

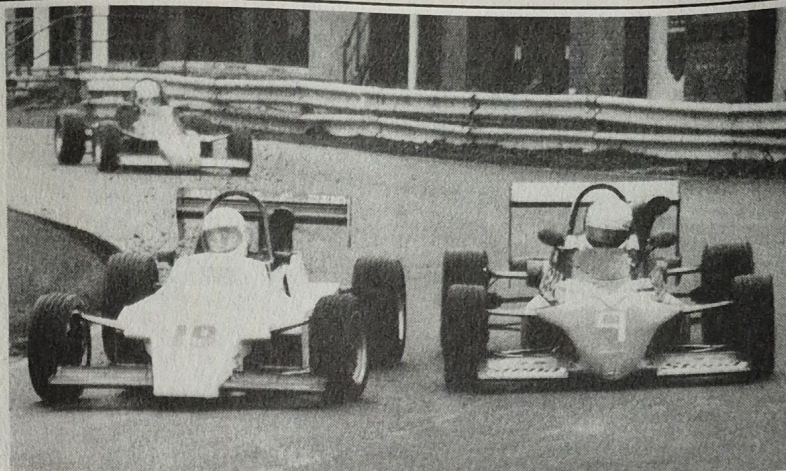
▶▶ immaculate Ford Mustang. However, on lap 4 he overcorrected a big slide at Paddock and turned sharp left into the tyre wall before somersaulting back onto the track. Seven grand to scrap in three seconds!

Although his seat had come adrift, Young was unhurt, but with the tarmac awash with petrol and an Anglia on its roof at Clearways the flag came out early with Phil Wight's well-driven Cortina in front.

The prospect of Gary Ayles and Phil Andrews on the front row of the JPS round was an interesting one(!), but only the Quest reappeared following the TT incident. Second row man Chris Hall took advantage of the gap to challenge Ayles into Paddock, but not before he had forced Colin Stancombe onto the grass as the field left the grid. Yet again a remarkably restrained piece of driving by Stancombe averted a major incident, the champion-elect slotting into third place ahead of Kevin Gillen and the fast starting Ted Whitbourn. Stancombe was soon into second and chasing Ayles, while Gillen retired at Druids after contact with Hall. Shortly afterwards Gary Thomas and Whitbourn tangled at the same corner, the furious Ray driver resuming with a smashed radiator. All this allowed Len Bull up to fourth behind Hall, the pair proceeding to enjoy a gentlemanly scrap. Neat red sidewalls on Len's rear tyres bore testimony to the closeness of the battle which eventually went to the Van Diemen driver. The leaders were still close but Ayles held off the wily Stancombe to score his first win for Quest by half a second, with Andrew Stapley picking up fifth behind Bull and Hall.

Meanwhile, Martin Cooper must have wished he hadn't made the final when he had a huge shunt on Cooper Straight (where else?) after he was launched over Mike Dee as a gaggle of cars tried to avoid a spinning Greg Hart.

The Mini Miglia contenders closed the day with yet another close finish, Mike Fry just pipping the ex-Carvell machine of Danny Allpress on the line with Gerald Dale setting fastest lap as he all but caught them both. **ADAM COOPER**



Harry Minty sends dirt flying as he dives inside Tom Brown for second place.

Binnie wins '85 finale

INGLSTON, Oct 6: Despite a damp practice, the weather cleared for the final nine race offering at Inglston, sponsored by FF2000 pilot James Wilson's office group.

On a streaming track a full field of FF1600 qualifiers slithered about, but it was Duncan Hughes who stamped his authority, as such potential winners as Kenny Brown thumped the barrier and a somewhat dispirited Neil Cochrane spun, to be joined in retirement by Alex Knox, who used too much wellie. This left Kevin McCormick to collect second place, while Angus MacPherson seemed a secure third only to swap ends and present his place to Bill Pirie.

At the start of the Road Sports race, Iain Gardner's Lotus shot into the lead, with Graham McCallum's Porsche also passing Robin Gray's Caterham 7. Gray was now in his stride and leaned his 7 against the Porsche around Grandstand, after which McCallum had his motor go sick. So, Gardner took his 16th win of the season to herald his retirement from this class of racing.

