

INGLISTON

Scottish Fiesta!

RIVERS at Ingliston have learned to expect that the first race meeting after the annual Royal Highland Show tends to suffer from a slippery surface, for reasons we won't go into! Despite this and the occasional oil patch, a few lap records were re-set on a day which was positively tropical compared with the conditions suffered by Nick Faldo and company just down the road.

Hamish Ogilvie won the rather complicated road sports car race after disposing of Russell Paterson, John Peace and Simon Frost. By lap 10 he was so far ahead that even a spin at the hairpin did not lose him the lead. Peace's gyrations on the same lap at Arena put him into the armco and out of the race, while Paterson passed Frost for second a lap later.

All but the top five Fiesta Championship runners in practice came out for a body-bashing heat. Michael Helm won by a clear three seconds from a seven-car train led by John Smith, who coped well with the efforts of Nick Bates over the last few laps.

For what seems like the first time in ages, the year in which Tom Brown competed in an FF2000 race

coincided with the year of manufacture of his tyres. With the new rubber he led throughout, while Stewart Roden spent the whole race keeping Cameron Binnie behind him.

A newly rebuilt engine more than compensated for the slippery conditions for Hugh Chalmers's Manta, which set a new record in the process of winning the over 1600cc road saloons race. Tom Bell was all on his own in second, a long way ahead of fellow Chevette driver Allan Smith.

Thanks to a certain amount of confusion on lap one, Fiesta final leader Graham Churchill saw fewer people than he expected in his mirrors on the way through the Esses. He held on to first position all the way, with John Wadsworth never quite close enough to threaten him seriously.

To ensure the meeting finished before the cows came home, the FF1600s were given only one race, which meant that the leaders had to deal with backmarkers who have usually been eliminated before the final. Even so, Cameron Binnie and Harvey Gillanders put on a fine race; Gillanders led until the hairpin on the first lap, when he went wide and allowed Binnie through. Binnie led the rest of the race despite missing a gear on the way out of the hairpin on lap 11, to the dismay of Gillanders who was right behind him at the time and lost his nosecone as a result.

"Another lap and he'd have taken me on the back straight," explained Iain Gardner after narrowly winning the road saloons up to 1600cc event on overheating tyres from Ray MacDowall. Gardner built up an early lead after an excellent start but MacDowall set after him at record-breaking speed and caught up while they were both lapping backmarkers. The Avengers of Glen Mortimer and Brian Beverley were locked together at first, but Beverley eventually faded to give Mortimer a clear third place.

No less a figure than John Fyda appeared in the Historic handicap driving Grant Stephen's FJ Elva,

and he stormed through the field to take the lead on lap 11. However, the timekeepers reckoned he was going too fast, penalised him accordingly and gave the win to Andrew Houston.

Ron Cumming had little trouble winning the GT race from the less power-blessed Bill Paul. Tony Bridge faced a strong one-litre challenge, but won the class comfortably thanks to the local opposition hitting the barriers in practice (Ian Forrest), briefly going on to two cylinders (Kenny Coleman), half-spinning at Caravan (Eric Munnoch) and full-spinning at the hairpin (Coleman again).

After a typical start, Kenny Allen led his fellow sports car drivers for eleven laps before his ignition stopped igniting. John Fyda took over for the remaining distance to win from Jim McGaughay in the Thundersports Grid, with Andy Smith a clear Clubmans B winner after recovering from a collision with Nick Bridge at Caravan which put Bridge out of the race before he had completed a lap.

We've said it before, but this Modified race really was the best ever. Tom Bell, Walter Robertson, Martin Dunn and Peter Chamberlain were locked together most of

the way, Dunn trying absolutely everything to get his little Davrian ahead of the two GM cars. Eventually he fell back to fourth before Chamberlain spun at Southstand, but by the finish he was back in contention and actually leaning on

Road Sports Cars - 12 laps: 1, H.Ogilvie (1.6 Caterham 7), 11m 43.6s (63.24mph); 2, R.Paterson (1.6 Westfield 7); 3, S.Frost (1.6 Caterham 7); 4, G.Stewart (1.6 Caterham 7). Over 1600cc: 1, T.McCallum (3.5 Triumph TR7) VU, 12m 11.0s (60.80mph); 2, D.Anderson (2.1 Dutton Phaeton); 3, C.Elstrop (2.5 Triumph GT6). Fastest lap: J.Peace (2.0 Dutton B+), 57.9s (64.04mph), record. Up to 1600cc: 1, Ogilvie; 2, Paterson; 3, Frost. Fastest lap: Ogilvie, 56.4s (65.74mph).

