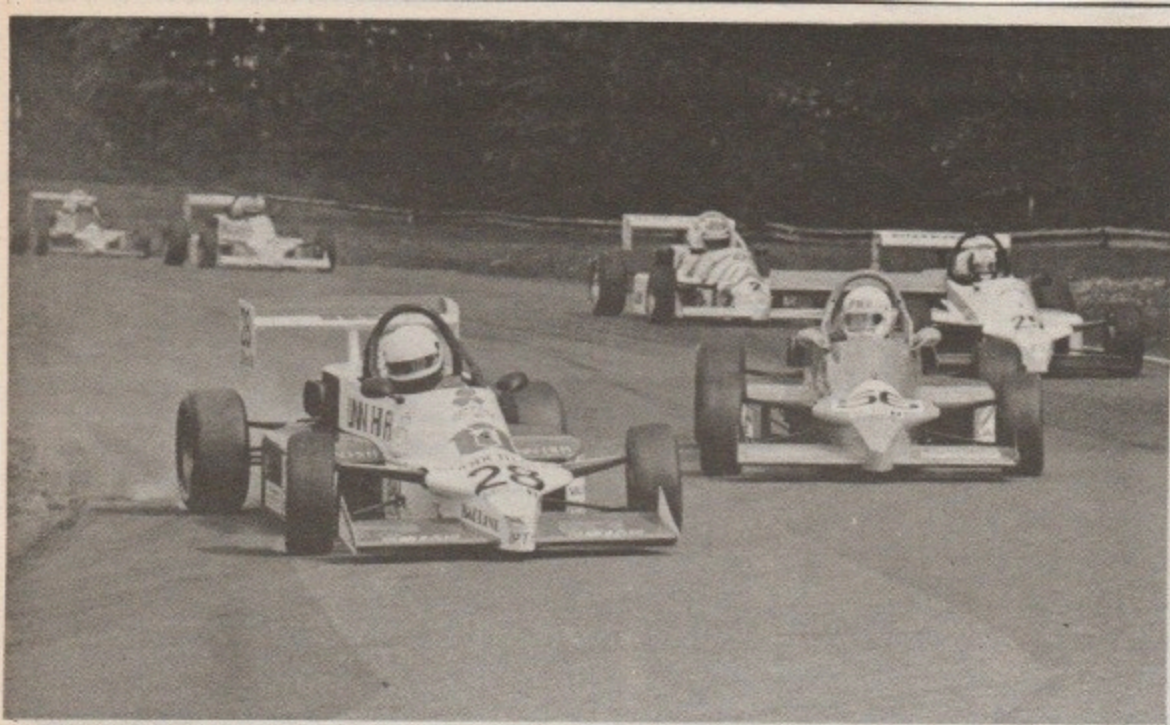




ANTHONY Reid (28) on the way to the barriers after his attempt to grab fourth from Henrik Larsen (56). Noda (25) and Edwards (2) look on from a safe enough distance.

Formula Vauxhall Lotus - Ingliston

Real Dunn kid

FOR THE majority of the championship contenders, the series might just as well have visited Monaco rather than the tight Edinburgh circuit of Ingliston because the result would probably have been the same, Gary Dunn leading from start to finish to record his fourth win. The signs are beginning to look ominous for any other serious title aspirants...

Qualifying was more akin to F1 than Formula Vauxhall, the twisting nature of the circuit, combined with the power of the cars and the heat, meant that tyres were overheating after three to five laps. All the drivers resorted to pitting and having water poured over their tyres to allow them to cool down. It got so bad in the second session that at one stage there were only three cars out on the track!

For a while it seemed that Dunn would not start from what has become a fairly regular pole position. Anthony Reid in the Linn Hi-Fi PTM car was quickest in testing at the circuit on Saturday, dipping below the 47 second barrier. Come first practice though and Dunn was able to repeat his Saturday effort, putting in a 47.05, Reid only able to record 47.25s for second. This would turn into an eventual midfield slot after his first session times were disallowed for altering the rear wing end plates. With a slower second session for most drivers (despite the timekeepers thinking otherwise after a computer failure - see Pit Lane), he could only climb as high as ninth.

