

INGLISTON

Smart start

1-4-87

YOU MIGHT have thought that everyone would have used Scotland's first race meeting of the year, at Ingliston on March 29, to blow the dust off their technique. But it appeared that most people's techniques had failed to gather dust altogether over the winter, since five records were broken on the day — and all but one of them by drivers trying out new cars.

The day started off happily with driver taking his first ever win. Grant Stewart led the road sports car race all the way in his Caterham, with Russell Paterson closing towards the end in his brand new Westfield. John Peace, trying out a 2.1-litre engine in his previously 500cc Dutton, worked his way up to third (and first in the large-capacity class) ahead of ex-Elan driver Simon Frost's Caterham.

Border Reivers, rivals of Ecurie Ecosse in days of yore, made a successful comeback to the racing scene when the team's only current driver, Cameron Binnie, won the FF1600 cc. Roy Low stayed close behind until he got slightly mixed up in traffic two laps from home, and he finished two seconds down. Colin Kirkbeck stayed in touch throughout the third, and Geordie Taylor took

over fourth when Fraser Greenwood dropped back on lap 11.

After a few minutes of insanity when half the field thought the warming-up lap was actually the start of the race which was almost completely dominated by Ray MacDowall in the ex-Robert Thomson Fiesta. Brian Beverley held second all the way, challenged for a while by Alen Keith until Keith slipped down to within a couple of seconds of a long-running battle between Glen Mortimer and Mike Rattray.

Definitely the most enthralling battle for the lead all day came in the sports car race. John Fyda led away, followed menacingly by fellow Vision driver Eric Paterson, Laurence Jacobsen in his Chevron B16 and Alex Dobbie in his Mallock. Five laps into the race, Jacobsen had fought his way to the front and held

his lead almost till the end. Fyda's attempts to get past became more and more frantic until, at Clock on the final lap, he finally charged through, with the noise of scraping bodywork ringing in the air. Paterson remained a very close third, while Dobbie drifted back to finish a lonely fourth ahead of Clubmans B winner Andy Smith.

A jump start saw Tom Bell leading the first couple of laps of the over 1600cc road saloons event on the road before Hugh Chalmers passed him at Clock in the Ecurie Ecosse Manta 400. Chalmers then whizzed away at a faster pace than any road car has managed before at Ingliston on non-slick tyres, leaving Bell to try and overcome his 10 second penalty. He failed in this by 0.2s and dropped to third behind Iain Gardner's Peugeot 205.

The first of what should be many historic car handicaps in Scotland this year was led for most of the way by Tony Richardson's Riley, on the strength of two credit laps. The handicap system looked like ensuing that Richardson would be caught on the last lap by Roddy McPherson, but as it turned out Richardson retired with three laps to go. McPherson had to fend off a last-minute challenge from John McDonald, and won by just a couple

of lengths.

Eric Munnoch's excursion into the Lefthander armco with his Davrian, the result of a collision with Kenny Coleman, brought the GT race to a halt in the early stages. The restarted, eight-lap race was led by the Davrian of Brian Fletcher, who held off Coleman's Esprit for four laps before Coleman got through under braking for the hairpin. Coleman then threw the race away two laps later at the same place when he briefly lost control on the oily surface and let Fletcher through to his first ever taste of race victory.

Strictly speaking, Tom Brown should not have appeared as an FF2000 runner at all, since he had spent the previous weeks telling everyone that lack of finance was putting him into semi-retirement for a while. However, a very late change of plan saw him on pole at Ingliston, and he went on to win after a nose-to-tail dice with Stewart Roden. Cameron Binnie, debuting the Border Reivers Reynard, came in third, and Stuart Gray gave his new single-seater career a fine start by beating the more experienced Stephen Robertson for fourth.

The traditional congregating of modified saloons and sports cars made up the final grid of the day, Martin Dunn looked set for yet

another win, but he pulled his oil-pressure-less Davrian off the track on lap seven. This left Ecurie Ecosse to take their second win of the day, thanks this time to Walter Robertson's efforts in the Manta. Tom Bell

brought the Chevette home second after a more careful start than before, and John Mackie added variety to the saloon-dominated race by taking third in his Elan.

D.F.

Road Sports Cars — 12 laps: 1, G. Stewart (1.6 Caterham 7), 11m 36.6s (62.09 mph); 2, R. Paterson (1.6 Westfield 7); 3, J. Peace (2.1 Dutton B+); 4, S. Frost (1.6 Caterham 7). Over 1600cc: 1, Peace, 12m 11.2s (60.85 mph); 2, J. Kerry (1.6 Sylva Star). Fastest lap: Peace, 59.7s (62.11 mph). Up to 1600cc: 1, Stewart; 2, Paterson; 3, Frost. Fastest lap: Paterson, 58.8s (63.06 mph).

