

INGLISTON 13th AUGUST

Report and Photographs by Graeme Kirkland



Honda CRX Challenge start with Paul Taft (2) in the lead.

Ingliston Race Circuit ran a full programme for today's meeting with rounds in two well supported British Championships, the Honda CRX Challenge and the Loewe TV and Video BMW Championship. With a large entry the BMW's were split into two races - the smaller engined BMW's, mostly BMW 2002 Tii's were included with the Road Sports Cars/Saloon cars over 1600cc and the larger capacity cars running as a race on their own.

The Honda CRX Challenge gave Ingliston Race Goers the opportunity to see one of Ecurie Ecosse's 'old boys' back at the circuit. David Leslie was nominated driver of the Celebrity Car slightly different from the C2 Aston Martin he used to drive.

Event 1 - GT & Clubmans Cars

With Clubman Class (A) Driver John Fyda at Oulton Park racing an Ecosse with Laurence Jacobsen - Allen Johns took the honours with a stirring drive. The Clubman Class (B) winner was Grant

Stewart. The GT classes were won by Eric Munnoch (up to 1000cc) and Ron Cumming (over 1000cc).

Event 2 - The Honda CRX Challenge

The top 5 drivers after 10 rounds of the championship put in an appearance and the problems for championship leader Stephen Waudby started on lap 4 of the mornings practice when he visited the Armco barrier at the Esses quite heavily causing the practice to be stopped to allow the removal of the car and the checking

of the barrier. Practice resumed and the championship runner-up after 10 rounds Paul Taft took pole position and set a track lap record in doing so.

During the period between practice and race Waudby's car had been refuelled and scrutineered and allowed to participate albeit starting from the back row of the grid. The chance of salvaging championship points were effectively smothered when Howard Jackson misjudged his line through the Esses and the following group of Bunning, Waudby and Buford had to take evasive action - by the time they had sorted themselves out any chance of Waudby being able to fight his way through the field had gone.

Paul Taft led the race from pole position to chequered flag showing the spectating public just how nimble these small Japanese Coupes are. During the race Andy Ackerly broke the lap record set earlier by Paul Taft.

Event 3 Formula Ford 2000

This class seems to be becoming a shadow of its former self with only 5 contenders. The twelve lap race provided the sparse crowd with time to grab refreshments before the next race.

Event 4 - Road Saloons up to 1600cc

In this event there are two classes - the up to 1300cc and 1301cc to 1600cc. The latter is quickly becoming what would be easier labelled a Fiesta race as at present it is dominated by no fewer than 6 of these machines.

The race provided one of the highlights of the meeting - the hotly disputed position for the first four places between Alan Keith, Kevin Tawse, Iain Gardiner and Jonathon Gilbert. At the flag only 7 seconds covered all four.

The up to 1300cc class was dominated by the battle between the Imp of Derek Hastings and the Mini of Alastair McCarter with

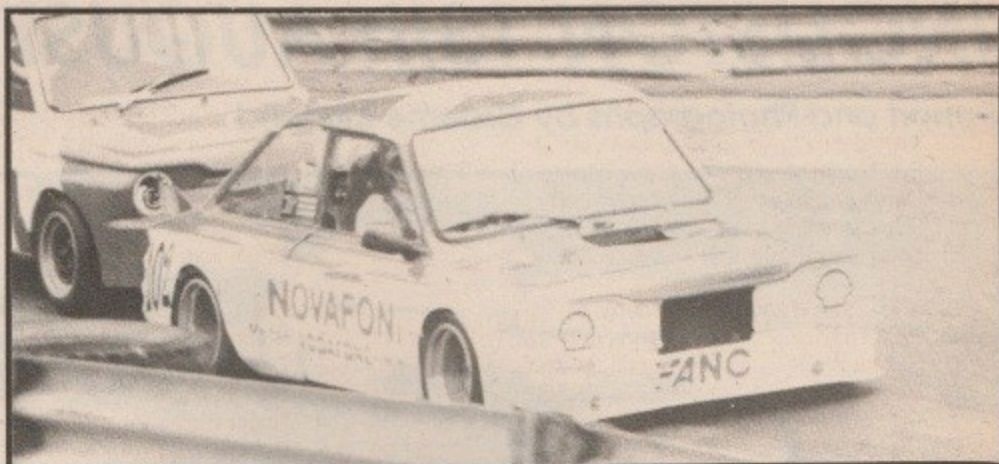
Derek Hastings lifting the class honours.

Event 5 - Road Sport/ Saloons over 1600 and Loewe TV and Video BMW Class A

This provided the spectator with a race involving cars from the small Westfield SEi through the BMW 2002Tii's to the majestic BMW M3. What a race it turned out to be - a battle royal between the Manta of Alaster Cunningham who set a new lap record during the ninth lap and the Gray brothers in their similarly liveried Westfields. The 'small' BMW Class (A) leader Paul Tilleard managed to hold off the second placed man Mike McCartney throughout the race although Paul Manning tried hard to split the championship duo.

