

SHELL / RAC CHAMPIONSHIP

HAREWOOD HILL-CLIMB

THE BARC Yorkshire centre's Shell/RAC round at Harewood on Sunday provided Roy Lane with his second win in as many weeks. Although David Hepworth had been fastest in the previous day's Castrol/BARC meeting and in the class runs, the main excitement in the run-offs was the battle between the two men who were level for third place in the championship. The two, Lane and Mike MacDowel were the quickest of the day, running well below Hepworth's recently-set record, but at the end of one of the season's most exciting meetings the two are still level, Lane having to drop more points from his gross score than MacDowel.

One of the largest crowds seen at Harewood turned up in splendid weather, some perhaps drawn by former racing driver Jon Pertwee, billed as Doctor Who. They were able to see all the hill, which is in a natural amphitheatre and winds its way up to the paddock via a farm yard.

On Saturday during the Castrol/BARC meeting David Hepworth left the record at 40.10s but the awards for the meeting, which was run without classes, were based on the Castrol/BARC bogey times and the winner was championship leader, Jim Thomson (Blydenstein Viva GT) who was hard pressed, as he is in the championship, by Robert Speak (Escoort).

The usual profusion of BARC classes started off the meeting on Sunday. Nicky Porter (Cooper S) set a new record in his class with Alex Boyle (Cooper S), the successful Ed Spencer (Cooper S) and Speak also winning the other saloon car classes. The Yorkshiremen were cock-a-hoop at their home hill, for Yorkshiremen have won both the Shell championships. However the new Leaders champion, Spotty Smith, who had both his Tuscan and GT40 present, was lucky to win his class for besides claiming to be half asleep (!) the engine of the TVR was well down on power. The other Marque and Mod-sports winners were Chris Seaman (Townmaster Midget) and Charles Dracup (Vixen).

There were some splendid cars in the largest GT/Sports Racing class. In spite of only finishing one run Reg Philips again showed what a splendid hill climber the Chevron B19 is by winning his class for the second week running, from Tony Harrison (McLaren M12C) who like the previous Sunday found himself eleventh fastest championship entrant. In spite of being red flagged on his second run Trevor Smith (Daren-FVA) smashed the record in winning his class which included a number of U2s that went over the line in all directions. Jim Bunney (Mini Marcos), Sandy Hutchinson (Landar) and Richard Jones also won sports car classes, the latter taking the clubman's record.

John Turner (Cooper-Norton) established a record for the 500 cc racing cars on their first visit to the hill, while in the 1100 cc class Peter Voigt took revenge for his recent defeats at the hands of Roger Willoughby (Brabham BT15) with a record run in his Ginetta G17 which qualified him for the championship runs, a splendid performance on what is essentially a power hill. Mike Hawley was fluffing very badly on his first run and although he beat Spencer Elton's record he was far from happy, as he had been much quicker in practice. Some frantic work was done on the car to make it fire properly but Hawley didn't hold out much hope as he set off for his delayed second run. He needn't have worried for the car was now fine and he made a mockery of the previous record. Scotsman, Ted Dzierzek (Lola T35) was next, well back and slower than Elton's previous time.

Again the largest racing car class produced a first-class entry with David Hepworth in his Hepworth FF, or Guyson Sandblast Special as it is now known, becoming the first man to get below 40s at Harewood. Mike MacDowel was second in this class having fitted stronger springs to the Palliser-Recco which he owns with John Cousins. Sir Nick Williamson took third place in his Brabham BT35X but was also seen sitting bolt upright in the 4WD Hepworth in which he was thoroughly enjoying himself. He took seventh place with this having found which pedal was which, splendid when one considers that Hepworth is supposed to be the only person able to control this car. Roy Lane (McLaren M10B) was only fourth, having gone off at Quarry after his second run and at this stage he didn't seem to be in the running for FTD, but much greater things were to come from the Warwickshire driver.

CHAMPIONSHIP RUNS

Malcolm Eaves (Brabham-Buick BT21C) was again the first to run in the championship runs. He was really putting his foot down as he came along Quarry Straight, too hard for he

left the road just before the timing gear and failed to record a time. Nothing was damaged and when he set off again on his second run he recorded a neat 43.72s with which he could only claim one point, which he immediately had to jettison as his worst to date. Peter Voigt was also in the 43s on both his runs, driving very consistently. It would be interesting to see this violin repairer in a more competitive machine and this may come soon.

Bob Rose is still happy to continue with his scruffy McLaren M10B and on his first run he bumbled up the hill "touching the sides" to record a 42.57s. He was faster on his second run but started to drop water coming out of Farnhouse, leaving a long trail as he smoked along the Quarry straight. This held up the proceedings again as marshals laid cement on what they thought was oil.

His troubles now over, Mike Hawley, who runs with wets on the front and intermediates on the rear to assist handling, went even faster to claim seventh place and improve his score to 25 after competing in only six rounds. He was really trying on his second run. Tony Griffiths (Brabham-Recco BT35X) nearly failed to make the championship runs for he had been having difficulty in selecting third gear, and the box was still in pieces at a very late hour. However, he was able to get to the line on time and on his first run proved faster than Richard Thwaites (Packmail



MIKE HAWLEY'S Brabham BT35 smashed the existing Harewood 1600 cc record on its way to seventh place.

McLaren M10B) who went up after him and was trying hard in his usual fashion. Griffiths was even faster on his second run which really gave Thwaites, who had recorded a 40.47s on the Saturday, something to work for. He was too eager and left the road at the tricky Orchard bend, quickly regaining the track for a 47.46s.

