



Neil Corner heads for fourth place in his Frazer-Nash Le Mans.

Pink panther

INGLTON, May 15: A delightfully varied programme of 11 events concluded the SMRC's club racing double-header weekend, the highlights being Harvey Gillanders' FF200 lap record, set in a faultless winning drive, and the nostalgic Ecurie Ecosse handicap race for Historic sportscars, which marked the closure of its highly successful inaugural Scottish Motor Tour. Gillanders' prowess in the startling pink Swift saw the Peterhead driver regain sole leadership of the hotly-contested Silverscreen National championship. The standard was later equalled by David Duffield.

Road saloon racing enjoys a central role in the popularity of circuit, racing in Scotland – on both sides of the barriers. The smaller capacity cars opened the meeting, and proved to be a Ford Fiesta benefit. Alan Keith outdragged Glen Mortimer's pole-sitting Body Shop car and opened up a useful cushion, which Ray MacDowall tried eagerly to negate, once past Mortimer. This trio finished well clear of Alistair Hart's XR2 which had a good scrap with Geoff Williams' Mini and Eain Cowie's Toyota Corolla.

After a puncture in qualifying, Dick Mallock switched Jon Robinson's

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Trophy (10 laps) – overall and Class A: 1, Richard Mallock (1.7 Vision V87), 9m36.04s; 2, Tony Pouyanne (1.7 Mallock Mk24), 9m38.98s. **Fastest lap:** Dobbie and Smith (1.6 Mallock Mk27), 10m06.89s; 2, Keith Runnacles (5.6 Mallock Mk16), 10m14.90s. **Fastest lap:** Smith, 59.74s.

Class B: 1, Richard Mallock (1.7 Vision V87), 9m36.04s; 2, Tony Pouyanne (1.7 Mallock Mk24), 9m38.98s. **Fastest lap:** Dobbie and Smith (1.6 Mallock Mk27), 10m06.89s; 2, Keith Runnacles (5.6 Mallock Mk16), 10m14.90s. **Fastest lap:** Smith, 59.74s.

Class C: 1, Richard Mallock (1.7 Vision V87), 9m36.04s; 2, Tony Pouyanne (1.7 Mallock Mk24), 9m38.98s. **Fastest lap:** Dobbie and Smith (1.6 Mallock Mk27), 10m06.89s; 2, Keith Runnacles (5.6 Mallock Mk16), 10m14.90s. **Fastest lap:** Smith, 59.74s.

Class D: 1, Richard Mallock (1.7 Vision V87), 9m36.04s; 2, Tony Pouyanne (1.7 Mallock Mk24), 9m38.98s. **Fastest lap:** Dobbie and Smith (1.6 Mallock Mk27), 10m06.89s; 2, Keith Runnacles (5.6 Mallock Mk16), 10m14.90s. **Fastest lap:** Smith, 59.74s.

Class E: 1, Richard Mallock (1.7 Vision V87), 9m36.04s; 2, Tony Pouyanne (1.7 Mallock Mk24), 9m38.98s. **Fastest lap:** Dobbie and Smith (1.6 Mallock Mk27), 10m06.89s; 2, Keith Runnacles (5.6 Mallock Mk16), 10m14.90s. **Fastest lap:** Smith, 59.74s.

Class F: 1, Richard Mallock (1.7 Vision V87), 9m36.04s; 2, Tony Pouyanne (1.7 Mallock Mk24), 9m38.98s. **Fastest lap:** Dobbie and Smith (1.6 Mallock Mk27), 10m06.89s; 2, Keith Runnacles (5.6 Mallock Mk16), 10m14.90s. **Fastest lap:** Smith, 59.74s.

Class G: 1, Richard Mallock (1.7 Vision V87), 9m36.04s; 2, Tony Pouyanne (1.7 Mallock Mk24), 9m38.98s. **Fastest lap:** Dobbie and Smith (1.6 Mallock Mk27), 10m06.89s; 2, Keith Runnacles (5.6 Mallock Mk16), 10m14.90s. **Fastest lap:** Smith, 59.74s.

Class H: 1, Richard Mallock (1.7 Vision V87), 9m36.04s; 2, Tony Pouyanne (1.7 Mallock Mk24), 9m38.98s. **Fastest lap:** Dobbie and Smith (1.6 Mallock Mk27), 10m06.89s; 2, Keith Runnacles (5.6 Mallock Mk16), 10m14.90s. **Fastest lap:** Smith, 59.74s.

