

INGLISTON

Sad Sunday

26.10.88

HOWEVER good the racing was, and a lot of it was extremely good, the final Ingliston meeting of 1988 on October 16 will be remembered by many people for the accident which brought a premature halt to the sports car event. Eric Paterson had to be cut out of his Vision, which had slammed into a trackside building, and was taken to hospital suffering severe leg injuries.

As third placed John Peace was happy to admit, there wasn't much he could do about the Westfields of Mike Connon and Neil Gammie in the Road Sports cars event. Gammie led from pole and kept his cool superbly while keeping an eye on the closely following Connon. This lasted for 10 laps before Connon, who had improved the performance of his Hopscotch car no end by checking the tyre pressures at lunchtime, outbraked Gammie into the hairpin. Peace was unchallenged in the Stonecraft Fireplaces Ginetta, and eventually "got a bit fed up," driving round on his own.

now at last fully mended after a shunt in 1987, led throughout and only appeared to drop back towards Charlie Munro's Vixen as the leaders started lapping backmarkers. John Foster made a cracker of a start in his XK120 and actually led Munro round lap one, but he later slipped to fourth after a race-long battle with the Morgan of Brian Hopkins.

It has taken Stewart Roden all season to work out why his ANC Swift hasn't been winning FF2000 races. A rethink of the back end during the previous week obviously worked - Roden led all the way, happy that he was now "losing 15 feet to the others on the back straight and not 35!" David Duffield had a terrible job finding a way past Robert Thomson for second, which he eventually did in a rather forceful manner at Arena on lap 10.

Apart from a brief spell on laps two and three when Steven Jeffries held the lead, the first half of the Modified race was dominated by Olly Ross. But Ross was forced to retire at Caravan on lap seven when a water pipe broke and his Davrian's cockpit filled with steam. Bob Jamieson took over and went on to win the race in

Ron Cumming and Kenny Coleman were both excluded from the GT results for overtaking under the yellow flag, but were reinstated after showing that they had been unsighted at the time. Cumming won easily in the Simpson/Claymore Shellfish AC, and any threat to Coleman in the one litre class faded away after first Ian Forrest (Drambuie Stiletto) and then the record-breaking Brian Fletcher (Davrian) retired.

Colin Harper made a sufficiently poor start to let Tony Gemmell lead the FF1600s into the Esses. The two Van Diemens touched on the way out of the hairpin on lap one; Gemmell

the Novafone Davrian more usually driven in modsports events by Ian Forrest, with John McIntyre second

Road Sports Cars - 12 laps: 1. M.Connon (1.6 Westfield SE) 11m 14.7s (65.95mph); 2. N.Gammie (1.6 Westfield SE1); 3. J.Peace (2.1 Ginetta G27); 4. K.Scott (3.5 Dutton Phaeton). Over 1600cc: 1. Peace 11m 27.0s (64.77mph); 2. Scott; 3. D.Harkes (2.7 Ultima). Fastest lap: Peace 56.0s (66.21mph). Record. Up to 1600cc: 1. Connon; 2. Gammie. Fastest lap: Connon 55.1s (67.50mph). Record.

GT cars - 12 laps: 1. R.Cumming (2.0 AC 3000ME) 9m 53.5s (74.76mph); 2. K.Coleman (1.0 Lotus Esprit); 3. S.Jeffries (1.0 Davrian); 4. J.MacKay (1.0 Davrian Mk8). Over 1000cc: 1. Cumming; 2. E.Beerman (2.0 Skoda Coupe); 3. S.Share (1.1 Clan Crusader). Fastest lap: Cumming 48.3s (76.77mph). Up to 1000cc: 1. Coleman, 10m 12.1s (72.71mph); 2. Jeffries; 3. MacKay. Fastest lap: B.Fletcher (1.0 Davrian Mk8) 49.6s (74.76mph). Record.

FF1600 - 12 laps: 1. C.Harper (Van Diemen RF85) 10m 21.1s (71.64mph); 2. C.Binnie (Van Diemen RF86); 3. H.Gillanders (Van Diemen RF85); 4. L.di Resta (Van Diemen RF88); 5. E.Buchan (Van Diemen RF88); 6. C.Low (Mondiale). Fastest lap: Harper 50.8s (72.99mph). Record.

