

Tom Walkinshaw's Highland fling

TOM WALKINSHAW was twice a winner in the Castrol Anniversary Challenge Gp 1 races at Ingliston on Sunday. Having led the unlimited race practically from start to finish in his usual Shellsport Capri, Walkinshaw climbed into the London Sports Car Centre's Escort RS2000 usually conducted by Alan Foster and showed the startled Mazda and Dolomite drivers that this model is not as uncompetitive as was supposed. Tommy Reid won the Libre race and Bill Dryden ran away with the special Saloons event after Doug Niven had retired his V8 Escort in both heat and final, so this was the Scottish MRC's most important meeting of the year, a good chunk of Saturday was devoted to practice, but unfortunately one of the heaviest downfalls of rain ever remembered at Ingliston played havoc with the Gp 1 cars on the soaking as well as serpentine surface.

CASTROL Gp 1 SALOONS over 2500 cc - 25 laps

With the tight Ingliston circuit restricted to only 16 starters the organisers very sensibly split the entry for this round of the Castrol Anniversary Gp 1 championship into two parts. Cars over 2500 cc were in the first 25-lapper, whilst the smaller fry had their 25 laps in the penultimate event of the day.

Practice time was generous with two periods for each race on Saturday afternoon, although it needed to be with so many people who had never driven here before. Most wished they had a lower rear axle ratio when they saw the place. Unfortunately, a rainstorm of apocalyptic proportions blighted much of practice, and many were those who revolved while learning their way round, and many there were who found out the hard way how close the Armo is.

Richard Lloyd was one to be caught out, though he put the Simoniz Racing Camaro on pole with a lap in 58.0s before he went straight on at the Hairpin, possibly through brake fade, and removed a considerable length of steel barrier. When his car appeared on Sunday for the race (which was surprising enough anyway), it looked distinctly dog-eared at the front end.

Returning to his homeland, the scene of his Scottish Formula Ford Championship win in 1969, Tom Walkinshaw was in cracking form with the Borcham-built Shellsport Capri 3000. Using his local knowledge he took the other front row slot with a time only 0.2s slower than Lloyd.

Peter Hanson was 0.2s slower again in the Dealer Opel Team's Commodore GSE, while Vince Woodman did a 59s dead in his Camaro to fill row two. Holman Blackburn's Hermetite Capri and Tony Lanfranchi's Van Der Steen BMW CSI made up the third row with best times of 59.2s and 59.4s respectively. Jon Fletcher's Glazepa backed Camaro equalled Lanfranchi's time and alongside him sat Les Nash whose Camaro needed a new gearbox before the race.

Completing the field were Alan Foster in Ivan Dutton's Capri, Ian Phillips in the Adlards Capri, and Rod Birley's slow but spectacular road-tyred Capri. Gordon Dawkins (RS2000) and Wendy Markey (Mazda RX3) also got a run in this event as their own race was oversubscribed and they were quicker than Birley anyway. Stuart Graham did not enter his Camaro with which he leads his class in the series, presumably he thought the long run North was not worth it, especially with Brands Hatch only a week away.

With the aid of a bit of creeping that earned him a ten second penalty from the timekeepers, Hanson shot past Walkinshaw as they left the grid, squeezing him out in the Esses to lead the first lap from the Capri, Lanfranchi, Lloyd, Blackburn and Fletcher. Walkinshaw took a dim view of that on his home circuit, and when they reappeared he had the Opel firmly behind him. By the end of three laps Walkinshaw had already shaken the Hanson/Lanfranchi/Lloyd trio off his tail, and Woodman had moved up to chase Blackburn.

As Walkinshaw stretched his lead, having almost four seconds in hand by half-distance, interest switched to the threesome duelling behind him. After half a dozen laps Lloyd fell away as his battered bodywork gouged a huge groove on the very edge of his offside front tyre. Lanfranchi lost some ground too for a while, but the Opel was hopping through the bends and after half-distance the BMW closed again.

Woodman at last sorted out where second gear was and passed Blackburn on lap 13. The Capri driver was trying really hard, but two tours later Nash passed him too, only to retire on the 19th lap when something broke in the transmission after establishing the big class lap record. Foster and Phillips enjoyed an entertaining dice behind Fletcher until the journalist tried a novel line into the Arena and had to take to the escape road, restarting only after a

but it was still fairly frantic when Williams pulled over onto the narrow verge as he completed his 12th lap: the Mazda had broken a half-shaft. After that Walkinshaw slowly pulled away, and driving superbly in a car hitherto reckoned to have no chance, he won by 5.7s. Handley came second and the ebullient cornering of Rouse kept him third, a couple of seconds ahead of Hine who had had a relatively undisturbed race. Dron and Lyon were next, then came the titanic battle for the 1600 class.

