

Reid returns! 1-8-84

AMONG other things, the Carmichael Motor Group meeting at Ingliston on Sunday marked the return to the circuit after 11 years of Tommy Reid (long-time lap record holder in the mid-70s), who won the FF1600 qualifier and was second FF2000 in the libre race. The FF1600 final was marred by a red-flag-producing incident on lap one which left Tom Brown needing to borrow his last year's car back from Alex Knox. Russell Spence set a new lap record, Chic Stenhouse (in a highly unfamiliar car) yet another, Hugh Chalmers another and the combined efforts of various historic GP drivers lowered two more.

John Fyda and Kenny Allen stormed into the Esses side by side on the opening lap of the sports car race, Fyda's Mallock just having the advantage. A lap later, though, he was out with distributor trouble, and Allen sailed home comfortably in his first race after his alarming Fintray shunt. Russell Spence was easily the quickest of the Sports 2000s, in second.

There then followed a musical interlude in the form of the McLaren Builders Historic GP cars race, in which Roddy McPherson took an early lead only to be passed by John Harper at the hairpin. Bill Black's beautiful pre-war Alfa Romeo kept within two seconds of McPherson, and was followed by Bruce Halford in a stuttering Lotus 16.

Tom McCallum's TR7 V8 led the road sports cars away, but was caught by David Nisbet round the back of the circuit on lap two, after which Nisbet's Caterham pulled away. Third was Raymond Stewart's

Clan after a truly astonishing start from row three.

Two of Scotland's leading GT drivers, Bill Paul and Jim McGaughay, were absent from the Forth Electrical race (though McGaughay had appeared earlier in the Ecurie Ecosse Chevron). This left Ron Cumming free to rocket into an 18 second lead, only to pull off at Lethander with two laps to go. This and the demise of Eric Munnoch, left Kenny Coleman a surprise winner from the hard-fighting Ian Forrest and Harry Simpson.

Tony Murray made it look easy in the FF1600 final with a flag-to-flag win. Stewart Roden and Neil Cochrane looked as if they might start an epic battle for second, but tripped over each other on lap two, leaving Harvey Gillanders to take that place by a few lengths from Colin Birkbeck.

Russell Spence made his second appearance of the day in the Mountleigh Homes libre race,

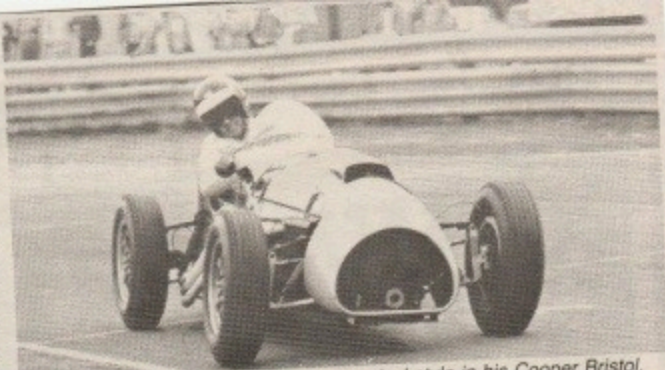
surging into the lead in his F1 Fittipaldi only to have Jim Stevenson's more modest Ralt slip by at the hairpin. Spence caught up again while threading through traffic, and lunged inside Stevenson at Lethander on lap eight, to the horror of the backmarker they were demolishing at the time. Spence then drifted wide, but not wide enough to be of any use to Stevenson, and he went on to win by a second and a half.

