INGLISTON

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Cameron collects

APPARENTLY there are climatic records which show that Ingliston generally has slightly better weather than other parts of the Edinburgh area, but you wouldn't have thought it this time. Almost from the start of racing there were light showers which left the track alternating between almost dry and horribly greasy.

Had it not been for the inclusion of a demonstration run by some of the cars entered in the Ecurie Ecosse Historic Tour (of which Ken Rollason's Ford GT40 was decidedly the most rapid), the **GT/Modified** runners would have got a completely dry race. As it was the drizzle started in the second half and slowed everyone down. By that time though, there was little doubt of the result, as Ron Cumming had already set a new GT record in the Custom Office Furniture Stratos and was miles ahead of everyone. Second was Brian Fletcher, whose new Davrian has immediately proved to be right on the top one litre pace, while third went to Bill Ewing's Fiesta after the three drivers in front had been knocked out of contention. Neil Fisher was out of it after a penultimate lap spin in the Fishertruck Davrian, father Duncan retired the Fishertruck Imp on the last lap, and although Iain Gardner crossed the line in third he was later disqualified, his Sierra's startline behaviour having been sufficiently wayward for Alaster Cunningham to put in a protest.

Remember nostalgia? The Ecosse event aside, it was represented at Ingliston by the BARC **Pre '57** and Pre '74 runners. Older cars first, with the leading grid positions being taken by the remarkably rapid Minors and A35s. At the second attempt to start the race (first time round the start lights jumped from red to green to red again to green again, causing grief and alarm), poleman Rod Adlington led away in his Austin. Behind him, though, Reg Palmer was carving his Zephyr up from eighth in a memorable opening charge on what was by now a distinctly unpleasant surface. Palmer took the lead on the way into Lefthander on lap four and kept it from then on, leaving Adlington to settle for a class win. Peter St.Barbe just managed to hold off Andy Bacon in a good A35 battle for third, while Adam Gittings kept his Minor in fifth ahead of Leonidas Voyazides' Jaguar.

It was an all-Dolomite front row for the **Pre '74** event, but poleman Ken Clarke soon fell back and eventually finished fifth, leaving Peter Brown all on his own up front. Jonathan Bell had a lonely time in second in his Avenger, while third placed Graham Fermor did well to set fastest race lap in his Camaro on the tight and greasy track. Fourth went to the Lotus Cortina of Alasdair Southall, who was beginning to look like a challenger to Bell's second position before spinning at Lefthander on lap four.

Last month's **FF1600** winner Campbell Chisholm was again fastest in qualifying in his Reynard, though only four hundredths ahead of Jim Forsyth's Swift. These two charged away from the start in that order, with Cameron Binnie's Sony Centre/Silverscreen Reynard right on Forsyth's gearbox and Geordie Taylor not far off. Chisholm and Forsyth both went off at Caravan on lap four during the latter's attempt to slip up the inside, which left Binnie all on his own at the front. There was now quite a threesome for second, however, with Geordie Taylor just managing to hold off Roy Low (who had memorably passed Tommy Irvine round the outside of Arena early on) and David Taylor.

Norman Taylor appears to be turning into the dominant force in **Scottish 2CV** racing. Third on the grid, he led into the Esses and held off Nicholas Runcie and fastest lap exponent Graham Harper. Rob Renwick, who had shared the front row with Runcie, was right up there to begin with but ended his race in the Arena armco.

Mike Connon returned to racing in Martin Davidson's Fiesta, with which he won the **1600cc Road Saloons** event. Olly Ross had a fairly quiet time of it in second with his Racetrax Nova after Iain Cowie's Carl Dyson/Tynecastle Garage Toyota jammed in third gear. Good news for the Tynecastle team, though, came in the form of David Kerr's third place, achieved despite the best efforts of fellow Fiesta runner Alan Keith. Simon Ewing was also involved in this battle, but pulled off at the start of lap 11 after a strong performance in his Fiesta. Fifth overall and a win in the 1300cc class went to the Racetrax Nova of David Finlay, ahead of a fine battle for sixth between Alistair Hart's Fiesta and James Ritchie's Lynmar Developments Nova.

Derek Ferguson took another **Clubmans/FF2000** win in the Ferguson Seacabs Vision, while Derek Butcher once more had to contend with Robert Mitchell in the early stages. Eventually the Knockhill Reynard pulled away slightly, but there was no way Butcher could catch Ferguson, though a lurid moment at Arena on the last lap showed how hard he was trying.

Having come within a breath of the lap record in practice, Neil Gammie certainly seemed to be favourite for the **Road Saloons over 1600cc/Sports Cars/Kitcars** race which closed the meeting. Sure enough, he pulled ahead in the opening laps from the battle between Iain Gardner's Sierra and Alaster Cunningham's Manta, while Michael Higson and Iain Wight had their own tussle for fifth in their Westfield-Vauxhalls. It had all established itself nicely when, on lap six, the race became abruptly Westfieldless, Higson lost control at Arena and was collected by Wight, who in avoidance aimed for a gap which suddenly wasn't there anymore. Both cars were out, and they were very soon followed by Gammie, who came into the pits misfiring grimly thanks to a faulty electrical connection. All this left an absolutely ecstatic Gordon Clarke to win the kitcar class, while up front Gardner was now in the lead, with Cunningham closing fast. After their earlier disagreement it was good to see the two of them having a clean and gentlemanly race, which Gardner won by the merest fraction.

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