INGLISTON

Halford's Historic

For their Carmichael Motor Group meeting at Ingliston on Sunday last, the SMRC had attracted a superb entry for their nine race programme, and were rewarded with a fine crowd of spectators, which included many well known Scottish racers of an earlier era, to be entertained with some excellent racing. During this Russell Spence demolished the Sports 2000 class record with the Mountleigh Royale S2000 and both Post and Pre-war Historic class records fell, the former initially to John Harper in the 'Monzanapolis' Lister Jaguar only be slashed by the fleet Lotus 16 of Bruce Halford in the second part of this race; while Martin Morris lowered the pre-war class with his forcefully conducted ERA. Chic Stenhouse's family were elated when he won the FF2000 class in the Libre event, but were ecstatic when he was adjudged 'Man of the Meeting'.

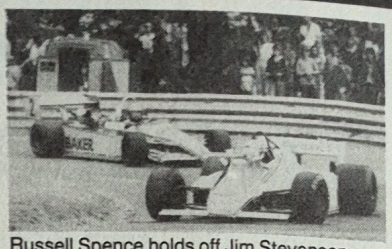
The racing commenced with the usual Formula Ford action with a rejuvenated Tommy Reid vying for the lead with the Sparton of Geordie Taylor, out fumbling the Scotsman around mid-race, but never able to relax all the way to the flag. Third place, initially claimed by Ken Le May was taken by the flying Van Diemen of Derek Butcher, who was beaten by 0.03sec for second place. In the mayhem behind, Campbell Chisholm settled for fourth place well clear of the PRS of Harry Minty who kept Mike MacPherson at bay throughout.

Kenny Allen returned to racing after his hillclimb accident and set to with a vengeance, slotting his Vision into pole alongside the Mallock of John Fyda who stormed off into the blue, only to disappear, no doubt with a recurrence of practice maladies. This took the pressure partly off Allen, as Russell Spence was hustling the Royale S2000 to a new class record in second place. Laurence Jacobsen clung to third in his Chevron B60 for the opening laps, but the extreme pressure from James Patrick told and he fell into the orbit of Andy Smith, the latter trying various lines, but finding Jacobsen in no mood to give way. So intent were they on their joust that Bill Drummond annexed fourth place, and Jim McGaughay drove a steady race to seventh place with his first taste of open air motoring in the Ecurie Ecosse Chevron B54.

With his previous knowledge of the circuit Roddy MacPherson seized the initial advantage from the Lister Jaguar of John Harper in the first 15 laps part of the main Historic race. In his fleet Pre-war Tipo B Alfa Romeo, Bill Black had the Lotus 16 of Bruce Halford to contend with after the latter had overwhelmed the ERA of Martin Morris. John Charles in the Rothschild Maserati 250F kept the Venables-Llewellyn Bugatti 51 at bay as Oliver Robinson retired his Cooper Bristol after 6 laps.

The road sports race which followed found Tom McCallum in his V8-engined TR7 holding off the more manageable Caterham 7 of David Nisbet, but he had to give best. The Crusader of Raymond Stewart hustled along in third spot.

With the formidable Lancia Toleman of Jim McGaughay a non-starter, Ron Cumming led the GT cars, heading the raucous Rover-engined Stiletto of Eric Munnoch, with an increasing gap to the Davrian of Kenny Coleman who had-dropped the Imp of Harry Simpson into the sphere of Ian Forrest, very much on form in the Drambuie Imp. Then Munnoch pitted under the black-flag, being followed in by the Davrian of Jim



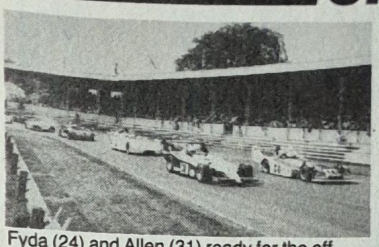
Russell Spence holds off Jim Stevenson.

McDonald, and the whole complexion changed when two laps later Coleman found himself leading when a drive-shaft parted in Cummings' Esprit. This spurred on Bob Milne whose Imp GT ousted John Bothamley (somewhat dispirited at not being able to catch the Agra Scirocco of Gus Young in fourth place).

The Formula Ford 1600 12 lapper found Tom Brown and Anthony Murray disputing the same piece of road into the Esses. The resulting mêlée brought out the red flag and a bemused Brown found his helmet flicked off by an aviating car.

On the restart, Murray took control to pull out a handsome advantage over the field led by Harvey Gillanders in his Royale RP33M, with Colin Birkbeck third, but Neil Cochrane spun his Lola and collected Stewart Roden. This left William Rose in his new Reynard to annex fourth from the Van Diemen of Cliff Harper with Tommy Reid holding sixth. Geordie Taylor had to put Campbell Chisholm in his place leaving Tom Brown, who had started from the back in his '83 Van Diemen (now campaigned by Alex Knox) to climb through the field to eighth place only to be penalised for using the verges.

