

# Seeing red . . .

IN some ways, Ingliston on September 13 was a meeting to hide in the cupboard and forget about. There were too many red flag incidents for comfort, and not all the racing was up to scratch. However, there were several highlights, one of the major ones being Cameron Binnie's FF1600 win which gave him his fourth Scottish title in the class since 1978.

Two worn bolts in the front suspension nearly caused Ray MacDowall to lose a wheel in practice, and in reassembling it all before the road saloons up to 1600cc race his team did not have time to set everything up as before, which took the edge off the Fiesta's handling. Nevertheless, he climbed up the field from third on the grid and passed poleman Alan Keith on lap five. After a lot of effort, James Mackay got his Mini past the Avengers of Brian Beverley and Glen Mortimer, who were later joined by Alistair McCarter's Cooper S.

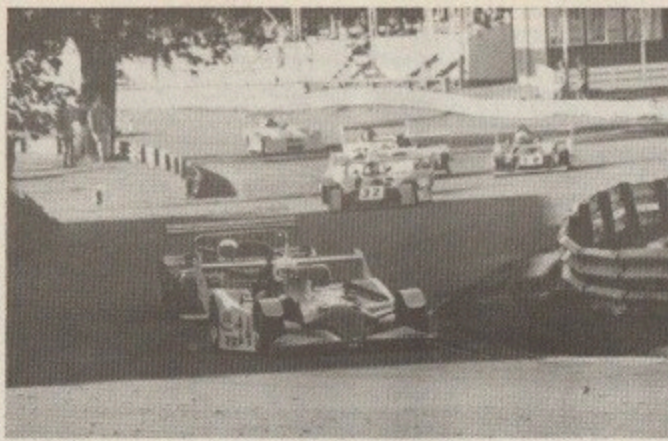
With red flags appearing on the warm-up lap (a shunt on the dummy grid) and lap three (Chris Hart going straight on at Caravan), the Scottish round of the Clubmans Register series was held over just nine laps in the end. Nick Bridge led off pole, but close follower John Fyda had it all planned out. He noticed that Bridge dropped to second gear for Lefthander instead of staying in third, and started understeering as a result. Fyda reckoned he could use this to his

advantage, and was just going through the motions of doing so on lap five when Bridge broke his gearlever on the change back to third and gave the win to Fyda right there. In the absence of Andy Smith, who was eliminated on the warm-up lap, Alex Moss took Class B from Eric Munnoch, driving the Jasag built in Elgin by Jim Sword.

Back came the red flags in the road sports car race, when Grant Stewart rolled coming out of the hairpin on lap seven. Results were taken from lap six, at which point Hamish Ogilvie was enjoying a comfortable lead over the battle for second between Allan McGregor and Russell Paterson.

Ron Cumming had an almost boringly easy CT win in the big Esprit, while Kenny Coleman, in his much smaller Esprit, won the one-litre class from the very sideways Eric Munnoch (back in his Davrian after the Jasag episode) and the gradually fading Ian Forrest.

A fine three-way battle for the FF1600 lead became two-way when Colin Harper spun at the hairpin on



JOHN FYDA's Vision heading Jeff Wilson as he takes the Clubmans spoils with ease.

lap seven. Cameron Binnie's race-long lead was threatened several times by Roy Low, who lost his chance when he nearly spun in a last-minute attempt to get by round the hairpin.

With Hugh Chalmers, Tom Bell and Iain Gardner holding a predictable and well-spaced 1-2-3 throughout, interest in the over 1600cc road saloons race centred on the dice for fourth, in which Raddy Sarafilovics spent a fraught 12 laps holding off the rented Capri of Olly Ross.

The sports car race should have been better than it was, with John Fyda in the Clubmans Vision being challenged by the sports cars of Kenny Allen and Jeff Wilson. It didn't happen, though. Allen stag-

gered into the pits after just three laps and Wilson, first time out at Ingliston for quite a while, couldn't keep up with Fyda. Eric Paterson made quite a charge to end up third after starting mid-field.

In true handicap fashion, the Historic lead changed on the last lap, when Peter Graham got his Riley past Brian Hopkins's Frazer Nash. The more modern cars of Grant Stephen and Charlie Munro only just failed to beat the handicappers, Stephen finishing within half a second of Hopkins.

Another battle not to happen (on-track, anyway) was in FF2000. Stewart Roden simply ran away with it, largely thanks to a storming first couple of laps. Tom Brown remained

in the middle distance and finished second, just ahead of Dave Duffield, who had passed Stuart Gray while the latter was nearly failing to make it round Caravan. The results are still provisional, though, since Brown protested certain appendages on Roden's rollbar. The Stewards referred the matter to the RAC, which is still thinking about it.

Howls of anguish greeted the fact that the Modified grid was about half its usual size and contained no

two cars of particularly comparable performance. The race was simply dull, which was a pity because there was a spectacular performance going on at the front. With Walter Robertson elsewhere, Hugh Chalmers got his hands on the be-slicked Ecosse Manta and hurtled it round well under the lap record. Martin Dunn was a subdued second and Tom Bell, his engine sounding flat after a none too successful rebuild, a ditto third.

D.F.

**Road Saloons up to 1600cc** - 12 laps: 1, R. MacDowall (1.6 Ford Fiesta), 11m 57.2s (61.97mph); 2, A. Keith (1.6 Ford Fiesta); 3, J. Mackay (1.3 Mini); 4, B. Beverley (1.6 Hillman Avenger); 5, G. Mortimer (1.6 Hillman Avenger); 6, A. McCarter (1.3 Mini Cooper S). Fastest lap: MacDowall, 58.7s (63.17mph).

