

NATIONAL RACES

Cumming goes

INGLTON, Oct 04: There was an end of term mood prevailing at this meeting which is always notable for producing a fine field of historic racers to contest the Doune Cup. In addition, the Wright family from Ireland stayed on after Knockhill to ginger up the FF2000 locals with Fionn Murray with similar intent for the FF1600 boys.

Proceedings got under way with Ron Cumming rocketing his big Esprit into the autumn mist. Kenny Coleman followed in his 1-litre version, albeit some way back. He had no easy passage as Brian Fletcher clung to his tail and Eric Munnoch loomed large in both their mirrors. He passed at the hairpin and set about Coleman making fastest lap, which was fortuitous as it gave him the GT championship from race winner Ron Cumming.

From a full FF1600 entry Cameron Binnie emulated Cumming in the previous race to pull away from Fionn Murray who, in turn, ably shouldered the task of repelling Allan McNish and Gordon Wilson. The latter collected third in his TNT Swift when the Ecosse youngster dropped out after four laps. This left Roy Low to take up the cudgels having eased away from Colin Harper.

Kevin Tawse made the most of his pole position thrusting his hillclimb Fiesta away from Ray Macdowall who, one felt, was biding his time, so it was no surprise when he led, as the Tawse car trailed a smoke cloud. This, however, not of the proportions belching from the Escort of his fellow Aberdonian Eddie Donald, which burst into flame as it entered the pits with a severed fuel line. The race was halted with Alistair McCarter enjoying a fine third place in his Mini after resisting an assault from Allan Keith.

The Sports/Clubmans 12 lapper became processional as Kenny Allen blasted ahead of John Fyda, the pair dropping Jeff Wilson, getting his stint

in the FES Thundersports, née Grange. Eric Paterson extricated his Vision from the Mallock of Allen Johns to take fourth. Main interest was in the 'B' Clubmans victor Andy Smith, being frustrated by the Marquiss of Reg Forrester-Smith before he got past to annex the Sports car championship, and the no quarter dice between Jimmy Patrick and Jim Irwin which resulted in a protest and the 'B' class results declared provisional.

There were several upsets bedeviling the Road Sports contenders, leader Simon Frost finding his Caterham taking charge exiting the hairpin, boosting the Westfield of Russell Paterson, mindful that Hamish Ogilvie was inexorably closing. Alas he was jollifications(!) and could not improve his second place.

The big engined Road Saloons promised to be a Chevette benefit, Tom Bell pulling out a gap to Allan Smith with hillclimber Robert Sutherland looking to take a fine third place, but a loose water hose elevated the battle between Martin Davidson and Raddy Sarafilovic.

Tom Brown eased his FF2000 Reynard clear of Leslie Wright and Stewart Roden, the former burdened by a 10secs start penalty. Cameron Binnie came under intense pressure from David Duffield to which he relented but Neil Cochran was in no such mood, easing away from the squabble involving Keith Wickham, Stuart Gray and David Wright.

The Historic event attracted a healthy number but lost the Elva of Grant Stephen in the Esses while the lightweight Jaguar of Campbell McLaren cruised back to the pits. This left the forceful John Macdonald holding sway in the Morgan Plus 4 over the Cooper Bristol of Roddy McPherson, until he got things wrong and had to pull out all the stops to re-acquire the lead which he held to the chequer. Charlie Munro was neat and fast in his little Vixen, third place being his reward, well in front of the MGB of Bill Kilpatrick. Hugh McCaig introduced his refurbished Tejoiro Buick in Ecosse colours, naturally, to take sixth place.

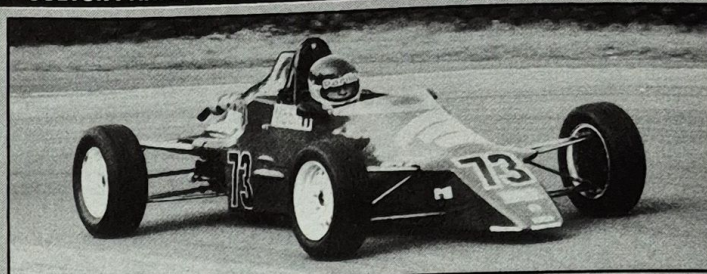
The meeting ended with the Modifields in which Ian Forrest revelled, driving Eric Munnoch's Davrian to overhaul Martin Dunn whose similar car expired shortly after. Duncan Hall never put a wheel wrong taking second in his Lotus Europa and Colin Simpson & Russell Paterson acquired third and fourth. Tom Bell whistled his Chevette through from a lonely eighth place to flash past the Fiesta of Ray Macdowall to close the Ingliston season.

BILL HENDERSON

Raddy Sarafilovic squeezes ahead of Martin Davidson as Andrew Grover keeps clear.



OULTON PARK: DUNLOP/AUTOSPORT STAR OF TOMORROW FF1600



Derek Higgins chalked up yet another success with his RF87.

