

27.9.89

No frills, lots of fun

SCOTLAND'S penultimate race meeting of the year, on September 17, was a no-frills, six-event affair whose only piece of organisational eccentricity was the fact that everyone got the chance of 15 laps instead of the usual 12.

An unsatisfactory practice session kept Ian Bruce's Darrian off pole position and for the first few laps of the **Modified** race it was Olly Ross who held the lead in his Davrian. Nobody was fooled by this for a moment though, and in due course Bruce powered his way past as a prelude to opening up a 15-second lead. Roddie Paterson's Elan was, on paper, the third-quickest car on the circuit, but by his own admission he blew it at the Hairpin on lap one and

let Alaster Cunningham's Manta past. For the rest of the race the two were at it hammer and tongs, but Cunningham's expertise in making his car seem 40' wide once more paid off.

Colin Harper looked safe in the **FF1600** race from as early as lap one, which he finished in the lead three places ahead of usual challenger Cameron Binnie. Tommy Irvine and Jim Forsyth held the intervening spots, but Binnie's Sony Centre/Howden Motors Van Diemen passed Forsyth's

similar car on the second lap before Jim went off shortly afterwards. Irvine held second until he and Binnie came into Southstand for the fifth time. According to Binnie, Irvine seemed to lift for the right-handed kink. Binnie, who never lifts for it, didn't, and the two cars messily removed themselves from the race. Louis di Resta inherited second and kept it, while Colin Birkbeck slipped down on lap 12 and allowed Geordie Taylor to take third.

The return of Ian Gardner to the small-capacity **Road Saloons** field produced another win for his Fiesta, which built up such a lead early on that its slow final laps made no difference to the result. Allan Keith and Kevin Tawse had their usual fight for second, while Ian Cowie's Corolla as the first non-Fiesta home in fourth. Jonathan Gilbert was fifth on the road, but since they had spent most of the race showing him the black flag (following a barging incident with Cowie) and being ignored, the organisers decided to cast him into the outer

darkness.

It was generally agreed among the front-runners in the **Road Saloons** over 1600cc and **Sports Car** race that they had not put on much of a show for the spectators, but at least they were quick. Fastest on any individual lap was record-breaker Alastair Cunningham, but Stuart Gray was more consistently brisk and won the race in the McTaggart and Mickel Westfield. John Peace's ever-improving Stonecraft Fireplaces Ginetta was third and the only other car to finish on the same lap as the Westfield.

The only glitch in an otherwise uniform **FF2000** lap-chart came early on, when first lap spinner Kenny Coleman got his Swift past Michael Westgarth's Mondiale. No other overtaking manoeuvre occurred in a race which featured the usual pairing of Cameron Binnie's Silverscreen Reynard and the Knockhill version of Derek Butcher well spaced at the front, with Robert Mitchell's Reynard a close third.

John Fyda came up with a theory

that amalgamating the **GT and Clubmans** cars is a mistake, because the GT drivers try to corner as fast as their sports car rivals and go off as a result. The last race on the Ingliston programme was certainly a bad one for the silhouette machines, starting on lap one when Ian Sharp's Stiletto and Charlie Campbell's Davrian hit each other and the Esses armco hard enough to stop the race. Fyda led the restarts in his Agra Vision, closely followed by Ron Cumming who had made a brilliant take-off in his Simpson Motors/Claymore Shellfish AC3000 to pass Alan Johns' Mallock

off the line. Things looked set for a fine race until Cumming lost control at Southstand and slithered to a halt several yards later. Fyda opened up a large gap over Johns, who opened up an enormous one over Derek Ferguson, and that basically was that. Mike Upton took the Clubmans B crown as Grant Stewart spent an enormous amount of time getting past Alistair Maimith, while Neil Fisher (Novofone Darrian), Stan Share (Clan) and Eddie Beerman (Skoda) upheld the tattered remains of GT honour.

D.F.

Modified Saloons and Sports Cars - 12 laps: 1. I. Bruce (Darrian T9) 13m 17.92s; 2. O. Ross (Davrian Mk8); 3. A. Cunningham (Opel Manta); 4. R. Paterson (Lotus Elan). Fastest lap: Bruce 51.52s (71.97mph). Saloon winner and fastest lap: Cunningham 53.42s (69.41mph).

FF1600 - 15 laps: 1. C. Harper (Van Diemen) 12m 52.16s; 2. L. di Resta (Van Diemen RF88); 3. G. Taylor (Van Diemen RF87); 4. C. Chisolm (Van Diemen). Fastest lap: Harper 50.94s (72.97mph).

Road Saloons (up-to-1600cc) - 15 laps: 1. I. Gardner (Ford Fiesta) 14m 46.18s; 2. A. Keith (Ford Fiesta); 3. K. Tawse (Ford Fiesta); 4. I. Cowie (Toyota Corolla GT). Class winners: Gardner/D. Hastings (Hillman Imp). Fastest lap: Gardner 57.46s.

Road Saloons (over 1600cc) and Sports Cars - 15 laps: 1. S. Gray (Westfield SEI) 13m 52.48s; 2. A. Cunningham (Opel Manta); 3. J. Peace (Ginetta G27); 4. G. Clarke (Sylvia Star). Saloon winner and fastest lap: Cunningham 54.78s (67.69mph).

FF2000 - 15 laps: 1. C. Binnie (Reynard) 12m 11.99s; 2. D. Butcher (Reynard); 3. R. Mitchell (Reynard SF84); 4. K. Coleman (Swift). Fastest lap: Binnie 48.08s (77.12mph).

GT and Clubmans - 15 laps: 1. J. Fyda (Vision) 12m 03.17s; 2. A. Johns (Mallock Mk24); 3. D. Ferguson (Mallock Mk24); 4. R. Forester-Smith (Marquiss Mallock). Class winners: Fyda/M. Upton (Mallock Mk20)/S. Share (Clan Crusader)/N. Fisher (Davrian Mk8). Fastest lap: Fyda 47.01s (78.88mph).