FF1600 — 12 laps: 1, C. Binnie (Van Diemen RF86), 10m 23.0s (71.42 mph); 2, R. Low (Crossle Taylor 62F); 3, C. Kirkbeck (Van Diemen); 4, G. Taylor (Van Diemen); 5, A. McPherson (Crossle); 6, B. Gowans (PRS). Fastest lap: Binnie, 51.1s (72.56 mph), record.

Road Saloons up to 1600cc — 12 laps: 1, R. MacDowall (1.6 Ford Fiesta), 11m 53.6s (62.35 mph); 2, B. Beverley (1.6 Hillman Avenger); 3, A. Keith (1.6 Ford Fiesta); 4, G. Mortimer (1.6 Hillman Avenger); 5, M. Rattray (1.6 Ford Escort); 6, A. Reid (1.6 Talbot Sunbeam). Fastest lap: MacDowall, 58.0s (63.93 mph), record.

Sports and Clubmans Cars — 12 laps: 1, J. Fyda (1.7 Vision V85 Agra), 9m 54.7s (74.82 mph); 2, L. Jacobsen (2.0 Chevron B16); 3, E. Paterson (1.7 Vision V87); 4, A. Dobbie (1.7 Mallock Mk24B). Clubmans A: 1, Fyda; 2, Paterson; 3, Dobbie. Fastest lap: Fyda, 48.3s (76.77 mph). Clubmans B: 1, A. Smith (1.6 Mallock Mk21), 10m 23.0s (71.42 mph); 2, B. Carr (1.6 Mallock Mk16). Fastest lap: Smith, 50.9s (72.85 mph). Sports Cars: 1, Jacobsen, 9m 55.4s (74.73 mph). Fastest lap: Jacobsen, 48.4s (76.61 mph).

Road Saloons over 1600cc — 12 laps: 1, H. Chalmers (2.4 Opel Manta), 11m 35.8s (63.95 mph); 2, I. Gardner (1.9 Autotif 205GTi);

3, T. Bell (2.3 Vauxhall Chevette); 4, R. MacDowall (2.2 Sunbeam Lotus); 5, A. Smith (2.3 Vauxhall Chevette); 6, A. Cunningham (2.0 Ford Escort). Fastest lap: Chalmers, 56.1s (66.10 mph), record.

Historic Handicap — 12 laps: 1, R. McPherson (2.0 Frazer Nash), 13m 39.8s (54.95 mph); 2, J. MacDonald (2.3 Morgan); 3, B. Hopkins (2.0 Morgan); 4, C. McLaren (3.8 Jaguar E-Type); 5, S. Adamson (2.2 Morgan); 6, K. Rylands (3.0 Healey). Fastest lap: McLaren, 62.0s (59.81 mph).

GT Cars — 12 laps: 1, B. Fletcher (1.0 Davrian Mk8), 6m 58.3s (70.91 mph); 2, K. Coleman (1.0 Lotus Esprit); 3, M. Dunn (1.0 Davrian Mk7). Fastest lap: Coleman, 50.7s (73.14 mph).

FF2000 — 12 laps: 1, T. Brown (Reynard), 9m 45.4s (76.01 mph); 2, S. Roden (Reynard); 3, C. Binnie (Reynard 86SF); 4, S. Gray (Reynard 84SF); 5, S. Robertson (Reynard 86SF); 6, R. Brown (Van Diemen RF84). Fastest lap: Brown and Roden, 47.9s (77.41 mph).

Modified Saloons and Sports Cars — 12 laps: 1, W. Robertson (2.4 Opel Manta), 11m 16.2s (65.80 mph); 2, T. Bell (2.3 Vauxhall Chevette); 3, J. Mackie (1.6 Lotus Elan); 4, I. Gardner (1.9 Autotif 205GTi). Saloons over 1600cc: 1, Robertson; 2, Bell; 3, Gardner. Fastest lap: Robertson, 53.6s (69.18 mph), record. Saloons up to 1600cc: 1, R. MacDowall (1.6 Ford Fiesta), 11m 48.9s (62.77 mph); 2, C. McLaren (1.3 MG Metro). Fastest lap: MacDowall, 57.2s (64.83 mph). Sports Cars: 1, Mackie, 11m 35.8s (63.95 mph); 2, R. Paterson (1.6 Westfield 7). Fastest lap: M. Dunn (1.0 Davrian Mk8), 53.3s (69.57 mph), record.