The FF2000 race fielded but seven starters, and the race was commanded throughout by David Duffield. Tom Brown borrowed Robert Fraser's Reynard and briefly held second before an impatient Harry Minty snatched the line into Arena and set after the leader. A bent front aerofoil failed to deter his pace, and he finished 0.5sec behind. This left Brown third and Campbell Chisholm holding an easy fourth and easing away from Ken Le May.

Olly Ross was back with a vengeance, and was strongly challenged by Alan Keith in the opening laps but the latter paid for his impertinence, with a spin and retirement. This elevated Iain Gardner to second, outstripping Brian Beverley and Glen Mortimer. A somewhat jet-lagged Tom McCallum three-wheeled his Metro, but succumbed to John Irvine who was charging through to fourth, giving Mike Cannon the clue to do likewise.

After Cameron Binnie had led Willie Rose, Tom Brown and the leading FF1600s off on their final 12 laps, mayhem broke out in the mid-field eliminating the Gillander brothers and Ewan Buchan. On the restart, Binnie had Rose on his gearbox with Roy Low charging into third. Brown was a subdued fourth. Andy Sim started from the rear of the grid but streaked to fifth getting no respite from the attentions of Colin Harper.

The annual Historic race was somewhat thin in entrants and Grant Stephen led briefly before retiring his Elva FJ, leaving Kirk Rylands to take over in the HWM-Jaguar which was no match for the pace of the 1967 Vixen of butcher Charlie Munro. Keith Schellenberg hurled his 1927 Bentley at the circuit, eventually to oust the MGA of Keith McLeod, which left Chris Chilcott to battle past Peter Graham for fourth.

The Clubmans/Libre race provided a well judged victory for Kenny Allen leading home a trio of Visions including Sandy Watson and Les Duncan, John Fyda spinning out when challenging for the lead, his Mallock climbing back to fourth, ousting Jimmy Patrick. Campbell Chisholm was first Libre runner home.

The GT event promised a duel between Ray Mallock and Jim McGaughay but the Lancia Toleman never quite got to grips with the Ecosse C2. Bill Paul acquired third when Ron Cumming spent time pirouetting on the damp grass. Eric Munnoch took the 1-litre class.

The closing race for road saloons found the Sunbeam Lotus of Ian Bruce sieze the lead, in the absence of Hugh Chalmers and Jimmy McRae. Into second came the similar model of Ray McDowell, while Tom Bell had forsaken his Capri for a smart Chevette to hold third ahead of a gaggle of warring Escorts.

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FF1600 qualifying race (12 laps): 1, Duncan Hughes (Royale RP21), 13m27.3s, 55.12mph; 2, Kevin McCormick (Spartan 80/81), 13m30.4s; 3, Bill Pirie (Crossle 25F), 13m43.0s; 4, Ian Morrison (Crossle 32F), 13m57.0s; 5, Laurie Hughes (Van Diemen RF78), 13m57.6s; 6, Angus McPherson (Crossle), 13m58.4s. **Fastest lap:** Hughes, 65.3s, 56.18mph.

Robertsons of Edinburgh Road Sports race (12 laps) — Up to 1600cc and overall: 1, Iain Gardner (1.6 Ziggi Lotus 7), 13m14.9s, 55.98mph; 2, Robin Gray (1.6 Caterham 7) 13m32.3s; 3, John Mackie (1.6 Lotus Elan), 13m47.8s; 4, Ray Stewart (1.0 Clan), 13m57.5s. **Fastest lap:** Gardner, 64.4s, 57.58mph. **Over 1600cc:** 1, Ed Chester (1.7 Dutton Phaeton); 2, Graham McCallum (2.7 Porsche 911); 3, Dougie Anderson (1.8 MGB GT). **Fastest lap:** Chester, 65.9s, 56.27mph.

James Wilson Office Group/Bernard Hunter Crane Hire Scottish FF 2000 race (12 laps): 1, David Duffield (Mondiale), 11m15.1s, 65.91mph; 2, Harry Minty (Van Diemen), 11m15.6s; 3, Tom Brown (Reynard), 11m18.5s; 4, Campbell Chisholm (Van Diemen), 11m19.6s; 5, Ken Le May (Van Diemen), 11m39.0s; 6, Roy Wilson (Van Diemen), 12m00.1s. **Fastest lap:** Minty, 53.7s, 69.05mph.

