

INGLISTON

Reds at the Esses

BIZARRE-PLANNING - putting two of Scotland's least popular classes on at the end of the day - brought Scottish MRC's Ingliston meeting to a dismal anti-climax. This was a pity, since particularly good racing beforehand had made this a fine afternoon's sport, even though shenanigans in the Esses had too often forced the use of the red flag.

After finishing the first lap well in advance of everyone else, Ian Bruce made a few attempts at breaking the Modified lap record in his Darrian. Unfortunately there wasn't enough grip on the track for this, and after getting a series of less than encouraging pit board messages Bruce duly eased off and cruised home to the flag. Roddie Paterson followed Bruce round most of lap 1 in his Elan before being overhauled at the hairpin by John McIntyre's Chevette. Olly Ross, sixth on the grid, had flown up in his Davrian and was right behind the Elan at the end of the lap. The order of these three remained the same, though, until the hairpin on lap 3, when Paterson and McIntyre touched. Paterson, who reckoned he had been caught tarmac, caught the Davrian. It was the Elan which came off worst

from all this, to fourth. McIntyre attempted to hold Ross behind him, to the accompaniment ahead to its final position of second. McIntyre dropped behind the recovered Paterson shortly afterwards, and then found a whole new set of dramas opening up as he lost third and fifth gears. This brought Alister Cunningham's Manta into play, challenging for top saloon position, but as McIntyre said afterwards, "there was no way he was ever going to get past." Nor did he.

There wasn't much you could do to follow that, and the FF1600 heat looked very processional by comparison. Colin Harper sailed away from the rest of the field and went on to win by five seconds, even though the high temperature was beginning to affect his Swift's brakes over the final laps. Cameron Binnie, who admits that

Harper has the edge on him these days, had enough to worry about from the similar cars of Louis di Resta and Jim Forsyth. These three later spread out, leaving the action to the battling Van Diemens of Tommy Irvine and Colin Birkbeck.

Having broken a bottom wishbone bolt in testing, John Fyda did not sparkle during practice, and his Agra Vision was unusually only second on the Clubmans grid. Allen Johns held pole in the Agra Mallock but was swamped almost immediately, possibly due to holding first gear too long - certainly Fyda reckoned Johns still had his first change to make long after he himself had shifted into second. The two Agra cars trotted round at the front and finished in the same order as they had so quickly sorted themselves into. Derek Ferguson, a newcomer to Clubmans racing in the ex-Alex Dobbie Mallock, pushed Bill Wood hard for third and eventually got past, while Mike Upton inherited the Class B win when Grant Stewart's Phantom broke its front suspension under braking for the hairpin.

The Ford Credit Fiesta Challenge round was stopped after about fifteen seconds when Richard Lawson, who had found Scott Redding trying to pay a visit halfway through the Esses, rattled off several lengths of armco. Once this had been repaired, the res-

tarted race saw Ian Briggs sail away from the rest of the field. James Kaye (Premium Sound) worked hard in the closing stages but could do little to close the gap. Previously Kaye had been pressurised by Robin Parsons (PJ Nicholls/Barwell Motor Sport), with whom he came into contact with first time round the hairpin, but Parsons lasted only six laps before grinding to a halt at Clock.

Lack of testing, overheating, clutch slip, binding rear brakes and a sticky throttle were the problems associated with Angus Gray's new MacTaggart and Mickel Westfield, driven (and complained about) by brother Stuart. This would have sounded more convincing if Gray had not put the car on pole and won the road sports race by nearly four seconds. Neil Gammie held on well in his own Westfield, but the real interest was among the over 1600cc saloons in the same race. John McIntyre had found out why his Chevette was only getting some gears and had contrived to make it get all of them again. This sparked off a repeat of the battle with Alister Cunningham, which had the same result as before.

