

Lane fastest at Harewood

ALTHOUGH Mike MacDowel had secured the RAC Hill Climb championship at the previous weekend's Prescott round, the Yorkshire centre of the BARC still attracted all the top championship contenders for the penultimate round of the season at Harewood on Sunday. Throughout the year Roy Lane has earned the admiration of all those who follow the hill climb championship for his dedicated approach to the sport, and on Sunday he earned the reward that he richly deserved. Although Mike MacDowel again won the championship run-off he was forced to give second best to Lane in the class runs and also the FTD chase, for the McLaren driver turned in a storming first class run to secure the major award of the day from the new hill climb champion.

Perhaps the sensation of the event was the progress of Peter Voigt who made a welcome re-appearance on the hills with a one-off drive in Roger Willoughby's incredibly rapid 1100 cc blown Brabham, carving three quarters of a second off David Franklin's class record. Then almost unbelievably he made the top ten when Tony Bancroft failed to start taking a point in the championship, quite some performance with such a small car.

The meeting opened with the 1150 cc touring car class and what an opener it proved to be, with Graham Brooks in the Thomas Motors backed supercharged Escort taking the class win after a spirited drive which stopped the clock at 51.17s. He was pushed every inch of the way by Roy Greenwood (Rally Equipe Cooper) who despite leading at the end of the first runs was forced to give best to Brooks by 0.01s after a tremendous tussle which left the third placed David Taylor fairly well adrift. The 1500cc touring car class saw a renewal of the perennial battle between the Cooper Ss of Nicky Porter and John Davies. On this occasion Davies could not quite get on terms with the Harewood maestro, in his efforts departing from the straight and narrow on his second run, thus leaving Porter the winner at 48.77s. Davies by dint of his first climb at 49.26s still held down second place, but only by 0.05s from the Cooper S of Howard White, whilst Carol Davies was also right back in top form taking fourth place with the only other sub 50s climb of the class.

The largest of the touring car classes fell to the very rapidly conducted Escort of Peter Ormerod with a climb of 49.83s but again the trend of close results was continued, for Victor Mills also threw his 3-litre Capri around with gay abandon to get to within 0.17s of the class winner, in the process leaving the BMW of rallycrosser John Heppenstall just over four seconds down in third spot. The 1-litre special saloon car class saw Alex Boyle take his customary and expected win in the Lorrie Lassman Cooper S with a climb of 48.02s, whilst by way of a change from the usual Mini domination Peter Riley wound his Imp up most effectively to take second place at 48.85s, over a second clear of the Rally Equipe Cooper of Paul Ratcliffe. The second of the Rally Equipe Coopers in the hands of Ken Tomlinson proved conclusively that the fastest line through the gate is not on the roof, fortunately with no ill effects except to the car.

The large special saloon car class produced the expected result with "Mr. Guyson" alias "Big Jim" Thomson thrusting his Firenza to the finish in a near record breaking time of 45.44s. Just to prove the worth of the marque, Mike Newman came through with his Viva GT for a good second place just 0.8s astern of Thomson whilst Bob Bartram in taking third place was the first Ford driver home although he was unable to beat the 50s barrier. The 1300cc marque cars then followed with Brian Kenyon proving to be in good form on the track as well as in the paddock, thrusting his Sprite to the top in 48.31s which disposed of the similar car of Mick Merrills by just under a second. Mike Cleave found himself just outside the 50s barrier and relegated to fourth in class by Pat Kenyon who was as rapid and tidy as ever with her climb of 49.67s for third place.

Only three cars contested the 2600cc marque sports car class and of these it was Castrol/BARC contender Bob Speak who came away with the spoils, not unexpectedly for his handling of the Elan especially through the trick Quarry bend was a joy to behold. He stopped the clock at 46.07s, well over 7s clear of the second placed although less highly developed Jensen-Healey of Richard Baldwin. The 1300cc mod sports class saw last year's Castrol/BARC hill climb champion Chris Seaman back in the fray with his Midget and he proved that despite missing most of the season he has lost none of his flair, taking the award at 47.01s. This gave him just under half a second in hand over John Bury's similar car, whilst with a fine second effort Michael Hanson very nearly caught Bury for second place failing by just 0.03s, again really close and interesting hill climbing. The large Modsports

class also produced a cliffhanger finish between the Jaguar E-type of Nigel Pow and the supercharged Turner of Steve Hemmingway. Pow looking as steady as always finally just made it, but it was a near thing for he made the top in 46.17s to which Hemmingway replied with a great effort which left him just 0.04s down. Despite the appearance of such people as John Walker with his Jaguar E, Pam Hemmingway refused to be ruffled and took a splendid third place in the family Turner just 0.3s astern of her husband.