Higgins again

Nineteen cars appeared for this, the thirteenth round of the championship. Champion Derek Higgins was unable to match the pace of Richard Reynolds' Reynard 87FF, the Van Diemen RF87 driver ending up 0.3sec slower in second place. Allan McNish turned in a 1m44.5s time to be third, while 'Charlie' Brown was on 1m45.0s and 0.1sec faster than Emily Newman, with Chris Needham's Mondiale M87S and Gordon Wilson's Swift FB4 next up, ahead of Cal Foster and Justin Bell.

The first lap was incredibly close, and out of the pack Higgins appeared in the lead, never headed to the flag to clock up another victory. Reynolds was second until half distance when his pursuer, in the shape of McNish, got past. The Scot got within 2secs of Higgins by the flag, and left Reynolds behind in third. Brown got ahead of Needham after three tours and came in fourth, as Needham fell back to be gobbled up by Wilson and Foster. Ward chased Needham across the line to take eighth with Newman in ninth, Bell having retired from this part of the fight on lap 7.

PAUL BOOTHROYD

OULTON PARK

Oct 03, Dunlop/AUTOSPORT Star of Tomorrow FF1600 Championship, round 13

8 laps - 22.15 miles

Pos	Driver	Chassis-Engine	Result	Best lap	Qual	Pos
1	Derek Higgins	Van Diemen-Auriga RF87	14m12.3s	1m45.5s	1m44.3s	2
2	Allan McNish	Van Diemen-Scholar RF87	14m14.2s	1m45.4s	1m44.5s	3
3	Richard Reynolds	Reynard-Minister 87FF	14m18.6s	1m45.9s	1m44.0s	1
4	'Charlie' Brown	Reynard-Minister 87FF	14m23.7s	1m45.9s	1m45.0s	4
5	Gordon Wilson	Swift-Minister FB4	14m25.4s	1m45.9s	1m45.3s	7
6	Cal Foster	Van Diemen-Scholar RF86	14m28.5s	1m46.1s	1m45.4s	8
7	Chris Needham	Mondiale-Minister M87S	14m28.6s	1m47.0s	1m45.3s	6
8	Simon Ward	Van Diemen-Scholar RF87	14m28.9s	1m46.9s	1m46.5s	11
9	Emily Newman	Van Diemen-Scholar RF87	14m32.0s	1m47.2s	1m45.1s	5
10	Mark Bryan	Van Diemen-Minister RF87	14m40.4s	1m48.0s	1m47.5s	13
11	Noel Clegg	Van Diemen-Scholar RF84	14m40.8s	1m48.5s	1m48.5s	14
12	Andy Charsley	Ray-Auriga 87F	14m43.8s	1m48.1s	1m46.8s	12

Winner's average speed: 93.56mph. Fastest lap: McNish, 1m45.4s, 94.57mph. Championship positions: 1, Higgins, 109; 2, Reynolds, 58; 3, McNish, 57; 4, Foster, 53; 5, Brown and Newman, 29. Next round: Donington, Oct 18.

INGLTON

SMRC

Sportstune/Town & County Car Rentals Scottish GTs (12 laps): 1, Ron Cumming (3.4 Lotus Esprit), 9m46.41s, 75.88mph; 2, Eric Munnoch (1.0 Davrian Mk8), 10m19.78s; 3, Kenny Coleman (1.0 Esprit), 10m21.17s; 4, Brian Fletcher (1.0 Davrian Mk8). **Up to 1000cc:** 1, Munnoch; 2, Coleman; 3, Fletcher. **Fastest lap:** Munnoch, 50.0s, 74.16mph (equal record). **Over 1000cc:** 1, Cumming; 2, R Dawson (2.0 Elan); 3, Roderick Stewart (1.8 Elan). **Fastest lap:** Cumming, 47.9s, 77.41mph.

MacAndrews for Citroën Scottish FF1600 final (12 laps): 1, Cameron Binnie (Van Diemen-Minister RF86), 10m21.41s, 71.65mph; 2, Fionn Murray (Crosle-Minister 65F), 10m25.96s; 3, Gordon Wilson (Swift FB4), 10m26.19s; 4, Roy Low (Crosle-Taylor 62F), 10m26.37s; 5, Colin Harper (Van Diemen RF86), 10m26.67s; 6, Ewan Buchan (Reynard-Minister 84FF), 10m27.78s. **Fastest lap:** Binnie, 51.0s, 72.71mph (record).

Peugeot Talbot Road Saloons - up to 1600cc (10 laps): 1, Ray MacDowall (1.6 Fiesta), 9m53.8s, 56.71mph; 2, Kevin Tawse (1.6 Fiesta), 9m54.5s; 3, Alistair McCarter (1.3 Cooper), 10m03.2s; 4, Mike Rattray (1.6 Fiesta XR2), 10m07.1s; 5, Glen Mortimer (1.6 Avenger), 10m07.5s; 6, Bill Stevens (1.6 Fiesta), 10m10.6s. **Fastest lap:** MacDowall, 58.1s, 63.82mph.

