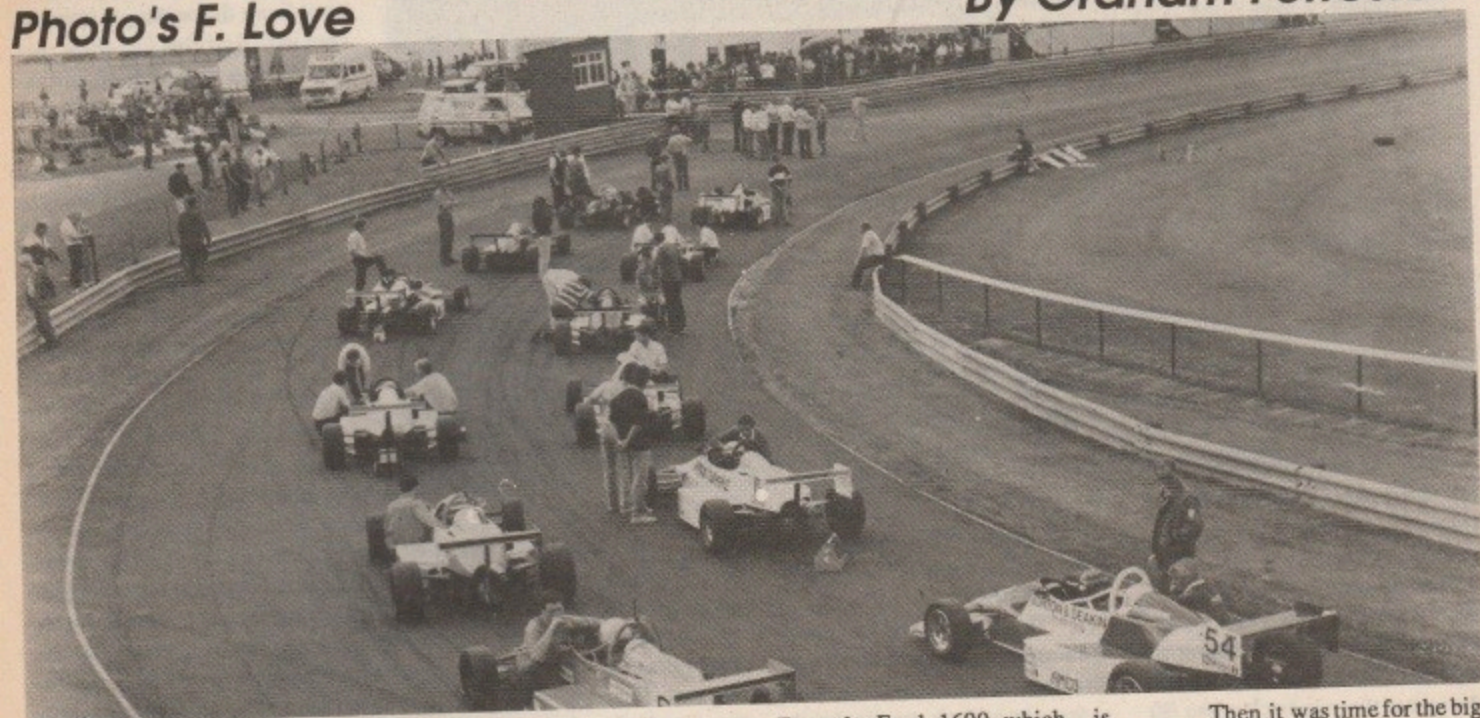


INGLSTON RACE MEETING 28.5.89.

By Graham Forrester

Photo's F. Love



The first two Ingliston meetings of the year were notable for sparse grids, fewer races and only a handful of spectators so it was good to see the grandstands full for the Vauxhall Race Day on April 28th. Only seven races were scheduled but the star event was to be the longest race ever held at Ingliston, the 32 lap Mobil Trophy Race for Vauxhall Lotus cars.

These competitors brought a new meaning to professionalism to the Scottish track with huge transporters tents and support crews very much in evidence. It also brought back Jenny Birrell, a star driver at Ingliston in the seventies, who was looking after the Vauxhall Press Office.

The meeting started with Russ Swift and Pete Swire doing their stuff in the Vauxhall Display Team Novas in front of the grandstand while young Paul managed a 260 degree turn in his 'Swift Half' on two wheels.

