

SHELL/RAC CHAMPIONSHIP

Williamson takes title

THE Harewood round of the Shell/RAC hillclimb championship was run off on Sunday with the usual efficiency of organisation and superb quality of entries we have come to expect from the BARC Yorkshire centre. A bitter wind swept across the hill on a day when Sir Nicholas Williamson was warmly acclaimed the new and worthy winner of the national title. The manner of his winning was not textbook, for the baronet, trying hard in spite of a rapidly welded sub-frame on his March 712S, was only able to make sixth spot in the championship runs. However, David Hepworth (Guyson Sandblaster Special) was unable to score the necessary amount of points to keep him in the hunt. The day really belonged to Mike MacDowel (Brabham-Repsco BT36X) who is going through the best patch of his hillclimb career. Following his setback at Prescott he scored 11 points for the third time in the last four rounds.

Such was the standard of the class just beating Peter Bradshaw's competition that Richard Thwaites (Packard McLaren J100B) who was lying first after the first runs, fell back to fourth in the final placings, beaten also by Hepworth and Roy Lane.

The Shell Leaders championship is still in doubt, for Chris Cramer (U2 MK11B) at last took the lead from David Good and left the Martin driver with the challenge of winning his class with a record time at Doune if he wants this award.

The classes were as per Castrol BARC rounds, which meant that there were three classes of touring cars to start the day's proceedings. Graham Brooks in his immaculate Castrol backed Escort was looking for a win in the vain hope of beating George Whittingham in the Ladies AC Skipper Trophy. He got his win but so did Whittingham later on in the day. Nicky Porter (Cooper S) was back on dry tyres but unable to beat his old record while winning his class. Richard White (Escort RS1600) really walked away with his award, another slower than his own record.

So to the Special Saloons. Alex Boyle (Lassman Cooper S) was the expected winner of the smaller

class just beating Peter Bradshaw's similar car. Castrol/BARC champion Jim Thomson, the director of Guysons, had a couple of entries in the larger class. He had hoped to have slicks on his Dealer Team Vaushall Bydenstein Frezza but these had gone to one Gerry Marshall, and so he was just unable to beat Chris Cramer's record as he wished. Ed Spencer seemed to think his Cooper S was going better than of late and proved this with a second place ahead of the Cooper of John and Carol Doves, which had a suspect oil pressure and was split by the Viva of Mike Newman.

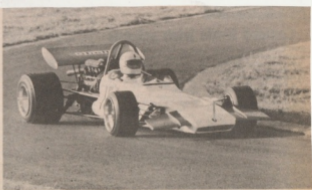
Soon to be married are Brian Kenyon and Pat Hopkinson. They took the first two places in the small Marque class with their Austin-Healey Sprite, just reborn after its Cadwell Park blow-up. Pat wasn't the only lady in this class for in sixth spot came Maggie Chadwick (MG Midget), a familiar face in the paddock, if not behind the wheel. The middle class saw a Lotus one-two with John Ashcroft's Elan Sprint easily beating Michael Hanson's Europa. In spite of a spin on his first run, E-type man Fred Cliffe, now in the ex-Spotty Smith TVR

Tuscan (the car that won the Shell Leaders last year) took the larger class ahead of Malcolm Trentin's Dowton tuned MG.C.

In the smaller Modified and Limited production sports car class it was a Bioti MK1C that took first and second places with the man who is leading the Castrol/BARC series, former Midget driver, Chris Seaman, winning from John Houghton and claiming a new record. The first four places in the larger class went to Jaguar Es with David Walker taking the record from Phil Bennett who he relegated into second place, ahead of Fred Cliffe, out for a second time. George Whittingham (DMW-Ford) took the Clubman's class and the Skipper Trophy ahead of Alistair Douglas-Osborne (U2 MK10B) and the old Chevron B2 of Mervyn Barrigan.

By beating John Barrett (Nova 602) in the small sports racing class and taking a new record, Chris Cramer, who was a little worried about his gearbox, took the lead in the championship. FVA powered, the U2 of David and Jill Morris was just too powerful for the ex-Hawley twin car of John Stuart's U2. It was a pity that the Martin BM9 isn't ready, for it had been entered in this class for constructor Brian Martin and general Tony Harrison.

