

at the Devil's Elbow. Not to be outdone, Buckton recovered and regained the lead with a nicely judged manoeuvre at Chesson's Drift. At the finish Buckton held a 0.1 sec advantage.

Although Peter Lumley led from Cliff Davis at the start of the Lotus Challenge event, after only two laps the positions were reversed, and 'Biggles' Windebank had spun at Chesson's, handing third spot to Simon Kinsey. From then on the leading positions remained unchanged to the end despite the efforts of Windebank.

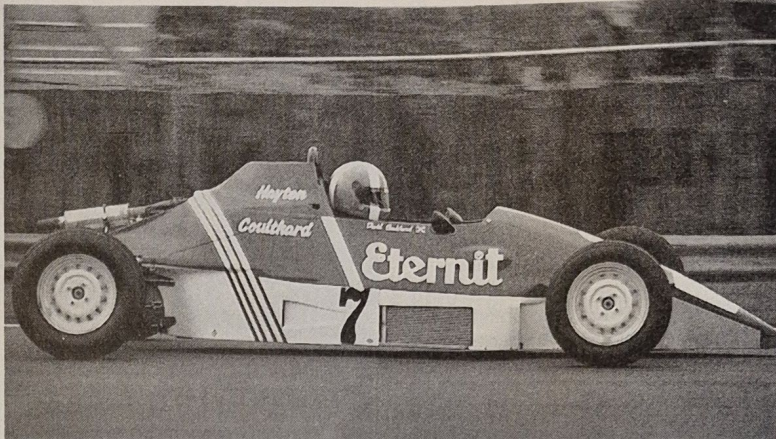
The second Forwell Kit car event for the big bangers was really shaping up well, as Nigel James' thundering Ultima-Chevrolet kept Martin Harrison (Dax Cobra) and the Ultimas of Bob Light and Ted Marlow at bay. The race was then stopped because of a collision at Chesson's between David Powell, John Lacey and Nigel Brown.

The re-start was reduced to eight laps, and Marlow was forced to start from the back row after a push-start. This time it was Light who took the initiative with James in pursuit until the yellow Ultima spun backwards at Chesson's. Then Lyndon Griffin lost third place when his Westfield slammed into the tyres at Paddock Bend. Martin Harrison's misfiring Dax held a lonely second place for the remainder of the race, but on the last lap Marlow was pipped for third by James who had recovered well after his spin.

Although Keith Messer was back in third place at the start of the F1300 race he dived ahead of John Corboy as they approached the Devil's Elbow for the first time, and then next time round he sliced past John Harrison to take the lead at Chesson's Drift. As soon as he hit the front he pulled away strongly, setting a new lap record in the process.

Bob Jarvis took his customary win by a country mile in the final event, for Special GTs. Bill Richards soon moved up from a lowly grid position to hold second place throughout, with the Hillman Imps of Ron Greenfield and Andy Gill finishing third and fourth.

KERRY DUNLOP



David Coulthard put the local FF1600 hot shots firmly in their place.

Coulthard on home ground

INGLISTON, Jul 23: With scarcely a breath of air, the circuit sweltered under the prevailing high temperatures for a nine race programme, two events of which required re-starts due to incidents at the Esses. The first of these was during the Ford Credit Fiesta Challenge and caused a lengthy delay after Richard Lawson made contact with the car of Scott Redding, demolishing a considerable length of barrier.

At the restart Ian Briggs, from pole, dominated proceedings to ease away from James Kaye and Robin Parsons, who lost his place to Jim Smith before going straight on at Arena. This boosted Colin Stancombe who led a procession comprising Matthew Neil, Mark Lemmer, Michael Ireland, Paul Ingram and Scott Redding, who all kept station to the flag.

Racing started with the Modsports cars. Up front, Ian Bruce blasted away in his purposeful Davrian, from Olly Ross, who had first passed Roddy Paterson, then the Chevette of John McIntyre which settled back to fourth trailing a smoke haze, spurring Alaster Cunningham to press his Manta harder just failing to displace the Chevette at the finish.

