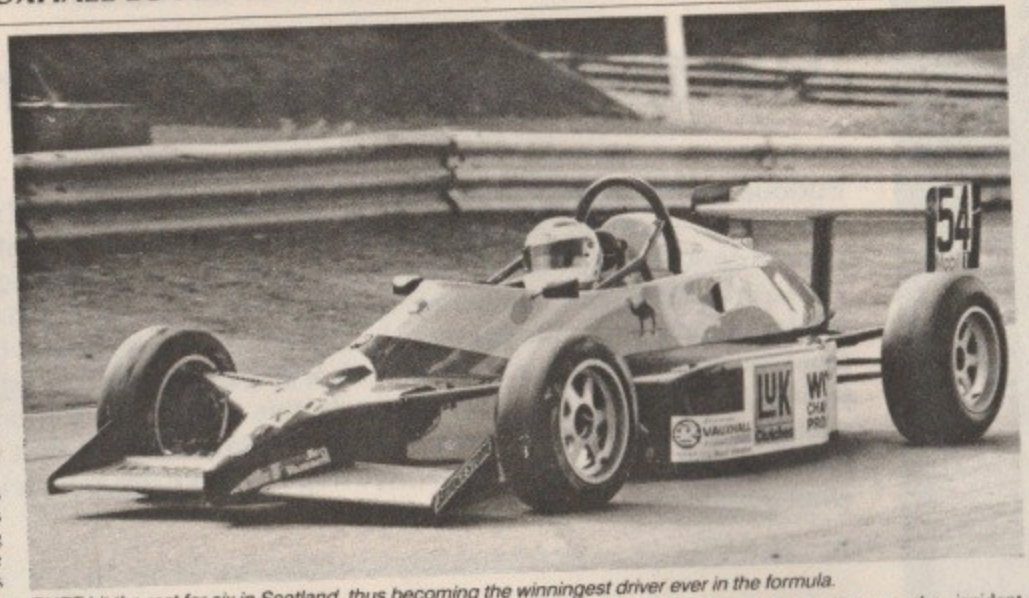
FORMULA VAUXHALL LOTUS CHAMPIONSHIP ROUND 12 - INGLISTON

Six isn't enough

NO ONE driver in the history of Vauxhall Lotus has ever won so many races, yet Kelvin Burt's sixth victory this year doesn't even see the John Village Automotive driver at the top of the points chart. Apart from an amazing start, his triumph at Ingliston on Sunday was not the most exciting we have seen, and Scott Lakin and Piers Hunnisett were helpless to prevent another Burt stroll. Yasutaka Hinoi's increased confidence netted him fourth, well ahead of championship leader Warren Hughes. With the inquiry over the Mondello result due next week and dropped scores taking effect as of the next round, things are starting to get interesting.



BURT hit the rest for six in Scotland, thus becoming the winningest driver ever in the formula.

Qualifying

Two days of testing prior to Sunday's first session didn't actually achieve much, apart from the knowledge that tyres had to be treated with the greatest of care. A few laps, in and cool them down, then a few more. Even so, six to eight attempts at quick laps was about the limit. Hunnisett and Burt were generally felt to be quickest in testing but when it came to official practice neither could do anything about Scott Lakin.

The David Sears Motorsport man had been a top five runner during testing and suddenly found time when he needed it most, recording a 46.72s best for the 1.03 mile track. Nervous about claiming pole as his between sessions, his first pole of the year was assured after a generally slower second period. On the staggered grid, that was a wanted prize.

Burt definitely wanted it. The JRRDS instructor was after the prime spot after finishing just a tenth down on Scott in the first session. "I definitely drove better in the second session but the track was not as good," he said. "I was desperate to get pole and we knackered the tyres doing it!" A trapped nerve in his neck wasn't helping matters either.

Venom Racing's Hunnisett was, nice and symmetrically, a further tenth behind Burt. Eastbourne's highest representative on the grid was clear as to why he couldn't reproduce his early Friday form: "We had a great balance on the old tyres and then put the new ones on and it went." A new engine since Donington at least put at rest any other fears he had about his competitiveness.

Second DSM car in the order was young Yasutaka Hinoi. Team boss Sears was beaming after qualifying and might well he have cause to be pleased. His oriental charge has improved week after week and is now becoming a regular in the top six, and this was also where the third DSM car of Danielle Aldinucci was to be found. A fitter version of the Italian that drove for Sears last year, he was the biggest climber from ninth to sixth, just behind Warren Hughes.