Class I: 1, Richard Mallock (1.7 Vision V87), 9m36.04s; 2, Tony Pouyanne (1.7 Mallock Mk24), 9m38.98s. **Fastest lap:** Dobbie and Smith (1.6 Mallock Mk27), 10m06.89s; 2, Keith Runnacles (5.6 Mallock Mk16), 10m14.90s. **Fastest lap:** Smith, 59.74s.

Class J: 1, Richard Mallock (1.7 Vision V87), 9m36.04s; 2, Tony Pouyanne (1.7 Mallock Mk24), 9m38.98s. **Fastest lap:** Dobbie and Smith (1.6 Mallock Mk27), 10m06.89s; 2, Keith Runnacles (5.6 Mallock Mk16), 10m14.90s. **Fastest lap:** Smith, 59.74s.

Class K: 1, Richard Mallock (1.7 Vision V87), 9m36.04s; 2, Tony Pouyanne (1.7 Mallock Mk24), 9m38.98s. **Fastest lap:** Dobbie and Smith (1.6 Mallock Mk27), 10m06.89s; 2, Keith Runnacles (5.6 Mallock Mk16), 10m14.90s. **Fastest lap:** Smith, 59.74s.

Oiline Mallock onto Dunlops for the start of the Technical Fabrications Clubmans Register counter. Poleman John Fyda's Agra Vision led Chris Greville-Smith's latest Phantom for the first lap, before "something let go by my foot, and the engine stopped awful quick." Chris' understering machine was quickly gobbled up by Mallock's Mk27SG/88, then lapsed onto three cylinders, promoting Eric Paterson's colourful Vision, which was unable to do anything about the leader. Behind Eric, Tony Pouyanne hustled his Phantom past the ailing CG-S, with Bill Wood still chasing hard. John Istead's unconventional route into the pitlane (backwards), brought B-sport's only healthy survivor Keith Runnacles up to sixth.

Russell Paterson always had control of the Road Sports event once he had muscled out John Peace's very pretty Pinto-engined Ginetta G21 into the Esses. Peace fell back amid the company of Keith Scott's well presented Dutton-Rover and Neil Gammie's Westfield SE, but outfumbled Scott at the hairpin while lapping a gaggle of backmarkers and set about the leading Westfield once more. An entertaining chase ensued, but Paterson was untroubled. Raddy Sarafilovic put his Westfield 7 at all angles en route to fourth place.

Welshman Dudley Lerner's self-built device claimed pole for the Formula Vee invitation thrash and led a fraught group of five (of the eight starters) until half-way when Mike Jolly thrust his Scarab ahead. Jolly, Lerner, Andy Storer (Caldwell) and the Scarabs of Paul Curran and Knockhill's Saturday victor Trevor Welsh put on a tremendous display, Mike and Paul getting the verdict over FV race-hire king Storer's streamliner after a broken clutch cable dropped Lerner from contention.

Alister Cunningham's Opel Manta was quicker away than the turbo-charged Ford Sierra and AVA BMW 745i of Tom Bell and Iain Gardner respectively at the start of the big Road Saloon thrash, but power soon told and Bell blasted through into a handsome lead. Cunningham held Gardner at bay until the latter's power steering belt was thrown, terminating the spectacular machine's outing. With Bell's machine sounding terminally ill from lap 4 (later diagnosed as water on its management system's brain) the Sierra became slower and less responsive to the throttle, its lead eroded all the while. When it faltered on the final lap, Cunningham and his shadow John McIntyre (Vauxhall Chevette HSR) shot past to take the major honours. A second Chevette ran in the GM train for much of the race, but Dave Maddock could not take advantage as he fell away to indulge in some diff-loading sideways action by himself. Cunningham, in fact, had no brakes towards the end of the race. "I was having to use my imagination at the hairpin!"

The FF1600 race, a counter towards both the Junior and Senior titles, was something of a disappointment, but that should take nothing away from Colin Harper who drove his three-year-old Van Diemen brilliantly to repel the vastly experienced Cameron Binnie's RF86. Gordie Taylor and Tony Gemmell (the latter working wonders with one of the spidery RF84s) gave stern pursuit throughout, with Ewan Buchan diving back past very promising novice Louis di Resta for fifth spot. Colin Birkbeck spun on lap 1 but worked his way feverishly back to 10th by the flag. Tommy Pearson was not so fortunate, rolling his PRS over the Esses barrier first time round, although he was released unharmed.