Episode two of the Historic GP race saw a much healthier Halford Lotus win by a considerable distance, which also put him first on aggregate. John Harper finished second, with Martin Morris' marvellous ERA third overall and first pre-war. Bill Black's Alfa Romeo managed only a third of a lap this time, while Roddy McPherson pitted for five laps before erupting back into the race for yet

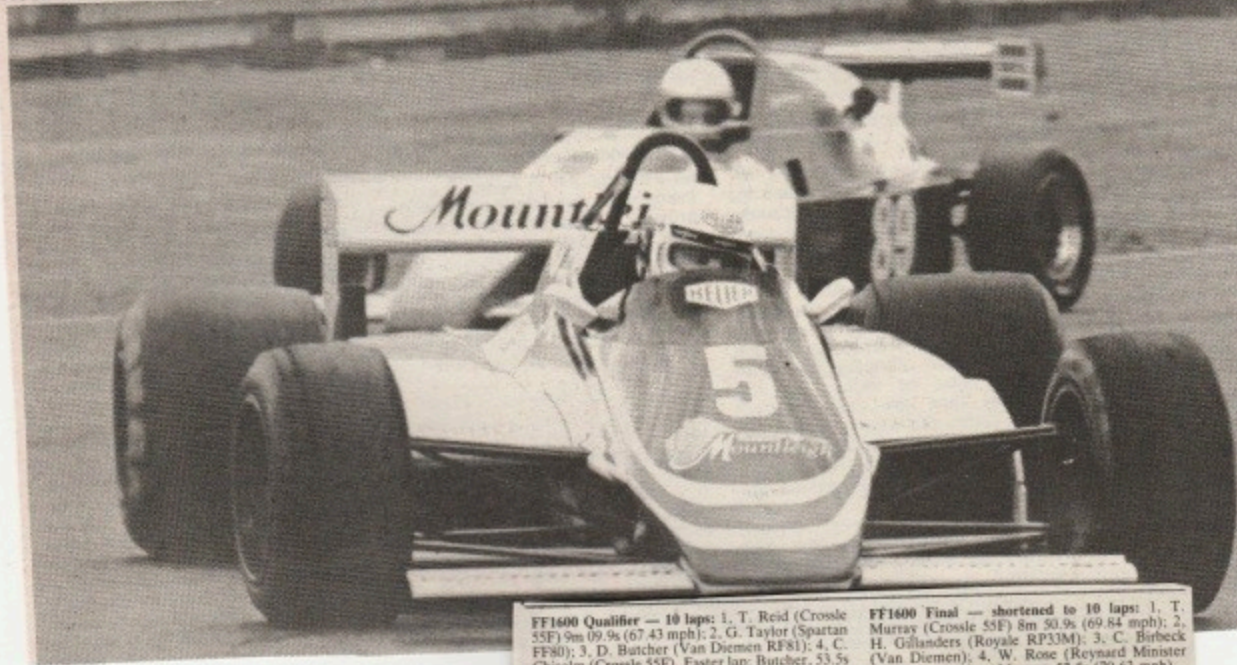
another display of Cooper-wrestling. Hugh Chalmers dominated the road saloons race in his Sunbeam Lotus with 12 laps of beautifully smooth, controlled driving. But behind him... Eric Haigh came round second on lap one, having actually led as far as Southstand, but was harried by a cloud of blue smoke containing Olly Ross (or "Oily" Ross as commentator Jim McInnes dubbed him) in the Escort Estate. Ross dived inside Haigh's Colt at Lethander on lap five, at which point gear selection suddenly became more a matter of luck than judgement. This gave Haigh the chance to get back into second, which he did in an enormous manoeuvre that seemed to last for the whole of lap eight. Fourth went to Sid Harrison's remarkable Stiletto, with Niall Mulloy's Kadett close behind.

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RUSSELL SPENCE took the libre-race win in this ground effect F1 Fittipaldi F5A although he failed to break the lap record for the category.



RODDY McPHERSON presses on in typical style in his Cooper Bristol.



FF1600 Qualifier — 10 laps: 1. T. Reid (Crosley 55F) 9m 09.9s (67.43 mph); 2. G. Taylor (Spartan FF80); 3. D. Butcher (Van Diemen RF81); 4. C. Chisolm (Crosley 55F). Fastest lap: Butcher, 53.5s (69.30 mph).