In the FF1600 qualifier, Colin Har-

per, after a fraught practice, stroked his swift away from Cameron Binnie, who opened an ever increasing gap on Louis di Resta whose Van Diemen was harried most of the way by ex-kartist Jim Forsyth while Thomas Irvine fended off the attentions of Colin Birkbeck to the flag.

From the small field of Clubman cars, John Fyda scorched off the line in his Agra Vision, trailing the Mallocks of Allen Johns, Bill Wood and Derek Ferguson, the latter now well acquainted with the ex-Dobbie car to reel in and take third place from Wood.

Stuart Gray stormed away to show Neil Gammie the way round in the Road Sports race, third place was where the action was. John McIntyre had again made a brisk getaway with the Chevette to head Alaster Cunningham, the latter intent on reversing the earlier result, but McIntyre kept his cool to the flag fall.

Young David Coulthard displayed scant regard for the local FF1600 hot-shoes, bulleting off the line to lead for the entire twelve laps. Colin Harper managed to keep his Swift within striking distance dropping Cameron Binnie and Louis di Resta who again found Jim Forsyth a powerful contender, while Thomas Irvine again kept Colin Birkbeck in his mirrors.

A first lap spin by the Mini Cooper of Alastair McCarter, caused a restart for the up to 1600cc Road Saloons, but again it was Kevin Tawse who led Jonathan Gilbert in their Fiestas, with Ian Cowie sandwiched in his Toyota Corolla GT in front of Alan Keith, Glen Mortimer and David Kerr in their Fiestas. This was not to last, as Keith piled on the pressure setting fastest lap to leap-frog to second, but finishing almost 1sec behind the flying Tawse.

In a sparse field of FF2000s, it was Cameron Binnie in the Silverscreen car who got his wheels to bite first, heading poleman Derek Butcher into the Esses, where the Knockhill Reynard caught up to gouge a groove in a rear tyre of the sponsor's car, but not preventing him from pulling out an ever increasing gap on Butcher. The pair amassed a considerable advantage over the apparently ill handling Swift of Kenny Coleman pursued by Robert Mitchell and David Heeps.

The closing GT event produced but seven starters, potential victor Ron Cumming electing to start his AC3000 from the rear of the grid which allowed Colin Philip to lead off in his Esprit, lasting as far as the hairpin and handing the lead to Duncan Fisher, who, having been overwhelmed by Cumming, pitted to elevate Ian Sharp's Stiletto Ford to second. Next to depart was Charles Campbell, which pushed the only other runners, Stan Share and Eddie Beerman, to third and fourth respectively.

BILL HENDERSON

INGLISTON

SMRC

Modsports and Saloons (12 laps) – overall: 1, Ian Bruce (2.0 Davrian), 10m37.56s, 69.00mph; 2, Olly Ross (1.0 Davrian Mk 7/8), 10m52.97s; 3, Roddie Paterson (1.9 Lotus Elan), 11m04.91s; 4, John McIntyre (2.3 Chevette), 11m08.63s. **Fastest lap:** Bruce, 51.25s, 72.35mph. **Mod Saloons:** 1, McIntyre; 2, Alaster Cunningham (2.4 Opel Manta); 3, Lewis Emslie (2.4 Mazda RX7). **Fastest lap:** McIntyre, 54.28s.

Tom Brown Racing School Junior and Shell Gemini Senior FF1600s (12 laps): 1, Colin Harper (Swift-Minister FB88), 10m21.32s, 74.05mph; 2, Cameron Binnie (Van Diemen-Minister RF86), 10m26.22s; 3, Louis di Resta (Van Diemen-Scholar RF88), 10m28.12s; 4, Jim Forsyth (Van Diemen-Scholar RF87), 10m30.44s; 5, Thomas Irvine (Van Diemen-Minister RF85), 10m33.57s; 6, Colin Birkbeck (Van Diemen-Scholar RF87), 10m33.98s. **Fastest lap:** Harper, 51.21s, 72.41mph.

