

Niven's ton

12-4-79

DOUGLAS NIVEN celebrated his 100th victory when his Border Reivers VW-Chevrolet won the Lombard special saloon final at Ingliston's Shulman Carpets Trophy meeting on Sunday.

The opening Landmark FF1600 race saw a storming drive through from the back of the grid by Alan Boyle's Lotus 51. But after it was discovered that the marshals shouldn't have let him out in this one, because he'd qualified for the "faster" Shell championship race later in the programme, Peter Jamieson's Hawke was declared the winner from Derek Palmer's similar car!

In the World Carpets over 1000cc special saloon race, Douglas Niven took his Beetle very smartly off the line, ahead of John Kirk's ex-Nick Whiting 3.4-litre Escort. John was taking wider lines than the others, which meant he was fighting the car all the way round the circuit, sliding off into the infield after the Esses on lap two. Jimmy Robertson's Skoda then took over second place from Walter Robertson's DFVW, and they stayed that way to the finish, with Jimmy Pinkerton's Cooper S winning the 1300 cc class from Alex Littlejohn's similar car.

It was Clubmans cars all the way in the Robertsons of Cardenden sports car race. Andy Smith's Mallock led from pole until his engine gave up coming out of the hairpin on lap four. John Mackie and Jim Stevenson in two more Mallocks took over the lead, with Stevenson really tigering away until he sliced ahead at Clock on lap nine.

The gridful of Imps in the Victoria Carpets one-litre special saloon race saw Iain Forrest's Drambuie car lose its pole-position advantage by making two pit stops. Ricky Gauld and Jim McGauchay were first and second all the way, finishing 0.2s apart despite McGauchay's repeated and forceful attempts to draw level.

For the first few laps of the Shell championship FF race there was some furious motoring as Dave Manners harried Stuart Lawson, both of them in PRSs. It took until lap four for Lawson's lead to look secure, but even then he was only 1.4s ahead at the finish. Keith Lawrence's Van Diemen took Tom

Brown's similar car third place on the outside at Clock on lap two, and Dave Duffield's Crossle set fastest lap as he hauled it up from eighth place on the opening lap to fourth at the end.

John Fyda's Agra Elan did another of its celebrated disappearing over the horizon acts in the Chrysler Cup race which opened the Hamilton and Inches modsports championship. Clubmans B cars were allowed into this race, and Clive Reeve's Mallock took second place from Brian Stevenson's Davrian on the inside at Clock on lap six, although he was 35s behind Fyda's flying Elan at the finish.

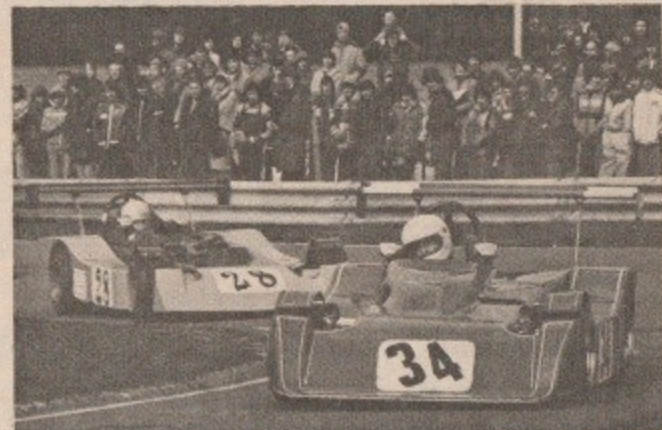
The Mogil Motors Formule Libre race was like "Hamlet" without the Prince, Ophelia, the Ghost and the entire Danish court! This was the opening round of the new Lothian Chemical Company championship, sponsored by retired Scotcircuits chairman John Romanes. Neither Iain McLaren nor Andy Barton, nor Bryce Wilson, was entered; Norman Dickson's F2 March was scratched, Robin Smith's F1 Ensign broke its oil scavange pump before practice and stayed in the paddock, and even pole-position man Gary Gibson's Chevron couldn't make it for the race itself.

As the flag fell, Jim Stevenson's remarkable Mallock got away first from the single-car front row, but by the end of the opening lap Stewart Robb's March 75B was in the lead from Scotcircuits new

chairman Graham Hamilton in the Cuthbertsons/Rosetta Chevron B29 and Jimmy Jack's March 772. Robb gradually pulled away from Hamilton but, having dropped back on the opening lap, Stevenson provided the fireworks by carving his way to the front again. He retook the lead as Robb seemed to miss a gear at the MacRobert Pavilion on lap 13, and the Mallock was so close behind it only just managed to swerve past. The March went off-song and dropped to fourth, but there was a stirring finish as Dave Muter in the Barton very nearly overhauled Hamilton's Chevron on the line.

Douglas Niven's 100th win came in leisurely style in the Lombard championship event. He squirted away from the line, increasing his lead over Jimmy Robertson's Skoda by 3s on every one of the first six laps. Walter Robertson's DFVW and John Kirk's Escort took a long time getting past the Imps of Ricky Gauld and Jim McGauchay, engrossed in their own one-litre class battle. The DFVW and the Escort came side-by-side into Clock on lap 10. Holding the outside line which is the more favourable for the next right-hander at Arena, Kirk chopped in front of the VW, sending both cars half-spinning. The Escort continued without losing a place, but a more than disgruntled Robertson eventually abandoned into the pits.