Unett had made a poor start from the line and was then punter sideways onto the grass halfway round the opening lap, so that first time past the stands he was last but one with Jenny Birrell heading the class from Markey and Bell. Mason and Stock were mixed up in this scrap too, the former retiring after 13 laps with an oil leak from the gearbox. By lap 10 Unett was on the lady's tail with Bell backing up close behind, and on the 12th lap Unett got past. By lap 15 Bell had passed Jenny Birrell too, so that Unett ultimately won the class by 3.6s from team-mate Bell with Jenny a not-too-distant third in Halesfield Motors' Avenger and Clark's misfiring Alfa a lonely fourth.

When the results were published it was seen that Walkinshaw's race time in the Escort was only 3.0s greater than in the Capri, and his fastest laps were identical - so who needs a three-litre anyway?

Overall and 1601 to 2500 cc: 1. T. Walkinshaw (2.0 Ford Escort RS2000), 24m 29.8s (63.09 mph); 2. J. Handley (2.0 Triumph Dolomite Sprint); 3. A. Rouse (2.0 Triumph Dolomite Sprint); 4. J. Hine (2.0 Triumph Dolomite Sprint).
Fastest lap: Walkinshaw, 57.6s (64.38 mph). Establishes class lap record.
Over 4000 cc: 1. Lloyd, 24m 43.9s (62.47 mph); 2. V. Woodman (5.7 Chevrolet Camaro); 3. J. Fletcher (5.7 Chevrolet Camaro).
Fastest lap: L. Nash (5.7 Chevrolet Camaro), 58.0s (63.93 mph). Establishes lap record.

CASTROL Gp 1 SALOONS up to 2500 cc - 25 laps

Practice for the smaller Gp 1 was even wetter than for their larger brethren and spins came thick and fast. Both the Team Castrol Broadsept Dolomites had moments off the road. Tony Dron's only required a wheel-arch to be pulled off a front tyre after losing it at Caravan, but Andy Rouse crashed his more comprehensively at the Hairpin. Happily the damage was confined to body panels and he eventually raced, with the consent of his competitors, minus headlamps on the nearby corner. John Handley rotated his Dolomite also at the Hairpin, Roger Bell's Avenger smote the Armo at the exit to the Esses, whilst John Hine (Dolomite), John Markey (Toyota Celica), and John Lyon (Alfa Romeo 2000 GTV) all preferred the public gaze of the grandstand for their indiscretions. Hine later revolving at the Esses and Caravan for good measure.

While all this action took place, everyone did manage to get round a few times without spinning and, by slipping in a few laps on intermediates as the line dried out near the end, Andy Rouse eventually headed practice times with a lap in 58.8s. Second fastest just 0.2s slower was Barrie Williams' Castrol-sponsored Mazda. Handley's 59.6s earned him a place on the second row with Hine (59.8s) for company. Walkinshaw managed only 60.6s in the Escort RS2000 usually raced by Alan Foster, but that was a lot more competitive than this type usually is and he was fifth fastest.

Bernard Unett sat alongside him in the 1600cc class leading Avenger GT entered by the Chrysler Dealer Team; his best was a 60.6s too. Behind them lay Jenny Birrell's Avenger, John Lyon's Alfa, Gerry Marshall's Vauxhall Magnum, Tony Dron's Dolomite delayed by getting onto intermediates a fraction too late, Stan Clark's Alfa Romeo Junior, Tim Stock's Magnum, Rob Mason's Dolomite, John Markey's Toyota, Melvyn Adams' VW Passat and Roger Bell's Avenger, which missed the drier second practice. Marshall's Magnum had two new gearboxes fitted by the DTV mechanics and a third for the race, but its problem eventually proved to be the clutch.

As the front row men dwelt on the blocks Handley nipped through to lead the pack into the Esses with Walkinshaw edging the Escort up to second as they disappeared from sight round the pavilion. When they swung left back into the Arena these two had Williams' Mazda right on their tail, then came a small gap to Rouse, Hine and Marshall. The Magnum lasted no longer than the Hairpin next time round, its clutch finally packing up altogether, so Dron moved into the first six with Lyon next.

