

Niven collects gold at Pentax Ingliston

The Pentax Trophy meeting at Ingliston on Sunday started well, the opening event of eight enjoying fine weather. This unfortunately deteriorated in a spell of heavy rain which left the track hazardous for the feature events and effectively dampened much of the promised fireworks. This in no way deterred Doug Niven who collected the Pentax gold with his 5-litre V.W Beetle Chevy, appropriately renamed 'The Pentax Special' for the day, while Andrew Jeffrey demonstrated the Hope Scott Garage Formula Atlantic Chevron B49 for the home crowd, dominating the *Libre* event.

The meeting commenced, after a delayed start due to oil deposited during the warmup for the big special saloons. The Pentax Special, eased off the line by Niven, inexorably pulled away from the DWS Cash and Carry/All Car Equipe Escort of John Kirk, who had the Skoda Coupe of Jimmy Robertson hounding him and pulling away from Walter Robertson (DFVW). John Fyda, who yields most effectively his Agra Elan, being absolutely unapproachable in modsports events at this circuit, started

from the rear of the grid and streaked through to fifth place at the flag, even overwhelming the fearsome 4.9 Capri of Allan Brown and the class winning 1.3 Mini of Graham Stuppel.

A smallish field of nine clubmans cars faced the starter for their 10-tapper, as heavy clouds crept over the circuit. Jim Stevenson again assumed command, his Mallock 20B leaving John Mackie (18B) to fend off the challenge of the 18CW driven by Kenny Allen, who appeared to be falling back into the clutches of John Barr in the Nathan Valley Homes Mk19 who kept Andy Smith in fifth place. The only non-Mallock, the Marquis Magnum of Reg Forester-Smith, succumbed when his front suspension collapsed after eight laps.

Following a lengthy delay, when the monsoon struck, the 1-litre saloons took to the streaming track, with Ricky Gauld from pole in the McRitchie (Construction) Cumbernauld Hillman Imp, gingerly easing away, but the car took command out of the hairpin and the CG Imp was headed for the front driven by George Coghill. Iain Forrest inherited second place in the Drambuie Imp when

Gauld's Imp slowed with water affecting the distributor and plugs, but Jim McGaughay, who had earlier spun away from his front row placing, was charging through to third place, and Bill Thomson (ATS Imp) elbowed the unfortunate Gauld out at the hairpin for fourth.

On a damp track, a somewhat dreary Formula Ford 10-lapper followed, the main interest being when Peter Jamieson shot his Hawke DL12 through from row 2 at the start, as Derek Palmer (Hawke DL11) and Archie Boyle (Lotus 51) scabbled for grip and in the second place battle between Bob Burgess (Image FF) Palmer and the forceful Robin Simpson (Crosle 25F).

Following a demonstration of the Pentax sponsored Mazda RX7 by Tom Walkinshaw, Andrew Jeffrey took command of the *Libre* 15-lapper in the Atlantic Chevron B49. The race featured a battle for second place between Bernie Hunter (Ralt RT1) and the March 79B forcefully urged along as usual by Andy Barton. This ended when Andy took to the damp grass at South Stand and broadsided his car into the Armo protecting the infamous 'Gents' projecting out towards the track. This elevated Graham Hamilton to third in the Cuthbertson Foods/Rosetta Fruit Juices/*Glasgow Herald*, Chevron B29 with the Bass Rock Garage B35 of George McMillan and Jimmy Jack (Jack Crane Hire March BMW 772) taking station behind. Bob Leckie spun his Chevron at Arena allowing Andy Smith to slot his Mallock 20B into sixth place and, after a further similar occurrence three laps later, the Aberdonian retired to the pits. Gary Gibson, meanwhile, was having a miserable race which he suffered for eight laps, leaving the place to John Barr Mallock Mk 19.

