

Hepworth's Harewood

AFTER a diabolically wet Saturday practice session at Harewood surely no one present could have imagined that Sunday could have turned out to be such a fine meeting, with a couple of class records for good measure. The meeting was the third qualifying round for the Castrol/BARC Hill Climb Championship in which Chris Seaman (MG Midget) retained his lead, although there was much shuffling of positions behind him. As expected, David Hepworth was the fastest of the day in his 5-litre 4wd Hepworth Chevrolet with a time of 42.76s, his 60th bid at the venue with the car.

Fred Whittaker was very fortunate to escape serious injury in a very nasty practice accident in the Farm Yard, driving his twin cam U2.

The two new class records came at the end of the meeting in the championship top 10s run off with Robert Nyack reducing the 1600 cc touring class figures in his Escort by 0.4s, whilst Jim Thomson's Hydrocruiser Vira GT improved the over 1100 cc figures by 0.66s. Needless to say both were their class in the overall runs. Speak (51.46) from Graham Brooks (Escort GT, 53.44) and Ian Hardy (Mk5, 55.10), while Thomson (50.87) beat former class record-holder Richard White (Cortina GT—52.63).

The largest class of the meeting, Special series touring cars, saw Nicky Porter (1128 Mini) predictably out in front at 49.66s, although unexpectedly John Pascoe and Henry Blackledge had to give best to Mike Fletcher (50.44), Clive Harrison (51.38) and Alex Boyle (51.74).

Other Minis finished first, second and third in both the up to and over 1000 cc special saloon class, the smaller falling to Peter Bradman (51.93) from the shared machine of Brian Berridge (54.04) and Brian Frank (55.02). Chris Craine took the

larger class (48.11) from Edward Spencer and Brian Preston (49.76 and 49.95).

In the smallest of the major sports car classes the current Castrol Championship leader, Chris Seaman (50.63) was appreciably faster than all the other Spridgets, the nearest being Peter Dacey at 54.48s. The intermediate section contained Richard Gray's Lotus Europa and Ted Ryan's four-seater Morgan, which naturally resulted in an easy win for the Lotus (53.47 to 61.21). In the big TVR Incze R-type class, John Lambert (48.28) fought off a determined Sparty Smith (48.79).

The Mopeds class produced another Spridget 1-2-3, John Hollingsworth from Peter Ripley and John Netherwood in the "may I hold up the meeting while I change plugs" model (32.40, 34.16 and 36.11). Chippy Stross, with his well-known Blue truck (the other section (50.59) from Ted Worwick's single trouble-free run (50.50), the verdict going to Chippy for getting to the top twice.

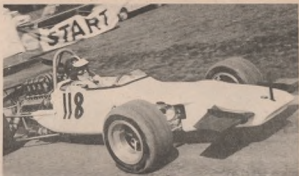
GT cars up to 1400 cc found three evenly matched combinations after the number one spot with Warren Booth (Mini-Spirit GT, 50.48), finally heading Mike Thomas (Panda GT, 50.82) and Tim Hayton (Mini Marcos, 50.86).

Only two cars contested the 1500 cc sporting section with Frank Aston in the Landar R7 (49.54) finishing comfortably ahead of John Bennett's Marlin 88 (51.33).

The GT and sporting classes produced some stirring racing, the 1101 to 1600 cc section going to David Morris' U2 (47.57) from Tony Lambert's Ginetta G4 (50.46) and Richard Evans' U2 (50.48). In the over 1600 cc class Reg Phillips had straightened out the Prescott damage to his Fairley (see Chevron BMW) and produced a winning 47.46s, from Jim Thomson's Chevron B6-48-44) and Brian Alexander's Ginetta G16 Buick at 49.84s. It was nice to see the ex-Roy Walton Special, Bristol powered, back in circulation in the hands of John Kirkup (53.12) behind George Tatham's BT17 (51.71).

There was plenty of variety in the 1100 cc single-seater class, ranging from Alan Standforth's farrow Terrapin to Leslie Stone's old Cooper Mk 8, now fitted with an Imp motor, Mike Allan (48.65) in the Exorce Imp took the class from Standforth (49.84). Bob Frost's Dufon LD4 is up for sale, so he was very pleased to clean up the 1600 cc class in 48.18s from John McCarty (49.27) who was having his first outing in the ex-Roy Lane Tech/Craft 4wd, BRMs having rebuilt the engine from John's Fielday 4 to 1750 cc.

The over 1600 cc class provided some more pointers for the Shell RAC Championship with David Hepworth stealing the show, his fourth win in as many starts. Bob Jennings was having his first outing in the BT30X since Roy Lane tried a 3.5-litre Buick motor.



MIKE MacDOWELL took a third place first time out with the unique F1 Repco V8 engine Puller.

David Hepworth had to work for his success—a broken main chassis member came to light during practice, whilst his rivals merely busied themselves getting their cars in concours condition to match their impressive performance. **K.H.**

Phil D. Hepworth (L.R. Hepworth Chevrolet), 43.76s; J. R. Lane (L.S. McLaren Chevrolet Motors), 45.95s; J. M. MacDowell (L.R. Puller Repco), 45.21s; 4. T. Griffiths (L.R. Bradburn Repco BT35X), 44.96s; 5. R. Thomas (L.S. McLaren Chevrolet Motors), 48.12s; 6. M. Evans (L.S. Bradburn Buick BT21C).

Castrol/BARC Championship after three rounds: 1. Chris Seaman, 12.45; 2. Robert Nyack, 13.44; 3. Nick Porter, 11.95; 4. Mike Fletcher, 11.39; 5. Chris Craine, 14.93; 6. Murray Barham, 16.43.

Granite City Rally

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Roger Clark beat the nine minutes, 20 seconds target by 45 seconds!

Bullloch Wood was a rather strange stage, starting at 470-954 and going off the strip almost immediately to travel along a curious rippled pink surface and then change on to a yellow talc-impregnated covering to rejoin the map downhill and finish at 484505. Clark cleaned it by four seconds, but Hibbert was close behind and still led at the lunch halt in Keith. Scores here showed Hibbert with 51, Fidler 53, Clark 57, Rae 69, Taylor 96 and Malkin 106.

another splendid run came in an end. The organisers had arranged a Pye radio link with the Garity stage, and results were available very smartly here.

Specialists 1 (0:30 mins): Thomson 5:08, Clark 5:23, Fidler 5:28, Haggie 5:24, Bean 5:25, Rae 5:26, Eric-Masswell 5:26.

Specialists 2 (2:00 mins): Clark 7, Hibbert 11, Fidler 16, Bean 18, Malkin 19, Haggie 19, Galtchater 19, P. Clark 19.

Totals (2:00 mins): Clark 6, Hibbert 1, Haggie 7, Bean 9, Fidler 9, Wharrie 16,28 mins; Clark 27, Hibbert 36, Bean 32, Gattie 43, Rae 44, Malkin 44.

The Bix (2:50): Fidler 7, Clark 7, Bean 8, Malkin 8, Eric-Masswell 8, Rae 14.

Championship 2 (10:00 mins): Clark 6, Malkin 13, Watson 15, Mac