With Fyda sidelined, the way was left clear for Eric Paterson to dominate the Lowland Tyres Clubmans and Sports car event, although Laurence Jacobsen (his glorious Chevron B16 the only sports racer out) never relented in his chase of the Beecroft Racing-prepped Vision. Bill Wood's smart U2 was fourth, harried by the amazing Andy Smith's FF1600-engined Mallock. Istead's twitchy U2 and Runnacles' B-sport Vision followed them home, the visitors getting full value from their expedition to the north.

Kenny Coleman's Imp-engined Lotus Esprit clone was never headed in the GT field, a precision drive easing him away from Ian Forrest's Drambui Imp which had braved out the hairpin with Ken Murray's Davrian on the first lap. Steve Jefferies promptly moved his version up to third, but the dice of the race saw Colin Philip outbrake Mackay's Davrian brilliantly to place his Imp fourth after a protracted series of essays.

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Road Saloons up to 1600cc (12 laps): 1, Alan Keith (1.6 Ford Fiesta), 11m51.31s, 62.56mph; 2, Ray MacDowall (1.6 Ford Fiesta), 11m51.96s; 3, Glen Mortimer (1.6 Ford Fiesta), 12m00.36s; 4, Alastair Hart (1.6 Ford Fiesta), 12m25.56s; 5, Geoff Williams (1.3 Mini), 12m26.15s; 6, Eain Cowie (1.6 Toyota Corolla), 12m27.32s. **Fastest lap:** MacDowall, 58.2s, 63.71mph.

Technical Fabrications Clubmans Register Sportscars (12 laps): 1, Riccardo Mallock (1.7 Mallock-Ford U2 Mk7/SG/88), 9m36.86s, 77.13mph; 2, Eric Paterson (1.7 Vision-Mass V87), 9m39.89s; 3, Tony Pouyanne (1.7 Phantom-Beattie), 9m57.45s; 4, Chris Greville-Smith (1.7 Phantom-Ford P88), 9m59.85s; 5, Bill Wood (1.7 Mallock-Ford U2 Mk27SC), 10m00.20s; 6, Keith Runnacles (1.6 Vision-Ford V88), 11 laps. **A-Sport:** as above. **Fastest lap:** Mallock, 46.9s, 79.06mph. **B-Sport:** 1, Runnacles, 69.81mph; 2, Bill Carr (1.6 Mallock-Ford U2 Mk16), 8 laps; no other finishers. **Fastest lap:** Runnacles, 51.3s, 72.28mph.

Road Sportscars (12 laps): 1, Russell Paterson (1.6 Westfield-Ford 7SE), 11m38.81s, 63.67mph; 2, John Peace (2.1 Ginetta-Ford G27), 11m40.83s; 3, Keith Scott (3.5 Dutton-Rover Phaeton V8), 11m47.44s; 4, Raddy Sarafilovic (1.6 Westfield-Ford 7), 12m05.24s. **Up to 1600cc:** 1, Paterson; 2, Sarafilovic; 3, Kenny McGlynn (1.6 Dutton Phaeton), 11 laps. **Fastest lap:** Neil Gammie (1.6 Westfield-Ford 7SE), 56.2s, 65.99mph. **Over 1600cc:** 1, Peace, 63.49mph; 2, Scott; 3, Dougie Anderson (3.1 Dutton-Ford Phaeton), 12m23.04s. **Fastest lap:** Peace, 56.4s, 65.74mph (establishes record).

Formula Vee (12 laps): 1, Mike Jolly (Scarab Mk11), 11m41.66s, 63.42mph; 2, Paul Curran (Scarab Mk11 RSS), 11m49.94s; 3, Andy Storer (Caldwell D13 RSS), 11m49.62s; 4, Trevor Welsh (Scarab Mk11 RSS), 11m52.12s; 5, Dudley Lerner (Lerner T1B), 12m03.03s; 6, Colin Darroch (Scarab Mk11), 12m22.69s. **Fastest lap:** Curran, 56.5s, 66.51mph (establishes record).

Road Saloons over 1600cc (12 laps): 1, Alister Cunningham (2.4 Opel Manta), 11m57.07s, 62.05mph; 2, John McIntyre (2.3 Vauxhall Chevette HSR), 11m59.41s; 3, Tom Bell (2.0 Ford Sierra Cosworth), 12m06.25s; 4, Dave Maddock (2.3 Vauxhall Chevette HSR), 12m16.35s; 5, Lewis Emslie (7.3r Mazda RX-7), 12m23.45s; 6, Steven Miller (2.0 Ford RS2000), 12m30.21s. **Fastest lap:** Bell, 56.9s, 65.17mph.