Reid's problems were to Eugene O'Brien's advantage, promoting

the URO car to second (a staggered grid meant no rows) and Matt Johnson was a very happy third, glad at last to be able to show that he can compete at the front, given the same amount of testing.

Fourth, and one of the few to improve was Henrik Larsen and Chris Smith's Christal charges, Hideki Noda and Affonso Giaffone were fifth and seventh respectively. Ben Edwards has hit form just at the right time taking sixth, and eighth was Peter Hardman, struggling to get the balance right. Behind Reid, and completing the first 10 was Kurt Luby, unable to pinpoint the problem in his new chassis.

Although there were 32 laps of the 1.1 mile circuit ahead to go, O'Brien had to be into the Esses before the Swindon car, and his outside grid position actually gave him the better line through the kink. He definitely made the better start, but because of the staggered grid was unable to get alongside Eugene sensibly tucked in behind. In fact the only alterations from grid order at the start came when Edwards missed third gear, allowing Giaffone past into sixth and Luby stealing past Reid into ninth.

As has been his wont in recent weeks Dunn then pulled out a gap very early on in the race. Not a huge gap, but just enough to make him tantalisingly far away enough for O'Brien. Larsen was nipping hard at the heels of Johnson but the crucial factor was of course tyres. Once they began to go off, all the drivers had to be a lot more

careful and be as smooth as possible through the arena and Dunn proved to be a master at this. At one stage he pulled out over a four second gap from O'Brien, although a combination of the latter setting the balance for less grip towards the end of the race and the former easing up slightly, reduced the deficit to one and a half seconds at the flag. O'Brien was a very comfortable on the way to his fourth second place this year.

Johnson soon began to drop back from the leading pair, unable to stay with them but not in any great danger as there was a fierce battle behind him. However, there were no changes in the order of Larsen, Noda, Giaffone, Edwards, Hardman, Luby and Reid until lap nine when Reid sneaked through at his favourite and probably the best overtaking spot on the circuit, on the inside at the hairpin. He followed this up by taking Hardman at Lefthander on lap 16 and two laps later was up into sixth. Noda had been trying hard to get ahead of Larsen, even to the extent of trying around the outside of the hairpin. When he did get alongside he was just unable to take advantage of the move as they approached Lefthander, courtesy of a missed gear. The move slowed Larsen enough to allow Giaffone to drive round the other side of the Dane and take what was to be a very clear fourth at the end. Noda slipped back to eighth as a result, behind Reid, but both of them moved ahead of Edwards on the following tour.

From then on the action centred around Reid's efforts to get past Larsen who was struggling with brake problems. Reid was trying everywhere he knew but he was not destined to see the end of the race. With four laps to go, he tried again at the hairpin and when Larsen turned in sharply he had to

INGLSTON

Crowded humdrum

THE WARM sunny weather and free tickets issued by Scotland's Vauxhall/Opel dealers combined to bring the biggest crowd of the year to Ingliston with around 9,000 folk clicking through the turnstiles. It was just a pity that the racing didn't rise to the occasion, for once again, amalgamations were forced upon the Scottish Motor Racing Club organisers to make up healthy grids. Fortunately, the feature race of the day, the 32 lap Formula Vauxhall Lotus event provided some sparkle and excitement.

The seven race programme initially looked promising when the small Road Saloons buzzed noisily out on to the track and took up their positions for the Sureguard Trophy Race. The grid lacked one Fiesta though, for Iain Gardner's car repeated its Saturday practice head gasket failure during Sunday morning practice and Iain was relegated to the role of spectator. No such worries affected Alan Keith as his Fiesta stormed off the start line into the lead closely followed by Glen Mortimer. For the entire 12 laps there was little more than a lick of paint between the two, even when passing back markers, although Jonathan Gilbert had the best view being a close but never threatening third all the way.