R.F.



ANDY SMITH hangs on to a short-lived lead of the Clubman's race ahead of John Mackie.

Formula Ford 1600 — 10 laps: 1. P. Jamieson (Hawke DL12), 9m 48.6s (63.06 mph); 2. D. Palmer (Hawke DL11); 3. B. Burgess (Image FF); 4. A. Hamilton (Alexis FF). Fastest lap: Jamieson, 56.9s (65.17 mph).

Special saloons over 1000cc — 10 laps: 1. D. Niven (5.1 VW-Chevrolet), 8m 50.8s (68.86 mph); 2. J. Robertson (3.4 Skoda Coupe); 3. W. Robertson (3.0 DFVW); 4. J. Kirk (3.4 Escort). Class Fastest laps: J. Pinkerton (Cooper S) 57.4s (64.6 mph) and Niven, 52.1s (71.17 mph).

Sports cars — 10 laps: 1. Stevenson (1.6 Mallock 20B), 8m 18.9s (74.32 mph); 2. J. Mackie (1.6 Mallock 18B); 3. J. Walker (1.6 Mallock 20B); 4. R. Rorerster-Smith (1.6 Marquis Magnum). Class Fastest laps: C. Reeves (1.6 Mallock 16) 54.0s (68.69 mph) and Stevenson, 48.4s (76.61 mph).

Special saloons up to 1000cc — 10 laps: 1. R. Gauld (Imp), 9m 23.2s (65.84 mph); 2. J. McGauchay (Imp); 3. G. Coghil (Imp); 4. K. Murray (Imp). Fastest lap: McGauchay, 55.2s (67.17 mph).

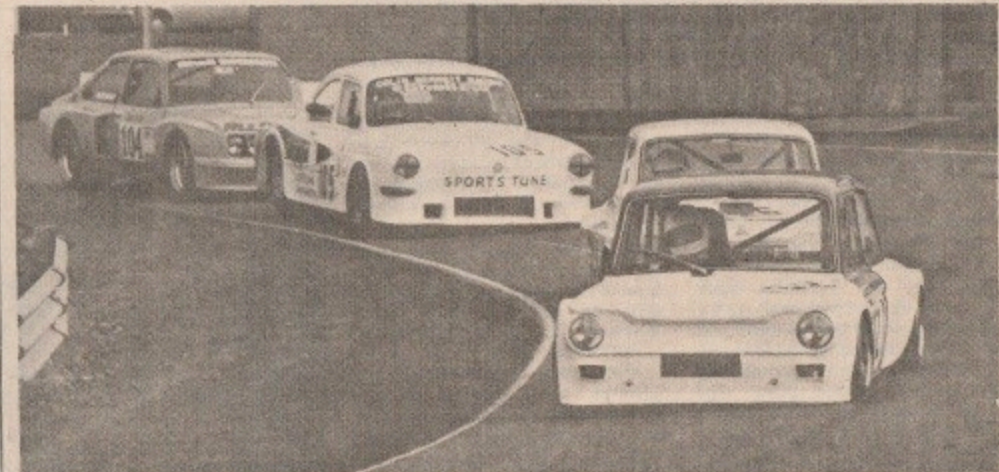
Formula Ford 1600 — 12 laps: 1. S. Lawson

(PRS), 10m 47.4s (68.73 mph); 2. D. Manners (PRS); 3. K. Lawrence (Van Diemen RF79); 4. D. Duffield (Crossle 32F). Fastest lap: Duffield, 52.8s (70.23 mph).

Modsports — 10 laps: 1. J. Fyda (1.9 Elan), 9m 01.0s (68.54 mph); 2. C. Reeves (1.6 Mallock Mk16); 3. B. Stevenson (1.3 Davrian); 4. A. Young (1.3 Davrian). Class Fastest laps: Stevenson, 55.6s (66.69 mph), and Fyda 53.0s (69.96 mph).

Formule Libre — 15 laps: 1. J. Stevenson (1.6 Mallock Mk 20B), 12m 29.0s (74.26 mph); 2. G. Hamilton (1.6 Chevron B29); 3. D. Muter (1.6 Barton JTB3); 4. S. Robb (1.9 March 75B). Fastest lap, Formule Atlantic: Muter, 48.9s (75.83 mph). Fastest lap overall: Stevenson, 47.8s (77.57 mph).

Special saloons — 15 laps: 1. D. Niven (5.1 VW-Chevrolet), 13m 21.3s (69.41 mph); 2. J. Robertson (3.4 Skoda Coupe); 3. J. Kirk (3.4 Escort); 4. R. Gauld (1.0 Imp). Class fastest laps: McGauchay, 54.7s (67.79 mph), Pinkerton, 57.4s (64.64 mph), and Kirk, 51.2s (72.42 mph).



ROY KNOWLES heads Jim McGauchay, Walter Robertson and John Kirk in the Lombard championship qualifier.



Jim McGaughan's Imp belched smoke on every lap as he tried to outbrake Ricky Gauld for the lead in the small special saloon race at Ingliston on Sunday. Among the winners was new Scot circuits chairman Graham Hamilton, who took the Formula Atlantic class in the Libre event.