

# Woodman's devalued win

EVEN if neither the entry nor the action in the two Southern Organs/RAC races lived up to expectations, Scottish MRC had a good day of varied racing for its Dicksons of Perth Trophy meeting at Ingliston on Sunday. The two featured events had small enough grids to ensure that Winston Percy, Stuart Rolt, Vince Woodman and Andy Rouse didn't score class-winning points at the full rate. Tommy Dickson was delighted to see young Norman take the *libre* event and almost match the outright lap record, Stuart Lawson gave MacDonald Shand/Ecurie Ecosse another FF win, while Bill Dryden and Bernard Unett were among the other saloon winners in a meeting whose substantial list of race and championship sponsors demonstrated once again how commercially well-founded is the Scotcruisers operation.

Clark (Alfa Romeo Junior) 24 laps. Fastest lap Class B: Jackson and Gubelmann 58.65 (63.28 mph) new class record. Fastest lap Class D: Percy 58.85 (63.06 mph) new class record.

## SPORTS AND SPECIAL GT - 10 laps

The Aurora World Championship Motor Racing Trophy counted for three championships: the British Caledonian, the Hartley Whyte and the Carlsberg.

Tony Charnell substituted the Chevron for the Lola that had been entered and not a soul in the 7500 crowd would have put money on anybody else. From the flag it was Charnell first away towards the Esses, although Peter MacNaughtan in another Chevron made a bold effort from the outside of the front row. Kenny Allen's very quick Team ASM Clan, a rebuilt engine installed on Friday, rebled immediately into third place after a determined start.

These three places didn't change during the race, but it was nevertheless full of interest. Charnell was in a world of his own, determined to get back down to the sub-50s lap, and MacNaughtan was similarly remote in second place, but Allen had to fight hard to hold off first Roy MacNab's start-jumping Gryphon and then Mike Nugent's Elan.

1. A. Charnell (2.0 Chevron B23-FVC) 8m 29.4s (72.79 mph); 2. P. MacNaughtan (1.8 Chevron B23); 3. K. Allen (1.1 Clan Crusader); 4. M. Nugent (1.8 Lotus Elan). Fastest lap under 1600 cc: MacNab 52.2s (71.03 mph). Fastest lap over 1600 cc: Charnell 49.8s (74.46 mph).

## SPECIAL SALOONS - 10 laps

The first part of the Lombard North Central championship race at last brought together the old Ingliston antagonists, Bill Dryden in the DTV Fienza and Douglas Niven in the Border Reivers/Sportstone V8 Capri. Knockhill winner Walter Robertson was also on the grid, as was the surprise entry of Bernard Unett in the James Ross Avenger-Lotus.

It was Robertson who caused the pre-start excitement, when his mechanics were having trouble getting his ex-Tony Charnell engine to fire. They squirted some petrol into the trumpets, the engine spat back and the whole operation caught fire. It was extinguished in time, but the Escort was out.

Bill Dryden made the best start, but the Fienza suddenly slowed as it stripped first gear, and Bernard Unett took the James Ross car into the lead. Dryden took up second place with Eric Smith's Cooper S and Graeme Walker in the ex-SMT Fienza next along. Douglas Niven, having lost third gear on the first lap of practice, was not in any position to press for the lead and rumbled the Capri round in fifth place as the clutch went and the car steadily ran out of brakes.

Dryden made up the lost ground and moved into the lead on lap seven. The order at the head of the field didn't change after that. John Fyda was out of luck in the 1000 cc class, being well down the field, before retiring with a driveshaft gone. Smith was really flying, and set up a new 1300 cc class record.

1. W. Dryden (2.5 Vauxhall Fienza), 9m 05.8s (67.94 mph); 2. B. Unett (2.3 Hillman Avenger Lotus); 3. E. Smith (1.3 Mini 1275 GT); 4. G. Walker (2.3 Vauxhall Fienza). Fastest lap under 1000 cc: Fyda, 55.0s (67.42 mph). Fastest lap 1001-1300 cc: Smith, 53.6s (69.18 mph), new class record. Fastest lap over 1300 cc: Dryden, 52.6s (70.49 mph).