RHAs Trophy MacAndreas for Citroen and Tom Brown Racing School FF1600 (12 laps): 1, Colin Harper (Van Diemen RF85), 10m22.60s, 71.47mph; 2, Cameron Binnie (Van Diemen-Minister RF16), 10m27.41s; 3, Gordie Taylor (Van Diemen RF85), 10m36.88s; 4, Tony Gemmell (Van Diemen-Auriga RF84), 10m40.36s; 5, Ewan Buchan (Reynard 84FF), 10m43.12s; 6, Louis di Resta (Van Diemen-Scholar RF88), 10m43.59s. **Fastest lap:** Harper, 51.2s, 72.42mph.

Lowland Tyres and Exhausts Sportscars (12 laps): 1, Eric Paterson, 9m47.18s, 75.78mph; 2, Laurence Jacobsen (2.0 Chevron-BDG B16), 9m59.55s; 3, Wood, 10m02.76s; 4, Andy Smith (1.6 Mallock-Ford Mk27), 10m04.47s; 5, John Istead (1.7 Mallock-Beattie Mk21), 10m21.48s; 6, Runnacles, 10m28.10s.

Sports Racing: 1, Jacobsen, 74.22mph; only starter. **Fastest lap:** Jacobsen, 48.6s, 76.30mph. **A-Sport:** 1, Smith, 73.61mph; 2, Runnacles; 3, Mike Upton (1.6 Mallock-Ford Mk16), 11 laps. **Fastest lap:** Smith, 48.8s, 75.98mph (record).

Town and Country Car Rentals GTs (12 laps): 1, Kenny Coleman (1.0 Lotus Esprit-Imp), 10m22.50s, 71.48mph; 2, Ian Forrest (1.0 Imp), 10m29.09s; 3, Steven Jefferies (1.0 Davrian-Imp), 11m00.89s; 4, Colin Philip (1.0 Imp), 11m05.89s; 5, James MacKay (1.0 Davrian-Imp), 11m06.95s; 6, Stan Share (1.1 Clan Crusader), 9 laps. **Fastest lap:** Coleman, 50.1s, 74.00mph. **Over 1000cc:** Share; only starter.

Ecurie Ecosse Historic Tour handicap (10 laps): 1, Clive Rides (3.8 HWM-Jaguar), 10m56.70s, 62.09mph; 2, Peter Agg (3.4 Jaguar C-Type), 11m03.20s; 3, Barry Bird (4.7 AC Cobra-Ford Le Mans), 11m17.00s; 4, E. Neil Corner (2.0 Frazer Nash Le Mans Replica), 11m18.20s; 5, The Far of Mexborough (3.0 Porsche Carrera), 11m21.40s; 6, John Foster (3.4 Jaguar XK120), 11m28.60s. **Fastest lap:** Bird, 61.8s, 60.00mph.

Silverscreen FF2000 (12 laps): 1, Harvey Gillanders (Swift FB88), 9m35.57s, 77.31mph; 2, Stewart Roden (Reynard 86SF) 9m39.57s; 3, David Duffield (Reynard 86SF), 9m39.98s; 4, J Robert Thomson (Reynard 86SF), 9m42.95s; 5, Gordon Wilson (Van Diemen RF88), 9m47.02s; 6, Stuart Gray (Reynard 87SF), 9m52.86s. **Fastest lap:** Gillanders and Duffield, 47.3s, 78.39mph (record).

Sportstune Modified Sports and Saloons (12 laps): 1, Ian Forrest (1.0 Davrian-Imp), 10m37.77s, 69.77mph; 2, Jefferies, 10m57.15s; Bell, 11m14.09s; 4, Ken Murray (1.0 Davrian-Imp), 10m14.35s; 5, Mackay, 10m14.60s; 6, Cunningham, 10m27.21s. **Sportscars:** 1, Forrest; 2, Jefferies; 3, Murray. **Fastest lap:** Forrest, 51.1s, 72.56mph (record). **Saloons over 1600cc:** 1, Bell, 66.01mph; 2, Cunningham; 3, McIntyre, 11m27.77s. **Fastest lap:** Bell, 54.8s, 67.66mph. **Saloons up to 1600cc:** 1, MacDowall, 11m32.09s, 64.29mph; 2, Simon Ewing (1.6 Hillman Avenger), 11 laps; no other finishers. **Fastest lap:** MacDowall, 56.0s, 66.21mph.