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# Mixed emotions

IT was a day of mixed emotions at Ingliston last Sunday. There was jubilation, frustration and there was sorrow. Before the start of the Sports 2000 / Clubmans Race, all the drivers stepped out of their cars for a one minute silence as a mark of respect to Norrie Galbraith who was so tragically killed last week. Kenny Allen, John Fyda and Jim Irwin, all close friends of Norrie, also carried black stripes on their cars. It was a very touching moment, and the pain was only too apparent on their faces.

The Barratt Office Equipment Formula Ford Race came first on the seven race programme and gave William Rose his revenge on Sandy McEwen who won this race at the last meeting. William's Royale stayed in the lead for the whole distance but Sandy's Van Diemen hounded him all the way with "Racer" Ralph Halley right on form and challenging hard in third place whilst Gordon Melvin (Van Diemen) was the other qualifier for the Marlboro Championship race.

Jeff Wilson led the big GT cars out for the next race in his immaculate Doug Niven Cars BMW M1, but he lost out on the lead at the race start. John Bothamley in the Penicuik Aluminium Products Lotus Esprit got the jump on both Wilson and Jim McGaughey (FES Renault GT) and led into the Esses with McGaughey on his tail. Disaster struck Bothamley's car when the fuel pump began to fail and he lost all fuel pressure giving both McGaughey and Wilson all the time they needed to sweep past.

McGaughey's slender lead lasted until the fifth lap when Wilson surged past to take the lead and the chequered flag.

John Fyda gave Kenny Allen no chance in the Sports / Clubmans race for the Mk 24 Mallock got off the line first and he quickly built up a gap to Kenny's older Mk 21. Reg Forrester-Smith hung on to third place, but a long way back, relegating George Watt to fourth, with Niall Mulloy the best of the Sports 2000 cars in fifth place.

The small GT cars were as effervescent as ever, but Harry Simpson didn't look too happy as the Edinburgh Aluminium Products Davrian had blown its engine in practice. Harry led for two laps but when the engine blew it laid a very nasty trail of oil all around Arena. This no doubt contributed to Ricky Gauld spinning the Express Surefreight Davrian out of second spot into fourth but luckily without hitting any of the close following bunch. Ian Forrest therefore took the honours in the Drambuie Davrian with Ken Murray third ahead of

Bob Milne's Imp.

The Formula Ford Final was a real cracker with Roy Low, now in a Van Diemen, on the second row of the grid and Tom Brown in his usual Tom Brown Racing School Van Diemen behind on the third row. Vic Covey got the best start with the Reflex Racing / Canon PRS taking an early lead, but already Brown was charging through from the third row to take up position behind Low. One lap later he shot into second and by the end of lap four he was in the lead from Covey, Wally Warwick's spectacular Reynard and Low in fourth place. Brown opened up a slender gap but behind him, the rest of the leading bunch were slipping and sliding all over the place, again helped by the oil on the track. When Covey's engine expired, the battle for second eased a little with Warwick just managing to stay ahead of Low. Even the midfield was hectic, and made more so when Georgie Taylor spun and Ralph Halley helplessly T-boned him, but both drivers were OK.

The Libre Race looked good on paper with a visiting Alo Lawler in the Lep Group Ralt RT4 coming up to join the regular David Duffield / Andy Barton duo in their respective Caledon Coal Ralt

RT4 and March 802 cars. David Duffield snatched an early lead from Lawler but George McMillan in the Bass Rock Garage March 772P enjoyed a brief moment of glory as he led the sun-tanned Barton. After three laps, Andy was third and closed the gap on Lawler but just didn't have the steam to get past. It all came to nought on the penultimate lap when Andy's engine "put a leg out of bed" allowing McMillan's March to regain its third place.

The last race of the day was the GT cars final but this time Wilson made no mistake as the very wide BMW led off the line with McGaughey taking up station inches from its tail. John Bothamley started from the back row of the grid but by the Esses he had already passed four cars in a bid to get back with the leaders. Wilson and McGaughey stayed glued together for the entire 15 laps but although the Renault got alongside at times, that was all it was allowed. Eric Paterson held a very strong third place in the diminutive Lotus Europa but the hard charging Bothamley charged past only five laps after the start to hold third till the finish. Gus Young was a fighting fifth in the Agra-Ford ahead of Ricky Gauld's class winning Davrian. **J.F.**