Road saloons - 12 laps: 1. J.McIntyre (2.3 Vauxhall Chevette) 11m 40.9s (63.48mph); 2. K.Tawse (1.6 Ford Fiesta); 3. G.Mortimer (1.6 Ford Fiesta); 4. H.Irvine (1.6 VW Scirocco GTi). Over 1600cc: 1. McIntyre; 2. L.Emslie (2.3 Mazda RX7); 3. N.Mutch (2.0 Ford Escort). Fastest lap: McIntyre 56.3s (65.86mph). Up to 1600cc: 1. Tawse 11m 51.1s (62.53mph); 2. Mortimer; 3. Irvine. Fastest lap: Tawse 57.9s (64.04mph).

Sports Cars - stopped after 6 laps: 1. J.McGaughay (2.0 Tiga) 4m 54.6s (75.52mph); 2. J.Fyda (1.7 Vision); 3. E.Paterson (1.7 Vision V87); 4. A.Dob-

limped back to the pits but Harper carried on. Cameron Binnie emerged at the front in his Van Diemen and stayed there for three laps before Harper cut inside him at Caravan. FF2000 champion Harvey Gillanders was third throughout in his first Scottish FF1600 race of the year.

Neither a muffed start nor a distributor that retarded itself five degrees during the race prevented John McIntyre taking his first Road Saloons win of the season in his Chevette. Hillclimb expert Kevin Tawse, trying out racing for only the third time, was right on his bumper for the first lap but later had to concentrate on holding off Glen Mortimer's Body Shop Fiesta. The standard brakes on Tawse's own Fiesta dropped away to nothing towards half-distance, but he managed to hold off the Mortimer challenge right to the finish.

Before the Eric Paterson incident, the sports car race had developed into several close dices, the fastest being that between Jim McGaughay's Thundersports Tiga and John Fyda's Agra Vision.

The only Scottish scratch historic race of the year provided one of the best entries. Grant Steven's Elva,

and Willie Paterson and Steven Jeffries holding up the rest of a Davrian 1-3-4.

D.F.

bie (1.7 Mallock Mk24). Clubmans A: 1. Fyda 4m 54.7s (75.49mph); 2. Paterson; 3. Dobbie. Fastest lap: Fyda 47.0s (78.89mph). Clubmans B: 1. M.Upton (1.6 Mallock Mk16) 5m 28.8s (67.60mph); 2. G.Stewart (1.6 Phantom P88). Fastest lap: Upton 52.8s (70.23mph). Sports cars: McGaughay; 2. L.Jacobsen (2.0 Chevron B16); 3. A.Fletcher (3.0 Alfa Romeo T33). Fastest lap: McGaughay 46.6s (79.57mph).

Historic Cars - 10 laps: 1. G.Stephen (1.1 Elva) 10m 06.4s (61.15mph); 2. C.Munro (1.0 Vixen VB4); 3. B.Hopkins (2.1 Morgan); 4. J.Foster (3.4 Jaguar XK120). Post-War: 1. Stephen; 2. Munro 3. Hopkins. Fastest lap: Munro 59.1s (62.74mph). Pre-War: 1. P.Graham (2.5 Riley 16hp Special). 9 laps; 2. S.Gordon (1.1 The Trice); 3. T.Richardson (1.1 Riley Brooklands). Fastest lap: Graham 69.0s (53.74mph).

FF2000 - 12 laps: 1. S.Roden (Swift) 9m 41.0s (76.59mph); 2. D.Duffield (Renard); 3. R.Thomson (Reynard); 4. D.Heeps (Reynard); 5. M.Westgarth (Mondiale). Fastest lap: Roden: 47.8s (77.57mph).

Modified Saloons and Sports Cars - 12 laps: 1. B.Jamieson (1.0 Davrian) 10m 50.5s (68.40mph); 2. J.McIntyre (2.3 Vauxhall Chevette); 3. W.Paterson (1.0 Davrian); 4. S.Jeffries (1.0 Davrian). Saloons over 1600cc: 1. McIntyre 10m 59.2s (67.50mph); 2. L.Emslie (2.3 Mazda RX7); 3. M.Ramsay (2.3 Opel Ascona 400). Fastest lap: McIntyre 53.4s (69.44mph). Saloons up to 1600cc: 1. N.Fisher (1.0 Fraser Imp) 11m 39.7s (63.59mph); 2. J.Irvine (1.6 VW Scirocco GTi); 3. D.Kerr (1.6 Ford Fiesta). Fastest lap: Fisher 56.9s (65.17mph). Sports Cars: 1. Jamieson; 2. Paterson; 3. Jeffries. Fastest lap: Jamieson 52.9s (70.09mph).