

Mainly Mallock

18.5.88

PART two of Scottish MRC's race weekend took place at Ingliston, where for some reason the racing was not quite up to the standard set at Knockhill the day before. One of the main attractions was the Historic Handicap, open this time only to those who had taken part in the Scottish Historic Tour, which had started two days previously at the Glasgow Garden Festival.

The class dominance bit is all very well but after a year or so it becomes a little tedious. So it was refreshing to see the road saloons up to 1800cc race go to Alan Keith, who had managed to piece together a new engine for his Fiesta after revving the original unit to destruction in April. Having made an excellent start, Keith was able to build up a nice little lead while Ray MacDowall tried to get his all conquering ECM Delivery Services Fiesta past poleman Glen Mortimer's Body Shopcar. However Keith then lost time scrabbling round the hairpin with the ignition switched off after the throttle jammed open. Suddenly MacDowall was right on top of him, but Keith's throttle behaved itself from then on and he held off MacDowall for the rest of the race.

Broken halfshaft at Knockhill, seized engine at Ingliston - it just wasn't John Fyda's weekend. The Agra Vision was leading the Clubmans Register round well at the end of lap one, but almost immediately Fyda's hand went up as the engine ground to a halt. Chris Greville-Smith led briefly after that until Richard Mallock took over and went on to win despite carburetion problems - he was running a new set of Dunlops borrowed from Andy Smith, and was now going so quickly round Arena that his engine was being starved of fuel as he exited the corner. Greville-Smith's engine started fading very early on and was sounding absolutely terrible by the time the Phantom gasped across the line in fourth, behind Eric Paterson and Tony Pouranne and only marginally ahead of Bill Wood.

Reversing their Knockhill positions, Colin Harper and Cameron Binnie finished in that order in the FF1600 event. This was a long-awaited victory for the ever-promising Harper, who had never previously won anything, barring heats, at Ingliston. Geordie Taylor was a

relatively lonely third, while Tommy Gemmell managed to open up a last lap lead over Ewen Biuchan, Louis di Rosta and Bryan Gowans with whom he had been fighting virtually throughout the race.

Eric Paterson had a comfortable win over the well spread out sports cars. The most impressive drive was that of Andy Smith, whose MIL Mallock had six people working on it for two and a half hours after mechanic Cameron Kerr got the car tangled up in someone else's accident in the Clubman's Register race. It was clearly a high class piece of refettling since Smith finished fourth after lapping the track 0.6s under his own Clubmans B record.

With Ian Forrest off the pace in the Drambuie Imp, the GTs could not provide such close racing as they had at Knockhill. Kenny Coleman

Road Saloons up to 1600cc - 12 laps: 1. A.Keith (1.6 Fiesta) 11m.51.31s (62.56mph); 2. R.MacDowall (1.6 Fiesta); 3. G.Mortimer (1.6 Fiesta); 4. E.Hart (1.6 Fiesta). Fastest lap: MacDowall 58.2s (63.71mph).

Clubmans Register - 12 laps: 1. R.Mallock (1.7 Mallock Mk27SG) 9m.36.86s (77.13mph); 2. E.Paterson (1.7 Vision V87); 3. T.Pouyenne (1.7 Silver Phantom); 4. C.Greville-Smith (1.7 Phantom). Fastest lap: Mallock 46.9s (79.06mph). Class B winner/fastest lap: K.Runnacles (1.6 Vision V88) 11 laps/51.3s (72.28mph).

Road Sports Cars - 12 laps: 1. R.Paterson (1.6 Westfield 7SE) 11m.38.81s (63.67mph); 2. J.Peace (2.1 Ginetta G27); 3. K.Scott (2.3 Dutton Phaeton); 4. R.Sarafilovic (1.6 Westfield 7). Over 1600cc winner/fastest lap: Peace 56.4s (65.74mph). Up to 1600cc winner: Paterson; fastest lap: N.Gammie (1.6 Westfield SEi) 56.2s (65.98mph).

Formula Vee - 12 laps: 1. M.Jolly (1.3 Scarab Mk2) 11m.41.66s (63.42mph); 2. P.Curran (1.3 Scarab Mk2 RSS); 3. A.Storer (1.3 Scarab Mk2 RSS); 4. T.Welsh (1.3 Scarab Mk2 RSS). Fastest lap: Curran 56.5s (66.51mph) ESTABLISHES RECORD.