## PRODUCTION SALOONS - 10 laps

The first race might have been a round of the Scotland v Ireland production saloon challenge, but despite a vague promise of more Irish entries in the generally abysmal programme notes, only George Windrum came over from Belfast with his Capri 3000. This was a relief to some of us, who did not then have to explain to the visitors that not all Scots think it amusing to write from a safe distance about bombs in cars.

In this Radio Forth championship race, Eddie Labinjoh was beaten into the Esses by Chris Jones's Mazda, with Jennifer Birrell muscling the SMT/Chucky Chicken Magnum into third place; but Eddie took the Radio Forth/Fishers Garage Alfa Romeo 2000GTV into the lead at Arena first time round and drew away to a considerable lead. The order behind was Jones, Ron Knowles's Mexico and the demoted Magnum. On lap six the battle for second place really erupted, when a hard-pressing Knowles zipped past the Zippo Mazda before the Esses, and there followed a commotion at the hairpin which saw Jennifer Birrell come out best, with the Mazda and Mexico behind in that order. Jones dropped back to fifth on lap eight, and although he tried hard to come to grips with Zippo team-mate Tom Meldrum he didn't fight back into the top four.

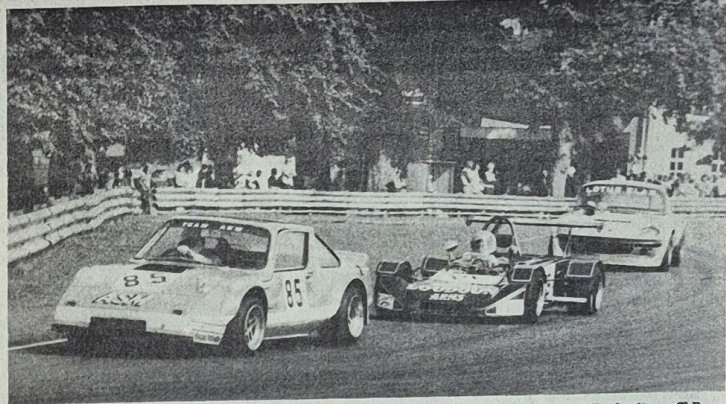
1. E. Labinjoh (Alfa Romeo 2000GTV), 10m 48.2s (57.22 mph); 2. J. Birrell (Vauxhall Magnum); 3. R. Knowles (Ford Mexico); 4. T. Meldrum (Ford Mexico). Fastest lap under £1699: Jones 65.6s (56.52 mph). Fastest lap over £1699: Labinjoh 63.6s (58.30 mph) equals class record.

## FORMULA FORD - 10 laps

This race for the *Encyclopaedia Britannica* Trophy was the fourth round of the Bernard Hunter Crane Hire championship. Stuart Lawson led the series before the meeting, made a fine start and was never really threatened. George Mandell's Royale led the pursuit from the line, at first with Duncan Hall's Hawke in third place. John MacGillivray in the Team Ziebart Crossle had overtaken Hall by the end of the first lap, and second time round the three leaders were very close. Franchitti's Hawke and Lawrie's Elden were having a midfield battle but tangled at the hairpin and put each other out on lap three, while soon afterwards both Keith Millar and Dave Brotherton retired at the pits.

Lawson had put some daylight between himself and Mandell, and his position was eased when Mandell spun the Royale at the hairpin, dropping several places. Hall came back again at MacGillivray, pressed him hard during the last three laps but had to be content with third place.

1. S. Lawson (Hawke DL12) 9m 12.6s (67.10 mph); 2. J. MacGillivray (Crossle 25F); 3. D. Hall (Hawke DL11/12); 4. R. Simpson (Crossle 25F). Fastest lap: Lawson, MacGillivray and Simpson 54.2s (68.41 mph).



DICE of the GT race was for third place, with Kenny Allen (Clan Crusader) successfully fending off Roy MacNab (Gryphon) and Mike Nugent (Lotus Elan).