On his first visit to Ingliston, David Coulthard was immediately fastest of the FF1600s in the Eternit Van Diemen, and he led the final throughout. It wasn't all that easy,

though, as over lunchtime the team had had to change from rear tyres that were too worn to another set that weren't worn enough. This didn't help Coulthard's case much, and nor did a gilhooley at Caravan on lap 2 when he admitted to braking far too late. Colin Harper was able to hold on to the leader for the first half of the race, but thereafter his Van Diemen came over all slidy and he lost ground. From him back the race was virtually a re-run of the heat, and about as processional.

Back came the red flags right at the start of the 1600cc road saloons race after an incident which claimed the Minis of Alistair McCarter, Billy Reid and Christopher Reith. Kevin Tawse launched his Fiesta off pole in the restart and blasted away for a few laps, knowing that Alan Keith would be haring up to catch him. Driveshaft

trouble in practice had put Keith eleventh on the grid, but he made a superb job of climbing through the field and reached second on lap 8. Tawse's early tactics had paid off and he held his lead, despite a lack of grip and brakes and a big moment on lap 9 when he entered Lefthander in neutral...

Cameron Binnie charged away from the other FF2000s in the Silver-screen Van Diemen before deciding at half-distance that there wasn't much point, which about summed that race up. Ron Cumming let the rest of the GT grid line up ahead of his Simpson Motors/Claymore Shellfish AC3000, but took the lead again on lap 2 and was still there ten laps later at the head of the four survivors of a mechanically disastrous race. D.F.

Modified Saloons/Sports Cars - 12 laps: 1, I. Bruce (Darrian T9) 10m 37.56s; 2, O. Ross (Davrian MK8); 3, R. Paterson (Lotus Elan); 4, J. McIntyre (Chevette). Fastest lap: Bruce 51.25s. Class winners: Bruce, McIntyre.

FF1600 heat - 12 laps: 1, C. Harper (Swift FB88) 10m 21.32s; 2, C. Binnie (Van Diemen RF86); 3, L. di Resta (Van Diemen RF88); 4, J. Forsyth (Van Diemen RF87). Fastest lap: Harper 51.25s.

Clubmans - 12 laps: 1, J. Fyda (Vision) 9m 38.89s; 2, A. Johns (Mallock) 3, D. Ferguson (Mallock); 4, B. Wood (Mallock). Fastest lap: Fyda 47.52s. Class winners: Fyda, M. Upton (Mallock).

Ford Credit Fiestas - 15 laps: 1, I. Briggs 15m 12.32s; 2, J. Kaye; 3, J. Smith; 4, C. Stancombe. Fastest lap: Briggs 59.85s.

Road Saloons (over 1600cc)/Sports Cars - 12 laps: 1, S. Gray (Westfield) 11m 14.96s; 2, N. Gam-

mie (Westfield); 3, J. McIntyre; 4, A. Cunningham (Manta). Fastest lap: Gray 55.11s. Class winners: Gray, McIntyre.

FF1600 final - 12 laps: 1, D. Coulthard (Van Diemen RF89) 10m 19.10s; 2, C. Harper; 3, C. Binnie; 4, L. di Resta. Fastest lap: Coulthard 50.99s.

Road Saloons (up to 1600cc) - 12 laps: 1, K. Tawse (Fiesta) 11m 50.39s; 2, A. Keith (Fiesta); 3, J. Gilbert (Fiesta); 4, I. Cowie (Corolla). Fastest lap: Keith 58.03s.

FF2000 - 12 laps: 1, C. Binnie (Reynard SF86) 9m 45.22s; 2, D. Butcher (Reynard); 3, K. Coleman (Swift HD88); 4, R. Mitchell (Reynard SF84). Fastest lap: Binnie 47.86s.

GTs - 12 laps: 1, R. Cumming (AC3000ME) 10m 07.88s; 2, I. Sharp (Stiletto); 3, S. Share (Clan Crusader); 4, E. Beerman (Skoda Coupe GT). Fastest lap: Cumming 48.66s.