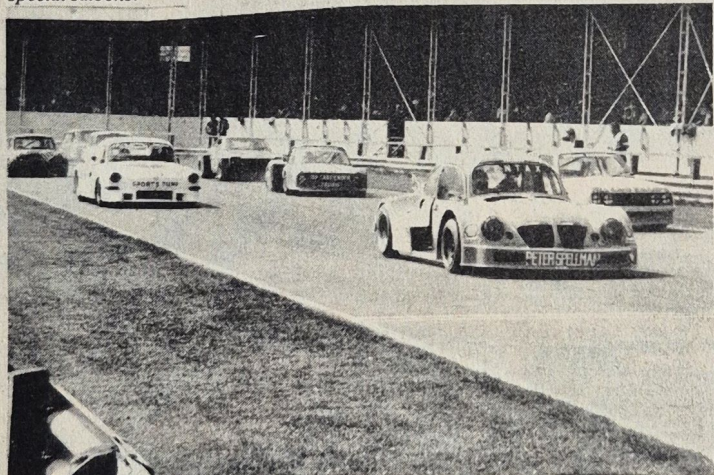
The Pentax Trophy race — on a drying track — lost some of its steam when Mick Hill headed the Taylors 24 7-litre Skoda S130 RS for the paddock after the warm-up, returning to the fray after two laps, with Doug Niven heading the Dealer Team Skoda of Tony Dickinson. The Lincolnshire driver was, in turn, watching every move to pass made by the following Robertson's Cardenden Skoda Coupé of Jimmy Robertson. Behind, John Kirk and Walter Robertson fought their own private battle safely in front of the 1-litre brigade which saw Ricky Gauld out to make amends, as was Jim McGaughay. He eased the pressure when he was black-flagged to secure a loose bonnet, but let Bill Thomson (ATS Imp) take up the challenge. Some way in arrears George Coghill, with parts of the bodywork loose, was challenging the big Capri of Allan Gray but overdid things out of the hairpin and dropped out of contention as an unhappy Bill Cox had done earlier in the Link Systems Capri. Mick Hill, meanwhile, was in the middle of the lead battle on the drying track, although not on the same lap as Jimmy Robertson and Doug Niven.

The faster of the two Formula Ford races was a gift for the PRS of Stu Lawson after he overwhelmed David Duffield on the opening lap in the Hubert Mitchell Insurance Crosslé 32F. In a similar car, Arnie Black did his best to secure second place with Keith Lawrence holding his Van Diemen RF 79 just behind.

The final race for Modsports found John Fyda rush away again in the Agra Elan, but behind him Kenny Coleman forced his 1.8 Elan along, only to spin off after noticing smoke after braking for the hairpin, letting Clive Reeves take a fine second place in his Mallock Mk16. Angus Young (Davrian) held on to third despite a challenge from the Mallock of Jim Sword, who was displaced by the Davrian of Brian Stevenson, while game keeper Stan Share earned sixth place in his Clan Crusader.

BILL HENDERSON

Renamed Pentax Special for the day, Doug Niven's Beetle Cherry leads away the special saloons.



results

The Pentax Trophy (Race 1), for over 1000cc special saloons, (10 laps): 1. Doug Niven (5.0 VW-Chevrolet), 8m 42.2s, 71.01mph; 2. John Kirk (3.4 Ford Escort), 8m 54.9s; 3. Jimmy Robertson (3.4 Skoda Coupe) 8m 55.4s; 4. Walter Robertson (3.0 D.F.V.W) 8m 59.0s. **Over 1300cc:** 1. Niven; 2. Kirk; 3. Jimmy Robertson. **Fastest lap:** Niven, 51.3s, 72.28mph. **1000 — 1300cc:** 1. Graham Stuppel (1.3 Mini); 2. Gerald Clark (Mini); 3. Alex Littlejohn (1.3 Austin 'S'). **Fastest lap:** Clark, 57.0s, 65.05mph.

The Southernness Holiday Village Trophy for Clubman Cars (10 laps): 1. Jim Stevenson (Mallock 20B), 8m 09.5s, 75.75mph; 2. John Mackie (Mallock 18B), 8m 18.5s; 3. Kenny Allen (Mallock 18CW), 8m 32.6s; 4. John Barr (Mallock Mk 19), 8m 33.8s. **Class A:** 1. Stevenson; 2. Mackie; 3. Allen. **Fastest lap:** Stevenson, 48.2s, 76.73mph. **Class B:** 1. Clive Reeves (Mallock U2 Mk 16) 2. Jim Sword (Mallock 16); 3. Jim Irwin (Mallock U2). **Fastest lap:** Reeves, 55.1s, 67.30mph.