If simply because of the law of probability, it was about time that Team JLR's single entry had a bad weekend. The rest of the field has been waiting all year. OK, so Hughes had qualified lower than fifth before, but always on circuits where you knew that he would be able to make up places if the car was right. From day one he was never really on the pace and after qualifying he was disappointed, even though he had found time from testing. "We've been through everything," he admitted.

Nick Hart (Tonyfabrications) has, of late, been knocking on the door of the top six in qualifying, one of those who only need a few tenths to jump into potential podium positions. Seventh, he had to rely on his first session time, whilst the next four all improved. Mark Albon (Albon Motorsport), had expected to be higher whilst Alexandre Andrade (Kurt Luby Motorsport) has not been at his best for the last two races and ninth, up from 12th, was not what we have become used to from the impish Brazilian. 10th and 11th were Jeremy Cotterill and Michael Edgar, their improvements pushing Mark Williamson and Mark Cole down the order.

Top 10 qualifiers: 1. Lakin 46.72s (79.37mph); 2. Burt 46.82s; 3. Hunnisett 46.9o2s; 4. Hinoi 47.05s; 5. Hughes 47.12s; 6. Aldinuci 47.32s; 7. Hart 47.40s; 8. Albon 47.43s; 9. Andrade 47.49s; 10. Cotterill 47.55s.

Race - 37 laps

The staggered grid, the only option as the Esses is a little too near the start for comfort, meant that even the usual opportunity to gain a place or two off the line would be limited. Burt then proceeded to totally blow the race and any do-or-die efforts at the hairpin - the only possible passing spot - by getting a peach of a start.

It was so good initial reactions pointed to a jump, but thankfully the series has had enough of them this year and Kelvin was away legally. He was alongside Scott before the pole car had barely moved and easily ahead into the Esses.

Scott's getaway wasn't appalling. He kept ahead of Hunnisett comfortably enough but, sadly, barring any problems, that looked to be that. Further down the grid Hughes had managed to slip by Hinoi, and then tried to wrest third from Hunnisett at the hairpin.

He connected with the rear of the Venom car as he tried to get the inside, which would have long term effects, and whilst Hunnisett didn't really lose too much time, Hughes did. Hinoi was alongside in a shot and as he had the inside for the left hander leading into the Arena, held Hughes off.

All Burt's efforts looked as if they might come to nought when Albon got too close to the back of Aldinucci coming into the Arena for the first time. The David Sears car was spun round and went backwards into the barrier in front of the pits whilst Albon caught it harder with his left front, taking the corner off. A stoppage seemed inevitable, but after one lap under yellow at the incident Aldinucci's car was manhandled off the track and parallel to the barrier to join Albon's.

The remaining 35 laps didn't have much to commend them. Burt, Lakin and Hunnisett quickly became spread out and then, like every driver in the race, had to start to look after tyres and brakes. "I went flat out for 10 laps," said Burt later, "and then got ready for the backmarkers."

For the leaders, who caught Ramsey on lap 16, the rest of the race became a continual juggling act as to where to catch and pass the slower cars. They all seemed to behave well and there were no obvious delays for anyone. Instead Burt was doing the dallying himself. "I was going as slow as I could so I wouldn't catch too many." Kelvin eased off even more in the last three laps and headed Scott by a second and a half.

Scott never looked in danger from Piers, who complained that he always seemed to be unlucky in his lapping of the backmarkers: "Scott always seemed to get them on the straight and I got them in the corners." A possible charge was prevented because of the state of his tyres. For everyone it was survival of the fittest.

Hinoi was dropped by the top three early on but kept things tidy from then on in. A top three slot is a possibility by the season's end if he carries on like this. Those positions are crucial now for Hughes, fifth of no use to him, with Hart and Andrade on his tail at the end. The collision with Hunnisett, it was later discovered, broke the front roll bar on the JLR car which was, therefore, not at its best.

The rest of the field after briefly pairing up became spaced out, apart from Hart and Andrade who circulated together all race, the former taking sixth. Before the spacing could occur, Cotterill had to work out a way past Edgar. He showed him his move a lap too early entering the Arena and was blocked on lap 16,so had to wait for a mistake from the Ulsterman at the hairpin five laps later to claim eighth. Edgar was ninth with Williamson, once he had shaken off the attentions of David Lloyd, a lonely 10th. The only retirements were Scott Ramsey with a sick engine and Mark Cole after a spin. Stephen Hepworth, on his FVL debut, was a charging 12th from Matt Aitken and Reza Rashidian, the only other finishers.