Peugeot race for Road Saloons up to 1600cc (12 laps): 1, Olly Ross (1.6 Ford Fiesta), 12m41.4s, 58.44mph; 2, Iain Gardner (1.6 Peugeot 205 GTi), 12m50.2s; 3, Glen Mortimer (1.6 Hillman Avenger), 12m59.6s; 4, John Irvine (1.6 VW Golf GTi), 13m00.3s; 5, Mike Cannon (1.6 Ford Escort), 13m07.0s; 6, Tom McCallum (1.3 Metro), 13m17.6s. **Fastest lap:** Ross, 62.2s, 59.61mph.

Marlboro/Hubert Mitchell Scottish FF1600 race (12 laps): 1, Cameron Binnie (Van Diemen), 10m40.4s, 69.46mph; 2, Roy Low (PRS B1F), 10m44.9s; 3, Willie Rose (Reynard B4FF), 10m47.4s; 4, Tom Brown (Van Diemen RF79), 10m53.0s; 5, Andy Sim (Reynard), 10m59.8s; 6, Colin Harper (Van Diemen RF 82), 11m00.1s. **Fastest lap:** Rose & Binnie, 52.3s, 70.90mph.

Rossleigh of Perth Historic Car race (12 laps) — Overall: 1, Kirk Rylands (3.8 HWM Jaguar), 13m11.2s, 56.24mph; 2, Keith Schellenberg (4.4 Bentley), 13m37.5s; 3, Keith McLeod (MGA), 13m38.6s; 4, Chris Chilcott (1.5 Frazer Nash), 11 laps. **Post-War:** 1, Rylands; 2, McLeod; 3, Hugh McCaig (Jaguar XK140). **Fastest lap:** Rylands, 64.8, 57.22mph. **Pre-War:** 1, Schellenberg; 2, Chilcott; 3, Peter Graham (2.5 Riley Special), 11 laps. **Fastest lap:** Schellenberg, 65.5s, 56.61mph.

U-Bix Clubman and Libre race (12 laps) — Overall and Clubmans A: 1, Kenny Allen (1.7 Vision V84A), 9m38.7s, 76.89mph; 2, Sandy Watson (1.7 Vision V85), 9m40.4s; 3, Les Duncan (1.7 Vision V85), 9m48.9s; 4, John Fyda (1.7 Mallock), 9m49.2s. **Fastest lap:** Fyda, 46.1s, 80.43mph. **Clubman B:** 1, Andy Smith (1.6 Vision V84B); 2, Frank Lethbridge (1.6 Mallock 16); 3, Bill Carr (1.6 Mallock 16/27B). **Fastest lap:** Smith, 50.9s, 72.85mph. **Sports 2000:** 1, Keith Bowmaker (Lola). **Fastest lap:** Bowmaker, 52.5, 70.63mph. **Libre:** 1, Campbell Chisholm (2.0 Van Diemen); 2, Alan Mutter (2.0 Van Diemen). **Fastest lap:** Chisholm, 49.6s, 74.76mph.

Sportune Scottish GT Race (12 laps) — Overall and over 1000cc: 1, Ray Mallock (2.3 Ecosse C2), 9m40.8s, 76.57mph; 2, Jim McGaughay (2.0 FES Lancia-Toleman), 9m41.2s; 3, Bill Paul (2.0 AC 3000 ME), 10m19.9s; 4, Ron Cumming (3.4 Lotus Esprit), 10m35.4s. **Fastest lap:** McGaughay, 46.5s, 79.74mph. **Up to 1000cc:** 1, Eric Munnoch (1.0 Davrian Mk8); 2, Bob Milne (1.0 Imp GT); 3, Ricky Gauld (1.0 Davrian Mk7). **Fastest lap:** Munnoch, 50.7s, 73.14mph (equals record).

Luckenny Restaurant Road Saloons over 1600cc race (12 laps): 1, Ian Bruce (2.2 Sunbeam Lotus), 12m01.1s, 61.71mph; 2, Ray MacDowell (2.2 Sunbeam Lotus), 12m15.3s; 3, Thomas Bell (Vauxhall Chevette), 12m30.2s; 4, Ronnie Stahl (2.0 Ford Escort), 12m31.0s; 5, Alistair Gray (2.0 Ford Escort), 12m32.0s; 6, Gregor Belth (2.0 Ford Escort), 12m44.7s. **Fastest lap:** Bruce, 58.9s, 62.95mph.