The *Libre* event promised to be dominated by the Fittipaldi F8 driven by Russell Spence, but the home crowd applauded the forceful Jim Stevenson who stormed his Ralt RT4 in front holding on until mid-distance when Spence assumed control never to be headed thereafter. George MacMillan



Fyda (24) and Allen (31) ready for the off.

was a safe third and Kenny Allen boosted his confidence further with a fine fourth, with little hint of his painful ankle injury. Chic Stenhouse took the class record for FF 2000 cars, keeping his Van Diemen in front of former lap record holder Tommy Reid.

The second 15-lap Historic event was started in the finish order of the previous race, but it was Bruce Halford in the Lotus 16 who dictated the race, leaving Harper second with MacPherson making a pit stop. Morris brought the first of the pre-war cars in third ahead of Day in another ERA chased by Venables-Llewellyn, and split by the Maserati driven by John Charles.

With his victory in this part and a new lap record Bruce Halford was the Historic overall winner from John Harper, with Martin Morris third in the first Pre-war machine.

Despite Eric Haigh snatching the lead in his Colt Lancer Turbo in the final Road Saloons' event, Hugh Chalmers put him firmly in second place by the back-straight, in his Sunbeam, and pulled away over the horizon, the doctor even finding time to wave to the marshals. Olly Ross had designs on second spot and despite a smoke screen on the corners he collected second with his miraculous Escort Estate, but Haigh reasserted himself, the pair jousting door handle to door handle, with Sid Harrison in his Sunbeam Stiletto sitting behind and awaiting an opening.

BILL HENDERSON

INGLISTON (GB), Jul 29, SMRC

The XJS Trophy race for Formula Ford 1600 cars (10 laps): 1, Tommy Reid (Crossle), 9m 09.9s, 67.43mph; 2, Geordie Taylor (Sparton FF80), 10m 10.7s; 3, Derek Butcher (Van Diemen RF81), 10m 11.0s; 4, Campbell Chisholm (Crossle), 10m 14.9s; 5, Harry Minty (PRS79F), 10m 18.6s; 6, Mike MacPherson (Van Diemen RF81) 10m 21.0s. **Fastest lap:** Butcher, 53.5s, 69.3mph.

The Jaguar Sovereign Trophy race for Sports/Clubman cars (12 laps): 1, Kenny Allen (1.7 Vision), 9m 47.7s, 75.71mph; 2, Russell Spence (2.0 Royale S2000), 10m 17.0s; 3, James Patrick (1.7 Mallock 20/21), 10m 18.9s; 4, Bill Drummond (1.7 Mallock), 10m 24.1s; 5, Laurence Jacobsen (2.0 Chevron B60), 10m 25.8s; 6, Andy Smith (1.6 Vision), 10m 25.9s. **Sports 2000:** 1, Spence; 2, Jacobsen; 3, Jim McGaughay (2.0 Chevron B54). **Fastest lap:** Spence, 49.8s, 74. 46mph **(record). Clubman A:** 1, Allen; 2, Patrick; 3, Drummond. **Fastest lap:** Allen 47.7s, 77.74mph. **Clubman 'B':** 1, Smith, No other finishers. **Fastest lap:** Smith 51.0s, 72.71mph.

The McLaren Building & Property Development Historic Cars race — Part 1 (15 laps): 1, John Harper (Monza Lister Jaguar), 15m 02.5s, 61.63mph; 2, Roddy MacPherson (2.0 Cooper-Bristol), 15m 05.3s; 3, Bill Black (2.0 Alfa Romeo Tipo B), 15m 07.8s; 4, Bruce Halford (2.0 Lotus 16), 15m 08.5s; 5, Martin Morris (2.0 ERA 'B' Type), 15m 22.2s; 6, John Charles (Maserati 250F), 15m 37.9s. **Post-War:** 1, Harper; 2, MacPherson; 3, Halford. **Fastest lap:** Harper 58.4s, 63.49mph **(record). Pre-War:** 1, Black; 2, Morris; 3, Sir John Venables Llewellyn (Bugatti Type 51). **Fastest lap:** Black, 59.4s, 62.42mph.

The Jaguar Le Mans Trophy race for Road Sports Cars (12 laps): 1, David Nisbet (1.6 Caterham Seven), 12m 24.2s, 59.79mph;2, Tom McCallum (3.5 TR7/V8), 12m 27.8s; 3, Raymond Stewart (1.0 Clan Crusader), 12m 33.3s; 4, R Seaton (Sunbeam), 13m 22.4s; 5, Alaster Cunningham (Ford Escort), 13m 23.1s; 6, P D Jeffrey (Lotus Europa), 12m 26.3s. **Over 1600cc:** 1, McCallum, no other finishers. **Fastest lap:** McCallum, 61.4s, 60.39mph. **Up to 1600cc:** 1, Nisbet; 2, Stewart; 3, Seaton: **Fastest lap:** Nisbet, 61.1s, 60.69mph.

