, honours went to Robert Russell, defeating Australian Peter Bloink who had won on his first appearance at the previous meeting. Diccon Wright was third once Birmingham bus driver Grenville Watts had retired from the lead battle.

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Road Saloons (12 laps): Tom Bell (2.0 Ford Sierra), 11m25.8s, 64.87mph; 2, John McIntyre (2.3 Vauxhall Chevette), 11m34.30s; 3, Alaster Cunningham (2.4 Opel Manta), 11m39.40s; 4, Ray MacDowall (1.6 Ford Fiesta XR2). **Up to 1600cc:** 1, MacDowall; 2, Glen Mortimer (1.6 Ford Fiesta); 3, Alistair McCarter (1.3 Mini Cooper S). **Fastest lap:** MacDowall, 57.8s, 64.15mph (record). **Over 1600cc:** 1, Bell; 2, McIntyre; 3, Cunningham. **Fastest lap:** Bell, 55.6s, 66.69mph.

Lowland Tyres & Exhausts Clubmans & Sports Cars (12 laps) – overall and Clubmans 'A': 1, John Fyda (1.7 Vision), 9m36.90s, 77.13mph; 2, Alex Dobbie (1.7 Mallock Mk24), 9m38.40s; 3, Allen Johns (1.7 Mallock Mk24/27), 9m48.40s; 4, David Childs (1.7 Mallock), 9m55.80s. **Fastest lap:** Dobbie and Paterson, 47.0s, 78.89mph. **Clubman 'B':** 1m Mike Upton (1.6 Mallock Mk16); 2, Bill Carr (1.6 Mallock Mk16). **Fastest lap:** Upton, 53.4s, 69.44mph.

Town & Country Car Rentals Scottish GTs (12 laps): 1, Ron Cumming (AC3000), 10m00.90s, 74.05mph; 2, Kenny Coleman (1.0 Esprit), 10m12.70s; 3, Brian Fletcher (1.0 Davrian Mk8), 10m16.20s; 4, Ian Forrest (1.0 Drambuie Imp), 10m24.30s. **Up to 1000cc:** 1, Coleman; 2, Fletcher; 3, Forrest. **Fastest lap:** Fletcher and Coleman, 49.9s, 74.31mph (record). **Over 1000cc:** 1, Cumming; 2, Walter Robertson (3.4 Lotus Esprit); 3, C McKillop (1.6 Maguire Mini). **Fastest lap:** Cumming, 48.1s, 77.09mph.

Eastern Photocolor/Silverscreen Scottish FF2000 (12 laps): 1, Harvey Gillanders (Swift), 9m41.10s, 76.57mph; 2, Robert Thomson (Reynard), 9m54.80s; 3, Stewart Roden (Swift), 9m55.00s; 4, David Duffield (Reynard), 9m55.20s; 5, David Heeps (Reynard), 9m59.60s; 6, Robert Mitchell (Reynard), 10m17.10s. **Fastest lap:** Gillanders, 47.6s, 77.90mph.

Road Sports (12 laps): 1, Russell Paterson (1.6 Westfield 7SE), 11m33.00s, 64.21mph; 2, Keith Scott (3.5 Dutton Phaeton), 11m40.60s; 3, David Harkes (2.7 Ultima), 12m03.50s; 4, Gordon Clarke (1.6 Sylva), 12m15.20s. **Up to 1600cc:** 1, Paterson; 2, Clarke. **Fastest lap:** Paterson, 56.6s, 65.51mph. **Over 1600cc:** 1, Scott; 2, Harkes; 3, Graham Carr (3.0 Dutton Malaga). **Fastest lap:** John Peace (2.1 Ginetta G27), 56.3s, 65.86mph.

Lothian Chemical Company Historic Handicap (10 laps): 1, John Foster (3.4 Jaguar XK120), 11m11.10s, 57.84mph; 2, Charles Munro (1.0 Vixen VB IV), 11m11.50s; 3, Hugh McCaig (Tojeiro-Buick), 11m21.60s; 4, Peter Graham (2.4 Riley 16hp Special), 11m51.20s. **Fastest lap:** Munro, 57.3s, 64.71mph.

Sportstune Modified Cars (12 laps): 1, Ian Forrest (1.0 Davrian), 10m36.00s, 70.00mph; 2, Steve Jefferies (1.0 Davrian), 10m50.20s; 3, Alaster Cunningham (2.4 Opel Manta), 10m59.30s; 4, James Mackay (1.0 Davrian 8), 11m05.40s. **Modsports:** 1, Forrest; 2, Jefferies; 3, Mackay. **Fastest lap and overall:** Forrest, 51.0s, 72.71mph (record). **Modsaloons – up to 1600cc:** 1, Ray MacDowall (1.6 Ford Fiesta XR2), 11m23.10s; 2, Neil Fisher (1.0 Fraser Imp), 11m31.20s; 3, Andrew McKinna (1.3 MG Metro), 11 laps. **Fastest lap:** MacDowall, 55.4s, 66.93mph. **Modsaloons – over 1600cc:** 1, Cunningham; 2, John McIntyre (2.3 Vauxhall Chevette), 11m15.70s; 3, Lewis Emslie (2.4 Mazda RX7), 11m32.30s. **Fastest lap:** Tom Bell (2.0 Ford Sierra), 52.7s, 70.36mph.

MacAndrews for Citroën Senior and Tom Brown Racing School Junior Scottish FF1600 (12 laps): 1, Colin Harper, (Van Diemen RF85), 10m21.60s, 71.58mph; 2, Cameron Binnie (Van Diemen-Minister RF86), 10m23.80s; 3, Louis Di Resta (Van Diemen-Scholar RF88), 10m25.50s; 4, Georgie Taylor (Van Diemen RF85), 10m32.80s; 5, Colin Low (Crosse 62F), 10m33.20s; 6, Bryan Gowans (Van Diemen RF86), 10m35.40s. **Fastest lap:** Binnie, 51.1s, 72.56mph.