Sports Cars — 12 laps: 1. K. Allen (1.7 Agra Vision) 9m 47.7s (75.71 mph); 2. R. Spence (2.0 Royale); 3. J. Patrick (1.7 Mallock Mk 2021); 4. W. Drummond (1.7 Mallock). Fastest laps: Class A, Allen, 47.7s (77.74 mph); Class B, A. Smith (1.6 Agra Vision), 51.0s (72.71 mph); Sports 2000, Spence, 49.8s (74.46 mph); class lap record, Historic GP Cars, part 1 — 15 laps: 1. J. Harper (Lister Jaguar) 15m 02.5s (61.63 mph); 2. R. McPherson (Cooper-Bristol); 3. W. Black (Alfa Romeo Tipo B); 4. B. Halford (Lotus 16). Fastest laps: post-war, Harper, 58.4s (63.49 mph) class lap record: pre-war, Black, 59.4s (62.42 mph) class lap record.

Road Sports Cars — 12 laps: 1. D. Nisbet (1.6 Caterham 7) 12m 24.2s (59.79 mph); 2. T. McCallum (3.5 Triumph TR7 V8); 3. R. Stewart (1.0 Clan Crusader); 4. R. Seaton (1.8 MGB). Fastest laps: over 1600cc, McCallum, 61.1s (60.69 mph).

GT Cars — 12 laps: 1. K. Coleman (1.0 Davian Mk8) 11m 31.9s (70.42 mph); 2. I. Forrest (1.0 Daimler Imp); 3. H. Simpson (1.0 Imp); 4. A. Young (1.5 Agra Scirocco). Fastest laps: over 1500cc, R. Cumming (3.4 Lotus Esprit V6) 49.1s (75.52 mph); 1001-1500cc, Young, 52.7s (70.36 mph); up to 1000cc, Forrest, 51.8s (70.36 mph).

FF1600 Final — shortened to 10 laps: 1. T. Murray (Crosley 55F) 8m 50.9s (69.84 mph); 2. H. Gallanders (Royale RP33M); 3. C. Birkbeck (Van Diemen); 4. W. Rose (Reynard Minister 84FF). Fastest lap: Murray, 52.5s (70.63 mph).

Formula Libre — 15 laps: 1. R. Spence (3.3 Fittipaldi F8) 11m 22.6s (81.48 mph); 2. J. Stevenson (2.0 Ralt RT4); 3. G. McMillan (2.0 Ralt RT2); 4. K. Allen (1.7 Agra Vision). Fastest laps: over 1700cc, Spence, 43.9s (84.46 mph); up to 1700cc, Allen, 47.1s (78.73 mph); FF2000, C. Stenhouse (Van Diemen RF85) 48.6s (76.30 mph) class lap record.

Historic GP Cars, part 2 — 15 laps: 1. B. Halford (Lotus 16) 14m 37.7s (63.36 mph); 2. J. Harper (Lister Jaguar); 3. M. Morris (ERA B Type); 4. J. Charles (Connaught C Type). Fastest laps: post-war, Halford, 56.0s (65.51 mph) class lap record; pre-war, Morris, 59.4s (62.42 mph) equals class lap record.

Historic GP Cars, aggregate — 30 laps: 1. B. Halford (Lotus 16) 29m 46.2s (62.27 mph); 2. J. Harper (Lister Jaguar); 3. M. Morris (ERA B Type); 4. J. Charles (Connaught C Type).

Road Saloon Cars — 12 laps: 1. H. Chalmers (2.2 Sunbeam Lotus) 12m 18.1s (60.28 mph); 2. E. Haigh (2.0 Colt Lancer Turbo); 3. O. Ross (2.0 Escort Estate); 4. S. Harrison (1.0 Sunbeam Stiletto). Fastest laps: over 1600cc, Chalmers, 59.5s (62.32 mph); under 1600cc, Harrison, 62.7s (59.14 mph).