Walkinshaw took the lead from Handley at the Hairpin on the third circuit but could not shake off his pursuers and as Rouse tagged onto this bunch it looked like the best Gp 1 race yet seen. Dron challenged Hine but then fell back again, but ahead of them the scrap redoubled its intensity as Williams passed Handley on lap four.

Very slowly the leading quartet spaced themselves out a little more,

Ingliston



2. P. MacNaughton (1.6 Mallock U2-Hol bay Mk11B); 3. Mackintosh. Fastest laps: MacNaughton, 53.4s (69.44 mph).

TOM WALKINSHAW'S Escort RS2000 leads "Whizzo" Williams' Mazda and John Handley's Dolomite in the smaller Castrol Gp 1 race.

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MODSPORTS - 10 laps

Modsports had the honour of opening Scotland's biggest race meeting, and as expected poleman John Absalom walked off with the event in his bespoken 1.8 Ginetta G4. At the first corner Pat Longhurst tried to slip his Davrian inside the ex-Johnnie Blade Clan of Ken Allen, but Allen wasn't having any. On his first visit to the circuit for four years, the Londoner eventually got past on lap four, but the battle continued in reverse order until Allen spun at Caravan on lap seven, recurring still third. Both had set a new class lap record of 54.2s. With the Davrian's Imp engine off the temperature gauge Longhurst eased up to finish 17s behind Absalom. Allen retired again at Caravan last time round and almost lost third place to Alec Souter's Elan, which had inherited fourth when Willie Wood's Midget retired with malfunctioning electronics.

Overall: 1. J. Absalom (1.8 Ginetta Ford G4), 9m 00.0s (68.67 mph); 2. P. Longhurst (1.1 Davrian Imp); 3. K. Allen (1.0 Clan Crusader); 4. A. Souter (1.6 Lotus Elan).
Over 1150 cc: 1. Absalom, as overall; 2. Souter, 3. P. Baker (2.0 Triumph GT6).
Fastest lap: Absalom, 52.8s (70.73 mph) equals class lap record.
Up to 1150 cc: 1. Longhurst, 9m 17.0s (66.27 mph); 2. Allen, 9m 20.0s (65.11 mph); 3. K. Allen (1.0 Ginetta G4). Fastest lap: Longhurst and Allen, 54.2s (68.41 mph), new class lap record.

SPECIAL SALOONS - 10 laps

Sedric Bell started at the tail of the grid in the 1000 cc saloon car race, having fitted Goodyears for the first time and bigger rims after missing his proper practice. Even so, he powered past six cars before the first corner and completed the first lap in third place behind the Imps of Doug Fisher and Peter Pitman. Next time round he passed Pitman but Fisher's amazing device, with wedge-shaped bonnet and aerodynamic appendages everywhere, was almost three seconds clear. For five more laps Fisher held off the irrepressible Allen BDA-engined Mini, but the pressure told and Fisher snagged his nets on the Armo at the Esses, leaving Bell with a resounding victory over Pitman. Ian Forrest's Imp scraped home ahead of John Fyda's Aggra Imp after a race-long dispute in which Fyda lost ground at one stage as fuel surge reduced his engine to two cylinders; still, it was Fyda's first finish of the year.

1. S. Bell (1.0 Mini-Ford), 9m 25.9s (65.52 mph); 2. P. Pitman (1.0 Hillman Imp); 3. I. Forrest (1.0 Hillman Imp); 4. J. Fyda (1.0 Hillman Imp). Fastest lap: Bell, 54.7s (67.97 mph).

SPECIAL SALOONS - 10 laps

The two biggest cars entered, Bill Dryden's 2.3 Vauxhall Firenza and Doug Niven's V8 Boss Escort, were expected to provide battle royal after a very civilised lunch interval, and for three laps they did as "Dougall" Niven struggled to keep ahead of the pole-positioned Vauxhall. But then the Ford broke a rear axle mounting, allowing the diff to sway, sideways, and as Dryden chopped through on the

second part of the long Arena bend Niven eased up, settling for fourth. Dryden thus gave his new engine a comfortable run on its maiden outing - a twin cam Firenza mill built by SMT replacing the Lotus unit used hitherto. Eric Smith's BDA-powered Mini kept ahead of Jim Dryden's more conventional 'bin for all but the opening lap to take the 1200 class as well as second place overall.

