

Flather extends lead at Harewood

FOR the third round of the Castrol/BARC hill climb championship the points chasers converged on the 1090 yard hill at Harewood near Leeds on Sunday but unfortunately the weather again played a hand in the proceedings with both the main practice session on the Saturday and also the Sunday morning session run in diabolically wet conditions. However, as the cars came to the line for the first-class runs the sky looked brighter and eventually the sun broke through and this coupled with a biting wind saw the track conditions improve minute by minute as the meeting progressed. However the surface was never quite dry enough for the big boys to have a go at Richard Thwaite's hill record, although Roy Lane and the McLaren M14D certainly had a real go on the first of the Castrol/BARC ftd award run-off climbs taking his second ftd in a row with a climb of 40.21s. In fact such were the conditions that all bar one of the existing class records remained intact, but the real star performance of the day was supplied by the championship leader Mike Flather who overcame all the odds with his super-charged Aldon Mini Cooper to clip Jeff Goodliffe's record and consolidate his lead at the top of the table.

As is customary at all Castrol/BARC championship events the up to 1150 cc touring cars opened the proceedings but like all the other early classes with the track still very wet the first runs were of academic interest only. The second runs however saw the times tumbling with Flather in a class of his own with a great effort in 49.87s. The rest of the field chased hard but were unable to really get on terms with the championship leader with the second placed Rally Equipe Cooper of Roy Greenwood exactly 3s adrift of the class winner. John Edmond with a climb of 53.40s slipped into third spot ahead of Team Castrol man John Meredith who was just over a second down but with a fair margin in hand over Malcolm Smith.

Having worked until 8.30 pm on Saturday to prepare his latest car, Broadway driver John Davies quickly showed that it had been all worthwhile by really shocking all present with a very tidy climb of 49.23s to take the next class, in the process disposing of the all-conquering Nicky Porter by 0.37s. A fair battle raged for third place with the honours finally being taken by Howard White, who with an ascent in 51.84s just pipped the class winner's wife Carol, whose performance was again to net her the ladies award.

Alan Mussard having made the long trek to Harewood from Brighton opened a few Northern eyes in the over 1500 cc touring car class with a press-on climb of 53.40s in his Escort Mexico, which was enough to give him the class by just under a second from the twin-cam version of Nick Lewtas, who only just held at bay a strong challenge from another Mexico in the hands of Nigel Newton.

Last season Alex Boyle and the Lassman Cooper S certainly proved themselves to be more than a force to be reckoned with and with the motor now prepared to full-race specification they are really going to take some catching this year, as their time of 48.53s proved. Boyle was the only man in the small special saloon car class to beat the 50s mark with the second placed man Don Hardman a further 0.80s outside the barrier. However, Hardman still kept alive his championship chase although his co-driver of the Marque Cars Racing Clubman Dave Chaney did not have such a happy day, recording his best time on the first and wetter runs, leaving him in a lowly sixth place in class, whilst by way of a change third spot in the class was taken by the very forcefully-driven Imp of Peter Riley at 52.01s.

The large special saloon car class proved to be a battle between the Vauxhall Firenza of Mr. "Guyson International" Jim Thomson, now recovered from the ravages of Wiscombe and the Escort RS of Richard White, with both throwing their cars around to great effect. However, in the end it was "Big Jim" who just came out on top with a stirring opposite lock climb in 47.53s, whilst White with the BDA really screaming closed to within half a second. Dave

Bray, the Southern sprint and hill climb champion, on his first visit to Harewood did extremely well to usher the Yarbyspeed Escort to the top in 50.00s, but could not quite hold on to third place, being just overcome by the Cooper S of Robin Yeomans who with a frantic drive made the finish in 49.45s.

The marque and prod sports cars up to 1300 cc were amalgamated and at the end of the first runs the "Old Man" Brian Ken- extremely slippery, the lead was held by Pat Kenyon who again disposed of the men in no uncertain manner. However with the track virtually dry for the second runs the "Old Man" Brian Kenyon really put the wife in her place with a fine run in the Sprite of 48.99s to take the class. Pat, however, made a mistake on the second climb and was slower than before and so Bob Cartledge came through into second place with his Midget in 51.25s, another spectacular climb which won the award for the most entertaining climb of the day, judged by Roger Bell and Tony Lanfranchi no less. Cartledge, however, only just held on to his second place for Peter Davey also went well on the second runs with his Sprite, closing to within 0.08s with a climb of 51.33s.