For most of the season the Clubman's class has been dominated by Metropolitan policeman Ian James, whilst his co-driver Jeremy Hunt has usually backed him up well but seldom got his nose in front despite great efforts. On Sunday Hunt's prayer mat was in good form with the result that he took the U2 not only to a well deserved class win but also a new record, leaving it at 43.53s whilst James came through for second place just under half a second down and 0.69s ahead of Joe Ward's home built car, which defeated the Moss Tyres Special of Mervyn Bartram by less than a second.

The 1600cc sports racing car class was again the domain of Prescott Gold Cup winner David Morris, who rushed the FVA engine U2 to a new record at 41.06s. Despite big problems with a cracked diff casing, Woking Motors Leaders Championship pacemaker Alister Douglas-Osborn pushed on with fingers crossed and took second place at 43.03s which headed home Billy Morris by 0.26s and extended his lead in the Woking Motors championship. Perhaps the biggest surprise in this class was the failure of the normally very competitive Richard Jones to figure, but having spun at Orchard on the first run he gently ran the U2 up the bank on the exit of Farmyard bend on the second thus ruining any chance of a placing.

The large sports car class again saw the two Chevron B19s of Reg Phillips and Phil Scragg engaged in combat for the honours, but Scragg was unable to repeat his Prescott form with the Alpina engine car and despite a climb of 42.39s he was forced to concede victory to Phillips, who rocketed to the top in 41.83s. Chippy Stross came through with his Chevron B8 to take third place ahead of George Tatham's mighty Chevrolet powered Brabham BT18.

The 500cc racing car class saw Colin Myles in top form with his Cooper Norton flailing his way to the top in a class record breaking time of 48.85s. Ron Warr who like Barry Brant uses a Triumph motor in preference to the usual Norton mill, shook everyone by holding down second spot at the end of the first runs but he failed to improve on 50.25s on the second run and was relegated to third place by John Turner, who celebrated his engagement by coming through well to snatch second place at 49.60s. Warr stayed third despite the efforts of Shelsley record holder David Latham and Prescott winner "Elbows" Brant.

The 1100cc single seater class was extremely well subscribed but it mattered not to Peter Voigt, who handled Roger Willoughby's Brabham as though he had driven it all his life and carved the class record to ribbons leaving it at 41.76s. Alex Brown and David Fyfe chased hard in their shared Ginetta G17 but could not do much about Voigt's progress, although they took second and third places respectively. Fourth place was taken by the very well driven Terrapin of John Crowson ahead of the ever improving blown Brabham of Ian Beardsley.

Unfortunately during the 1600cc racing car class a large slick of oil was left on the hill and this rather slowed the second efforts, so it was the first runs that really counted. Ken MacMaster again headed the field home with his GRD with a climb of 41.78s, but the real upset of the class was provided by the progress of Gray Mickel and the Brabham BT35 which closed to within 0.11s of the class winner. In the process Mickel headed the Lotus 69 of Geoff Rollason and the Chevron B19 of Don Robinson, who not only beat the car's owner David Auckland but also such notables as Agnes Mickel and Peter Varley.

The large racing car class closed

Hillclimb

the class runs and it was here that Roy Lane really came good with the Manpower McLaren, rocketing to the top in what proved to be a FTD time of 38.91s; not even the new champion Mike MacDowel could get on terms with that, although the Brabham driver was only 0.08s down. Sir Nicholas Williamson threw the Marlyn around unmercifully but delivered the goods by taking third place in class at 39.87s, just over a quarter of a second ahead of his present arch rival Richard Thwaites in the Eastern Carpet Stores McLaren. Richard Shardlow took a well earned fifth place in the BDE engined Brabham ahead of Tony Griffiths, Tony Bancroft and John Cussins who was having his first drive for a long while at the wheel of the Saxon Hawk Special and succeeded in just defeating regular driver Malcolm Dungworth. Dungworth also found himself just behind Peter Boshier-Jones' Brabham Buick and just a fraction ahead of David Good's Lyncar.

