

Del Delaronde's Frazer Group 535i. Hardest worker, though, was Robert Shiell, who surged through from nowhere to fifth.

For most of the season Cameron Binnie has been fiddling with the front suspension of his Sony Centre/Silverscreen/Howden Motors Van Diemen. For the FF1600 race he put everything back to standard and found a great improvement, but it wasn't enough to hold off Colin Harper. Harper looked almost too keen to get past in the early laps, and lost time at several points in his eagerness to find a way through. On lap six he investigated the inside line at Caravan, only to be cut off. A lap later he did the same in more determined fashion. Binnie, thinking "Well, nosecones are a bit expensive", let him through this time and lost his lead for good. Louis di Resta, meanwhile, did a good job holding third at the head of an enormous train which at one point involved eleven cars screaming round nose to tail.

Practice had been wet, but the track was dry now, wasn't it? Yes, of course it was. The modified runners duly trotted out on slicks, and you could almost hear their horrified gasps as the rain started. Ian Bruce's Darrian was bogged down by start-line wheelspin, which let Olly Ross's Davrian into the lead. Ross bravely held off Bruce's attempts to power past on the main straight, but Bruce got through anyway on the way to Left-hander. From then on Bruce played it very canny, not applying any power at all until his car was pointing dead straight, and he went on to win from the more skittery Davrian. Alister Cunningham was third, and Mike Ramsay eventually had an easy run to fourth after Roddie Paterson's challenging Elan suffered exhaust failure.

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14m 08.27s; 2. S.Gray (Westfield SE); 3. A.Gray (Westfield SEI); 4. J.Peace (Ginetta G27). Fastest lap: Cunningham 55.15s. Class winners: Sports cars - Peace. BMWs - P.Tilleard (BMW 2002Ti). BMW Challenge Class B - 15 laps: 1. S.Guglielmi (BMW 325i) 14m 59.08s; 2. D.Delaronde (BMW 535i); 3. A.Elliott (BMW 3.2CSL); 4. R.Coote (BMW 2002). Fastest lap: Guglielmi 58.88s. Establishers record.

FF1600 - 12 laps: 1. C.Harper (Van Diemen) 10m 27.09s; 2. C.Binnie (Van Diemen RF86); 3. L.di Resta (Van Diemen RF88); 4. J.Forsyth (Van Diemen RF87). Fastest lap: Harper 51.34s.

Modified Saloons & Sports Cars - 12 laps: 1. I.Bruce (Darrian T9) 12m 30.39s; 2. O.Ross (Davrian Mk7/8); 3. A.Cunningham (Opel Manta); 4. M.Ramsay (Ford Sierra Cosworth). Fastest lap: Cunningham 1m 02.90s.

on lap four, while five laps later Kevin Tawse set up a rather protracted manoeuvre which saw him take second as the two cars crossed the finish line. Jonathan Gilbert rounded off the leading foursome, finishing just over a second behind Gardner.

Angus Gray took the lead from pole of the saloons over 1600cc/sports cars grid, but almost immediately he found alarming things happening in the MacTaggart and Mickel Westfield's gearbox. While he was fishing round for appropriate cogs, Alister Cunningham stormed past in his Manta. Gray was never going to recover his original position, and brother Stuart, driving the slower sister Westfield, was unlikely to match the Manta's pace, but Cunningham had no intention of trusting to luck and broke Hugh Chalmer's long-standing class record (set in the same car) in his determination to stay ahead. John Peace came through to fourth from the back of the grid, having spun the Stonecraft Fireplaces Ginetta four times in the wet practice session due to over-hard rear springs.

The BMWs made their first appearance in that race, top Class A car being Paul Tilleard's 2002. Stephen Guglielmi dominated the next race, for Class B alone, in the Stephen James 325i after early pressure from

GT & Clubmans cars - 12 laps: 1. A.Johns (Mallock Mk24) 10m 37.38s; 2. E.Munnoch (Lotus Esprit); 3. D.Ferguson (Mallock Mk24B); 4. R.Cumming (AC ME3000). Fastest lap: Johns 52.04s.

Honda CRX Challenge - 20 laps: 1. P.Taft 19m 22.73s; 2. P.Watts; 3. R.Hall; 4. G.Churchill. Fastest lap: Ackerley 57.36s. Establishers record.

FF2000 - 12 laps: 1. C.Binnie (Reynard) 9m 56.80s; 2. D.Butcher (Reynard); 3. R.Mitchell (Reynard 84SF); 4. M.Westgarth (Mondiale). Fastest lap: Binnie 48.25s.

Road Saloons up to 1600cc - 12 laps: 1. A.Keith (Ford Fiesta) 11m 50.21s; 2. K.Tawse (Ford Fiesta); 3. I.Gardner (Ford Fiesta); 4. J.Gilbert (Ford Fiesta). Fastest lap: Tawse 58.27s.

Road Saloons Over 1600/Sports Cars/BMW Class A - 12 laps: 1. A.Cunningham (Opel Manta)

Taft's victorious visit 14885

ALTHOUGH THE rain played some pretty devilish tricks at Inglis-ton, it had the decency at least to stay away from the visiting Honda CRX and BMW Challenge runners. Paul Taft and Stephen Guglielmi were the victors in these, while in the home races the winners were largely as expected.

With John Fyde disporting himself at Oulton Park, there was nobody who could stop Allen Johns winning the Clubmans race in his Agra Mallock. He might, however, have had to be content with just a class win if Ron Cumming's Simpson Motors/Claymore Shellfish AC3000ME had been on song, since on this occasion the GTs had been amalgamated with the sports cars. But the AC had a misfire, and fell back from the Eric Munnoch/Dave Ferguson battle for second. Cumming took the large-capacity GT award (Munnoch being top 1-litre in his Esprit), while Clubmans B went convincingly to Phantom driver Grant Stewart.

0.02s was Paul Taft's margin of domination in practice for the Honda CRX Challenge round, but during the race he was practically unchallenged in the Edenbridge Honda car. Rob Hall (Ron Forster Cars) and Patrick Watts (Mezzanine Floor CO/John Butt Autos) delayed themselves in their battle for second, a dice which ended when Watts found a way past on lap five. He closed in on Taft towards the finish, but by that time Taft had established a clear enough opening for him to be able to stay ahead. Series leader Stephen Waudby finished ninth, having wiped the front end off his Street Lane Honda car in practice, rebuilt it before the race, started from the back of the grid and fought his way through the field.

Derek Butcher tried hard, but there was nothing to stop Cameron Binnie winning FF2000, a class that will expire if it doesn't attract more entries very shortly.

No chance yet of the death of the small Road Saloons, though, Iain Gardner was by a long way the fastest of the bunch with his Fiesta in the wet practice session, but the race itself was dry, and for all Gardner's early efforts he was duly dropped to third place. Alan Keith nipped inside at Caravan