The special class for MG "T" Type cars as expected fell to the class record-holder Dave Clewley with another precision climb in 53.09s, which disposed of Nick Taylor by just over a second, whilst Gerry Brown kept the class really alive, being just a further 0.07s down.

Before Harewood Bob Speak and the Lotus Elan were in second place in the championship and they made no mistakes about holding the place with a demon elbow waving climb of 47.54s, which gave him over 3s in hand over the Elan of Guy Brooker, with Dennis Liversidge making it a Lotus benefit by taking third place with his similar car.

The large marque sports car class was a battle between two single-seater men, Richard Shardlow whose new car will not be ready for a few weeks and Tony Bancroft who was forced to scrub his McLaren M10B from the racing car class as he is still short of a flywheel for the motor. Shardlow really looked as though he was enjoying his drive in the Porsche 911 Carrera and hurtled through the bends with front wheels waving to the crowd as he took the class in 51.04s, leaving the Jaguar E of a slightly less exuberant Bancroft nearly 2s down.

The large mod and limited prod sports class was a Jaguar E benefit, with Fred Cliffe taking home the spoils following a climb of 49.01s whilst the two Walker brothers fought for the runner up spot which finally went to John in 50.70s, just under a second ahead of David.

Although slightly depleted by non-starters the clubmans sports car class still featured a very healthy entry, but none of the regular hill climbers could quite get on terms with circuit man Barry Joell, who fairly flung his Tolbar U2 to the top in an enterprising 46.33s. Ian Curtis

tried all he knew, but could not quite get on terms, being just under a second away, whilst the ever improving Jim Robinson again showed his new found fire, failing only by 0.05s to catch the second placed man.

The first of the GT and sports racing car classes for the up to 1500 cc cars saw Terry Sims with the ex-Chris Cramer Terrapin Mk5 continue on his winning way with an ascent of 50.44s, which gave him nearly 0.75s in hand over the Sturgess of Colin Wolsterholme, whilst into third place a further 3s adrift came the very well-driven Lotus 11 of Dennis Pegg.

Richard Jones quickly set out to prove that his amazing new record with the twin-cam U2 at Wiscombe the previous weekend was no fluke and achieved the result in no uncertain manner with another crisp climb to victory in 45.57s, which disposed of no less a person than Peter Kaye (Lola T212 FVA) by 0.3s, with Robert Sunderland a further 1s down.

The large sports racing car class as expected proved to be an easy win for the Chevron B19 Alpina of Phil Scragg, who with a climb of 44.09s was over 2s clear of the Chevron B8 of John Cleland, whose BMW motor gave him 0.75s in hand over Chippy Stross, who is using the ex-Reg Phillips FVC in his similar car.

Alex Brown made the trip from Scotland well worthwhile with a cracking ten-tenths drive in his Ginetta G17 to take a well earned victory in the small single-seater class with a climb of 45.91s. Andrew Squires once again showed his potential with the Brabham BT28 to slip into second place on 46.54s, defeating in the process the screaming Nova-motored Lotus 69 of Don Robinson, whilst Bob Prest, despite only completing his first run with the Dulon, took fourth place, a fine effort as the course was much faster the second time.

Peter Varley, making his first appearance of the season with the same Brabham BT21C which he used last year, nicely stitched up the 1600 cc class with a very smooth climb in 45.15s, which headed the Lotus 41C of David Betts by 1.75s, whilst Peter Voigt, having a one-off outing in Varley's Brabham, slipped into third place on 47.02s, just 0.03s behind Betts.

Roy Lane having really found his form with the McLaren M14D at Wiscombe the previous weekend, quickly demonstrated that it is here to stay with a very rapid ascent in still far from perfect conditions to take the large racing car class in 40.84s. The Harewood record holder Richard Thwaite gave his all in an effort to stay with Lane with the car twitching violently, but it was to no avail and he was forced to settle for second place in 42.35s, whilst despite a slight misfire in the motor John Lambert took third place with his Leda L22 in 44.29s, well clear of the ex-Helmuth Marko BRM P153C of John McCarty.