CHAMPIONSHIP RUN-OFF

The top ten run-off opened with David Good making a twitchy ascent in the Lyncar at 42.37s, then Malcolm Dungworth managed 41.20s in the Saxon Hawk Special only to see Boshier-Jones pip him by 0.17s. Griffiths also got ahead of his old car by climbing the Brabham BT33 in 41.11s. Tony Bancroft again suffered problems with his McLaren and despite going to the start was unable to take his run, letting in the first reserve Peter Voigt who like everyone else proved slower than in the class runs recording 43.50s. Despite clutch problems with his Brabham Richard Shardlow made the top in 42.13s, and Thwaites

then put in a ten-tenths effort with the McLaren to take the lead at 40.80s but it was short lived as Sir Nicholas produced another sideways run to head the field at 40.54s.

MacDowel then followed with a copybook run in the Brabham to stagger everyone with a great climb in ailing conditions at 39.10s, and even FTD man Lane could not match this but took second place at 40.26s.

The second runs saw Voigt improve to 42.81s but it still left him tenth, nevertheless a magnificent achievement. David Good was a little smoother in the Lyncar and improved to 41.82s to snatch eighth place ahead of Shardlow, who was unable to take his second run. Griffiths was slightly slower than before and finished seventh just behind PBJ, who also did not better his first time.

Dungworth again looked tidy in the Saxon Hawk and was indeed quicker coming down to 40.81s for an excellent fifth place, whilst in spite of a nice improvement to 40.17s Thwaites was destined to finish fourth as Williamson produced a really fiery run to snatch third place at 40.03s. Mike MacDowel really went for an FTD run but most unusually spun, just flicking the nose of the Brabham as he entered Orchard bend, so it was all up to Lane and he made a run which kept him in second place at 39.85s so he went home to Warwick with FTD and nine championship points. Everyone present could not help but feel sorry for Chris Cramer, whose Grunhille Lager Special broke a cam for the second consecutive weekend. He was offered most sportingly a drive in Alan Pudgett's Brabham and this broke a drive coupling in practice, so how unlucky can you get?

R.K.B.



A NOVELTY at Harewood was a caravan class won by John Heppenstall in a BMW. Dick Mullis (pictured) climbed in 69.59s with his Allard entered Cortina GT towing a Bessacar Modena outfit.

FTD: R. Lane (5.7 McLaren M14D Chevrolet) 38.81s. RAC CHAMPIONSHIP RUN OFF

1, M. MacDowel (5.0 Brabham BT36X Repeo)	39.10s
2, R. Lane (5.7 McLaren M14D Chevrolet)	39.85s
3, Sir N. Williamson (3.0 Marlyn 712S DFV)	40.03s
4, R. Thwaites (5.8 McLaren M10B Chevrolet)	40.17s
5, M. Dungworth (5.0 Saxon Hawk Special Repeo)	40.81s
6, P. Boshier-Jones (3.5 Brabham BT21/23C Buick)	41.03s
7, A. Griffiths (3.0 Brabham BT33 DFV)	41.11s
8, D. Good (3.0 Lyncar DFV)	41.82s
9, R. Shardlow (2.0 Brabham BT38 BDE)	42.13s
10, P. Voigt (1.1 s/c Brabham BT15 Ford)	42.81s

Class winners: G. Brooks (1.1 s/c Ford Escort), 51.17s; N. Porter (1.3 Cooper S), 48.77s; P. Ormerod (1.6 Ford Escort), 49.83s; A. Boyle (1.0 Cooper S), 48.02s; J. Thomson (2.5 Vauxhall Firenza), 45.44s; B. Kenyon (1.3 A-H Sprite), 48.85s; R. Speak (1.6 Lotus Elan), 46.07s; C. Seaman (1.3 MG Midget), 47.01s; N. Pow (4.2 Jaguar E), 46.17s; J. Hunt (1.6 Mallock U2 Mk11B Holbay), 43.53s; D. Morris (1.6 Mallock U2 Mk11X FVA), 41.06s; R. Phillips (2.0 Chevron B19 FVC), 41.83s; C. Myles (500 Cooper Norton), 48.85s; P. Voigt (1.1 s/c Brabham BT15 Ford), 41.76s; K. MacMaster (1.6 GRD 272 Hart BDA), 41.78s; R. Lane (5.7 McLaren M14D Chevrolet), 38.91s.

* Class record.