The Forth Electrical (Stirling), Trophy race for GT cars (12 laps): 1, Kenny Coleman (1.0 Davrian Mk 8), 10m 31.9s, 70.42mph; 2. Ian Forrest (1.0 Drambuie Imp), 10m 37.9s; 3, Harry Simpson (1.1 Maquire Imp), 10m 38.9s; 4, Gus Young (1.5 Agra Stiletto), 10m 45.8s; 5, B Milne (1.0 Imp), 10m 55.7s; 6, John Bothamley (1.0 HAS Davrian Mk 8), 10m 58.1s. **Over 1500:** 1, William Watt (2.3 Vauxhall Magnum); No other finishers. **1001-1500cc:** 1, Young; 2, J Gallacher (MG Midget); 3, Stan Share (1.0 Clan Crusader). **Fastest lap:** Young, 52.7s, 70.36mph. **Up to 1000cc:** 1, Coleman; 2, Forrest; 3, Simpson. **Fastest lap:** Forrest, 51.6s, 71.86mph.

The Jaguar Trophy for Formula Ford 1600 cars (12 laps): 1, Anthony Murray (Crossle 55F), 8m 50.9s, 69.84mph; 2, Harvey Gillanders (Royale RP33M), 8m 57.6s; 3, Colin Birkbeck (Van Diemen), 8m 59.0s; 4, William Rose (Reynard 84FF), 9m 01.9s; 5, Cliff Harper (Van Diemen RF82), 9m 02.9s; 6, Tommy Reid (Crossle), 9m 06.0s. **Fastest lap:** Murray, 52.5s, 70.63mph.

Mountleigh Homes Trophy race for *Formule Libre* and FF2000 cars (15 laps): 1, Russell Spence (3.3 Fittipaldi F8), 11m 22.6s, 81.48mph; 2, Jim Stevenson (2.0 Ralt RT4), 11m 24.1s; 3, George McMillan (2.0 Ralt RT2), 11m 57.3s; 4, Kenny Allen (1.7 Vision), 12m 07.3s. **Up to 1700cc:** 1, Allen; 2, Eric Paterson (Mallock 20); No other finishers. **Fastest lap:** Allen, 47.1, 78.73mph: **Over 1700cc:** 1, Spence; 2, Stevenson; 3, McMillan. **Fastest lap:** Spence, 43.9s, 84.46mph. **Formula Ford 2000:** 1, Chic' Stenhouse (2.0 Van Diemen RF83), 11m, 38.5s; 2, Tommy Reid (2.0 Van Diemen); 3, Stephen Robertson (Van Diemen RF83). **Fastest lap:** Stenhouse, 48.6s, 76.30mph **(record).**

The McLaren Building & Property Development Trophy for Historic cars — Part 2 (15 laps): 1, Bruce Halford (2.0 Lotus 16), 14m 37.7s, 63.36mph; 2, John Harper (Monza Lister Jaguar), 14m 58.8s; 3, Martin Morris (2.0 ERA 'B' Type), 15m 11.8s; 4, John Charles (2.0 Maserati 250F), 141 laps; 5, D H Day (2.0 ERA R14B), 141 laps; 6, Sir John Venables Llewellyn (Bugatti Type 51), 141 laps. **Post-War:** 1, Halford; 2, Harper; 3, Charles. **Fastest lap:** Halford, 56.6s, 65.51mph **(record). Pre-War:** 1, Morris; 2, Day; 3, Venables Llewellyn. **Fastest lap:** Morris, 59.4s, 62.42mph **(equals record).**

The Luckpenny Restaurant race for Road Saloons (12 laps): 1, Hugh Chalmers (Sunbeam), 12m 18.1s, 60.28; 2, Eric Haigh (2.0 Colt Lancer Turbo), 12m 49.0s; 3, Olly Ross (2.0 Escort Estate), 12m 50.0s; 4, Sid Harrison (1.0 Sunbeam Stiletto), 12m 51.3s; 5, Niall Mulloy (2.0 Opel Kadett), 12m 53.0s; 6, Alan Keith (1.6 Escort Harrier), 12m 58.9s. **Over 1600cc:** 1, Chalmers; 2, Ross; 3, Mulloy. **Fastest lap:** Chalmers 59.5s, 62.32mph **(record). Up to 1600cc:** 1, Harrison; 2, Keith; 3, Jimmy Fleming. **Fastest lap:** Harrison, 62.7s, 59.14mph.