The ever-improving larger class reached an all-time high at Harewood and now looks like a race promoter's dream. There were no fewer than four cars of the Chevron B19/21 series and following the first runs Tony Hancock's 3-litre BMW powered wheel had already broken the record. He was even quicker on his second run, the car sporting the nose from Pete Smith's B21 following a practice shunt at Willow. Tony



PETER VOIGT'S Pallaser managed eighth overall in the championship runs.

Harrison (McLaren M12C), who went off there on his first run, really clicked on his second and vanquished Hancock, finishing a tantalising eleventh fastest RAC championship entrant. Harrison was also trying David Good's Martin BM8 in which he came seventh, the owner a surprising fifth in the Martin and sixth in the McLaren. Others to feature were the man who went so well at the Nurburgring, Trevor Twain (third) and Reg Phillips (fourth) both in Chevrons. Twain had been persuaded back to the hills as his engine tuner Peter Kaye was present with his Brabham BT30, and he decided to let Kaye try his B21 and to have a go himself.

Colin Miles (Cooper MK9) continued to win the 500 cc class,

this time with a record. Barry Oddy (Cooper MK8) and Roy Greenhalgh's remarkable Star-ride-JAP followed him home while fourth was the man who beat them all at Shelsley. Motor road tester, Gordon Bruce, in David Latham's Cooper MK10. There was a really enormous entry of 1100 cc single-seaters and with Emerson Fittipaldi winning the world championship at Monza, what more fitting winner could there have been than Don Robinson in Fittipaldi's old F3 Lotus-Novamotor 697 Roger Willoughby (supercarged Brabham BT15), who span over the line on his second run, came next ahead of Ken MacMaster's Ginetta G17B.

The FVA powered cars of Mike Hawley (Brabham BT15) and Geoff Rollason (Lotus 69) were at it again in their class with Hawley fastest the first time and Rollason there when it counted, his time a new record. The Mickels came third and fourth in their immaculate Brabham BT36 with Gray ahead of Agnes. Peter Varley, who was finding difficulty in getting off the line, was fifth in his ex-Sir Nicholas Williamson Brabham BT21C, the former owner trying the car in practice.

second runs. Rollason was really trying and improved immeasurably to lift himself up to seventh overall.

Williamson was showing all the right lines and braking late on his second run, the quicker of the two. However, it just wasn't quick enough and he could only come a lowly sixth. Trying to make up for a twitchy first run an off-form Peter Voigt (Palliser-Repco) spun out of the Farmyard on his second run and dropped down to eighth which makes him level with Shardlow in the championship. He had annoyingly been held up on his second run as guest celebrity, and now hillclimb regular Jon Pertwee (Dr. Who) made his getaway.

Shutting off somewhat early for Quarry was Tony Griffiths (Brabham-Repco BT35X) who came fifth and seems to be dropping out of the scrap for second place in the championship table. David Hepworth looked quick on both his runs even if he was rather losing out on the fast bends. Following his first run he was only fourth. However, an amazing record-breaking second run hoisted him into the position of a likely winner.

Fastest on the first runs had been the ever-improving Richard Thwaites who really looked neat in his Packmail McLaren. Wide down at Willow on his second run, he was really trying and side-ways out of Farmyard. However there was no improvement and he dropped right down to fourth. Mike MacDowel's first run was rather scrappy at Willow and in the lower part of the hill. He seemed to back off early for the Farmyard Bend and he then, seeming to sense his mistakes, really thrust his way up the rest of the hill and over the line. The time was good enough for second place at that time. Knowing that Hepworth had gone faster than he had all day, on his second run he really had to try. He nearly locked up into the first bend and didn't seem too quick through Willow. However, a twitch through Orchard and a nice line through the Farmyard made up for all that and there it was, a new record at 39.14s.

Last year's winner Roy Lane was the last to run. Both times he set off with tremendous wheel-spin and looked good. His first time was only 1/100s behind MacDowel. He improved on his second with a beautiful slide through Orchard and just beat his old record to take third place.

Williamson's championship is sure to be celebrated in fine style next week at Doune, in the last of this year's series. He won the earlier round there but over the previous two years it has been the domain of the man of the moment, Mike MacDowel. The battle is on for second place with only one point separating MacDowel, Hepworth and Lane, so Shell sponsorship could go out with a bang. The search is on for a new sponsor, so if any one is interested...

R.J.Q.