S.W.

1. K. Burt (John Village Automotive)	29m 43.09s (77.33mph)
2. S. Lakin (David Sears Motorsport)	29m 35.44s
3. P. Hunnisett (Venom Racing)	29m 38.94s
4. Y. Hinoi (David Sears Motorsport)	29m 48.74s
5. W. Hughes (Team JLR)	29m 56.60s
6. N. Hart (Tonyfabrications)	29m 57.46s

7. A. Andrade (Kurt Luby Motorsport); 8. J. Cotterill (Venom Racing); 9. M. Edgar (Kurt Luby Motorsport); 10. M. Williamson (Diamond Prosperity Racing).
Fastest lap: Burt 47.09s (78.74mph) RECORD.

Provisional championship positions: Hughes 163, Burt 142, Hunnisett 125, Lakin 101, Elliott 89, Albon 77.

Freddy steady go!

TWO tenths of a second covered the first three rows of the Mobil 1/*Autosport* Formula Vauxhall Junior grid, which made it seem a good idea to pull out an early lead as quickly as possible.

David Cuff (who, as part of the David Leslie entourage, might be said to have represented part of the home team) was the one who got away first, followed by Freddy van Beuren, series leader Kevin McGarrity and Cuff's team-mate Dario Franchitti.

Franchitti got up to third on lap four as McGarrity began to fall out, a point which was to have a major effect on Cuff's championship aspirations.

In the meantime, though, he had other things to think about, what with van Beuren on his tail and all. The Mexican got past on lap nine and stayed ahead, opening out what in Vauxhall Junior terms was the comfortable lead of a second and a half.

Franchitti, who had set race fastest lap, remained close to Cuff but not close enough to get past. With his own second place and the retirement of McGarrity, Cuff firmly regained the championship lead he had briefly lost to the Irishman following his non-finish at Oulton Park.

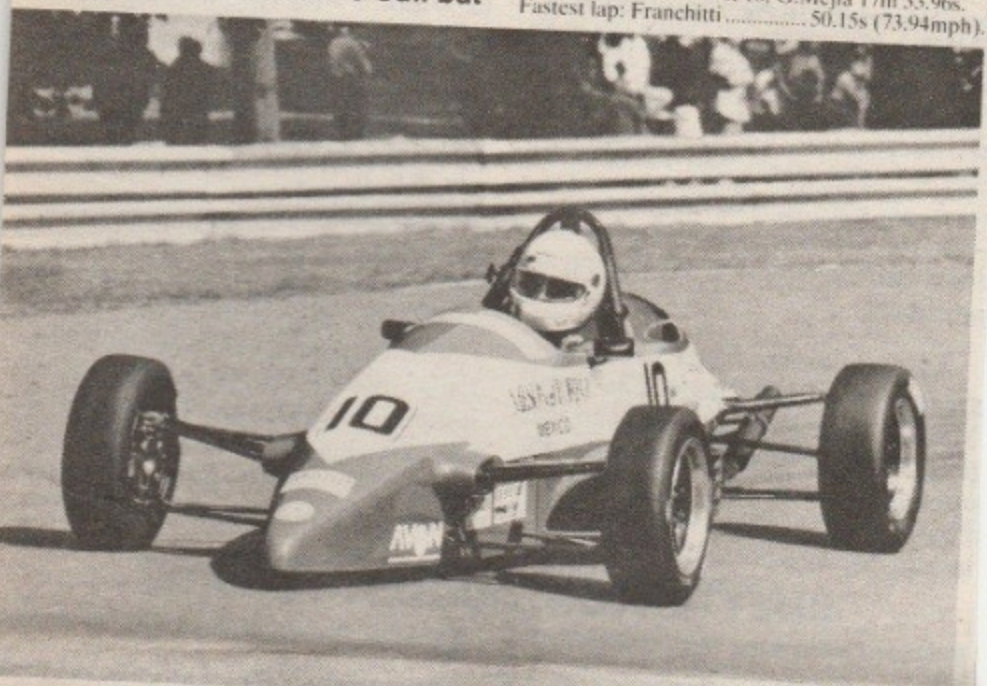
Jaime Guerrero, though able to put in top times similar to those of the leading threesome, ended up quite far back in a lonely fourth place.

