



AFTER a lengthy layoff, Archie Inglis returned to hillclimbing with his Anglia.

## A saving Grace

UNFORTUNATELY for the Yorkshire Centre of the BARC the weather at its traditional Easter Sunday opening of the Harewood Hillclimb Championship left something to be desired. The rains came down in force during the morning but eventually abated as the afternoon progressed, fortunately in time to allow the Mallock U2s to stage a tremendous battle for FTD, which eventually saw the Clubmans car of David Grace overcoming the more potent BDA motivated machines to take a splendid outright win, with a time which was only a little over four seconds outside his personal best on the Yorkshire hill.

A few of the classes failed to attract more than a handful of starters, one such being the first of the touring car classes. Dave Gilbert brought his Mini to Harewood for the first time producing a dominant couple of runs to quite easily dispose of the Stone brothers' Imp. The next touring car class saw a welcome return to Harewood by Nicky Porter (Cooper S) who disposed of the opposition by over half a second. A well supported large touring car class produced a very convincing win for the well handled Vauxhall Chevette of Paul Simson, over a second and a half in hand over the Escort of George Swinbourne, who also qualified for the top 10 run off.

A storming climb from the Rallye Equipe Cooper S of William Richmond produced a slightly surprising result when the small special saloons took to the hill. His effort proved good enough to hold off

Ron Gerrard's Maguire Imp and the Solo Silletto of Bobby Fryers, the former taking second place by one hundredth of a second. Having missed the previous day's Strathclyde meeting due to bellhousing problems, the reigning BARC Hillclimb Champion Mike Kerr (2.6-litre Mobil Chevette) ran in the large special saloon car class and disposed of Bob Claxton's Firenza with a sub 49s climb. John Gornall needed but one run in his Midget to comprehensively take the first of the marque car classes and the same applied to Graham Oates and the Europa in the next division. Richard Jackson handled his Porsche 924 Carrera GT with his usual enthusiasm and it came as no surprise to see him taking the next class by a second plus from the Ferrari 308GTS of Tony Birch.

The first of the modified sports car

classes produced a close finish with the Chamberlain powered Lotus 7 of Derek Bridge emerging ahead of Steve Radcliffe's Davrinn by 0.13s. It was just as close in the next division too, with the shared Jaguar E of Haydn Spedding and Chris Mason locked in battle, just 0.15s separating the two, the honours just falling Haydn's way. Class record holder Chris Hart disposed of his co-driver Peter Green to take the first of the Clubmans' classes in the Centaur by over a second. In the push rod section Allan Warburton opened by skating into the hedge with the David Grace Mallock, fortunately with not too much damage to the nose carrier, whilst Peter Harper set the pace. But later Harper spun out of contention and Grace stormed the hill in the repaired Mallock, clipping the 47s barrier to put himself in the firing line for FTD with the top 10 runs to come.

After the class runs Edinburgh driver Bill Wood set the pace, firing his BDA powered Leicestercard Mallock to the finish in just 45.87s as he ran alone in the 1600cc sports racing car class. His compatriot from north of the border, Alex Graham, was also going well with the Scottish Farms 1700cc version.

A fine first climb from the Terrapin of Allan Stanforth saw him taking the 1100cc single-seater class by nearly three seconds from Steve Owen's version. This was to prove to be Allan's only run as on the second runs his daughter Clare skated off and the Imp powered single-seater was not seen again. In the Formula Ford class Alan Stringer (Crossle) finished with over a second in hand over Rod Staniland, and in the 1600cc single-seater section a fine

battle raged between the March / Pibbeam of Alan Newton and Barrie Duttonall (Ralt RT3), local man Newton heading the way by 0.12s on the first runs. A slight misfire hampered Duttonall on the second run whilst Newton trimmed his first effort to finally take victory.

The FTD Awards top 10 run-off attracted only eight starters, the saloons of Nicky Porter and Paul Simson electing not to run. Peter Speakman produced two hard-charging runs in his ex-Jochen Rindt Brabham BT18 but was forced to settle for eighth place, a quarter of a second down on Mike Kerr who only just failed to beat the 50s barrier. Despite an escalating misfire Duttonall pressed on well with the Ralt, and did well to finally net sixth place. Newton in contrast improved greatly into the 46s range, but was still forced to settle for fifth place.

It really was a battle of the Mallocks for the honours, David Grace produced another of his classic Harewood climbs to lead Bill Wood on the first runs, with Alex Graham also in hot pursuit. Fifth placed Peter Harper found a tremendous improvement on his last climb to get ahead of Newton by 0.4s, but Graham backed off, his challenge run having taken to the grass on the lower part of the hill. Grace sensing that his first ever Harewood FTD was in sight, attacked in magnificent style and again improved, to a remarkable 44.36s, which gave him 0.7s in hand over Wood. Bill came to the line in determined style, but seconds later his challenge had also evaporated, for the transmission cried enough, leaving Grace with a memorable victory.

R.K.B.

### Harewood Hillclimb FTD Awards Championship — Round 1

1, David Grace (FTD) (1.7 Mallock U2 Mk14/25 Ford)	44.36s
2, Bill Wood (1.6 Mallock U2 Mk18 BDA)	45.06s
3, Alex Graham (1.7 Mallock U2 Mk20 BDA)	45.33s
4, Peter Harper (1.7 Mallock U2 Mk21 / 24B Ford)	46.54s
5, Alan Newton (1.6 March / Pibbeam R28 / 46 FVA)	49.34s
6, Barrie Duttonall (1.4 Ralt RT3 BDA)	50.01s
7, Mike Kerr (2.6 Vauxhall Chevette HSR)	50.26s
8, Peter Speakman (1.6 Brabham BT18 Ford)	Non Start
Nicky Porter (1.3 Mini Cooper S)	Non Start
Paul Simson (2.3 Vauxhall Chevette HSR)	Non Start

Class winners: Gilbert (1.0 Mini Cooper S) 53.91s; N. Porter (1.3 Mini Cooper S) 50.44; P. Simson (2.3 Vauxhall Chevette HSR) 49.56s; W. Richmond (1.3 Mini Cooper S) 51.55s; M. Kerr (2.6 Vauxhall Chevette HSR) 48.94s; J. Gornall (1.3 MG Midget) 50.64s; G. Oates (1.6 Lotus Europa Ford TC) 51.75s; R. Jackson (2.0 Porsche 924 Carrera GT) 54.82s; D. Bridge (1.6 Lotus 7 Chamberlain) 50.58s; H. Spedding (1.4 Jaguar E) 52.50s; C. Hart (1.6 Centaur 14G Ford) 53.28s; D. Grace (1.7 Mallock U2 Mk14 / 25 Ford) 46.86s; B. Wood (1.6 Mallock U2 Mk18 BDA) 45.87s; A. Graham (1.7 Mallock U2 Mk20 BDA) 47.67s; A. Stanforth (1.1 Terrapin Mk7E Imp) 53.95s; A. Stringer (1.6 Crossle 30F Ford) 53.82s; A. Newton (1.6 March / Pibbeam R28 / 46 FVA 48.41s.