Lowland Tyres & Exhausts Clubmans and Sports Cars (12 laps) – overall: 1, John Fyda (1.7 Vision), 9m38.89s, 64.5mph; 2, Allen Johns (1.7 Mallock Mk24), 9m42.81s; 3, Derek Ferguson (1.7 Mallock Mk24B), 10m01.83s; 4, Bill Wood (1.1 Mallock 27SC), 10m02.16s. **Class A:** 1, Fyda; 2, Johns; 3, Ferguson. **Fastest lap:** Fyda, 47.52s, 78.03mph. **Class B:** 1, Keith Bowmaker (1.6 Mallock 20B); 2, Mike Upton (1.6 Mallock 16); 3, Alistair Naismith (1.6 Mallock 16). **Fastest lap:** Bowmaker, 52.14s, 71.12mph.

Ford Fiesta Challenge (15 laps): 1, Ian Briggs, 15m12.32s, 60.01mph; 2, James Kaye, 15m13.82s; 3, Jim Smith, 15m20.08s; 4, Colin Stancombe, 15m22.88s; 5, Matthew Neil, 15m23.81s; 6, Mark Lemmer, 15m25.18s. **Fastest lap:** Briggs, 59.85s, 61.95mph.

Abercromby Road Sports and Over 1600cc Saloons (12 laps) – overall: 1, Stuart Gray (1.6 Westfield SE8), 11m14.96s, 65.92mph; 2, Neil Gammie (1.6 Westfield SE1), 11m18.72s; 3, John McIntyre (2.3 Chevette), 11m32.43s; 4, Alaster Cunningham (2.4 Opel Manta), 11m32.86s. **Sports:** 1, Gray; 2, Gammie; 3, John Peace (2.1 Ginetta G27). **Fastest lap:** Gray, 55.11s, 67.28mph. **Saloons:** 1, McIntyre; 2, Cunningham; no other finishers. **Fastest lap:** McIntyre, 56.71s, 65.40mph.

Tom Brown Racing School Junior and Shell Gemini Senior FF1600s (12 laps): 1, David Coulthard (Van Diemen-Scholar RF89), 10m19.10s, 74.03mph; 2, Colin Harper (Swift-Minister FB88), 10m20.68s; 3, Cameron Binnie (Van Diemen-Minister RF86), 10m26.89s; 4, Louis di Resta (Van Diemen-Scholar RF88), 10m27.56s; 5, Jim Forsyth (Van Diemen-Scholar RF87), 10m30.33s; 6, Thomas Irvine (Van Diemen-Scholar RF85), 10m32.49s. **Fastest lap:** Coulthard, 50.99s, 72.72mph.

Abercromby Road Saloons up to 1600cc (12 laps): 1, Kevin Tawse (1.6 Fiesta), 11m50.39s, 62.63mph; 2, Alan Keith (1.6 Ford Fiesta), 11m51.35s; 3, Jonathan Gilbert (1.6 Ford Fiesta), 12m02.40s; 4, David Kerr (1.6 Ford Fiesta), 12m10.92s. **Fastest lap:** Keith, 58.03s, 63.90mph.

Silverscreen FF2000s (12 laps): 1, Cameron Binnie (Reynard 86SF), 9m45.22s, 76.03mph; 2, Derek Butcher (Reynard 86SF), 9m47.13s; 3, Kenny Coleman (Swift HD88), 10m00.11s; 4, Robert Mitchell (Reynard 84SF), 10m03.50s; 5, David Heeps (Reynard 86SF), 10m11.17s; 6, Roy Wilson (Reynard 81SF), 9m57.88s. **Fastest lap:** Binnie, 47.86s, 77.48mph.

GT Cars (12 laps): 1, Ron Cumming (2.0 AC3000), 10m07.88s, 73.19mph; 2, Ian Sharp (1.6 Stiletto Ford), 10m56.82s; 3, Stan Share (1.2 Clon), 11m00.27s; 4, Eddie Beerman (1.8 Skoda Coupé GT), 10m38.56s; only finishers. **Fastest lap:** Cumming, 48.66s, 76.20mph.