Road Saloons over 1600cc - 12 laps: 1. A.Cunningham (2.4 Opel Manta) 11m.57.07s (62.05mph); 2. J.McKintyre (2.3 Vauxhall Chevette); 3. T.Bell (2.0 Ford Sierra RS500); 4. D.Maddock (2.3 Vauxhall Chevette). Fastest lap: Bell 56.9s (65.17mph).

FF1600 - 12 laps: 1. C.Harper (Van Diemen RF85) 10m.22.6s (71.47mph); 2. C.Binnie (Van Diemen RF86); 3. G.Taylor (Van Diemen RF85); 4.

had a comfortable win despite gearing which is too low now that his Esprit is on top form.

The atmosphere! (The Historic Handicap). The initials! (All but three names in the programme - why?) The noise! (Bird's gloriously musical AC Cobra Le Mans). The confusion! (The finish marshals before they realised who was leading). The winner! (Limit man rides - five seconds per lap quicker than in practice...)

FF2000 looks like it is going to be dominated by Harvey Gillanders and Stewart Roden this year. After Roden's win with the ANC Reynard at Knockhill the day before, Gillanders romped to a handsome victory this time, while Roden had to fight off David Duffield. Gillanders and Duffield achieved the seemingly impossible by breaking Chic Stenhouse's age-old lap record. And about time.

There was never much doubt that Ian Forrest would run away with the Modified race, since he was driving the fastest Davrian in the country. Steven Jeffries, with no Olly Ross to play with this time since the latter's engine had blown up at Knockhill, was a lonely second in another Davrian, while two more of the little sports cars, driven by Ken Murray and James Mackay, made Tom Bell's life a misery as Bell tried successfully to hold on to third in his Sierra.

D.F.

T.Gemmell (Van Diemen). Fastest lap: Harper 51.2s (72.42mph).

Sports Cars - 12 laps: 1. E.Paterson (1.7 Vision V87) 9m.47.18s (75.78mph); 2. L.Jacobsen (2.0 Chevron B16); 3. B.Wood (1.7 Mallock Mk27SC); 4. A.Smith (1.6 Mallock Mk27). Clubmans A winner and fastest lap: Paterson 47.8s (77.57mph). Clubmans B winner and fastest lap: Smith 48.8s (75.98mph). Sports Cars winner and fastest lap: Jacobsen 48.6s 76.30mph).

GT Cars - 12 laps: 1. K.Coleman (1.0 Lotus Esprit) 10m.22.50s (71.48mph); 2. I.Forrest (1.0 Drambuie Imp); 3. S.Jeffries (1.0 Davrian); 4. C.Philip (1.0 Imp). Over 1000cc winner and fastest lap: Share (1.1 Clan Crusader) 65.9s. Up to 1000cc winner and fastest lap: Coleman 50.1s (74.00mph).

Historic Cars Handicap - 10 laps: 1. C.Rides (3.8 HWM Jaguar) 10m.56.70s (62.09mph); 2. P.Agg (3.4 Jaguar C-Type); 3. B.Bird (4.7 AC Cobra Le Mans); 4. N.Cornier (1.9 Frazer Nash Le Mans). Fastest lap: Bird 61.8s (60.00mph).

FF2000 - 12 laps: 1. H.Gillanders (Swift) 9m.35.57s (77.31mph); 2. S.Roden (Reynard); 3. D.Duffield (Reynard); 4. R.Thompson (Reynard). Fastest lap: Gillanders/Duffield 47.3s (78.39mph) RECORD.

Modified Saloons and Sports Cars - 12 laps: 1. I.Forrest (1.0 Davrian) 10m.37.77s (69.77mph); 2. S.Jeffries (1.0 Davrian); 3. T.Bell (2.0 Ford Sierra RS500); 4. K.Murray (1.0 Davrian). Over 1600cc Saloons winner and fastest lap: Bell 54.8s (67.66mph). Up to 1600cc Saloons winner and fastest lap: R.MacDowall (1.6 Ford Fiesta) 56.0s (66.21mph). Sports Cars winner and fastest lap: Forrest 51.1s (72.56mph).