Event 6 - Loewe TV and Video BMW Challenge

A dedicated motorsport club with a single goat - to enjoy racing a particular make of car albeit any model any age, that could well describe the entrants of this event as I spectated the mornings practice laps, how could I be proven so wrong. An earlier meeting with a helmeted, race overalled driver was not the vision that confronted



Duncan Fisher followed by his son Neil.

me at my second meeting - for gone was the serious image of race competitiveness and the fun, thoroughly enjoying the moment, stood before me - Del Delaronde - a Max Wall wig, racing boots, false moustache, overalls rolled up over knee, kilt. - A sight, yes, but one for anybody's sore eyes.

The race was to provide a display of driving not often witnessed. Pole position had been taken by the BMW 325i of Stephen Guglielmi, who showed exactly how one of these cars should be driven round Ingliston's tight and gruelling circuit. For part of the race he was closely followed by the 'joker' Del Delaronde but Guglielmi pulled away to win by a commanding margin.

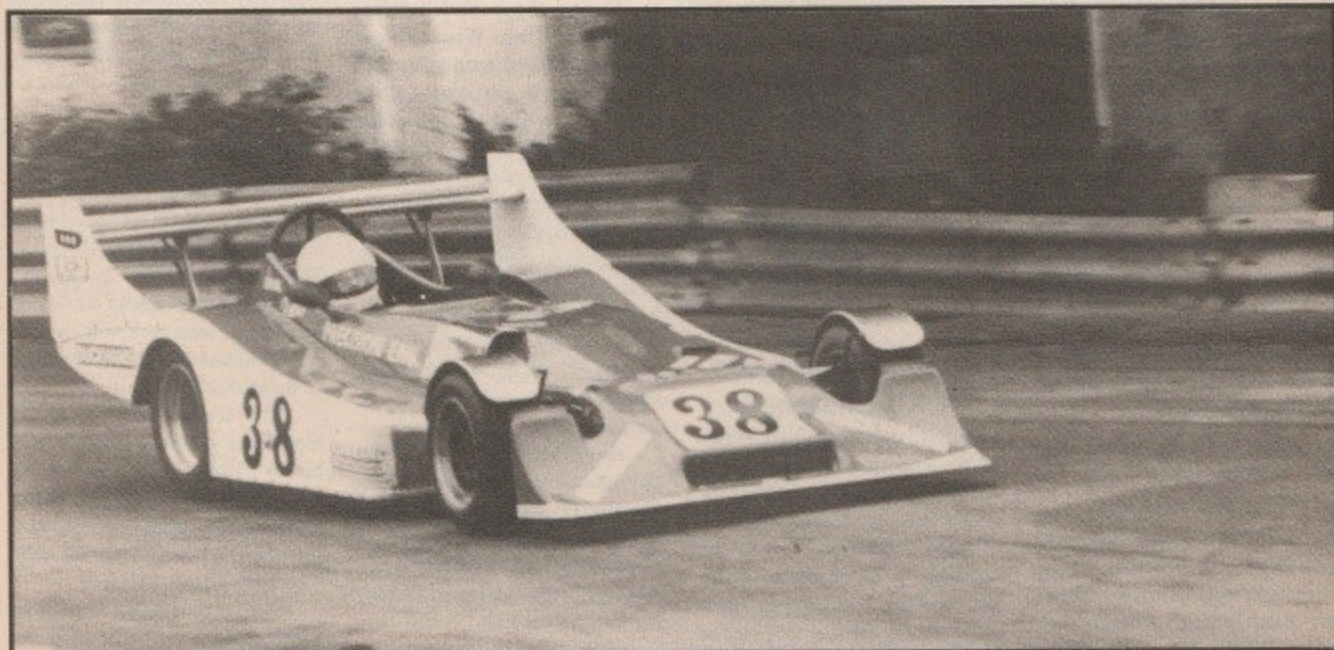
Event 7 - Formula Ford 1600

This race deprived Cameron Binnie of his ninetieth chequered flag in a Formula Ford 1600. The man who thwarted this was his Aberdeenshire rival Colin Harper. Cameron found he had no answer when Colin forced his way through to take the lead at Caravan Corner on the sixth lap and had to be content with close scrutiny of the Swift's gearbox for the remainder of the race. The duel for the next three placings were just as hectic as the one for first and second with Louis De Resta holding off Jim Forsyth who just managed to squeeze out Ewan Buchan on the last lap.

Event 8 - Modified Sports and Saloons

A race which started on a dry circuit but was not to stay that way for long. The overcast sky decided to offload some of the rain it had threatened throughout the day. The most unfortunate entrant during this time was Dougie Anderson in his immaculate UVa Can Am - an open top sports - quickly became a fast bathtub as it slowly filled with water.

However, Ian Bruce showed the dwindling crowd just what the Darrien T9 is capable of, holding off the attentions of Olly Ross in the Davrian and the saloon class winner Alaster Cunningham in the Manta.



Alan Johns (38) class A clubmans winner.