With the course still drying, the qualifiers for the Castrol/BARC Championship top ten run off came to the line with improvements hoped for all the way around. Jim Robinson headed the challengers away and certainly showed the way by reducing his previous mark to 46.85s and Nicky Porter promptly followed suit by trimming his best effort of the day by 1.35s, which was to net him 6.98 points and leave him fourth overall in the championship table. Jim Thomson also got the bit between his teeth with the Firenza to lop nearly 1.5s off his time leaving it at 46.03s and taking the third best points score of the day, his seven points leaving him in sixth place in the championship. Bob Speak arrived at the final bend

with the front wheels of the Elan well and truly locked but sorted it out as only he can to also radically improve to 46.01s and net 7.25 points to keep his second place in the table, whilst Alex Boyle having his first outing in the championship, opened the season well by getting down to 48.04s and taking 6.22 points. Another debutant into the 1973 series, John Davies, also managed to better his previous time by a second to score 6.77 points with his climb of 48.46s, whilst the second placed man in the table after Prescott, Brian Kenyon, using a really tight line through Orchard with the Sprite, came down to 48.57s and held his second place, but the championship leader Flather was again in remarkable form with the blown Cooper with a great climb of 49.12s, which earned him the £10 award for the highest points scorer of the day and the 9.19 marks which he added to his previous two scores now leaves

with a 2.90 point lead over Kenyon in the championship.

The meeting concluded with the top five run off for the Castrol BARC 500 award championship and much to his credit Richard Jones had qualified his U2 and got up into fourth place in the run off with a great effort at 44.40, which left him 0.25 ahead of the Leda of John Lambert, whose second run was ruined by a very much off song motor. Peter Varley took a secure third place with his Brabham by improving to 46.18, with a decent last run, whilst Richard Thwaites proved the model of consistency with the Eastern Carpet Sports McLaren M10B recording 42.15 and 42.13, but even this was good enough for second place as Roy Lane with his first immaculate climb in his McLaren left the new bid at 46.21 and with Thwaites unable to better this Lane wisely decided not to risk his car with an unnecessary run and tamped back up the hill to

the cheers of the crowd to receive the magnificent Andrew Brothers BMW Trophy for 1st.

R.N.B.

914: R. Lane (5.7 McLaren M14D Chevrolet) 48.21s. — Class winner M. Fisher (1.8 Ashok Mini Cooper) 49.87s; J. Harkin (1.3 Mini Cooper) 49.82s; A. Mearns (1.6 Ford Escort Mexico) 51.40s; A. Booth (1.8 Lotusman Cooper S) 48.53s; J. Thomas (1.2 Vauxhall Firenza) 47.53s; B. Kenyon (1.3 A10 Sprinter) 48.04s; D. Crowley (1.3 MG TC) 51.09s; R. South (1.6 Lotus Elan) 47.54s; R. Shapellow (2.1 Porsche Carrera) 51.04s; F. Cliffe (1.8 Jaguar XJ) 49.41s; B. Judd (1.6 Infillor U2) 46.13s; T. Mann (1.3 Terrapin MG) 50.44s; R. Jones (1.6 Madsack U2 M11B) 45.57s; P. Savage (1.8 Chevrolet B19 Altima) 44.09s; A. Brown (1.8 Ginetta G17) 45.91s; P. Varley (1.8 Brabham BT21C) 45.13s. Top five run off: 1. R. Lane (5.7 McLaren M14D Chevrolet) 48.21s; 2. R. Thwaites (5.8 McLaren M10B Chevrolet) 42.13s; 3. P. Varley (1.8 Brabham BT21C) 44.18s; 4. R. Jones (1.6 Madsack U2 M11B TC) 44.40s; 5. J. Lambert (0.8 Leda 1.0 Chevrolet) 44.41s.



TWO consistent runs by Richard Thwaites in his McLaren M10B failed to catch the flying Roy Lane, but earned second FTD.



ROY LANE took FTD at Harewood with his competitive McLaren M14D Chevrolet, nearly two seconds ahead of the field.



ROBERT SPEAK'S Lotus Elan took a class-win in impressive style, retaining second place in the Castrol/BARC championship.