Overall: 1. W. Dryden (2.3 Vauxhall Firenza), 9m 7.2s (67.76 mph); 2. E. Smith (1.3 Mini-Ford); 3. J. Dryden (1.3 Mini); 4. D. Niven (5.7 Ford Escort V8).
Over 1300 cc: 1. Dryden, as overall; 2. Niven; 3. F. Gunn (2.0 Ford Escort BDA).
Fastest lap: Dryden and Niven, 52.8s (70.23 mph).
1001 to 1300 cc: 1. Smith, 9m 24.2s (65.72 mph); 2. Dryden; 3. J. Patrick (1.3 Mini).
Fastest lap: Smith, 54.8s (67.66 mph).

FORMULA FORD - 10 laps

Kenny Gray (Van Diemen) and Jim Sherry (Crossle) shared the front row, their task undoubtedly made easier by Stu Lawson's damaging his Hawke early in a grid practice and failing to earn a grid position in consequence. Gray led off the line and quickly pulled away, but his rather scraggly, ragged style got the better of him under braking for Caravan Corner on lap six and he spun down to fourth. Sherry had decanted himself out of the order at the same place on the first lap, so victory fell to Norman Dickson, son of the Managing Director of Dickson's of Perth, the meeting's sponsor, in his Van Diemen with Andrew Jeffrey's Elden a couple of seconds behind. Gray quickly extricated himself from the bunch queuing up behind Graham Hamilton's Van Diemen to be next, while John MacGillivray's Crossle-Rowland finished alongside Hamilton only to be disqualified at post-race scrutineering.

1. N. Dickson (Van Diemen-Scholar RF74), 9m 12.5s (65.14 mph); 2. A. Jeffrey (Elden-Minister Mk10); 3. K. Gray (Van Diemen-Scholar RF74); 4. G. Hamilton (Van Diemen-Scholar RF74). Fastest laps: Gray, 53.7s (69.05 mph).

SPECIAL GTs AND CLUBMANS - 10 laps

Near pandemonium struck the grid when Tony Charnell's Lola T212, emblazoned on pole, jumped out of gear (he said) at the precise moment that the St Andrew's Salties fell, but everyone squeezed past with Eddie Labinjoh's Fisher Spyder heading the pack and Charnell near the back. Jack Hugh's Gryphon was second after the first circuit but next time round fell behind John Absalom's Ginetta. Already Charnell was up to fourth; on the next lap he passed Hugh and was about to devour Absalom. On the Back Straight Charnell took Fisher too, winging away to undisputed victory, but Labinjoh now came under fire from Absalom. Leaving the stadium to start lap six, the Ginetta ducked inside the Fisher, so that they entered the Esses two abreast - it wasn't on, and they both spun. Absalom hardly lost any time and finished second, but after hitting the Ginetta Labinjoh suspected that a driveshaft was on the way out and fell behind a duel in which Les Aylot's smoking, misfiring Ardua just beat Hugh's Gryphon. Sixth overall, right on Fisher's tail, Ken Allen's Clan captured the 1150 honours.

Overall and over 1150 cc: 1. A. Charnell (Lola-EYA T212), 8m 50.2s (69.94 mph); 2. J. Absalom (1.8 Ginetta-Ford G4); 3. L. Aylot (1.3 Ardua-Ford Mk4); 4. Hugh (1.6 Gryphon-Ford). Fastest lap: Charnell, 49.8s (74.31 mph) equals class lap record.
Up to 1150 cc: 1. K. Allen (1.0 Clan Crusader), 9m 20.0s (65.11 mph); 2. A. Mackintosh (1.0 Mallock U2-Davron Mk11B); 3. R. Rouse (1.0 Nathan-imp GT).
Fastest lap: Mackintosh, 53.8s (69.92 mph).
Clubmans: 1. Hugh, 9m 13.4s (67.00



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SPECIAL SALOONS - 15 laps

The Special Saloon allcomers' final was something of a demonstration run for Bill Dryden's Firenza, for he led from pole position to chequered flag and won by half a lap. "Dougall" Niven snorted past Eric Smith's Allen-prepared BDA Mini 1300 on the second lap, but his Boss Escort lost ground all the time to Dryden and pulled off after six tours with the same trouble as before. Smith came second, his 2s actual margin over Sedic Bell's gloriously screaming 1-litre Mini being increased by 10s thanks to the latter's push-start on the grid. A distant fourth and last to cover all 15 laps, was Jim Dryden's 1.3 Longman Mini, which incurred a 10s penalty for jumping the start. After John Fyda's Imp retired minus a gear lever at half distance the 1.3 Minis of Jim Pinkerton and Jim Patrick dived for fifth place, a lap behind, to the former's advantage. In all three classes new lap records were established, Dryden doing a 52.2s, Smith a 53.6s and Bell a 54.2s.

