R.Thomson (Vauxhall Nova). 23m 48.98s (62.28mph); 2, C.Gallie (BMW 2002Tii); 3, R.Mitchell (Ford Fiesta); 4, R.Dobson (Citroën AX); 5, S.Pearl (VW Golf GTi); 6, G.McGregor (Mini). Class winners: Gallie, Thomson and Dobson. Fastest lap: Gallie 58.85s (63.01mph); Thomson 58.37s (63.53mph); Dobson 1m 00.03s (61.77mph).

Supersaloons - 12 laps: 1, R.Rose (MG Metro 6R4) 11m 04.99s (66.91mph); 2, T.Bell (Ford Escort RS Cosworth); 3, E.Beerman (Skoda Rapid); 4, D.Small (A/C 3000). Fastest lap: Rose 54.36s (68.21mph).

Citroën 2CVs - 12 laps: 1, C.Burger (Stinky) 14m 52.12s (49.88mph); 2, C.Higson (Emma); 3, G.Harper (Rambo); 4, A.Rogers (Soapy); 5, H.Gillespie (anon.); 6, A.Serafinovic (Birdie). Fastest lap: I.Gibbon (Funky) 1m 12.39s (61.22mph).

Kitcars - 12 laps: 1, O.Ross (Westfield) 11m 12.31s (66.18mph); 2, N.Singleton (Westfield). Fastest lap: Ross 54.57s (67.95mph).

Formula Ford 1600 - 7 + 12 laps: 1, D.Taylor (Van Diemen RF91) 16m 27.76s (71.33mph); 2, G.Taylor (Reynard 84FF); 3, S.Thorburn (Van Diemen RF91); 4, R.Low (Reynard 84FF); 5, B.Gowens (Reynard); 6, N.Fisher (Swift). Fastest lap: G.Taylor 51.02s (72.68mph).

Formula Libre - 12 laps: 1, R.Cumming (March 832) 9m 41.14s (76.57mph); 2, B.Carr (Tiga); 3, R.Forester-Smith (Vision). Fastest lap: Cumming 46.86s (79.13mph).

Goodyear Eagle Road Saloons - 2 x 12 laps: 1,

INGLISTON APRIL 10, SMRC

INGLISTON 13.4.94

Burger: no beefing

With several cars not quite ready for the start of the Scottish season, there were quite a few moments at Ingliston on Sunday. The 2CVs were on fine form, with Carl Burger winning.

Among the more lively action, David Taylor took a splendid Formula Ford win, the 2CVs put on an outstanding display which eclipsed all previous efforts, and Robert Thomson dominated the opening round of the Goodyear Eagle Road Saloons Championship.

With the Goodyear sponsorship and attendant publicity, **Road Saloons** have become pretty well the major race formula in Scotland. Everyone is now running on Eagle NCT 2s, and the man who adjusted most effectively to the new rubber was Robert Thomson, who scampered round in qualifying to set the pole time in his Vauxhall Nova. There were two 12-lap races in which the opposition had time to knock him off his perch, but he never looked even slightly threatened and will clearly take some catching this season.

His cause was admittedly helped by the squabble over second place. Robert Mitchell had taken that place in qualifying with his Fiesta, but a brilliant start allowed Colin Gallie to squeeze his BMW 2002Tii past on the way to the Esses. That was the last time their positions changed, though now and again Mitchell got himself within striking distance.

Warren Dunbar's Escort slithered its way to fourth in the first race, and Warren kept it there in the second despite losing a cylinder on the opening lap. He went off at Caravan six laps later, unfortunately collecting Keith Adam's Sierra Cosworth in the process. This gave fourth to Richard Dobson who, despite losing chunks of time since last year on new tyres, was still the best 1400cc runner in his Citroën AX. Second place in that class was decided by a tiny margin, with Graeme McGregor's Mini beating Andrew McKinna's Nova by 0.05s on aggregate.

It was no surprise to see reigning **Formula Ford** champion Geordie Taylor on the front row for the first race of the new season. Less orthodox was the fact that he had been beaten for pole by David Taylor, who had qualified 0.01s quicker. With Geordie having to pull over sharply to block the fast starting Stuart Thorburn in heat one, David opened up a small gap which Geordie closed almost immediately.

The two cars were separated by about the width of a potato right up until the race was halted on lap eight, when Scott Ramsey and Neil Fisher collided at the hairpin and Ramsay's Van Diemen overturned.

The lead battle continued for another 12 laps later in the afternoon, and once again David withstood the pressure throughout. Thorburn had remained in third, with Roy Low a distant fourth, while Marcus Sharp took first blood in the new for '94 Class B, for older cars.

There was only one race for the **Citroën 2CVs**, but the programme could have happily withstood half a dozen because the chaps were on fine form.

Ian Gibbon had a disaster of a qualifying session and started from the back of the grid, but by lap seven he was leading the race, at which point his new engine mysteriously died, leaving Leeds visitor Carl Burger to head the pack with Graham Harper hard up against his bootlid.

On the same lap as Gibbon briefly took over up front, Burger muffed a gearchange on the way into the hairpin and ran wide, so he crossed the line third on that occasion, but one lap later Burger was leading again. The general kerfuffle allowed Chris Higson to close in, and for four laps the leading trio staged a battle whose like has rarely been seen on the Ingliston tarmac.

Going round Clock on the last lap, Harper tried to dive down the inside of Higson, who was under the impression he was already as far inside as you can get. That moment gave Burger breathing space on the way into Arena, but the other two immediately came back at him over the final hundred or so. When the flag fell, Burger (first) and Harper (third) were virtually nose-to-tail, with Higson occupying most of the space to their immediate right. Brilliant stuff!

In the less enthralling of the afternoon's episodes, Robert Ross performed a whitewash job on the small **Supersaloons** field.

Olly Ross dominated the **Kitcars** race in which most of the major rivals broke down, and Ron Cumming survived a warm-up lap brush with Lesley Wood to win the first **Formula Libre** race for the best part of a decade.

D.F.