

INGLISTON



JIMMY FLEMING leads Olly Ross during their road saloon struggle.

Reid tries three

THE final Scottish race meeting of 1984 at Ingliston was almost under obligation to be a real humdinger, to provide a climax to the year's activities. A humdinger it proved to be, thanks mainly to the unbelievable antics in the road car races.

Tommy Reid paid his second visit to Ingliston since coming out of retirement to win the FF1600 qualifier, the first of three races he was to contest during the day. Willie Rose hung on grimly throughout, but couldn't find a large enough gap.

Cliff Harper had a lonely time in third, while Geordie Taylor took all 10 laps to get past Mike MacPherson.

Although apparently down on power, Robin Gray's Efan was easily the quickest of the road cars. Tony Stubbs held second in his Ingersoll

Rand Panther Kallista from the persistent Raymond Stewart, who was throwing his Iain Graham Ltd Clan round with great gusto. However, all eyes were on saloon imports Jimmy Fleming and Olly Ross. Getting up to fourth and fifth on lap five, they set up a great many examples from their repertoires of passing manoeuvres. Ross's SAS Escort estate finished just a third of a second ahead of the Wee Celica.

Chic Stenhouse led Leslie Wright off the line in Ingliston's first separate FF2000 race and kept slightly ahead until lap six, when he let Wright through at Lefthander. Tommy Reid closed up, but didn't seem to have the necessary grunt to get past Stenhouse. Championship winner Stephen Robertson was fifth, ahead of class stalwart Derek Palmer.

The sports car race began with a Kenny Allen start, which even John Fyda could do nothing about. Allen's Vision just kept ahead until lap seven, when Fyda rode the Agra Mallock right round the outside at Lefthander. After this astonishing piece of driving, he got tangled up among backmarkers at Caravan two laps later and Allen was through again. Andy Smith took an easy win and lap record in Class B, and Scottish honour was upheld among the Sports 2000s when Laurence Jacobsen put the Iain McLeod Engineering Chevron B60 ahead of Mick Bridge's works Shrike.

Charlie Munro, who raced a Vixen a decade ago, scored his first win with the marquee in the historic race, before letting Martin Dunn run it among today's libre cars. Bill Ness simply couldn't keep up in his Brabham, but stayed well clear of a marvellous Cooper-Bristol confrontation between Roddy MacPherson and Oliver Robinson. W. S. Gordon entertained in his two-revs-per-marshals'-post Trice before breaking a chain — the most unpopular retirement all day.

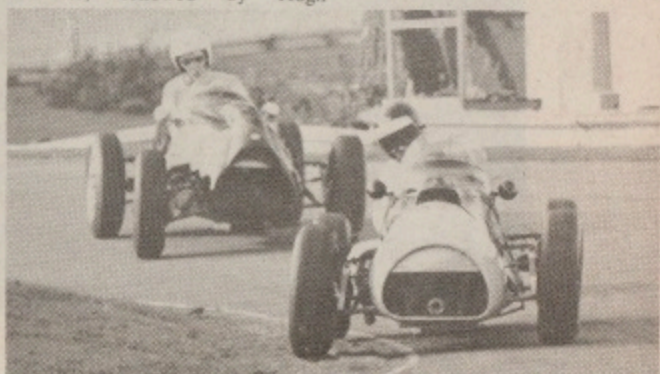
Although he was already Scottish FF1600 Champion, with twice as many points as his nearest rival, Tom Brown made a race of it at the end of the season and took his Scottish Road Services Crossle into the lead from the outside of the front row. He emerged from lap one with a two second lead, which was gradually reduced by Peter Jamieson's PRS. By the flag the two cars were almost on top of each other, but Brown held on to win by a tiny margin.

For want of anything better to do given the power outputs of the rest of the libre grid, Jim Stevenson took things very gently at first, letting John Fyda and Kenny Allen build up a lead for themselves. This did not please his Ralt, which started wilting at the low speeds. However, things cleared up eventually and he blasted into the lead on lap 10. Fyda's effort to stay in front saw him equal his own class lap record.

As at the last meeting, Ron

Cumming started his Claymore Shellfish Esprit from the back of the GT grid, and had shot up to second by lap two. But there was no catching Jim McGaughay's Lancia, which is to be replaced next year by a Formula 1 car! Kenny Coleman became GT champion with a class-winning third place after a long dice with Iain Forrest, who retired with trailing bodywork a lap from the end. Bob Milne led home the remains of a fantastic battle which had faded with the demise of John Bothamley's engine and the front end of Harry Simpson's 1120 cc Stiletto.

Jim McRae led the road saloons off the line in Hugh McCaig's Chevette, followed by Hugh



RODDY MACPHERSON and Oliver Robinson join in a spirited Cooper battle at Ingliston.

Ingliston

FF1600 Qualifier — 10 laps: 1. T. Reid (Crossle), 55.6s (69.23 mph); 2. W. Rose (Reynard 448P); 3. C. Harper (Van Diemen RF81); 4. G. Taylor (Sporton FF80); 5. M. MacPherson (Van Diemen 81); 6. K. Le May (FMS 81F). Fastest lap: Reid, 55.6s (70.49 mph).

FF2000

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