## FORMULE LIBRE - 15 laps

Andy Barton's March 74B was on pole for this BP event, with Norman Dickson's similar Dicksons car alongside. The second row was shared by John Calvert's March and Douglas Thomson's Chevron. The guest starter was reckoned to have been rather inductive in dropping the flag, and there was some confusion in the front rows.

Anyway, Dickson led the field into the Esses, with Barton, Calvert, Thomson and Bob Rollo's Lotus behind. From that point on Dickson had a copybook race, easing a little ahead lap by lap, although Barton never gave up the chase, especially as they began to lap back-markers. Dickson's determined pace was shown by his fastest lap in 46.2s, only a tenth outside Tommy Reid's circuit record.

1. N. Dickson (1.6 March 74B), 11m 55.2s (77.17 mph); 2. A. Barton (1.6 March 74B); 3. J. Calvert (1.8 March 742); 4. D. Thomson (1.6 Chevron B27). Fastest lap: Dickson, 46.2s (80.26 mph).

## TOURING CARS - 25 laps

As the other two classes gathered for the second of the Dicksons of Perth Trophy races for the Southern Organs championship, local drivers were wondering whether this time the visiting cars would offer action to match the £1,210 total prize fund. The answer was no, as the sight of the eight-car grid suggested.

Vince Woodman in the 5.8 Camaro led away, followed by Andy Rouse in the Dolomite Sprint, Roger Bell in a similar car, Stuart Graham in the 7.4 Camaro, which must have been a real handful at Ingliston. John Handley and Brian Muir in the Dolomite Sprints, Alan Foster's RS2000 which, until three days before the meeting, was to be driven by Tom Thruxinshaw, who went to Thruxton instead, and Jon Fletcher's Camaro.

By the end of the first lap the order was Woodman from Rouse, Graham, Bell, Muir, Handley, Foster and Fletcher. Graham tried hard to get to grips with Rouse, and on lap six made to pass on the outside into the hairpin. At the moment of truth Graham reckoned there was no way out except into the Armo, and he half-spun the big car to go in backwards, "the less expensive way".

That was really that, as the world seemed full of Triumph Dolomites, although Woodman was coping with an almost total lack of brakes and could be heard thumping down the gearbox into the hairpin. Then Foster moved

ahead of Handley, whose car was being carefully looked at by marshals as it appeared to be about to shed part of its exhaust system.

1. V. Woodman (5.8 Camaro), 24m 10.0s (63.93 mph); 2. A. Rouse (Triumph Dolomite Sprint); 3. R. Bell (Triumph Dolomite Sprint); 4. B. Muir (Triumph Dolomite Sprint). Fastest lap class A: Woodman, 57.0s (65.05 mph), new class record. Fastest lap class C: Rouse, 57.4s (64.60 mph), new class record.

## SPECIAL SALOONS - 10 laps

Part two of the Lombard championship round saw Bill Dryden and Bernard Unett sharing the front row, with Eric Smith and Graham Walker behind. Unett took a slight advantage at the start, but Dryden, having changed gearboxes in the interval, soon powered ahead. In the usual dash for the Esses it was Bruce McLeod who drew the short straw, his Mini hitting the exit barrier and staying there for the rest of the race.

Dryden extended his lead, but the oil level plug had blown out of the Vauxhall's gearbox and on lap three he spun on the oil he had himself dropped, visiting the pits for a quick check before resuming down in 11th place. Jim Pinkerton was demonstrating brinkmanship

of a nail-biting order in the scrap for second place in the 1300 cc class, and enlivened a great midfield dice by muscling past Jim Dryden into the Esses and then summarily disposing of his other neighbours to take fifth place overall.

Douglas Niven had the V8 Capri's gearbox seize and gave up after "losing bits of gearbox all the way round", and having to pump hard at the brakes to make any impression.