Some observers reckoned the race had become professional after half distance and should only have been allocated 12 laps instead of 20, but this would not have gone down well with James Thompson, who got past Marco Vignali for fifth with three laps to go.

D.F.

Formula Vauxhall Junior Race - 20 laps

1, F.van Beuren 16m 58.76s (72.79mph);
2, D.Cuff 17m 00.34s;
3, D.Franchitti 17m 01.35s;
4, J.Guerrero 17m 07.59s;
5, J.Thompson 17m 18.90s;
6, M.Vignali 17m 20.14s;
7, T.Hellmund 17m 26.90s; 8, J.Porter 17m 27.20s;
9, G.Prince 17m 27.47s; 10, G.Mejia 17m 33.96s.
Fastest lap: Franchitti ..... 50.15s (73.94mph).



MEXICO'S Freddy van Beuren collected his first FVJ success.

INGLISTON

Vauxhall verve

(21.8.91)

VAUXHALL'S PRESENCE was hard to miss at Ingliston, with the two feature races for the Lotus and Junior formulae, a demonstration run by John Cleland in the BTCC Cavalier (not quite as quick as Hugh Chalmers' modified saloons record, as timed by ... er, Hugh Chalmers), and, on the home front, a class win apiece by the two Racetrax Novas of Olly Ross and David Finlay. Class records fell in a medium of profusion, the two extremes being represented by record breakers Ron Gumming (Lancia Stratos) and Graham Harper (Citroen 2CV).

Cumming did his usual job in the **GT/Modified** race with the Custom Office Furniture Stratos, winning easily against ever decreasing opposition. First to go, after five laps, was the Davrian-Ford of Brian Fletcher, and Roddie Paterson's Elan didn't last much longer. This left the way open for the Fishertruck pairing of Neil and Duncan Fisher, neither of whom had got off the line particularly well, to come back to second and third in Davrian and Imp respectively. Alaster Cunningham was top saloon in fourth with his Manta, six seconds off Graham Wait, who was manhandling his Capri with the usual panache.

Graham Harper set one of the Ingliston **2CV** racing's very rare 72 second laps in practice, but when it came to the race itself there were three of them at it — Harper himself and the Scotsmen team of Cameron Ritchie and Norman Taylor. That was the order in which they left the grid, and it hadn't changed by the finish eight laps later, but it was a tense time all the same, with the gaps separating the three cars fluctuating wildly lap by lap. Nicholas Runcie put on a dramatic display in fourth but just couldn't wrestle the appropriate lap times out of his car.

Olly Ross was three tenths under the **1500cc Road Saloons** record in practice in his Halley's of Milngavie/Racetrax Nova but never got a clear lap in the race thanks to the efforts of David Kerr. Kerr, third on the grid behind Ross and a revitalised Simon Ewing, got the Carl Dyson/Tynecastle Garage Fiesta up to second almost immediately and hounded Ross mercilessly for the rest of the race. The two cars were side-by-side several times, but Ross always managed to keep some semblance of control and won a race which both drivers enjoyed thoroughly.

Top **1300 Road Saloon** in practice had been James Ritchie's Lynmar Development Nova, but when Ritchie got caught behind Roddy Soratilovic's ailing Fiesta on the grid David Finlay's Racetrax Nova nipped through at the Esses. Ritchie's car overheated itself into retirement, leaving Finlay with the class win. Derek Hastings survived an early shunt in his Imp to finish second in class ahead of Richard Dobson, who was himself suffering from a collapsing gearlever in the Galloway Motor Company Citroen AX.

Kenny Allen's return to circuit racing was beginning to seem like not such a good idea as early as Saturday testing when Andy Smith's recently-acquired Vision, which he had been loaned for the weekend, jammed its steering in the Esses. Everything was straightened out in time for race day, and Allen performed his expected trick of setting pole and winning the **Sports Cars** race, but not without a lot of pressure from Derek Ferguson in the Fergusion Seacabs vision. Derek Butcher, whose Knockhill Racing Reynard was the only FF2000 present, was meanwhile involved in a fine dice for third against Bill Wood's Mallock. Despite Butcher's protestations of smoothness after the race, the Mallock was notably more stable through the bends, but Butcher's defending proved unanswerable.



INGLISTON GT action as Duncan Fisher leads Alaster Cunningham.

