Standing room only

2/5/90

CITROEN 2CVs - for the first time in Scotland - and red flags were both in evidence at the opening Ingliston meeting of the year, a veritable affair which once more showed that 15 laps is too much unless the racing is very close. This was also the first meeting to be held since the demolition of the main grandstand; unavoidable on safety grounds, but unfortunately it has removed much of the atmosphere from the old place.

Neil Gammie inspired the first bout of red flag waving in the **Road Sports/ Kit cars/Saloons** over 1600cc race. He and Angus Gray had fired their Westfields ahead of poleman Iain Gardner's superb Aitken Motorsport Sierra off the line, but after a muscle-flexing first lap Gardner was ahead again. On lap 11 Gammie was third, and fed up of the Sierra's comparative lack of speed around corners. Gammie attempted to move from third to first round the outside at Arena, smacked into the barrier and slithered upside down across the line. The race was stopped, but Gammie was completely unhurt and surprised to find that there was very little wrong with the Westfield either. Alaster Cunningham finished a subdued fourth in the Abercromby Manta, while Jim Grant's Elan was top sports car in eighth.

Like many others, Glen Mortimer was caught out by the flag starts at this meeting, and this destroyed his advantage of being on pole on the **Road Saloons** up to 1600cc grid. But he remained part of an amazingly tight leading group, consisting of himself (Peter Flynn Ltd), Alan Keith, Kevin Tawse (Deeside Motorsport), David Kerr (Carl Dyson/Tynecastle Garage) and Bill Ewing in Fiestas and Iain Cowie (Carl Dyson etc) in his Corolla. Tawse, who had overheated in practice, retired with a blown headgasket, and Keith eventually pulled away from the rest. Cowie, in one of his best races ever, led Mortimer for second, though they were both briefly disqualified for passing under yellow flags (they were later forgiven, since the flags appeared as they were lapping a backmarker).

The yellows, and shortly afterwards the reds, were caused by Christopher Reith, who went off at Caravan while dicing for second in the 1300cc class. This was won by Alistair McCarter, whose Mini finished a lonely seventh after Alistair Hart's Fiesta expired.

Jim Forsyth led the **FF1600s** after a jumped start but was swamped at Southstand on lap one by Cameron Binnie's Sony Centre/Silverscreen Reynard and Louis di Resta's Van Diemen. These two pulled away from the rest, and although Binnie admitted afterwards that it had been close: "I couldn't relax for a minute. Louis kept the pressure on well," there was no sign of a change on order. Indeed, this was largely the pattern of the race, with top junior Colin Low, Geordie Taylor, David Taylor and the penalised Jim Forsyth quite well spaced.

The **2CVs** will be fun when there are more of them. As it was Neil McDonald had an easy win after Andrew McKinna selected fourth off the line instead of second. The main battle was for third, with Nicholas Runcie two-wheeling his way to the finish ahead of Norman Taylor.

Even with his transmission gradually failing towards the end, Allen Johns was by miles the fastest of the **Clubmans/FF2000** runners in his Mallock. After a fabulous start, Bill Wood's Mallock was close for a few laps but fell behind Keith Wickham's Reynard with two laps to go. Grant Stewart won Clubmans B, in which Kevin McCormick fell back with a sick engine.

The **GT/Modified** race was stopped almost immediately when Olly Ross' Davrian lost drive off the line. Ron Cumming's F3000-based Esprit did not make it round lap one, for unexplained reasons, and that left Russell Paterson (Road and Track TVR Turbo) and Iain Gardner to fight it out. It was close all the way, but none of Gardner's moves paid off. Even closer was the fine battle for third, with Alaster Cunningham just managing to keep the Manta ahead of James Mackay's Westfield and Duncan Fisher's Drambuie Imp. Paterson, Gardner, Mackay and Fisher were all class winners, as was David Kerr after another good dice with Simon Ewing.

D.F.

Road Sports, Kitcars and Saloons over 1600cc - 10 laps: 1, I.Gardner (Ford Sierra Cosworth); 2, A.Gray (Westfield SEi); 3, N.Gammie (Westfield SEi); 4, A.Cunningham (Opel Manta); 5, N.Mutch (Westfield); 6, G.Clarke (Sylva). Class winners: Gardner; Gray; J.Grant (Lotus Elan). Fastest laps: gardner 55.12s; Gammie 55.37s (Establishes record); Grant 58.65s.

Road Saloons up to 1600cc - 12 laps: 1, A.Keith (Ford Fiesta); 2, T.Cowie (Toyota Corolla); 3, G.Mortimer (Ford Fiesta); 4, D.Kerr (Ford Fiesta); 5, D.Ewing (Ford Fiesta); 6, A.McCarter (Mini Cooper S). Class winners: Keith, McCarter. Fastest laps: Keith 57.51s, McCarter 60.18s.

FF1600 - 15 laps: 1, C.Binnie (Reynard SF90); 2, L.di Resta (Van Diemen RF989); 3, C.Low (Mondiale M89S); 4, G.Taylor (Van Diemen RF84); 5, D.Taylor (Van Diemen RF89); 6, J.Forsyth (Swift FB89). Fastest lap: Binnie 51.15s.

Citroen 2CVs - 15 laps: 1, N.MacDonald; 2, A.McKinna; 3, N.Runcie; 4, N.Taylor; 5, A.Conroy. Fastest lap: McDonald 75.47s.

Clubmans & FF2000 - 15 laps: 1, A.Johns (Mallock Mk27); 2, K.Whickham (Reynard); 3, D.Wood (Mallock); 4, G.Stewart; 5, M.Upton (Mallock Mk20B); 6, R.Forester-Smith (Marquiss Mallock). Class winners: Johns; Wickham; Stewart. Fastest laps: Johns 48.16s, Wickham 50.06s; K.McCormick (Mallock Mk25).

GT & Modified Cars - 10 laps: 1, R.Paterson (TVR S Turbo); 2, I.Gardner (Ford Sierra Cosworth); 3, A.Cunningham (Opel Manta); 4, J.Mackay (Westfield); 5, D.Fisher (Drambuie Imp); 6, D.Anderson (UVA). Class winners: Paterson; Gardner; Mackay; fisher; D.Kerr (Ford Fiesta). Fastest laps: Paterson 53.14s; Gardner 53.07s; Anderson 53.56s; Fisher 53.33s; S.Ewing (Ford Fiesta) 57.32s.