INGLISTON

Nice one Neil

24-10-90

HAVING started off with just five events at the first meeting back in April, the Scottish racing scene came up with enough entries for twice that number for the season finale, with Neil Fisher proving a star in the Modified race.

We saw nothing of Derek Ferguson's Ferguson Seacabs Vision after the warm-up lap, which rather handed the **Clubmans/FF2000** race to Allen Johns' Agra Mallock. Derek Butcher stormed round in the Knockhill Reynard but could not quite keep up, while Bill Wood faded slightly after an excellent start in his Mallock and finished a lonely third ahead of Keith Wickham's Silverscreen Reynard and Class B winner Kevin McCormick's Mallock.

Once the wreckage had been cleared from the Esses after a first lap shunt, Cameron Binnie fired his Sony Centre/Silverscreen Reynard into the lead of the **FF1600** race and stayed there for the duration. Geordie Taylor made a brilliant start in his older Reynard to lead front row man Colin Low's Van Diemen into the Esses, and although Low tried outbraking him into the hairpin on the first lap, Taylor was able to ease away thereafter. Not enough, however, to catch Binnie, who kept up the pressure to such an extent that he set a new record on his final lap. Richard Steedman inherited fourth when David Taylor locked up and missed his turn in point at Arena on lap three, while Jason Yeomans battled mightily with Alex Jack for sixth and only secured the position when Jack spun at Caravan on the last lap.

The **Road Saloons over 1600cc/ Sportcars/Kitcars** event, held minus Angus Gray's Westfield after a visit to the armco in testing, should have been a fight between Neil Gammie's Westfield and Alaster Cunningham's Abercromby Manta. Ken Thomson was the man who spoiled it all by exploding away from the start in his Porsche and sitting between the two of them for much of the first lap. Cunningham found a gap on the inside of the hairpin, but by now Gammie had been able to pull away, and despite Cunningham's best efforts the gap could not be closed sufficiently. Thomson hung onto third ahead of Gordon Clarke, who gradually eased away from Neil Mutch's Westfield.

The annual gathering of historic cars at Ingliston was divided into pre-war and post-war races. The **pre-war** machinery came out first and were led throughout by Keith Schellenberg's enormous Barnato Hassan Special, which spent 12 laps opening out a five second advantage over the opposition. John MacDonald held second in his Lagonda Special for a while but retired at half distance, leaving Campbell McLaren's Jaguar unchallenged for second.

Following his major accident at Knockhill a fortnight previously, Derek Hastings had done a magnificent job to get his Imp back into a recognisable shape for the **1300cc Road Saloons** race. In a desperate season, Hastings had not so much as finished a race up till now, but he won this one, fending off David Finlay's Nova in the opening laps and stretching out an uncloseable gap after the two cars met traffic towards the end. Jimmy Patrick's Colvend Mini came home 1.5 seconds ahead of George Emmerson, who slipped ahead of John Bruce when Bruce briefly lost the reins of his Mini at the hairpin on lap six. Bruce spent the remainder of the race fighting off James Ritchie's Lynmar Developments Nova.

The **GTs** were separated from the Modified cars this time, though not particularly to their advantage. Laurence Jacobsen simply walked away with this one in his rather impressive Plumtree/YES ADA C2 car to win by 14 seconds. Ron Cumming gave his recently acquired Simpson Motors/Claymore Shellfish Lancia Stratos its Ingliston debut and came well under his own previous class record, but the car was a bit breathless compared with the ADA. Ian Sharp's Davrian took third, well ahead of Willie Tuckett's beautiful Chevron and Russell Paterson's Road & Track TVR Turbo.

Tony Merrick's wonderful Ferrari Dino was the talk of the meeting, and ran away with the **post war** historics race despite almost not turning in at all for Arena on the last lap. David Leslie and Campbell McLaren had a fine dice for second, which Leslie's Tojeiro-Buick (described, with a grim stare, as "a handful, to say the least") finally won after McLaren's Jaguar C Type lost ground in traffic.