Lowland Tyres & Exhausts Scottish Sports Cars final (12 laps): 1, Kenny Allen (2.0 Vision V87), 9m23.14s, 79.01mph; 2, John Fyda (1.7 Vision V87), 9m23.14s; 3, Jeff Wilson (FES Thundersports), 9m36.84s; 4, Eric Paterson (1.7 Vision V87), 9m44.48s. **Clubman 'A':** 1, Fyda; 2, Paterson; 3, Allen Johns (1.7 Mallock 20/24). **Fastest lap:** Fyda, 46.2s, 80.26mph. **Clubman 'B':** 1, Andy Smith (1.6 Mallock MK27G); 2, Jim Irwin (1.6 Mallock MK20/24). **Fastest lap:** Smith, 50.1s, 74.00mph. **Sports:** 1, Allen; 2, Wilson. **Fastest lap:** Allen, 45.9s, 80.78mph.

Road Sports Cars (12 laps): 1, Russell Paterson (1.6 Westfield 7SE), 11m34.38s, 64.08mph; 2, Hamish Ogilvie (1.6 Caterham 7), 11m37.22s; 3, John Peace (2.1 Dutton B); 4, Simon Frost (1.6 Caterham 7), 11m47.26s. **Up to 1600cc:** 1, Paterson; 2, Ogilvie; 3, Frost. **Fastest lap:** Paterson, 56.0s, 66.21mph (record). **Over 1600cc:** 1, Peace; 2, Keith Scott (3.5 Dutton Phaeton); 3, Colin Elstrop (2.0 Triumph GT6). **Fastest lap:** Peace, 57.0s, 65.05mph (record).

Road Saloons - over 1600cc (12 laps): 1, Tom Bell (2.3 Chevette), 11m38.97s, 63.66mph; 2, Allan Smith (2.3 Chevette), 11m50.0s; 3, Raddy Sarafilovic (2.2 Sunbeam Lotus), 12m01.91s; 4, Martin Davidson (1.8 Escort), 12m02.19s; 5, Alastair Cunningham (2.2 Sunbeam Lotus), 12m09.10s; 6, Neill Mutch (2.0 Escort), 12m11.10s. **Fastest lap:** Bell, 57.1s, 64.94mph.

Shell Oils Scottish FF2000 final (12 laps): 1, Tom Brown (Reynard 86SF), 9m46.42s, 75.88mph; 2, Stewart Roden (Reynard 87SF), 9m46.88s; 3, David Duffield (Reynard 86SF), 9m49.43s; 4, Cameron Binnie (Reynard 86SF), 9m51.18s; 5, Leslie Wright (Reynard 86SF), 9m56.58s; 6, Neil Cochran (Reynard 86SF), 9m56.0s. **Fastest lap:** Brown & Roden, 47.9s, 77.41mph.

Western Automobile Co Historic Racing & Sports Cars (12 laps): 1, John Macdonald (2.0 Morgan + 4), 11m55.28s, 62.21mph; 2, Roddy McPherson (2.0 Cooper Bristol), 12m00.63s; 3, Charlie Munro (1.0 Vixen VB4), 12m13.96s; 4, Bill Kilpatrick (2.0 MGB). **Pre-War:** 1, Peter Graham (2.4 Riley Special, 1935); 2, Tom Richardson (1.1 Brooklands Riley, 1929); 3, Stewart Gordon (1.1 Trice, 1932). **Fastest lap:** Graham, 67.0s, 55.34mph. **Post-War:** 1, Macdonald; 2, McPherson; 3, Munro. **Fastest lap:** Macdonald, 57.9s, 64.04mph.

McLaren Homes Scottish Modified Final (12 laps): 1, Ian Forrest (1.0 Davrian Mk8), 10m34.93s, 70.08mph; 2, Duncan Hall (1.8 Lotus Europa), 10m59.14s; 3, Colin Simpson (2.1 Escort), 11m13.34s; 4, Russell Paterson (1.6 Westfield 7SE), 11m13.48s. **Sports:** 1, Forrest; 2, Paterson; 3, Hamish Ogilvie (1.6 Caterham 7). **Fastest lap:** Forrest, 51.8s, 71.58mph (record). **Road Saloons up to 1600cc:** 1, Hall; 2, Simpson; 3, Tom Bell (2.3 Chevette). **Fastest lap:** Hall, 53.3s, 69.57mph. **Saloons over 1600cc:** 1, Ray Macdowall (1.6 Fiesta); 2, Mike Rattray (1.6 Fiesta XR2); 3, Geoff Williams (1.3 Cooper S). **Fastest lap:** Macdowall, 54.8s, 67.66mph (record).