INGLISTON

Blazing saloons

THE FINAL Ingliston meeting under present management (Tom Brown takes over the reins next season) produced some of the best racing of the year. It culminated in a highly evocative scene in which the road saloons did battle, headlamps ablaze, in rapidly failing light.

The **2CVs**, some of which are used to night-time racing after experience of the Mondello 24 hour race, had no chance of it this time since they were out first. The Scotroen cars of Norman Taylor and Cameron Ritchie made up the front row, with Ken Thomson a close threat in his guest drive in Graham Harper's record-holding car. Ritchie was all over Taylor for seven laps, and took the lead on the eighth after a wall-of-death ride round the outside of the hairpin. He kept the lead from then on, but the top three were always right on top of each other, latterly being joined by the slow-starting Neil McDonald.

Since he was competing elsewhere, Ron Cumming could not perform his usual flag-to-flag **GT/Modified** win, so Brian Fletcher did it instead. Fletcher's Davrian-Ford was never challenged for first, and the Fisher-truck team of Neil and Duncan Fisher in Devrian and Imp respectively were equally lonely in second and third.

Few cars at the meeting were driven with such visible gusto as the **Pre-War Historics**. Campbell McLaren led from pole in his Jaguar SS100 but was closely harried by Mark Gilliss's Forty White Riley. McLaren held on for five laps, but Gilliss could put in better lap times; and when he found a way through at the hairpin on lap five it was all over. Keith Payne's easy third came under some pressure as Jock McKinnon put in a series of late-race fliers, but there was still just under a second between them at the flag.

Stars of the **FF1600** race were already crowned Scottish champion Cameron Binnie (Sony Centre/Silverscreen Reynard) and Jim Forsyth (Swift). Forsyth had been third on the grid, but passed Roy Low for second at the hairpin on lap one and charged after Binnie. From then on there was never more than a few yards between the two cars. Both drivers agreed afterwards that while Binnie could find a length and a half through the top-gear Esses, Forsyth was quicker on the slow corners. It was a mesmerising battle, which Binnie won by throwing every bit of racecraft he knew at the situation. Third, after a brilliant race, was Geordie Taylor, who battled his way up from sixth to finish ahead of Low and the furious David Taylor/Campbell Chisholm/Stuart Thorburn dice.

The first red flag of the day came in the **Clubmans** race when Grant Stewart's gearbox locked up in the Esses. At the restart Derek Ferguson simply continued the job of dominating the event in the Ferguson Seacabs Vision, with Alex Dobbie and Bill Wood holding station behind him in their Mallocks.

Campbell McLaren brought out his lightweight E-type for the **Post-War Historics** event but spun out of contention on lap five. Peter Farrer took over and won comfortably in his Lotus 22 from Roddy McPherson, whose Cooper Bristol was held back somewhat by its second-string engine, temporarily replacing the racer which is being rebuilt.

Wet qualifying had seen James Ritchie put in a stormer of a lap in the Lynmar Developments Nova which put him at the top of the **1300cc Road Saloons** grid. In the dry, though, the cars immediately behind him were notably quicker, and the first couple of laps were a mobile traffic jam until Ritchie was attacked from behind by Derek Hastings's Imp. Hastings was challenged for a while by David Finlay, but Finlay had a big moment at Caravan with the Racetrax Nova and fell back behind Richard Dobson's record-breaking Galloway Motor Company Citroen AX.

The road car championship positions showed that Neil Gammie only really had to finish the **Road Sportscars** race to clinch the title, and indeed he did, sailing off to an effortless win in his Westfield. Equally comfortable in second was the Westfield-Vauxhall of Brian Sarafilovic, who looks like a strong candidate for honours next year if Gammie, as planned, sells his own car.

Red flag number two appeared in the opening seconds of the **1500cc Road Saloons** event when Ian Hay's Fiesta landed in the scenery surrounding the Esses. In the dusky restart, David Kerr led from pole in the Carl Dyson/Tynecastle Garage Fiesta, while Olly Ross blasted the Racetrax Nova up from third ahead of Kevin Tawse's Fiesta. It took about half the race for Ross to shake off Fawse completely and catch Kerr, but when he did a tremendous fight began, with both drivers lapping well under the class record despite contantly fighting for space. A minor coming-together last time round Clock nearly spoiled it all ("I thought Kevin was going to win at that point!" Kerr said later), but it was all held together, and Kerr won a good-humoured battle by a few feet, with Fawse only a length or two behind the leading pair.

D.F.

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Citroen 2CVs - 12 laps: 1, C.Ritchie 14m 46.78s (50.18mph); 2, N.Taylor 14m 47.66s; 3, K.Thomson 14m 47.93s; 4, N.McDonald 14m 48.78s; 5, A.Timpson 14m 53.00; 6, N.Runcie 15m 10.46s. Fastest lap: Ritchie 72.69s (51.01mph).

GT, Modified and Special Saloon Cars - 12 laps: 1, B.Fletcher (Davrian) 10m 20.86s (71.67mph); 2, N.Fisher (Davrian) 10m 35.89s; 3, D.Fisher (Imp) 10m 41.27s; 4, B.Ewing (Fiesta) 11 laps; 5, D.Edwardson (Triumph TR8) 10 laps. Class winners: Fletcher, N.Fisher, D.Fisher and Ewing. Fastest lap: Fletcher 50.75s (73.06mph); N.Fisher 52.10s (71.17mph); D.Fisher 52.17s (71.08mph); Ewing and M.Birnie (Imp) 57.31s (64.70mph).

Pre-War Historic Cars - 12 laps: 1, M.Gillies (White Riley) 12m 48.23s (57.92mph); 2, C.McLaren (Jaguar SS100) 12m 53.73s; 3, K.Payne (Riley) 13m 31.67s; 4, J.McKinnon (Riley 12/4) 13m 32.54s; 5, F.Rottenburg (Riley Special) 13m 42.51s; 6, G.McCosh (Bentley) 13m 43.94s. Fastest lap: Gillies 62.82s (59.03mph) record.

FF1600 - 12 laps: 1, C.Binnie (Reynard FF91) 10m 29.37s (70.70mph); 2, J.Forsyth (Swift FB91) 10m 29.64s; 3, G.Taylor (Reynard FF84) 10m 35.09s; 4, R.Low (Swift FB88) 10m 36.04s; 5, D.Taylor (Reynard FF90) 10m 40.41s; 6, C.Chisholm (Reynard FF90) 10m 40.94s. Fastest lap: Binnie 51.54s (71.94mph).

Clubmans and Sports Cars - 12 laps: 1, D.Ferguson (Vision V8S) 9m 49.49s (75.48mph); 2, A.Dobbie (Mallock Mk20) 9m 57.94s; 3, B.Wood (Mallock Mk27B) 10m 03.14s; 4, M.Upton (Mallock Mk30B) 10m 31.59s; 5, R.Forrester-Smith (Marquess Vision) 11 laps; 6, K.Bowmaker (Mallock Mk30B) 11 laps. Class winners: Ferguson, Upton and Bowmaker. Fastest laps: Ferguson, 48.00s (77.25mph); Upton 51.43s (72.10mph); Bowmaker 53.01s (69.95mph).