INGLISTON

21-5-81

Niven goes pop!

SCOTTISH MRC welcomed David Essex to the race meeting named after him at Ingliston on Sunday. He did a canny motor-bike demonstration, on a look-alike Silver Dream Racer. But the actual racing highlights of the day were a splendid GT final won by long-lost Douglas Niven in the VW-Chevrolet, another elbows-out FF1600 scrap between Roy Low and Tom Brown, and a close encounter of the Clubmans kind between John Fyda and Kenny Allen.

George Coghill's Caithness Glass Davrian set off first in the LMS Promotions race, with Ian Forrest's Drambuie Davrian right on his tail. Ken Murray's Davrian took up third place. Forrest passed at the hairpin on lap two. Murray came up to second place, and next time round he sliced inside Forrest at the hairpin. Forrest stayed well in touch, but retired to the pits in a cloud of smoke on lap six, when an oil filter seal broke up at Clock.

The slower of the FF1600 events was the Canon Photocopiers 10-lapper. Geordie Taylor, driving his 12-year-old Merlyn in only his fifth race, took the lead from pole position. But a pile-up in the Esses blocked the track enough for the red flags to be unfurled. At the restart it was Taylor who led away again, but John Bothamley's Van Diemen was right behind, and took over on the opening lap. Two scraps developed, between Bothamley and Taylor for the lead, and between Stewart Roden's Van Diemen and Iain Nicolson's Hawke for third, until Nicolson spun at Arena.

John Fyda and Kenny Allen in Mallocks shared the front row for the Royal Highland and Agricultural Society sports car race. Fyda sprinted off first, but Allen was on his tail, and they stayed that way for all of the 12 laps, brushing back-markers unceremoniously out of the way. John Barr was a remote third, and John Mackie took the Clubmans B section from fourth place overall, setting a new class record, as did Laurence Jacobsen in the Chevron which won the Sports 2000 class.

Jim McGauchay managed pole position for the Gerralds Trophy GT heat in his March-based Renault, no mean feat when he was up against Douglas Niven's VW-Chevrolet and Walter Robertson's big Skoda-Hart. McGauchay just moved first, but Robertson powered ahead into the Esses. They were side-by-side at Lefthander, then McGauchay pounced brilliantly for the lead at Clock. Niven's Beetle, as twitchy as ever, took up third place. Robertson set a new class record and re-took the lead into the hairpin on lap five. Niven snatched second place one lap later, and after that McGauchay slowed, with his brake pedal somehow bent underneath the throttle.

Roy Low's Tarduff Motors PRS was on pole for the Shell Championship FF1600 race, with Tom Brown alongside in the Van Diemen. Low led away from the start, with Brown tucked in right behind. That's the way they stayed till the end, with no quarter asked and certainly not much given. Vic Covey was third all the way, far ahead of Chic Stenhouse to be able to afford the luxury of a quick spin without losing his place.

Andy Barton was on pole for the Lothian Chemicals *libre* race, a counter in both the *Glasgow Herald* and the Caledon Coal Company championships. But he made a poor start, leaving Jim Evans's March to rocket into a substantial lead from Kenny Allen's Mallock, which later retired with no brakes. Dave Duffield, starting from the back of the grid in the Caledon Ralt, charged up through the field, and overhauled Stuart Lawson's March for second place on lap three, slamming inside at Caravan. The first three places remained as they were until one lap from the end. Barton had been tigering away from his midfield start, set a new class record, passed Lawson for third on lap 14 and only just failed to draw level with Duffield at the flag.

The storming GT final was christened the David Essex race. Walter Robertson's Skoda was on pole, but Douglas Niven took the VW-Chevrolet off to a superb no-nonsense start, as Jim McGauchay hurled the Renault into second place past a hesitating Skoda. These three stayed in line astern right through the 15 laps, but it was anything but a dull race, never more than a total of 3s covering all three. Robertson had a tough time, as the third man in the trio, keeping in touch with the others as they lapped back-markers at tight parts of the circuit. It was here that Douglas Niven's race-craft showed, and he never gave the hard-pressing McGauchay — who set fastest lap — any real chance to draw onto level terms. **R.F.**

GT cars under 1000 cc — 10 laps: 1. K. Murray (Davrian Mark 7), 9m 07.8s (67.69 mph); 2. D. Ogilvy (Sunbeam Stiletto); 3. H. Gillanders (Hillman Imp); 4. G. Coghill (Davrian Mark 7/8). Fastest lap: Murray, 52.8s (70.23 mph). New class record.

FF1600 — 9 laps: 1. J. Bothamley (Van Diemen RF78), 8m 31.1s (65.29 mph); 2. G. Taylor (Merlyn Mark 11); 3. S. Roden (Van Diemen); 4. D. Hamilton (Van Diemen RF78). Fastest lap: Hamilton, 54.0s (68.67 mph).

Sports cars — 12 laps: 1. J. Fyda (1.7 Agra Mallock Mark 18B), 9m 36.1s (77.24 mph); 2. K. Allen (1.6 Mallock Mark 20); 3. J. Barr (1.6 Mallock Mark 19); 4. J. Mackie (1.6 Mallock Mark 21). Fastest lap, Clubmans A: Fyda and Allen, 47.1s (78.73 mph). Fastest lap, Clubmans B: Mackie, 50.7s (73.14 mph). New class record. Fastest lap, Sports 2000: L. Jacobsen (Chevron B52), 51.0s (72.71 mph). New class record.

GT cars over 1000 cc — 10 laps: 1. W. Robertson (2.0 Skoda-Hart), 8m 32.7s (72.32 mph); 2. D. Niven (5.0 VW-Chevrolet); 3. J. McGauchay (2.0 FES Renault); 4. H. Chalmers (1.1 Davrian). Fastest lap over 1500 cc: Robertson, 50.1s (74.01 mph). New class record. Fastest lap 1001-1500 cc: R. Gauld (1.1 Davrian), 53.1s (69.83 mph).

FF1600 — 12 laps: 1. R. Low (PRS RH01), 10m 45.0s (68.99 mph); 2. T. Brown (Van Diemen); 3. V. Covey (PRS 81F); 4. C. Stenhouse (Van Diemen RF81). Fastest lap: Brown, 52.7s (70.36 mph).

Formule Libre — 15 laps: 1. J. Evans (2.0 March 792-Hart), 11m 30.0s (80.61 mph); 2. D. Duffield (1.6 Ralt RT4); 3. A. Barton (2.0 March 782); 4. S. Lawson (1.6 March 80A). Fastest lap over 1600 cc: Barton, 44.3s (83.70 mph). New class record. Fastest lap under 1600 cc: Lawson, 44.6s (83.14 mph).

GT cars — 15 laps: 1. D. Niven (5.0 VW-Chevrolet), 12m 42.1s (72.98 mph); 2. J. McGauchay (2.0 FES Renault); 3. W. Robertson (2.0 Skoda-Hart); 4. H. Chalmers (1.1 Davrian). Fastest lap over 1500 cc: McGauchay, 49.4s (76.06 mph). Fastest lap 1001-1500 cc: Chalmers, 52.2s (71.03 mph). Fastest lap under 1000 cc: G. Coghill (1.0 Davrian Mark 7/8), 50.2s (73.86 mph).