



DAVID FRANKLIN narrowed the gap to one point at the top of the championship.

HILLCLIMB

Franklin narrows the gap

ROUND FOUR of the RAC Hillelimb Championship at Harewood on Sunday provided David Franklin's Wendy Wools March-BMW with its second win of the series to close to within one point of championship leader, Chris Cramer. These two were in a league of their own, Franklin setting FTD on 42.38s; Cramer the only person to offer a serious challenge in the top ten runs with the Grunhulle March 76A.

It seemed that there was a conspiracy against the BARC (Yorks) with just about every conceivable delay putting the meeting an hour and a half off schedule. Due to the weather it was not possible to use the slip road down to the start line so that runs had to be concluded in batches as competitors travelled down the hill from the Paddock. This resulted in a thick coating of mud at the exit of Farmhouse Bend, which caused several anxious moments including a roll by Jim Gardner's midget. The first class was won by John Casey's Cooper S on 51.28s. John Jordan was out to prove that his lowly result at Prescott was not a true guide to form and did so convincingly to take the 1300 saloon class with his Imp. John Meredith's Imp-engined Mini took second place on 50.41s from Dave Harries making another good showing in the Royalist Hotel Mini. Tony Drummond gave a lesson in special stage rallying to win the big saloon class, throwing his RS1800 up the hill with remarkable abandon in 50.98s. Bob Forth only did one run in the 1400 c.c. Marshall and Fraser Mini but it was good enough for second place on 51.30s.

Des Richardson's MG Midget was unopposed in the 1300 Marque Sports Car class after Jim and David Gardner's Midget rolled out of contention. Tony Marshall managed to keep his Lotus Elan ahead of the rest in the well supported 1300-2600 Marque class, finishing over two seconds ahead of Alan Smith's Morgan

+4. Tony Bancroft's Porsche Carrera took the next class by nearly seven seconds, ending the day on 49.25s. Charles Barter continued on his winning way in his immaculate Davrion Mk. 7 to head the small Modsports class on 47.55s. Martyn Bolton took a close fought second place with 50.23s, to the 50.27s of Tim King. Charles Wardle's Lotus 7 won the 1600 c.c. class with a run in 54.55s to hold Bob Dayson (Turner) at bay. Bill Cole looked set for a win in his glorious V12 Jaguar E with a first run of 53.16s, but an indiscretion on his second run allowed Haydon Spedding's similar car to slip through and take the class on 52.19s.

The 1700 c.c. Clubmans Class was the property of Ian Curtis (Mallock Mk. 18) whose 48.18s run was over 2s ahead of the opposition. Roger Simpson's Marog Ford wound up the Sports Racing Class with a 53.15s. Martin Bolsover took his Mallock to an excellent 47.78s to prove that his Prescott win was no fluke. Hard on his heels come the Datalinski PG12 of Tony Westwood on 47.93s. In the over 1600 c.c. Class the Chevon B23 of John Baker-Courtenay just pipped David Garnett's ex-Tony Bancroft Chevon B19.

David Gould returned to his winning ways in the small Racing Car Class taking the Terrapin 19G up the hill in just 48.45s to head the Terrapin Mk.7 of Alan Staniforth. Jim Johnstone really has hit top form and his 1600 c.c. Class winning time landed him in the top-ten run off.

The big class was headed throughout by the Wendy Wools March of David Franklin who put in a masterly display to take F.T.D. on 42.38s. Mike MacDowel demonstrated the true potential of the Coogar DFV by taking second place on 43.00s. Chris Cramer had an eventful day recording a 48.63s first run despite understeering off at Orchard Corner and then his second run was brought to a halt by an errant chicken at Farmyard. On the re-run however, Chris showed he had lost none of his composure to take third place on 43.07s. One big disappointment was the failure of former champion Roy Lane to bring the March 741 to the line. Roy had gone well in practice but couldn't get the engine fired up due to some mysterious problem.

In the top-ten run-off Malcolm Dungworth recorded a 47.65s first run in the Waring and Gillow Pilbeam R22 but was unable to improve on this and had to settle for tenth place. Ninth place went to the March 752 of Ted Williams who took the Redland Motor House machine up the hill in 46.11s. Poor Alister Douglas-Osborn seems to be having no luck at all this year. After failing to score at Prescott, he could only manage eighth place with a 55.64s first run — failing to come to the line for his second run as the Pilbeam's DFV engine proved reluctant to start. A very impressive seventh place went to Jim Johnstone — the first 1600 driver to reach the top-ten this year — in his Brabham BT30, just 0.6s in front of the reigning champion. Ken MacMaster seems to revel in slippery conditions, but for once they got the better of him when he spun at Coogar corner on his second run, leaving his 45.23s first time to stand for sixth place.

Mike MacDowel is at last getting to grip's with the Coogar, but found the surface too tricky

for this 3.3 litre machine, nonetheless taking fifth spot with a fine 44.86s climb. The B and W Motors Ralt of Rob-Turnbull just pipped MacDowel, on 44.56s. Martyn Griffith's Pilbeam March looked very fast and, indeed recorded a 44.09s second run to equal Chris Cramer's first run twice. Cramer improved, however, to leave Griffiths in third place.

Cramer was on brilliant form to lie .08s behind the incredible March BMW of Dave Franklin which had stopped the clocks on 44.01s. On the second run Cramer broke into the 43s bracket with a time of 43.98s so that the outcome rested on the last run of the day. As ever, Franklin responded magnificently, using all his car control to put the matter well and truly beyond doubt getting right down to 43.03s. S.K.S.

Top Ten run off

1. D. Franklin (2.0 March 772), 43.03s; 2. C. Cramer (3.4 March 76A), 43.98s; 3. M. Griffiths (2.2 Pilbeam-March G78), 44.09s; 4. R. Turnbull (2.0 Ralt RT1), 44.56s; 5. M. MacDowel (3.3 Coogar RT1), 44.68s; 6. K. MacMaster (2.2 Modus M4), 45.23s; 7. J. Johnstone (1.6 Brabham BT30), 45.58s; 8. A. Douglas-Osborn (3.0 Pilbeam MP31), 45.64s; 9. T. Williams (2.0 March 752), 46.11s; 10. M. Dungworth (3.0 Pilbeam MP22), 47.65s.

Results: RTD: D. Franklin (2.0 March 772) 42.38. Class winners: J. Casey (1.3 Cooper S) 51.28p; J. Jordan (1.0 Imp) 49.70p; Tony Drummond (2.0 Escort RS1800) 50.98p; Des Richardson (1.3 MG Midget) 51.93s; Tony Marshall (1.6 Lotus Elan) 51.15s; Tony Bancroft (2.8 Porsche Carrera), 49.25s; Charles Barter (1.0 Davrion Mk 7) 47.55s; Charles Wardle (1.6 Lotus 7), 54.55s; Haydn Spedding (4.4 Jaguar E), 52.19s; Ian Curtis (1.6 Mallock Mk 18), 48.18s; Roger Simpson (Marog Ford), 53.15s; Martin Bolsover (1.6 Mallock Mk. 18), 47.78s; John Baker-Courtenay (1.8 Chevon B23), 49.51s; David Gould (1.1 Terrapin 1G), 48.45s; Jim Johnstone (1.6 Brabham BT30), 44.83s; Dave Franklin (2.0 March 772), 42.38s.

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