Overall: 1, W. Dryden (2.3 Vauxhall Firenza), 13m 27.3s (68.90 mph); 2, E. Smith (1.3 Mini-Ford); 3, S. Bell (1.0 Mini-Ford); 4, J. Dryden (1.3 Mini).

Over 1300 cc: 1, Dryden, as overall; 2, D. Niven (5.7 Ford Escort V8); only starters.

Fastest lap: Dryden, 52.2s (71.03 mph), new class lap record.

1001 to 1300 cc: 1, Smith, 13m 52.6s (66.80 mph); 2, Dryden; 3, J. Pinkerton (1.3 Mini);

Fastest lap: Smith, 53.6s (69.18 mph), new class lap record.

Up to 1000 cc: 1, Bell, 14m 4.6s (65.85 mph); 2, A. Fleming (1.0 Mini); 3, G. Windrum (1.0 Hillman Imp).

Fastest lap: Bell, 54.2s (68.41 mph), new class record.

FORMULE LIBRE - 15 laps

Scotland can field a very good Libre line-up these days, and although Irishman Tommy Reid led the Burmah Trophy event all the way in his Cosworth Chevy-engined Brabham BT38/40, he had to work pretty hard for his ackers in the opening laps. Tony Charnell, now in his Felday BDA-powered ex-Graham Hill Brabham BT38, chased him hard for the first five laps and kept second even as he lost touch, but he had Iain McLaren's ex-Jaussaud

F2 Rondel Motul perilously close to his gearbox the whole time. For 11 laps Andy Barton's was next in line, but then his Lotus 69 must have got taken short for it lunged off the straight before the Hairpin and demolished the gents' toilet! Barton was unhurt, but whether anyone was availing himself of the facilities at the time was not recorded. Anyway, Doug Thomson's GRD 273 was the last to be unlapped with Les Aylott's still smokey Ardua and John Barr's Lotus 69 completing the top six.

1, T. Reid (2.0 Brabham-Cosworth BDE BT38/40), 12m 5.1s (76.70 mph); 2, A. Charnell (2.0 Felday BDA BT38); 3, I. McLaren (2.0 Rondel Motul-Cosworth BDG M1); 4, D. Thomson (1.6 GRD-Swindon BDA 273).

Fastest lap: Reid, 46.6s (79.57 mph).

PRODUCTION SALOONS - 10 laps

Although few positions changed this was one of the day's most entertaining events as the Production Saloons got into all manner of unlikely attitudes. Tom Walkinshaw did *not* intend to race his Gp 1 Capri in this race, despite what the timekeeper who gave him pole thought. Bernard Unett led from flag to flag in his Halesfield Motors/Chrysler Dealer Team Hunter GLS, but Ed Labinjoh's Alfa Romeo 2000 GTV closed remorselessly and lost out by under a second. Owing to engine troubles in practice Graham Birrell started at the back, but at the Hairpin on the eighth lap his tyre-smoking, tail-flailing Hunter wrested third place from the violently understeering Vauxhall Magnum of his wife, Jenny, although Graham almost lost it completely in the long Arena curve when they next appeared. Bob Leckie's class win in the Roy Thomson Avenger GT probably clinches the Ziebart Championship for him.

J.C.T.

Overall and over £1250: 1, B. Unett (1.7 Hillman Hunter GLS), 10m 53.8s (56.71 mph); 2, E. Labinjoh (2.0 Alfa Romeo 2000 GTV); 3, G. Birrell (1.7 Hillman Hunter GLS); 4, Mrs. J. Birrell (2.3 Vauxhall Magnum).

Fastest lap: Labinjoh, 1m 4.0s (57.94 mph).

Up to £1249: 1, B. Leckie (1.5 Hillman Avenger GT), 11m 33.8s (53.44 mph); 2, M. Skakspeare (1.3 Ford Escort GT); 3, I. Smith (1.0 Simeca Rallye 1).

Fastest lap: Leckie and Skakspeare, 1m 8.0s (54.53 mph).