Ingliston's fresh start

IF ANY of Scotland's remaining race meetings can match Ingliston on April 28, it's going to be a fabulous season. Not only was the racing spellbinding on occasions, but there was a freshness to the list of winners, with welcome victories for Campbell Chisholm (FF1600), Olly Ross (Road Saloons) and Norman Taylor (2CVs). And once again the star of the show was modsports driver Neil Fisher, who did not leave the circuit with a particularly good result but enchanted the crowd with a monster drive in his Davrian.

Austin Kinsella put his Van Diemen on pole for the first of the two Scottish rounds in the **Dedicated Micros Formula E** series and spent the opening laps preventing Mike Gardner finding a way past. By lap five a gap was beginning to appear, and had reached nearly three seconds when Kinsella took the flag. Malcolm Barfoot's NPW Crossle fell out of third place early on, leaving Pearse Stincon to fend off fastest lapper Dave Hart for that position while Barfoot recovered to finish fifth.

Practice problems left Ron Cumming only third on the **GT/Modified** grid, but by Southstand on the first lap the race had been sewn up as Cumming shot his Custon Office Furniture Stratos ahead of Roddie Paterson's Elan before skedaddling away to a new class record. Paterson held a lonely second and, as at Knockhill a fortnight before, was the only driver to stay on the same lap as Cumming. Neil Fisher, though. He started third in the Fishertruck Davrian, was overtaken by his father Duncan's Imp on lap three, and in an attempt to remedy this went into the hairpin far too quickly on lap five and spun to a halt, losing three places. Not much good so far. But the rest of his race was an absolute stormer. Four laps from home he passed Alaster Cunningham's Manta for fourth round the outside of the 180 degree Arena corner and set off after Iain Gardner's Sierra. A dive down the inside at Arena on the penultimate lap didn't work, so last time round he repeated the Cunningham manoeuvre and won the race by the thickness of his toenails to roars of appreciation from the astonished onlookers.

Campbell Chisholm's **FF1600** pole was a welcome surprise which was annulled somewhat when Jim Forsyth left the line remarkably briskly and led the first lap. He led the second, too, but came into the pits at the end of the third, leaving Chisholm to open up a lead over the grimly handling Sony Centre/Silverscreen Reynard of Cameron Binnie. Tommy Irvine manfully held on to third in his Swift, fending off first Geordie Taylor and then (when Taylor went straight on at the hairpin on lap nine) Alex Jack.

Another surprise practice performance was that of Norman Taylor, who was fastest of the **2CV** runners by a good half second. Taylor led the whole way, but he was never far ahead of Nicholas Runcie and Graham Harper, who finished in that order after a hard struggle for second. Further back came another tight dice for sixth, which Graham Hunter won by 0.01s from Dougle Anderson.

Olly Ross did not make the best of starts from the **Road Saloons up to 1600cc** grid and was beaten into the Esses by Alan Keith. Keith, however, was soon docked 10 seconds for not keeping his Fiesta on the black stuff, which gave the win to Ross's Racetrax Nova, a second ahead of David Kerr's Carl Dyson/Tynecastle Garage Fiesta. Simon Ewing, Raddy Sarafilovic and Mike Rattray had a busy time among themselves fighting for fourth in their Fiestas, and were joined latterly by Iain Cowie, shooting up from the back of the grid after the Carl Dyson etc. Corolla had decided not to play in the morning. Making it a good event for Racetrax, Ross's team mate David Finlay won the 1300cc group in his Nova after a vigorous battle with the Lynmar Developments Nova of a very determined James Ritchie, who in turn had to fend off Bill Aitkenhead's Fiesta.

Just before we began calling the **Clubmans/FF2000** race the battle of the Dereks, along came Robert Mitchell to upset the usual form. Mitchell got the drop on Derek Butcher's Knockhill Reynard to take second place and stayed there for the duration, which not only gave him the FF2000 win in his Reynard but prevented Butcher from keeping track of Derek Ferguson, who duly took a seven second win in the Ferguson Seacabs Vision. Grant Stewart's Mallock took its first Class B win by a quarter of a second from Mike Upton's similar car.

After the race it seemed almost leisurely by comparison, but Neil Gammie's practice time gave him a decisive pole position for the **Road Saloons over 1600cc/Sports Cars/ Kitcars** race. His Westfield led the thoroughly rebuilt and alarmingly bewinged version of Angus Gray throughout, but Gray was definitely closing towards the end and on his final lap set a terrific new record which would have pleased many of the runners in the modified event. Iain Gardner, whose Sierra looked enough of a handful even on slicks round the tight circuit, manhandled it sufficiently bravely on road rubber to finish third ahead of Alaster Cunningham's Manta, which lost a front panel during the excitement. A good start by John Peace put his Ginetta between the Westfield-Vauxhalls of Iain Wight and Michael Higson on lap 1, but he ended up in the barriers after locking up the rear under braking for the hairpin. Wight held on to fifth for nine laps before Higson got through on the way to Lefthander, and their dice ended on a bizarre note when Wight crossed the line backwards after both cars had had to swerve to avoid a backmarker at Arena.