There seemed to be more cars than ever before in the larger class. Most of them were old favourites, although former E-type driver Tony Pasley was using his ex-Max Reinhardt Lola T142 for the first time and John Lambert was getting in his first Shell/RAC event of the year in his Leda 22 which uses the engine from his old Cooper T66. A welcome visitor was the former "king" of Harewood who had travelled all the way from Jersey, Peter Meldrum, who failed to feature in his PR2. The class was unhappily depleted when Richard Shardlow badly rolled his McLaren M10B in practice with the driver lucky to be suffering only from bruises—a sad end to such a promising season.

Although Mike MacDowel gave a warning by being the first below the record, Roy Lane (McLaren M14D) snatched it back with a superb run to win the class. Richard Thwaites was a rapid third ahead of David Hepworth. Following his first run a chassis tube was found to be broken on Sir Nicholas Williamson's March and there was some frantic work, seemingly done by all the leading mechanics in the "circus," before he could get to the line for a second run. Understandably he was out of the running this time.

CHAMPIONSHIP RUNS

Malcolm Dungworth's ex-Brian Tarrant Harris-Chevrolet was the first to run and although he was quicker than the FVAs the first time he was right on his limit and slipped back to tenth when the chips were down. Mike Hawley was quicker than his sparring partner, Rollason, the first time. Although he improved his time he dropped down to ninth on the

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Round 13—Harewood

1. M. MacDowel (5.0 Brabham-Repco BT36X)	39.14s
2. D. Hepworth (5.0 Guyson Sandblaster Special)	39.38s
3. R. Lane (5.7 McLaren-Chevrolet M14D)	39.50s
4. R. Thwaites (5.0 McLaren-Chevrolet M10B)	39.62s
5. A. Griffiths (5.0 Brabham-Repco BT35X)	39.70s
6. Sir N. Williamson (2.0 March-Hart BDA 712S)	40.10s
7. G. Rollason (1.6 Lotus-Hart FVA 69)	41.56s
8. P. Voigt (4.2 Palliser-Repco WDH1)	41.67s
9. M. Hawley (1.6 Brabham-Hart FVA BT35)	41.83s
10. M. Dungworth (5.0 Harris-Traco Chevrolet)	42.31s

FTD and new hill record: MacDowel, 39.14s.
Class winners: G. Brooks (1.1 Ford Escort), 51.22s; N. Porter (1.3 Cooper R. White (1.6 Ford Escort RS1600), 46.90s; A. Boyle (1.0 Cooper S), 48.09s; J. Thomson (2.5 Vauxhall Firenza), 45.69s; B. Kenyon (1.3 AH Sprite), 48.16s; J. Ashcroft (1.6 Lotus Elan), 48.86s; E. Cliffe (4.7 TVR Tuscan), 47.46s; C. Seaman (1.3 Biotra Mk1C-BL), 45.54s*; D. Walker (3.8 Jaguar E), 45.54s*; G. Whittingham (1.6 DMW-Ford), 45.04s; C. Cramer (1.3 U2 Mk11B-BL), 43.07s*; D. Morris (1.6 U2-FVA), 43.25s; A. Harrison (7.4 McLaren-Chevrolet M12C), 41.96s*; C. Myles (500 Cooper-Norton Mk9), 49.14s*; D. Robinson (1.0 Lotus-Novamotor 69), 44.00s; G. Rollason, 40.90s*; Lane, 39.26s*.

*New class record.

Shell/RAC Championship positions: 1, Sir N. Williamson, 80 points; equal 2, M. MacDowel and D. Hepworth, 75; 4, R. Lane, 74; 5, A. Griffiths, 65; 6, R. Thwaites, 61; 7, M. Hawley, 37; equal 8, R. Shardlow and P. Voigt, 32; 10, P. Varley, 16; 11, G. Rollason, 15; 12, P. Boshier-Jones, 11; 13, R. Rose, 7; 14, I. McLaren, 5; equal 15, M. Dungworth and S. Elton, 4; equal 17, G. Mickel and A. Harrison, 2; equal 19, J. Maurice and P. Meldrum, 1.

Shell Leaders positions: 1, C. Cramer, 48 points; 2, D. Good, 47; 3, C. Myles, 44; 4, R. Leathart, 43; equal 5, D. Franklin and J. Stuart, 42; 7, R. White, 40.