The **Modified** race was accompanied by the gentle clunk of spectators' jaws hitting the ground and made a hero out of Neil Fisher. Fisher had qualified fastest in the Laserprint Davrian but was outmanoeuvred by Alaster Cunningham's Manta on lap one, and only just kept ahead of James Mackay, who was running a Bill Wood-supplied diff in his Westfield after the original item failed in practice. Mackay found a way past two laps later, and took the lead on lap four, but was judged to have performed the latter deed under the yellow flags and was hauled into the pits for a little chat. By now Fisher was coming under serious threat from father Duncan in the Laserprint Imp. In fact, Duncan to all intents and purposes got past at the hairpin on lap four, but his son simply refused to accept this idea and stayed alongside round the next three corners before clawing ahead across the start/finish line. The two of them caught Cunningham, who was enjoying his second stint in the lead. Neil got past the Manta much earlier than Duncan did, so that was it as far as the race was concerned, but there were still five laps remaining and Neil spent every one of them hurling the Davrian round as if the devil was riding on the engine cover. It was a magnificent performance, and one which deserved the ovation Neil received when he came back to the pits after the race.

Even the **2CVs** couldn't follow that one. Graham Harper once again had a fairly lonely time of it, opening out a big lead while others battled for second. Neil MacDonald looked as if he had this place wrapped up despite close attention from Norman Taylor, but with a lap to go MacDonald's engine began misfiring and he lost out to Taylor in the closing minute of the race. Roddy McNeil, who had qualified far down the grid, charged through the field, passing Nicholas Runcie for fourth on lap nine and pulling away after setting second fastest lap time.

The closing **1600cc Road Saloons** event did not quite live up to expectations, not helped much by the fact that Kevin Tawse's Fiesta lost the use of its fuel pump on the warm-up lap. Glen Mortimer controlled the race in his Peter Flynn Fiesta, while Iain Cowie, who seemed fortunate not to have been penalised for a jump start, held onto second throughout in the Carl Dyson/Tynecastle Garage Corolla. George McDonald, out for his only race of the season in his Deeside Motorsport Fiesta, held onto third for nearly half the race before being overhauled by Alan Keith, while David Kerr, who had lost a lot of ground first time round Lefthander after a brush with Keith, worked his way back up to fifth ahead of Mike Rattray. **D.F.**

Clubmans & FF2000 - 12 laps: 1, A.Johns (Mallock Mk24) 9m 44.45s (76.13mph); 2, D.Butcher (Reynard SF86) 9m 54.67s; 3, B.Wood (Mallock Mk27SC) 10m 4.73s; 4, K.Wickham (Reynard) 10m 7.67s; 5, K.McCormick (Mallock Mk25) 10m 37.53s; 6, M.Upton (Mallock Mk20B) 11 laps. Class winners & fastest laps: Johns/Johns 47.97s (77.30mph); Butcher/Butcher 48.57s (76.34mph); McCormick/McCormick 51.88s (71.47mph)

FF1600 - 12 laps: 1, C.Binnie (Reynard FF90) 10m 22.15s (71.52mph); 2, G.Taylor (Reynard FF84) 10m 27.48s; 3, C.Low (Van Diemen RF89) 10m 28.32s; 4, H.Steedman (Van Diemen RF86) 10m 29.4s; 5, D.Taylor (Van Diemen RF89) 10m 30.64s; 6, J.Yeomans (Swift) 10m 47.4s. Fastest lap: Binnie 50.3s (73.72mph) RECORD.

Road Saloons over 1600cc, sports cars & kitcars - 12 laps: 1, N.Gammie (Westfield SE1) 11m 8.25s (66.59mph); 2, A.Cunningham (Opel Manta) 11m 8.96s; 3, K.Thomson (Porsche 911) 11m 39.26s; 4, G.Clarke (Sylva) 11m 50.74s; 5, N.Mutch (Westfield) 11m 52.22s; 6, R.Sarafilovic (Westfield 7SE) 11 laps: Class winners & fastest laps: Gammie/ Gammie 54.85s (67.60mph) RECORD; Cunningham/Cuningham 54.77s (67.70mph) RECORD; Thomson/Thomson 56.77s (65.32mph).