Event One, the Sureguard Trophy race for road saloons up to 1600cc saw the pre race favourite, Ian Gardner, having practice problems in his Fiesta and starting from the back of the grid. Alan Keith and Glen Mortimer were on the front row in their Fiestas, a second up on the similar car of Jonathan Gilbert. Derek Hastings (Imp) and Alistair

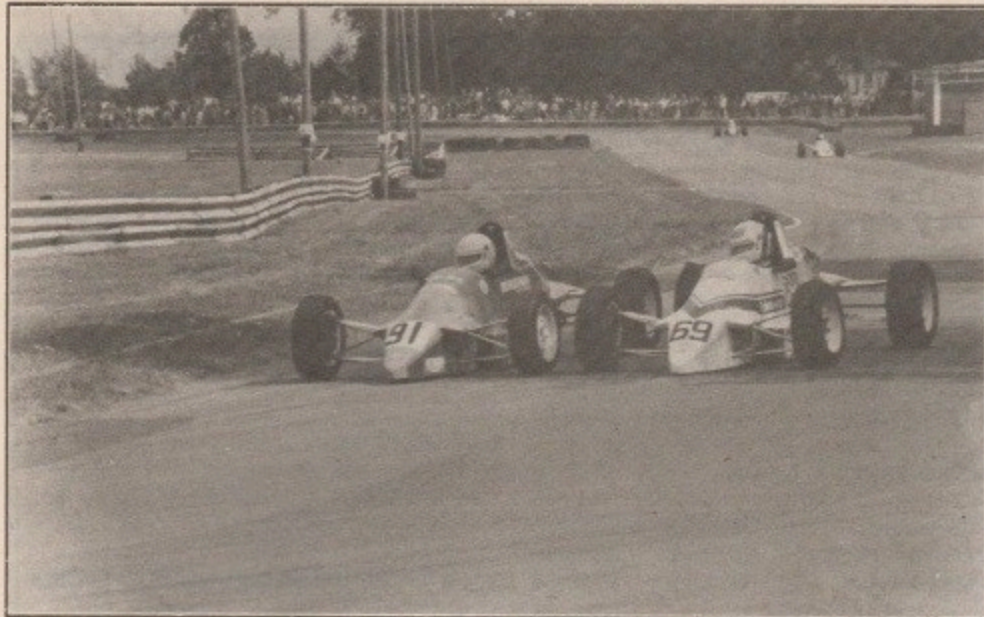
Mc Carter (Mini) had their cars repaired after the Knockhill meeting and were split by just 0.3 seconds in their 1300cc class battle. Alan Keith shot off the line with Glen Mortimer chasing and this was how it was to stay, while there was a close convoy for third with Gilbert, David Kerr's Fiesta and Ian Cowie's Toyota keeping each other under pressure. Alistair Hart's Fiesta was keeping the Imp and Mini at bay but they both slipped through during the race. The Gardiner Fiesta lasted just three laps and Ken Sutherlands Sunbeam just a couple more. Towards the end Mortimer began to close on the leader but never got near enough to try to get through. The battle for third place was some eleven seconds down while Derek Hastings won the 1300cc class and was sixth overall with Mc Carters Mini five seconds back.

The second event was for

Formula Ford 1600 which is usually one of the best of the Scottish events. Colin Harper with his Swift and the Van Diemens of Euchar Buchan and Colin Birkbeck were the quickest in practice with Cameron Binnie strangely being a slightly off the pace. They set off in that order with Louis de Resta taking fourth in front of Binnie. David Taylor failed to complete the first lap in the Lazer and Richard Steedman completed only a couple of laps. Harper gradually pulled out a lead of a three of four seconds while Birkbeck put Buchan under a great deal of pressure. Binnie got the Van Diemen going rather better than in practice and chased di-Resta hard eventually slipping through into fourth and closed in on Birkbeck who had slipped back from Buchan while lapping slower card. There were some good battles further down the field Simon Payne, Campbell Chisholm and Jim Forsyth being covered by just a second at the finish. Colin Low slipped from eighth on the grid to twelfth at the finish in the Mondiale M88 which is lower than he would of liked as he was often a front runner in the past. So after the twelve laps it was Harper clear of Buchan who had a couple of seconds on Birkbeck and a closing Binne with di Resta fifth.