Jim Forsyth took pole on the **FF1600** grid with his Swift, thus disproving a recent theory that only Campbell Chisholm can do that these days. Chisholm lined up second but was demoted on the first lap after a spellbinding move by Louis di Rasta, who did an apparently insane piece of late braking down the back straight and scrabbled found the outside of the hairpin, finally getting his whole car in front on the drag to Lefthander. The only thing left to do now was pass Forsyth wasn't having any of it and blocked every one of the considerable repertoire of attacks that di Resto threw at him. Cameron Binnie climbed up to third in the Sony Centre/Silverscreen Reynard having passed Thomas Irvine and Campbell Chisholm, though Chisholm was back up with him and pushing hard when the flag came out.

With most of the opposing cars on the programme either having broken down or been sold, Neil Gammie strolled his way to **Road Saloons over 1600cc/Sports Cars/Kitcars** victory in his Westfield, with Alaster Cunningham a helpless second in the Manta. Brian Sarafilovic held third all the way in his Westfield, holding off the Sylva of a determined Gordon Clarke in the later stages. Road sports car victory went, unusually for an Ingliston round, to Colin Bates, who got his IVR Griffith past Jim Grant's.

D.F.

INGLISTON, AUGUST 18, SMRC

GT and Modified Cars - 12 laps: 1. R. Cumming (Lancia Stratos) 9m 47.49s (75.74 mph); 2. N. Fisher (Fishertruck Davrian), 10m 38.29s; 3. D. Fisher (Fishertruck Imp), 11 laps; 4. A. Cunningham (Opel Manta), 11 laps; 5. G. Wait (Ford Capri), 11 laps; 6. Ewing (Ford Fiesta), 11 laps. Class winners: Cumming, N. Fisher, D. Fisher, Cunningham and Ewing. Fastest laps: Cumming, 47.33s (78.53 mph), record; R. Paterson (Lotus Elan), 51.75s (71.65 mph); D. Fisher, 51.58s (71.89 mph), record; Cunningham, 53.66s (69.10 mph); Ewing, 56.58s (65.54 mph).

Citroen 2CVs - 8 laps: 1. G. Harper, 9m 48.03s (50.45 mph); 2. C. Ritchie, 9m 49.40s; 3. N. Taylor, 9m 52.26s; 4. N. Runcie, 10m 05.00s; 5. P. Graham, 10m 19.19s; 6. A. Timpson, 10m 10.04s. Fastest lap: Harper, 72.16s (51.39 mph), record.

Road Saloons up to 1600cc — 13 laps: 1. O. Ross (Racetrax Nova), 11m 44.86s (63.13 mph); 2. D. Kerr (Ford Fiesta), 11m 45.20s; 3. S. Ewing (Ford Fiesta), 11m 50.49s; 4. D. Finlay (Racetrax Nova), 12m 05.26s; 5. I. Hay (Ford Fiesta), 12m 36.51s; 6. M. Rattray (Ford Fiesta), 12m 41.18s. Class winners: Ross and Finlay. Fastest laps: Kerr, 57.55s (64.43 mph); Finlay, 58.35s (63.55 mph), record.

Sports Cars and FF2000 — 12 laps: 1. K. Allen (Vision), 9m 37.45s (77.06 mph); 2. D. Ferguson (Vision V85), 9m 37.86s; 3. D. Butcher (Reynard SF86), 10m 01.95s; 4. B. Wood (Mallock Mk27SG), 10m 02.10s; 5. K. Bowmaker (Mallock Mk20B), 11 laps; 6. M. Upton (Mallock Mk20B), 11 laps. Class winners: Allen, Butcher, Bowmaker and Upton. Fastest laps: Allan, 47.14s (78.66 mph); Butcher, 49.30s (75.21 mph); Bowmaker, 51.82s (71.56 mph); Upton, 52.16s (71.09 mph).

FF1600 — 12 laps: 1. J. Forsyth (Swift FB91), 10m 35.41s (70.03 mph); 2. D. di Resta (Van Diemen RF89), 10m 35.73s; 3. C. Binnie (Reynard FF91), 10m 40.97s; 4. C. Chisholm (Reynard FF90), 10m 41.37s; 5. T. Irvine (Swift), 10m 47.21s; 6. D. Taylor (Reynard), 10m 48.31s. Fastest lap: di Resta, 50.79s (73.01 mph).