Pre-War Historic Cars - 12 laps: 1, K.Schellenberg (Barnatto Hassan Special) 13m 23.29s (85.39mph); 2, C.McLaren (Jaguar) 13m 28.37s; 3, S.Shoosmith (Bentley) 13m 55.82s; 4, S.Gordon (The Trice) 14m 8.54s; 5, C.Chilcott (Sunbeam) 11 laps. Fastest lap: Schellenberg 66.09s (56.11mph). Establishes record.

Road Saloons up to 1300cc - 12 laps: 1, D.Hastings (Hillman Imp) 12m 7.78s (61.14mph); 2, D.Finlay (Vauxhall Nova) 12m 10.20s; 3, J.Patrick (Colvend Mini) 12m 22.32s; 4, G.Emmerson (Ford Fiesta) 12m 23.80s; 5, J.Bruce (Austin Mini) 12m 25.86s; 6, J.Ritchie (Vauxhall Nova) 12m 26.28s. Fastest lap: Hastings 59.79s (62.02mph).

GT cars - 12 laps: 1, L.Jacobsen (ADA 603 C2) 9m 25.10s (78.74mph); 2, R.Cumming (Lancia Stratos) 9m 39.39s; 3, I.Sharp (Davrian) 11 laps; 4, W.Tuckett (Chevron B16) 11 laps; 5, R.Paterson (TVR S Turbo) 11 laps. Fastest lap: Jacobsen 46.13s (80.38mph) RECORD.

Post-War Historic Cars - 12 laps: 1, T.Merrock (Ferrari Dino 246) 12m 00.00s (61.80mph); 2, D.Leslie (Tojeiro Buick) 12m 37.58s; 3, C.McLaren (Jaguar C-Type) 12m 38.26s; 4, K.Rylands (HWM Jaguar) 12m 47.82s; 5, C.Munro (Elva) 12m 49.68s; 6, A.Brocklebank (Jaguar XK140) 11 laps. Fastest lap: Merrick 58.56s (63.32mph) RECORD.

Modified Saloons, sports cars & special saloons 1, N.Fisher (Davrian Mk8) 10m 53.6s (68.08mph); 2, D.Fisher (Imp) 10m 59.52s; 3, A.Cunningham (Opel Manta) 11m 01.21s; 4, D.Kerr (Ford fiesta) 11m 37.22s; 5, G.Clarke (Sylva)) 11m 41.39s; 6, I.Cowie (Ford Fiesta) 11m 47.62s. Class winners & fastest laps: N.Fisher/J.Mackay (Westfield) 52.18s (71.06mph); D.Fisher/D.Fisher 52.78s (70.25mph) RECORD; Cunningham/ Cunningham 53.78s (68.95mph); Kerr/Kerr 57.18s (64.85mph).

Citroen 2CVs - 10 laps: 1, G.Harper 12m 33.90s (49.18mph); 2, N.Taylor 12m 45.32s; 3, N.McDonald 12m 45.59s; 4, R.McNeil 13m 00.97s; 5, N.runcie 13m 5.18s; 6, A.Hamiltron 13m 18.66s. Least slow lap: 74.40s (49.84mph).

Road Saloons 1301-1600cc - 12 laps: 1, G.Mortimer (Ford fiestra) 11m 41.09s (63.47mph); 2, I.Cowie (Toyota Corolla) 11m 45.07s; 3, A.Keith (Ford Fiesta) 11m 48.93s; 4, G.MacDonald (Ford Fiesta) 11m 50.99s; 5, D.Kerr (Ford Fiesta) 11m 56.04s; 6, M.Rattray (Ford Fiesta) 12m 00.20s. Fastest lap: Mortimer 57.57s (64.41mph).