Ford Fiesta Qualifier - 12 laps: 1, M.Helm, 12m 17.2s (60.36mph); 2, J.Smith; 3, N.Bates; 4, C.Stancombe; 5, S.Hepworth; 6, J.Boyce. Fastest lap: Helm, 60.0s (61.80mph).

FF2000 - 12 laps: 1, T.Brown (Reynard SF86), 9m 44.3s (76.15mph); 2, S.Roden (Reynard SF86); 3, C.Binnie (Reynard SF87); 4, N.Cochrane (Reynard SF86); 5, S.Gray (Reynard SF84); 6, I.Bruce (Reynard SF86). Fastest lap: Brown, 47.8s (77.57mph).

Road Saloons over 1600cc - 12 laps: 1, H.Chalmers (2.4 Opel Man) 11m 22.1s (62.33mph); 2, T.Bell (2.3 Vauxhall Chevette); 3, A.Smith (2.3 Vauxhall Chevette); 4, D.Ferguson (2.2 Sunbeam Lotus); 5, R.Sarafilovic (2.2 Sunbeam Lotus); 6, A.Cunningham (2.2 Sunbeam Lotus). Fastest lap: Chalmers, 55.6s (66.69mph), record.

Ford Fiesta Final - 12 laps: 1, G.Churchill, 12m 02.5s (61.59mph); 2, J.Wadsworth; 3, M.Helm; 4, C.Stancombe; 5, B.Farmer; 6, P.Ingram. Fastest lap: I.Briggs, 59.2s (62.64mph), record.

FF1600 - 12 laps: 1, C.Binnie (Van Diemen), 10m 28.9s (70.75mph); 2, H.Gillanders (Van Diemen); 3, C.Birkbeck (Van Diemen); 4, R.Low (Crossley Taylor 62F); 5, G.Taylor (Van Diemen RF84); 6, E.Buchan (Van Diemen). Fastest lap:

Robertson as they crossed the line. Chamberlain's spin let Hamish Ogilvie into fourth, while Bell held on to his fiercely contested lead and became, to his obvious delight, the first person to beat the Ecurie Ecosse Manta. D.F.

Binnie, 51.1s (72.56mph), equals record.
Road Saloons up to 1600cc - 12 laps: 1, I.Gardner (1.6 Delta 205GTi), 11m 52.5s (62.45mph); 2, R.MacDowall (1.6 Ford Fiesta); 3, G.Mortimer (1.6 Hillman Avenger); 4, B.Beverley (1.6 Hillman Avenger); 5, J.Mackay (1.3 Mini); 6, T.McCallum (1.3 MG Metro). Fastest lap: MacDowall, 57.9s (64.04mph), record.

Historic Handicap - 12 laps: 1, A.Houston (1.1 TVR Climax), 13m 14.9s (50.46mph); 2, J.McDonald (2.2 Morgan); 3, C.Munro (1.0 Vixen VB4); 4, B.Symons (4.3 Alvis); 5, T.Richardson (1.1 Riley Brooklands); 6, J.McKinnon (1.1 Riley 9). Fastest lap: J.Fyda (1.0 Elva), 57.2s (64.83mph).

GT Cars - 12 laps: 1, R.Cumming (B24 Lotus Esprit), 9m 50.7s (75.33mph); 2, B.Paul (2.0 AC3000ME); 3, T.Bridge (1.0 Maguire Stiletto); 4, K.Coleman (1.0 Lotus Esprit). Over 1000cc: 1, Cumming, 2, Paul; 3, E.Beerman (2.0 Skoda). Fastest lap: Cumming, 48.3s (76.77mph). Up to 1000cc: 1, Bridge, 10m 22.3s (71.50mph); 2, Coleman, 3, E.Munnoch (1.0 Davrian Mk8). Fastest lap: Coleman, 50.5s (73.42mph).

Sports Cars - 12 laps: 1, J.Fyda (1.7 Vision), 9m 24.7s (78.79mph); 2, J.McGaughay (2.0 Grid); 3, E.Paterson (1.7 Vision); 4, A.Johns (1.7 Mallock Mk24/27). Clubmans A: 1, Fyda; 2, Paterson, 3, Johns. Fastest lap: Fyda, 45.7s (81.14mph). Clubmans B: 1, A.Smith (1.6 Mallock Mk27SG), 11 laps; 2, J.Irwin (1.6 Mallock Mk20B/24); 3, B.Carr (1.6 Mallock Mk16). Fastest lap: Smith, 49.9s (74.31mph). Sports Cars: 1, McGaughay, 9m 33.4s (77.60mph). Fastest lap: K.Allen (2.0 Vision V87HS), 45.8s (80.96mph).