The Pentax Trophy (Race 2), for up to 1000cc Special Saloons (10 laps): 1. George Coghill (Imp), 10m 56.3s, 56.50mph; 2. Ian Forrest (Imp), 11m 19.4s; 3. Jim McGaughay (Imp), 11m 19.5s; 4. Bill Thomson (Imp), 11m 20.5s; 5. Ricky Gauld (Hillman Imp), 11m 21.3s; 6. Ken Murray (Sunbeam Imp) 11m 27.4s. **Fastest lap:** Coghill, 62.6s, 59.23mph.

The McDonald School of Motoring Race, for Formula Ford (10 laps): 1. Peter Jamieson (Hawke-Scholar DL 12), 11m 14.6s, 54.97mph; 2. Bob Burgess (Image Auriga), 11m 18.7s; 3. Derek Palmer (Hawke-Agra) 11m 24.5s; 4. Robin Simpson (Crosle Scholar 25F), 11m 26.5s; 5. Arch Cromar (March 708) 11m 54.3s; 6. Ian McCloy (Hawke Agra DL 19), 11m 55.6s.

The Galsgow Herald Cup For Libre cars (15 laps): 1. Andrew Jeffrey (1.6 Chevron B49), 13m 42.9s, 67.60mph; 2. Bernie Hunter (1.6 Ralt Swindon RT1), 13m 51.2s; 3. Graham Hamilton (1.6 Chevron B29), 14m 12.3s; 4. George McMillan (2.0 Chevron BDx B35), 14m 22.6s; 5. Jimmy Jack (2.0 March BMW 772), 14m 41.6s; 6. Andy Smith (1.6 Mallock 20B), (14 laps). **Fastest lap:** Andy Barton (1.6 March Swindon 79A), and Jeffrey, 53.9s, 68.79mph.

The Pentax Trophy Invitation Race for Special Saloons (20 laps): 1. Doug Niven (5.0 VW Chevrolet), 19m 14.4s, 64.24mph; 2. Tony Dickinson (2.0 Skoda 130 RS), 19m 15.1s; 3. Jimmy Robertson (3.4 Skoda Coups), 19m 15.4s; 4. John Kirk (3.4 Ford Escort), 19m 58.7s. **Over 1300cc:** 1. Niven; 2. Dickenson; 3. Jimmy Robertson. **Fastest lap:** Mick Hill (7.0 VW-Chevrolet Skoda S 130 RS), 54.3s, 68.29mph. **1000 — 1300cc:** 1. No finishers. **Up to 1000cc:** 1. Ricky Gauld (1.0 Hillman Imp); 3. Jim McGaughay (Imp) **Fastest lap:** George Coghill (CG Imp, 58.1s; 63.32mph).

The Shell Championship For Formula Ford 1600 Cars (12 laps): 1. Stu Lawson (PRS Scholar RM 01) 10m 43.7s, 68.91mph; 2. David Duffield (Crosle Minister 32F), 10m 48.6s; 3. Keith Lawrence (Van Diemen Auriga RF79), 10m 50.7s; 4. Arnie Black (Crosle 312F), 11m 02.7s; 5. Ivan Robinson (Crosle 35F), 11m 04.0s; 6. Roy Low (Hawke DL 19 E) 11m 06.5s. **Fastest lap:** Lawson, 52.8s, 70.23mph.

The Royal Highland & Agricultural Society Trophy for Modsport Cars (10 laps): 1. John Fyda (2.0 Agra Elan), 9m 09.4s, 67.49mph; 2. Clive Reeves (1.6 Mallock U2 Mk 16), 9m 26.1s; 3. Angus Young (1.1 Agra Davrian Mk V), 9m 29.7s; 4. Brian Stevenson (1.1 Davrian Mk VII), 9m 38.9s; **Up to 1300cc:** 1. Young; 2. Stevenson; 3. Share, (1.1 Clan Crusader). **Fastest lap:** Young, 55.0s, 67.62mph. **Over 1300cc:** 1. Fyda; 2. Reeves; 3. Jim Sword (1.6 Mallock Mk 16). **Fastest lap:** Fyda 53.6s, 69.16mph.