Then it was time for the big one, 32 laps of the 1.03 mile circuit. The longest race in the past had been over 20 laps so it was quite a marathon for the circuit. The cars assembled on the grid and waited for some twenty minutes while the grid positions were debated following the two practice sessions and one or two technical infringements. This meant that Scot Anthony Reid was demoted from second on the grid to fifteenth for having had his rear wing marginally too high in the first practice. Former champion Alan McNish was on hand to drive the pace car and sat on the grid for some time until it was decided to have a normal start after a final reshuffle of the grid. This was certainly the most international grid ever seen in Scotland with virtually every continent represented. Unfortunately most of the names meant nothing to the spectators, particularly as Justin Bell did not enter.

When the race did eventually get away it was a high speed procession with very little separating the fastest from the slowest. Indeed in practice there was just 1.34 seconds covering the whole grid, and in the race only a couple of the cars were lapped.



processional from then on although Cameron Binnie started to catch Allen Johns over the final laps. John Fyda won by some eleven seconds from Johns and Binnie with Grant Stewart taking the Clubmans B class. The GT entry were thin on the ground and with Ian Bruce non starting it was even thinner. Charles Campbell made it even less by not completing the first lap. Ron Cumming practiced the 3.4 litre Esprit but started from the back of the grid in the AC, a car that was winning at Ingliston ten years ago in Andy Barton's hands. He passed half the field before the end of the Arena and the rest of the field by half way round the first lap and then put on a high speed demonstration. Colin Philip and Eric Munnoch put on a good battle for second until the bigger engined car expired on lap eight. This put veteran driver Stan Share into third place (probably his best ever finish) in the Clan with Eddie Beerman being the last finisher in his Skoda.

The final race was for the modified saloons and sports cars with most of the entry having their second race of the afternoon. However pole was held by Ian Bruce in the Darrian with the Davrians of Olly Ross and James McKay about a second down while Alistair Cunningham had the big Manta fourth quickest with Colin Simpson next up with the Escort Turbo. At the start Bruce flew away while Ross moved over on McKay and contact was made. Simpson and John Peace in the Ginetta failed to complete

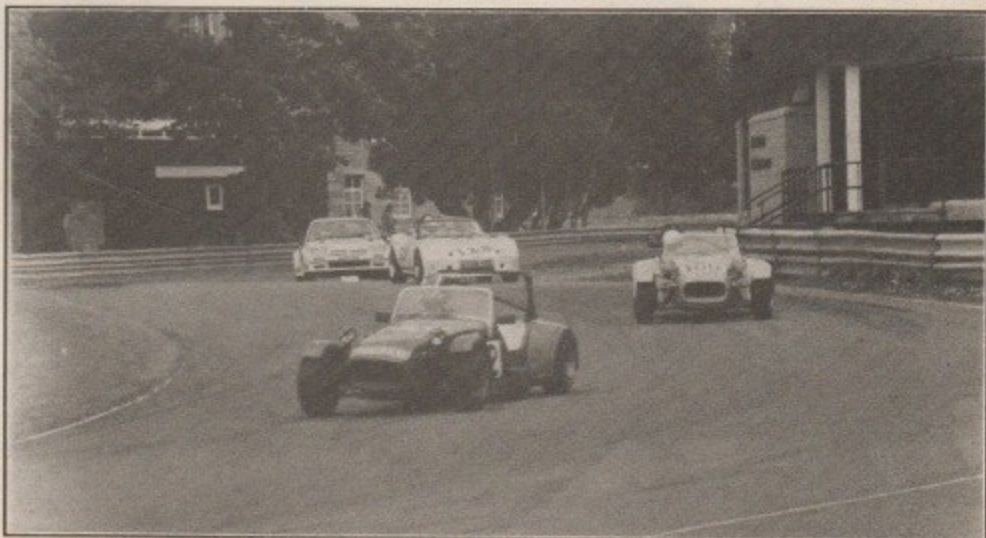
Ex Formula A driver Gary Dunn was a fifth of second faster than Eugene O'Brien and he used this advantage to pull away in the early laps and then holds his advantage. Matt Johnson was in third place with Hanrik Larsen fourth and Hideka Noda fifth and Affonso Gialfione and Ben Edwards close behind. Anthony Reid was making good progress up the field picking off the back markers while Gesar Jimenez had started from the back of the grid in the Dragon Motorsport car had some problem getting past Antonio Russo in the Derek Bell car and Mark Williamson who had damaged his suspension in a practice off. After that Himinex closed on Jovy Marcelo in the Swindon car but after some efforts to get through he became rather untidy and dropped back. Reid got up to sixth before going out at the back of the circuit. Gary Dunn ran out of a comfortable winner from Eugene O'Brien with Matt Johnson third.

