

Ross the boss

The last event of the Scottish motor racing season was a destructive one to say the least. Robert Ross capped a superb first season with his maiden outright victory in the Metro 6R4, whilst others broke the barriers, but no records!

Practice was wet, very wet! The deluges that have settled upon the Lothian Region in the past week left Ingliston with plenty of surface water. The rain had stopped by the time of the Supersports and Supersaloons race, although the track remained very greasy. Four wheel drive, naturally, was an asset to Robert Ross, given the conditions, but it shouldn't have given him the right to be on pole ahead of the experienced and well-equipped Ron Cumming (six-litre Honda Legend) and Alister Cunningham (Opel Manta). Having outpaced them in practice, Robert went on to do the same in the race, in the near standard 6R4, despite Cumming's explanation of what might happen should he get in the way. The Metro bounded up the track whilst Alister and Ron remained spinning their wheels. Ross, with a combination of superb driving and four wheel drive, won by around 17 seconds from a struggling Cunningham, whose battle with the Honda, before it broke, was entertaining.

Fourteen cars lined up on the

SMRC 2CV grid, and they had pulled out all the stops to finish the season on a high. Peter Graham had dug out a car that had come second in last year's equivalent race, and had not run since. He unsurprisingly encountered certain problems, including the seizure of brake calipers. Graham Harper, Chris Higson and Andrew Timpson tried their hardest to confuse spectators and the media alike, by swapping cars again. Ironically, using the 'pick-a-car-out-of-the-hat' method, Harper used the car jointly-owned by Higson and Timpson, and Higson won the 'Glenkinchie Trophy' with one of Harper's cars, beating last year's winner Ian Gibbon into second.

Racing the Road Saloons was hampered by two red flags for separate incidents, destroying the same section of barrier, twice. First on lap two, Graeme McGregor got his Mini loose coming out of the South Stand, in his last race before hanging up his helmet, and slapped the barriers side-on next to the Lefthander marshals post. This resulted in a bent Mini and some necessary repair work on the barriers. Eight laps into the restarted race it happened again! Kevin Adam did the same again, but with more style and spectacularly quicker. The barriers needed to be mended and reinforced. After these incidents a second tyre wall was set up to slow people down

before they hit the barrier proper, but thankfully its service were not required! These hold-ups meant that the second part of this destructive double-header was held in the dark, giving many drivers unexpected first-hand experience of night racing for the first time. Warren Dunbar won overall, with Brian Fletcher right on his tail throughout the second race, albeit only seventh on aggregate. Ian Hay came second (Fiesta XR2) and Richard Dobson's championship-winning Citroën AX was third, after dominating practice and most of the first race. Mark Spiers drove a tremendous race in the Avenger to finish fourth overall.

In the mixed bag of saloons and sports cars event, Olly Ross returned to his native leading pack in the Westfield, although he was pushed in the early stages by Ken Thomson's Porsche 911. Ross finished fourth and first Kit Car. Bill Carr scored a tremendous victory, after this event too was red-flagged and re-started.

There was a large Formula Ford 1600 grid. John Turner spun into the barriers in the Esses. Louis di Resta made a good start, but couldn't keep up with an on-form Jim Forsyth.

Bob Birrell jumped the start in his Brabham and the imposed 10 second penalty only dropped him behind Allan McGregor's fast Cooper in the Histories. Hugh Chalmers was due to start in a Tojjeiro Buick, but he broke the gear selectors in practice and despite a complete strip down it wasn't able to be fixed in time.

H.W.

Harper 1m 55.05s (86.63mph); Ward 1m 56.32s (85.88mph); Wadley 2m 02.83s (61.33mph).

INGLISTON OCTOBER 10, SMRC

Treadmark Supersports/Supersaloons - 12 laps: 1, R. Ross (MG Metro 6R4) 11m 36.90s (63.85mph); 2, A. Cunningham (Opel Manta); 3, K. Paterson (Dartan 190); 4, E. Beerman (Skoda Rapid). Fastest lap: Ross 57.06s (64.98mph).

Foreyth Fresh Fruit SMRC 2CVs - 13 laps: 1, C. Higson 16m 42.0s (48.09mph); 2, I. Gibbon; 3, A. Timpson; 4, G. Harper; 5, N. McDonald; 6, R. Sarafliovic. Fastest lap: Higson 1m 14.77s (49.59mph).

Scottish Autotrader Road Saloons - 16 laps: 1, W. Dunbar (Ford Escort) 16m 20.29s (60.52mph); 2, I. Hay (Ford Fiesta XR2); 3, R. Dobson (Citroën AX); 4, M. Spiers (Hillman Avenger); 5, A. McKenna (Vauxhall Nova); 6, G. White (Vauxhall Nova). Class winners: Dunbar, Hay and Dobson. Fastest laps: Dunbar 58.40s (63.49mph); Spiers 59.14s (62.70mph); G. Keirnan (Mini) 59.23s (62.60mph).

Arnott Currie Printers Kit Cars, Road Sports Cars and Scottish Sports Cars - 10 laps: 1, B. Carr (Tiga SC79) 10m 12.02s (60.59mph); 2, B. Wood (Mallock Mk27); 3, A. Dobbie (Mallock Mk20); 4, O. Ross (Westfield); 5, K. Thomson (Porsche 911); 6, D. Muse (Sylvia Striker). Class winners: Carr, Ross, Thomson and J. Grant (Lotus Elan). Fastest laps: Dobbie 58.86s (63.00mph); Ross 1m 01.76s (60.04mph); Thomson 1m 01.81s (59.99mph); Grant 1m 03.55s (58.35mph).

Tom Brown Racing School Formula Ford 1600 - 12 laps: 1, J. Forsyth (Van Diemen RF92) 11m 21.12s (65.33mph); 2, L. di Resta (Van Diemen); 3, D. Taylor (Van Diemen RF91); 4, S. Thorburn (Van Diemen RF91); 5, R. Steedman (Van Diemen RF91); 6, G. Taylor (Reynard 84FF). Fastest lap: G. Taylor 55.25s (67.11mph). Juniors: M. Gisselbaek. Fastest lap: Gisselbaek 56.39s (65.76mph).

Ecurie Ecosse Historic Cars - 12 laps: 1, A. McGregor (Cooper FJ) 12m 34.41s (58.98mph); 2, B. Birrell (Brabham BT21B); 3, C. McLaren (Jaguar SS100); 4, T. McWhirter (Tojeiro Jaguar); 5, G. Temple (Chevron); 6, J. McKinnon (Triumph TR2). Class winners: McGregor, McLaren, G. Cooper (Cooper MG) and McWhirter. Fastest laps: Birrell 59.61s (62.20mph); McLaren 1m 05.17s (56.90mph); G. McCosh (Bentley Special) 1m 09.05s (53.70mph); McWhirter 1m 06.75s (55.55mph).