Unett seemed well away and gave James Ross their first race win with the car; but in the closing stages Graeme Walker, who had taken up the chase for Vauxhall, drew very close indeed and was only one-fifth behind at the line. Bill Dryden forced his way back up to third place, although namesake Jim had to pull off in front of the main grandstand, restarted after losing a lap and then headed for the pits to retire.

R.F.

# Zandvoort flashback

AS we reported in *Track Topics* last week, Rolf Stommelen, Helmut Kelleners and Harald Grohs won the fifth round of the ETC Championship at Zandvoort, even though their Falz Alpina BMW 3.5 CSL finished fourth behind three Porsche Carreras. Having taken second place off Gijfs Van Lennep at the end of the first lap, Toine Hezemans and his partner Tim Schenken inherited victory in the four-hour race when the BMW lost its early lead in a brace of pit-stops to sort out wheel vibrations. Van Lennep and his co-driver Bob Wollek came second in an Erwin Kremer Carrera, finishing on the same lap as the winners despite sustaining no fewer than four punctures. Hartwig Bertrams and Clemens Schickentanz were only a lap down in third.

Hans Heyer made himself a clear third in the championship table 28 points behind the two leaders. Martino Finotto is hard on his heels; Nurburg victors Kelleners and Grohs are only fifth because they had to split the points from their Dutch win three ways.

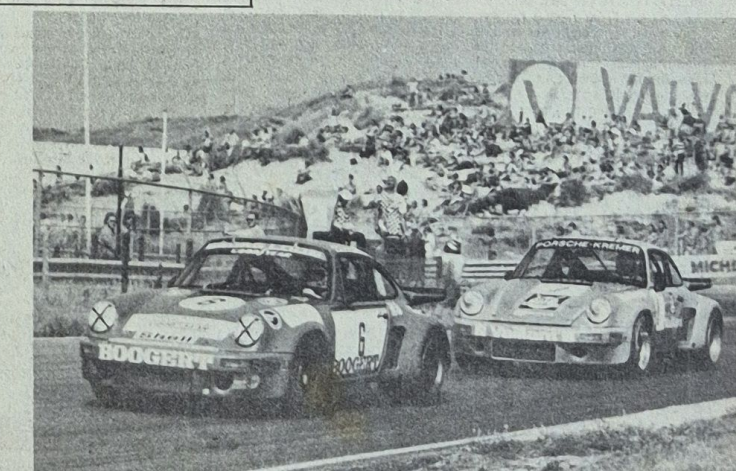
In the manufacturers section of the European Touring Car Championship, BMW is running away with both the over 2-litre class and the outright title chase, for they have scored a maximum 100 points in the five rounds. Ford is almost as strong in the under 2000 cc class, but is way behind BMW overall, since the Escort has scored only three class wins to notch up 60 points.

Official results for the Zandvoort Four Hours were as follows:

1. T. Hezemans/T. Schenken (3.0 Porsche Carrera RSR), 144 laps, 4hr 00m 20.5s (151.98 kph); 2. G. Van Lennep/B. Wollek (3.0 Porsche Carrera RSK); 3. H. Bertrams/C. Schickentanz (3.0 Porsche Carrera RSR); 4. H. Kelleners/H. Grohs/M. Finotto (3.5 BMW CSL); 5. H. Keller/P. Keller (3.5 BMW CSL); 6. H. Heyer/de Madrid (2.0 Ford Escort); 7. C. Facetti/M. Finotto/M. Grano (2.0 Ford Escort); 8. D. Brillat/Sabine (2.0 BMW 2002 TD); 9. W. Prueser/P. Sieben (2.0 BMW 2002); 10. R. Kluit/E. Berg/B. Hayje (3.0 Ford Capri). Fastest lap: Hezemans, 1m 36.0s (158.47 kph).



FOURTH in the race but first in Gp 2, this CSL scored maximum ETC points for BMW and gave Rolf Stommelen a successful come-back to racing.



THE PORSCHE Carreras of Hezemans/Schenken and Van Lennep/Wollek finished first and second overall despite a rash of punctures - the latter car sustained four!