The big road saloon race was the main attraction it Ingliston a couple of years ago with Hugh Chalmers and Tom Bell engaged in some good dices and with full grids but this year only three cars turned out and the race was merged with the road sports cars which have also lost many of the past competitors. Just nine cars lined up with the Westfields of Neil Gammie and Angus Grey on

the front row with John Peace in the smart Ginetta and Alistair Cunningham in the huge Ecosse Manta on the second row. Gammie immediately took the lead with the similar car of Gray behind and they eased away from the Ginetta and Manta with the rest of the field well spread out. Neil Miller retired his Dutton after 4 laps and Lewis Emslie spun the noisy Mazda half way round Arena. However all was not well with the leader and he retired after eight laps leaving Angus Gray an easy win by some three seconds from the flying Ginetta C27 while Alistair Cunningham got a lot closer in the last few laps with David Harkes taking the Ultima into fourth. Alan McGregor entertained the crowd with increasingly lurid slides through

Arena in his Dutton.

It was another amalgamated race next when the Clubmans, Sports and FF2000 met for the Vauxhall Finance Trophy. Sixteen cars turned out with John Fyda's Vision being a tenth quicker than Jim McGaughay's Tiga Thundersports car. Allen Johns were third quickest in the ex Fyda Mallock with the best of the FF2000 cars, Cameron Binnie more than a second behind with championship leader Derek Butcher fifth. Scott Ramsay did not get off the line in the Rotor while Fyda beat McGaughay away. Reg Forrester Smith's Mallock started smoking and was thus black flagged and the race lost much of its interest when the Rorty Tiga pulled out on lap six. Kenny Coleman managed only five laps in his Swift. It was



the first lap. McKay fought his way past the Manta and started chasing Ross while Mike Ramsay in the Sierra Cosworth dropped down the field and was being harried by the little Imp of Neil Fisher. The fast improving Roddie Paterson in the Elan moved up and passed the Europa of Duncan Hall and at the back of the field Bill Ewing in the Avenger spun and was caught by Peter Emslie in the 323 Mazda but the Avenger driver repassed before the finish. David Harkes in the Ultima pulled off after four laps and Jim McKay had problems on the last lap. Bruce stroked it home in front of Ross with Cunningham some way behind and Lewis Emslie getting his best Ingliston finish for some time fourth.

There's now a two month gap at Ingliston for the Royal Highland Show and it is to be hoped that the SMRC try to get rather more entries for the July meeting in order to keep the spectators interested.

RESULTS

Race 1 Road Saloons up to 1600cc

1 Alan Keith	Fiesta	11.51.40
2 Glen Mortimer	Fiesta	11.52.30
3 Jonathan Gilbert	Fiesta	12.03.20

Race 2 Formula Ford 1600

1 Colin Harper	Swift	10.24.60
2 Euan Buchan	Van Diemen	10.28.80
3 Colin Birkbeck	Van Diemen	10.30.00

Race 3 Vauxhall Lotus

1 Gary Dunn	Reynard	25.46.80
2 Eugene O'Brien	Reynard	25.48.39
3 Matt Johson	Reynard	25.57.38

Race 4 Road Saloon & Sports Over 1600cc

1 Angus Gray	Westfield	11.27.18
2 John Peace	Ginetta	11.30.48
3 Alistair Cunningham	Manta	11.31.17

Race 5 FF2000, Clubmans & Sports Cars

1 John Fyda	Vison	09.50.05
2 Allen Johns	Mallock	10.01.59
3 Cameron Billie	Reynard	10.03.70

Race 6 GT Cars

1 Ron Cummings	AC
2 Eric Munnoch	Lotus
3 Stan Share	Clan

Race 7 Modified Saloon and Sports Cars

1 Ian Bruce	Darrian	10.42.20
2 Olly Ross	Davrian	10.44.30
3 Alistair Cunningham	Opel	10.57.40