In the up to 1300cc class Derek Hastings and the Imp survived a banging match with Alistair McCarter's Mini at Lefthander. The Mini fared worst with bent steering leaving McCarter to grapple with a wandering Mini but Hastings was also in trouble later in the race crossing the Start/Finish line almost broadside with two laps to go.

Colin Harper easily won the Shell Gemini FF1600 thrash with a flag to flag tour at the head of the field. Behind the Swift, Ewan Buchan's Van Diemen led the chase but having to fend off the feverish attentions of Colin Birkbeck (Van Diemen) and Cameron Binnie (Van Diemen) meant that he couldn't concentrate on

the fast-disappearing leader. Louis di Resta finished fifth ahead of Irvine having lost his 4th place to Binnie on the fifth lap.

Angus Gray took his first ever race win (in only his fourth ever race!) in the AC Delco Trophy event with his Westfield SEi. However, there was a little luck involved for he noticed spots of oil on his visor from the leading Westfield of Neil Gammie and sure enough Gammie pulled into the pits at the end of lap five. Behind Gray, John Peace was a safe second in the Ginetta ahead of Alister Cunningham's Opel Manta. Although Cunningham closed the gap he later joked that Peace could get a Commissionaire's job in any large hotel, "John's good at closing doors!"

In the Vauxhall Finance Trophy race, John Fyda won easily in his Duckhams Vision — as usual! Allen Johns was second in a similar car but not until Jim McGaughey had retired the Tiga with a broken front wheel bearing. It was left to Reg Forrester Smith to liven things by having the

Marquis Mallock blow itself to bits, dumping oil round the track. This hastened Kenny Coleman's departure when the Reynard reversed into the barriers at Caravan leaving the FF2000 laurels to Cameron Binnie ahead of Derek Butcher. Grant Stewart again took the Clubmans 'B' class despite breaking a front anti roll bar.

Just as John Fyda dominates the Clubmans/Sports Car category so does Ron Cumming in the GT class. The AC ME 3000 just disappeared from the meagre opposition although Eric Munnoch and Colin Philip made a race of it behind, until Philip's smoking Lotus Esprit headed for the pits leaving Munnoch's Esprit a lonely second. There were only two other finishers which meant Stan The Clan was third and Eddie Beerman fourth as Charlie Campbell's Davrian headed for the pits almost before the race had started.

In the Sportstune Modified Sports & Saloon race, Ian Bruce bogged down on the start line with his BDG-powered Darrian and was almost swamped by the Davrians of Olly Ross and James MacKay and the big Manta of Alister Cunningham. Ross and MacKay actually touched in the melee but the plastic cars just bounced off each other as Bruce suddenly found grip and headed the rest into the Esses. With Bruce uncatchable in the lead, MacKay was trying hard to get back on terms with Ross but had to back off when smoke appeared from the engine cover, and finally called it a day with two laps to go. Cunningham was a safe third and Lewis Emslie was so safe in fourth he even had time to indulge in a crowd-pleasing spin in front of the Grandstand. J.F.

Race 1 - Road Saloons Up to 1300cc & 1301-1600cc - 12 Laps: 1. A. Keith (Ford Fiesta) 11m 51.40; 2. G. Mortimer (Ford Fiesta); 3. J. Gilbert (Ford Fiesta); 4. D. Kerr (Ford Fiesta XR2); Up to 1300cc: 1. D. Hastings (Hillman Imp) 12m 18.60; 2. A. McCarter (Mini Cooper); 3. A. McKenna (Suzuki Swift). Fastest Lap: McCarter 60.9 secs (60.89 mph).

