

Niven's richest run!

DOUGLAS NIVEN'S VW-Chevrolet, re-christened the Pentax Special for the day, won the richest race ever run in Scotland, at Ingliston on Sunday. The invitation Pentax Trophy Race offered a prize fund of £1,100, which attracted such other machinery as Mick Hill's Skoda-Chevrolet with ex-Surtees 7-litre Can-Am engine, Jimmy Robertson's 3.4 litre Skoda, Tony Dickinson's 2-litre turbocharged Skoda, and John Kirk's ex-Whiting 3.4 litre Escort.

Pentax also brought along actor Patrick Mower from *Target*, and organised a competition to estimate the lap time set up by Tom Walkinshaw with the Mazda RX7, both of which helped to swell the crowd to 9800.

When the grid assembled for the big race, the drivers were unsettled by the damp but drying track. Niven, on pole position, would have liked to change his wet tyres for dries, but after earlier delays the organisers would not allow any further postponements. Hill went straight into the pits after his warm-up lap to change wheels, because the ones he was using for his wet tyres fouled the brake calipers.

When the flag fell, Niven, Kirk and Dickinson led off for the Esses, with Hill's car still in the pits. Gingerly driving was the order of the day and, in terms of sheer concentration, this was probably the hardest saloon race ever run at Ingliston.

Niven was using the very latest Goodyear F1 wets on the rear, and found as the racing line dried that his car was an unaccustomed handful. Only a second behind, John Kirk held second place until lap three, when Dickinson forced ahead out of lefthander, and Jimmy Robertson passed Walter Robertson's DFW for fourth under braking for the hairpin. At much the same time, Mick Hill was allowed out of the pits on dry tyres and started the race after his long delay.

Jimmy Robertson had the bit between his teeth now and took

Kirk for third place at the McRobert Pavillion on lap six. By the end of lap 10, Niven, Dickinson — also in handling trouble — and Jimmy Robertson had all put Hill another lap behind. With the racing line dried out, Niven was finding the conditions as his tyres deteriorated "like driving on wet chewing gum", and Dickinson and Robertson were now in very close pursuit.

Then the race went into a new, unexpected dimension. On his dry tyres Hill suddenly started to speed up. Setting fastest lap in the process, he retook Robertson on lap 18, closed right up on Dickinson and passed him at the hairpin with one lap to go. That

put him directly on the Beetle's tail.

Niven had to decide whether to try to hold him off with a badly handling car, or risk pulling over and perhaps letting Dickinson, still well in touch, through as well. He moved over at Southstand, regained his line just in time, and ran out the winner of a very tense race, on tyres his mechanics reckoned would not have survived three more laps.

The local special saloons had already had two other races, counting for the Lombard championship. Niven won the first one in the dry from Kirk and the two Robertsons, Jimmy all but overhauling Kirk's Escort on the line. Graham Stupple's Mini took the 1300 class.

It was all Imps in the one-litre saloon race. George Coghill won after early leader Ricky Gauld slowed with a misfire, and Ian Forrest finished second in the smaller of the Drambuie cars.

Andrew Jeffrey in the Hope Scott Atlantic Chevron had an impressive Formule Libre win in the *Glasgow Herald* race. He started from pole on a wet track, got smartly away from Bernie Hunter's Ralt and Andy Barton's

March, and dominated proceedings throughout.

The March gave Andy a difficult run, and on lap 11 it swiped the Armeo at Southstand, which pirouetted it hard into the infamous toilet block. Stewart Robb had found things getting rather hot in his March 75B at the end of the first lap. A fuel pipe burst, petrol spilled into the cockpit and ignited. Quick-acting marshals got him out with only his overalls scorched.

Jeffrey won by a margin of 8s from Hunter. Scotcircuits chairman Graham Hamilton finished third with his Chevron.

The first FF race saw a fine start-to-finish win on a wet track by Peter Jamieson's Hawke. Stuart Lawson took the faster Shell championship race in his PRS, quickly overhauling Dave Duffield's Crosslé, which got the best of the start.

The Clubmans race saw Jim Stevenson's Mallock once more in excellent form, winning by 9s from John Mackie, Kenny Allen and John Barr. The meeting closed with another zoom-off Modsports victory by John Fyda's Agra Elan.

R.F.



DOUG NIVEN scooped the big money special saloon laurels with his VW-Chevrolet.