18.5.94

Taylor's double header

For a circuit normally blessed with good weather, Ingliston was a cold, blustery place during the meeting that celebrated its 30th season. David Taylor increased his lead in the Formula Ford championship as rival Geordie Taylor fell out of contention on lap one, while Robert Thomson continued to dominate the Goodyear Eagle Road Saloons formula but admitted that the opposition are starting to catch up.

All classes got two races this time out with the exception of the **Kitcars/Supersports**, which would undoubtedly have been a walkover for Laurence Jacobsen if his ADA had not developed an ignition problem in the morning which could not be fixed in time for the race. That left Olly Ross up front in his Westfield, and he eased away as the similar cars of Raddy Sarafilovic and John Bruce and the Toyota Starlet-Cosworth of John Muir battled over second.

Bruce's attempt to dive down the inside of Sarafilovic at Caravan didn't come off, and he was left to cope with Muir as Sarafilovic made use of the breathing space and headed after Ross. Ross, however, saw what was happening and extended his lead over the last couple of laps.

David Taylor, who is showing signs of becoming this year's master of Ingliston in **Formula Ford**, led Geordie Taylor round the opening lap of the first race until Geordie found that the amount of brakes he needed for Arena and the amount he actually had were not the same and shot off into the pit road. He shot out again soon afterwards, but by now the whole field had gone past, and for him the rest of the meeting was a damage limitation exercise as he worked his way up to fifth on aggregate.

That left David Taylor to walk away with the rest of the event, winning by nearly a quarter of a minute. Most of the action came in the battle for second, with Roy Low, Colin Low, Stuart Thorburn and Richard Steedman blasting away within inches of each other. Colin Low emerged in front from the first heat, but father Roy beat him by a greater margin in the next and took the aggregate runner-up spot.

The demise of Eddie McLurg's March after a practice shunt took some of the potential sparkle away from the two **Libre** races. In each of them, Ron Cumming allowed Robin Brown a couple of early laps in the lead, but Formula Two March versus Formula Three March was only ever going to have one outcome, and Cumming won by close on 50 seconds over the two heats. Bill Carr and Lesley Wood had a good tussle for third, Lesley being faster in the Mallock but never quite able to find a way past Carr's Tiga.

With the two leading **Citroën 2CVs**, driven by Ian Gibbon and Graham Harper, only 0.06s apart in practice, there was bound to be a good battle. Sure enough, Gibbon, Harper and Arthur Rogers were nose to tail for virtually the whole of the first race, with Harper taking the lead on the last lap by holding Gibbon all the way round the outside of the hairpin and thereby getting himself on the inside for Lefthander.

Gibbon then set about fixing a minor fuel problem in time for the second race, only to find on the opening lap that he had caused a major fuel problem instead. That dropped him right out of contention and allowed Harper to cruise home in front, though Gibbon did salvage second on aggregate.

There has been no doubt that Robert Thomson was best prepared for the start of the **Goodyear Eagle Road Saloons championship**, but although he completed his early-season hat-trick at this meeting his Nova did not look quite as dominant as in the previous two rounds. Robert Mitchell kept in close touch with his Fiesta and was notably unlucky while lapping backmarkers in the first race - his total deficit of seven seconds might otherwise have been a lot smaller.

After a rethink on wheel sizes, Richard Dobson qualified his Citroën AX a superb third. Colin Gallie demoted him to fourth with a demon start in his BMW, but Dobson was completely unchallenged in the 1400cc class and extended his overall lead in the championship.

D.F.

INGLISTON MAY 15, SMRC

Kitcars/Supersports - 12 laps: 1, O.Ross (Westfield) 11m 12.42s (66.17mph); 2, R.Sarafilovic (Westfield); 3, J.Bruce (Westfield); 4, J.Muir (Toyota Starlet); 5, D.Muse (Sylva Striker); 6, N.Singleton (Westfield). Class winners: Ross and Muir. Fastest laps: Ross 54.76s (67.71mph); Muir 55.18s (67.20mph).

Formula Ford - 2 x 12 laps: 1, D.Taylor (Van Diemen RF91) 20m 41.50s (71.68mph); 2, R.Low (Reynard 84); 3, C.Low (Van Diemen); 4, S.Thorburn (Van Diemen RF91); 5, G.Taylor (Reynard FF84); 6, R.Steedman (Van Diemen RF91). Fastest lap: G.Taylor 50.90s (72.85mph).

Formula Libre and Sports Cars - 2 x 12 laps: 1, R.Cumming (March 832) 19m 22.47s (76.55mph); 2, R.Brown (March 783); 3, B.Carr (Tiga-Cook); 4, L.Wood (Mallock Mk29); 5, S.MacLaren (Reynard 86SF). Class winners: Cumming and Carr. Fastest laps: Cumming 46.34s (80.02mph); Wood 52.99s (69.99mph).

Citroën 2CVs - 2 x 12 laps: 1, G.Harper (Rambo) 29m 41.47s (49.95mph); 2, I.Gibbon (Funky); 3, P.Graham (the celebrated Dillon); 4, A.Rogers (Soapy); 5, A.Sarafilovic (Bridie); 6, T.Allan (anon.). Fastest lap: Rambo (or maybe even Harper) 1m 12.00s (51.50mph).

Goodyear Eagle Road Saloons - 2 x 12 laps: 1, R.Thomson (Vauxhall Nova) 23m 39.29s (62.70mph); 2, R.Mitchell (Ford Fiesta); 3, C.Gallie (BMW 2002Tii); 4, R.Dobson (Citroën AX); 5, S.Pearl (Volkwagen Golf); 6, A.McKinna (Vauxhall Nova). Class winners: Thomson, Gallie and Dobson. Fastest laps: Thomson 58.30s (63.60mph); Gallie 58.85s (63.01mph); Dobson 59.07s (62.77mph).