Race 2 - Formula Ford 1600 - 12 Laps: 1. C. Harper (Swift FB88) 10m 24.60; 2. E. Buchan (Van Diemen RF88); 3. C. Birkbeck (Van Diemen); 4. C. Binnie (Van Diemen RF86). Fastest Lap: Harper 51.3 secs (72.28 mph).

Race 4 - Road Sports Cars & Saloons Over 1600cc - 12 Laps: 1. A. Gray (Westfield SEi) 11m

27.18; 2. J. Peace (Ginetta G27); 3. A. Cunningham (Opel Manta); 4. D. Harkes (Ultima).

Race 5 - FF2000, Clubmans & Sports Cars - 12 Laps: 1. J. Fyda (Vision) 9m 50.05; 2. A. Johns (Vision); 3. C. Binnie (Reynard); 4. D. Butcher (Reynard).

Race 6 - GT Cars - 12 Laps: 1. R. Cumming (AC ME 3000) 10m 07.06; 2. E. Munnoch (Lotus Esprit); 3. S. Share (The Old Clan); 2. E. Munnoch (Lotus Esprit); 3. S. Share (The Old Clan); 4. E. Beerman (Skoda Coupe GT). Fastest Lap: Cumming 48.7 secs (76.14 mph).

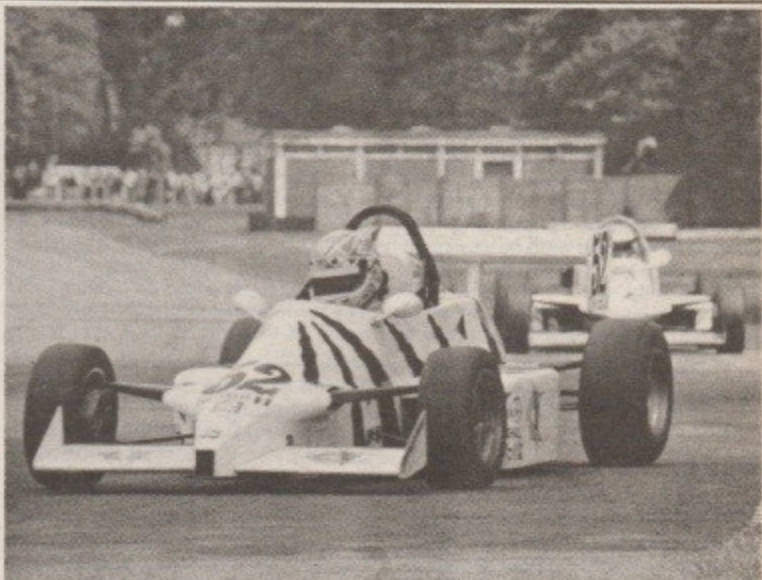
Race 7 - Modified Sports & Saloon Cars: 1. I. Bruce (Darrian) 10m 42.20; 2. O. Ross (Davrian Mk 7/8); 3. A. Cunningham (Opel Manta); 4. L. Emslie (Mazda RX7).

take to the grass on the inside. Locking up the right side wheels in the process, he spun the car to slow down, clouting the tyres on the outside.

Fifth was not destined to be Larsen's property either, Noda finally getting it right in a slick move on the inside of the hairpin, two laps from the finish. Ahead, Giaffone had closed to within three seconds of Johnson who had put in an excellent performance to take his first Vauxhall Lotus podium position. Larsen was sixth, followed by Edwards (in the points for the first time and taking a superb fastest lap at 47.45s), Luby, Hardman (these two having their own private battle towards the end) and Santos.

S.W.

Race - 32 laps: 1. G. Dunn 25m 45.86s (76.71mph); 2. E. O'Brien; 3. M. Johnson; 4. A. Giaffone; 5. H. Noda; 6. H. Larsen; 7. B. Edwards; 8. K. Luby; 9. P. Hardman; 10. D. Castro-Santos. Fastest lap: Edwards 47.45s (78.11mph) ESTABLISHES RECORD.



THE twists of Ingliston failed to bring about a defeat for Gary Dunn.