**Clubmans Register** - shortened to 9 laps: 1, J. Fyda (1.7 Vision), 7m 04.6s (78.58mph); 2, R. Mallock (1.7 Mallock); 3, E. Paterson (1.7 Vision V8); 4, C. Greville-Smith (1.7 Phantom). Class A: 1, Fyda; 2, Mallock; 3, Paterson. Fastest lap: Fyda, 46.2s (80.26mph). Class B: 1, A. Moss (1.6 Mallock), 7m 46.7s (71.50mph); 2, E. Munnoch (1.6 Jasag); 3, J. Counsell (1.6 Mallock Mk27). Fastest lap: Moss, 50.8s (72.99mph).

**Road Sports Cars** - shortened to 6 laps: 1, H. Ogilvie (1.6 Caterham 7), 5m 49.9s (63.58mph); 2, A. McGregor (1.6 Caterham 7); 3, R. Paterson (1.6 Westfield 7SE); 4, T. McCullum (3.5 Triumph TR7 V8). Over 1600cc: 1, McCullum, 5m 53.1s (62.99mph); 2, D. Anderson (3.1 Dutton Phaeton); 3, G. Carr (3.0 Dutton Malaga). Fastest lap: McCullum, 60.3s (61.49mph). Up to 1600cc: 1, Ogilvie; 2, McGregor; 3, Paterson. Fastest lap: Ogilvie, 57.1s (64.94mph).

**GT Cars** - 12 laps: 1, R. Cumming (3.4 Lotus Esprit), 10m 01.5s (73.96mph); 2, K. Coleman (1.0 Lotus Esprit); 3, E. Munnoch (1.0 Davrian Mk8); 4, I. Forrest (1.0 Daimler Imp). Over 1000cc: 1, Cumming; 2, E. Boorman (2.0 Skoda Coupe). Fastest lap: Cumming, 49.0s (75.67mph). Up to 1000cc: 1, Coleman, 10m 24.6s (71.23mph); 2, Munnoch; 3, Forrest. Fastest lap: Coleman, 51.2s (72.42mph).

**FF1600** - 12 laps: 1, C. Binnie (Van Diemen RF86), 10m 24.8s (71.24mph); 2, R. Low (Crosley 62F); 3, C. Harper (Van Diemen RF85); 4, C. Birkbeck (Van Diemen RF86); 5, K. Buchan (Reynard SF84); 6, G. Taylor (Van Diemen RF84). Fastest lap: Binnie, 51.4s (72.14mph).

**Road Saloons over 1600cc** - 12 laps: 1, H. Chalmers (2.4 Opel Manta), 11m 16.1s (65.72mph); 2, T. Bell (2.3 Vauxhall Chevette); 3, I. Gardner (1.9 Peugeot 205); 4, R. Sarafilovics (2.2 Sunbeam Lotus); 5, O. Ross (3.0 Ford Capri); 6, A. Cunningham (2.2 Sunbeam Lotus). Fastest lap: Chalmers, 55.2s (67.17mph), record.

**Sports Cars** - 12 laps: 1, J. Fyda (1.7 Vision), 9m 26.8s (78.48mph); 2, J. Wilson (2.0 FES); 3, E. Paterson (1.7 Vision V8); 4, A. Dobbie (1.7 Mallock Mk24). Clubmans A: 1, Fyda; 2, Paterson; 3, Dobbie. Fastest lap: Fyda, 46.4s (79.91mph). Clubmans B: 1, A. Smith (1.6 Mallock 27SG), 10m 15.1s (72.34mph); 2, J. Irwin (1.6 Mallock); 3, J. Patrick (1.6 Mallock Mk25). Fastest lap: Smith, 50.1s (74.00mph). Sports Cars: 1, Wilson, 9m 43.2s (78.25mph). Fastest lap: Wilson, 47.2s (78.56mph).

**Historic Handicap** - 12 laps: 1, P. Graham (2.5 Riley Special), 13m 01.0s (52.90mph); 2, B. Hopkins (1.5 Frazer Nash); 3, G. Stephen (1.0 Elva); 4, C. Munro (1.0 Vixen VB4); 5, J. MacDonald (2.2 Morgan + 4); 6, S. Adamson (2.2 Morgan + 4). Fastest lap: Adamson, 58.2s (63.71mph).

**FF2000** - 12 laps (Provisional): 1, S. Roden (Reynard SF86), 9m 45.5s (76.00mph); 2, T. Brown (Reynard); 3, D. Duffield (Reynard); 4, S. Gray (Reynard); 5, K. Wickham (Reynard SF86); 6, N. Cochrane (Reynard SF86). Fastest lap: Duffield, 48.0s (77.25mph).

**Modified Saloons and Sports Cars** - 12 laps: 1, H. Chalmers (2.4 Opel Manta), 10m 38.3s (69.71mph); 2, M. Dunn (1.0 Davrian); 3, T. Bell (2.3 Vauxhall Chevette); 4, R. MacDowall (1.6 Ford Fiesta). Saloons over 1600cc: 1, Chalmers; 2, Bell; 3, F. McCullum (3.0 Ford Capri). Fastest lap: Chalmers, 52.2s (71.03mph), record. Saloons up to 1600cc: 1, R. MacDowall (1.6 Ford Fiesta), 11m 23.7s (65.07mph). Fastest lap: MacDowall, 56.1s (66.10mph). Sports Cars: 1, Dunn, 10m 57.7s (67.65mph); 2, G. Clarke (1.6 Sylva Star). Fastest lap: Dunn, 53.5s (69.31mph).