Roy Lane (McLaren M10B) almost hit the gate before Orchard as he smoked up on his first run, and his time of 40.81s was still no indication of what was to come. Sir Nick Williamson was quicker in his Brabham BT35X with a splendid run at 40.16s, this car just lacking the power to get below 40s. Mike MacDowel set off next, the Paliser handling as it had never done before. The run looked quick and certainly was, the time of 39.78s wrecking the old record. David Hepworth, who had qualified fastest, was nowhere near this with a 40.35s, probably because he was slow down the bottom of the hill.

MacDowel was therefore easily the fastest following the first runs and although Williamson was next fastest it was his close championship rival, Roy Lane, that he was worried about. Well might

he worry for Lane really shot up the hill on his second run with one of those special performances that he gives at Pres-

cott. The 5.5-litre car was beautifully handled as Lane recorded an astounding 39.57s.

Williamson followed and was trying very hard with the car off line at Farnhouse. However, he lost valuable time when he missed a gear along the Quarry Straight and was slightly slower than his first run. It would have been a quick one but for that mistake. It was MacDowel's turn next and the excitement mounted as he came to the Tane, for he would really have to go quickly to regain his first place. The run was very quick, only the fourth sub-40s time at Harewood, but it was just that bit slower so only Hepworth could beat Lane.

Hepworth's last run of the day is usually a very fine one and this was no exception. It equalled his class time and was therefore only good enough for third place, although it did give him the extra point for a sub-record run, small comfort as he is now having to discard nines from his championship score.

The final round of the Shell RAC championship follows next week at Doune in Perthshire. Lane and MacDowel have brought themselves to within two points of Sir Nick Williamson by their efforts, so this exciting battle for third place could well be for second. MacDowel has won the last three Dounes on the trot so his rivals are going to have to work really hard, especially if it rains as it did there earlier in the year.

L.R.W.

SHELL RAC CHAMPIONSHIP

Round 11 Harewood

1. R. Lane (5.5 McLaren-Chevrolet M10B)	39.57*
2. M. MacDowel (4.2 Paliser-Repsco WDF)	39.78
3. D. Hepworth (5.0 Brabham-GM FF 4WD)	39.83
4. Sir N. Williamson (1.0 Brabham-FVC BT35X)	40.16
5. A. Griffiths (5.0 Brabham-Repsco BT35)	40.47
6. R. Thwaites (1.0 McLaren-Chevrolet M10B)	40.56
7. M. Hawley (1.0 Brabham-Hart 1/2 BT35)	41.75
8. R. Rose (5.0 McLaren-Chevrolet M10B)	43.28
9. P. Voigt (1.0 Ginetta-Temp G178)	43.36
10. M. Eaves (1.0 Brabham-Bath BT21C)	43.72

Class winners: R. Spack (1.3 Ford Escort), 48.66s; J. Thomson (2.0 Vauxhall Viva GT), 49.91s; N. Pinner (1.3 BMC Cooper S), 47.51s; A. Boyle (1.0 BMC Cooper S), 45.56s; E. Spencer (1.3 BMC Cooper S), 45.56s; C. Seaman (1.3 MG Midget), 48.89s; C. Deane (1.0 TVR Vixen), 49.88s; S. Smith (4.3 TVR Tamsin), 46.95s; J. Banner (1.3 Mini-Maraca), 48.49s; S. Hotham (1.3 Landau RT), 44.97s; R. Jones (1.0 L2-Ford), 44.18s; J. F. Smith (1.0 Cooper-Norton Mk 5), 50.28s; P. Voigt (1.0 Ginetta-Temp G178), 43.05s; M. Hawley (1.0 Brabham-Hart T/C BT35), 41.75s; D. Hepworth (5.0 Brabham-GM FF 4WD), 39.83s.

*new class record.

FTD and new hill record: Lane, 39.57s.

Championship positions: 1. Hepworth, 83 points; 2. Williamson, 79; equal 3rd, Lane and MacDowel, 73; 5. Griffiths, 66; 6. Thwaites, 47; 7. Rose, 39; 8. Harrison, 27; 9. Eaves, 26; 10. Hawley, 19.

Professional Shell leaders positions: 1. S. Smith, 44 points; equal 2nd, C. Cramer and R. Williamson, 38; 4. R. Phillips, 34; 5. J. Davies, 31; equal 6th, A. Lambour, S. Hilly and C. Mylo, 23; 9. L. Smith, 12; 10. E. Spencer, 11; 11. R. Alexander, 2.

CASTROL/BARC MEETING - SATURDAY

FTD: Hepworth, 40.10s.

Awards: 1. J. Thomson, 18.77; 2. R. Spack, 18.87; 3. G. Brooks (1.3 Ford Escort GT), 9.94; 4. R. White (1.0 Ford Escort Mk2), 9.75; 5. D. Morris (1.0 L2-Ford GT), 9.56; 6. T. Smith, 9.41; 7. Cramer (1.3 Terrence), 9.40; 8. J. C. Seaman, 8.85; 9. F. Ciffe (4.3 Jaguar E-Type), 8.72; 10. R. Jones, 8.57. Castrol/BARC championship leading positions: 1. J. Thomson, 65.41; 2. R. Spack, 65.62; 3. C. Seaman, 43.97; 4. R. Jones, 43.43; 5. M. Ratman, 38.77.