D.F.

INGLISTON, APRIL 28, SMRC 1991

Formula E Race - 12 laps: 1, A.Kinsella (Van Diemen) 10m 40.91s (69.43mph); 2, M.Gardner (Van Diemen RF80) 10m 43.67s; 3, P.Stinson (Crossle 32F) 10m 46.09s; 4, D.Hart (Crossle 25F) 10m 46.54s; 5, M.Barfoot (Crossle 25F) 10m 54.16s; 6, B.Baxter (Crossle 30F) 10m 56.75s. Fastest lap: Hart 52.40s (70.76mph) RECORD.

Modified, GT and Special Saloon Race - 12 laps: 1, R.Cumming (Lancia Stratos) 9m 45.11s (76.05mph); 2, R.Paterson (Lotus Elan) 10m 35.89s; 3, D.Fisher (Fishertruck Imp) 11 laps; 4, N.Fisher (Fishertruck Davrian) 11 laps; 5, I.Gardner (Ford Sierra Cosworth) 11 laps; 6, A.Cunningham (Opel Manta) 11 laps. Class winners: Cumming, Paterson, D.Fisher, Gardner and B.Ewing (Ford Fiesta). Fastest laps: Cumming 47.29s (78.41mph) RECORD; Paterson 52.20s (71.03mph); D.Fisher 52.24s (70.98mph) RECORD; Gardner 54.07s (68.58mph); Ewing 56.74s (65.35mph).

FF1600 Race - 12 laps: 1, C.Chisholm (Reynard 90FF) 10m 25.25s (71.17mph); 2, C.Binnie (Reynard 91FF) 10m 26.05s; 3, T.Irvine (Swift) 10m 33.34s; 4, A.Jack (Swift) 10m 33.80s; 5, R.Steedman (Van Diemen RF89) 10m 40.44s; 6, D.Taylor (Reynard) 10m 47.18s. Fastest lap: Chisholm 51.01s (72.69mph).

Citroen 2CV Race - 13 laps: 1, N.Taylor 15m 03.40s (49.31mph); 2, N.Runcie 15m 03.55s; 3, G.Harper 15m 04.23s; 4, R.Renwick 15m 24.37s; 5, A.Rogers 15m 30.54s; 6, G.Hunter 16m 04.11s. Fastest lap: Harper 1m 13.78s (50.26mph).

Road Saloons up to 1600cc - 12 laps: 1, O.Ross (Racetrax Nova) 11m 51.01s (62.58mph); 2, D.Kerr (Ford Fiesta) 11m 52.00s; 3, A.Keith (Ford Fiesta) 12m 00.72s; 4, S.Ewing (Ford Fiesta) 12m 01.37s; 5, R.Sarafilovic (Ford Fiesta) 12m 01.94s; 6, I.Cowie (Toyota Corolla) 12m 02.38s. Class winners: Ross and D.Finlay (Racetrax Nova). Fastest laps: Cowie 56.33s (63.57mph); J.Ritchie (Vauxhall Nova) 59.79s (62.02mph).

Clubmans and FF2000 Race - 12 laps: 1, D.Ferguson (Vision V85) 9m 49.19s (75.52mph); 2, R.Mitchell (Reynard) 9m 56.57s; 3, D.Butcher (Reynard 86SF) 9m 57.31s; 4, K.Bowmaker (Mallock Mk.20B) 10m 25.55s; 5, R.Forrester-Smith (Marquiss Mallock) 10m 28.16s; 6, G.Stewart (Mallock Mk.28B) 10m 39.00s. Class winners: Ferguson, Mitchell and Stewart. Fastest laps: Ferguson 48.25s (76.85mph); Butcher 48.91s (75.81mph); M.Upton (Mallock Mk.20B) 51.44s (72.08mph).

Road Saloons over 1600cc, Sports cars and Kitcars - 12 laps: 1, N.Gammie (Westfield SEi) 11m 03.86s (67.03mph); 2, A.Gray (Westfield SEi) 11m 04.33s; 3, I.Gardner (Ford Sierra Cosworth) 11m 13.11s; 4, A.Cunningham (Opel Manta) 11m 13.34s; 5, M.Higson (Westfield SE) 11m 36.42s; 6, I.Wight (Westfield SEi) 11m 41.90s. Class winners: Gammie, Gardner and J.Grant (Lotus Elan). Fastest laps: Gray 53.92s (68.77mph) RECORD; Gardner 55.07s (67.33mph); Grant 59.92s (61.88mph).