

MacDowel's Harewood

FOR the seventh round of the RAC hill-climb championship the points chasers ventured to Harewood to do battle on the fabulous hill at Saxejane Farm and with the organisation once again in the hands of Mike Wilson and the Yorkshire Centre of the BARC. An incredible entry of 160 was accepted for the meeting which, despite a delay during the top ten, was concluded by 5.30 pm. If the venue and the size of the entry was different the result certainly was not, for having trailed Roy Lane in the class runs Mike MacDowel again showed why it is romping away at the head of this year's table.

Being a BARC organised meeting, the Control/BARC classes were utilised in preference to the normal Working Motors Leaders divisions thus enabling many more clubmen than usual to figure in the results. It came as no surprise to anyone to see the Rallye Equipe Mini Cooper of Roy Greenwood taking the up to 1150 cc touring car class which opened the meeting, his climb of 49.70s being over two seconds quicker than Terry Tatham's effort with his ex-John Meredith Cooper although the latter was not too hard pressed by Rao Gibbs in the Tassy's Har Team Imp which took third place.

That Nicky Porter knows Harewood as well as anyone is beyond dispute, and he certainly proved it in the next class by clipping his own class record with the Cooper S by a fraction leaving it at 47.06s. In the process taking the class by well over three seconds from the similar car of Bobby Fryers. The large touring car class saw a repeat of the Scammenden result with Peter Ormerod again really flying in his Escort RS and nearly matching Richard White's class record with a climb of 46.33s, which gave him over two seconds in hand over the second placed Brian Walker.

The first of the special saloon car classes provided another win for the John Brown Motors Cooper S of Alan Cox with a climb of 47.24s but it was a win he had to work for as Harewood exponent Peter Riley was always in with a chance in his Imp, finally finishing just 0.37s down on Cox who still holds third in the Leaders championship. The largest of the special saloon car classes was a straight Vauxhall fight between the Fortezza Sport of Jim Thomson and the Viva GT of Mike Newman, and it was the latter with a spirited drive of 45.33s who managed to sew up the class by just under half a second from "Mr Guyton" whose Fortezza was not quite in the best of form.

Once again the small marque sports car class was fought out between the Sprites of Mike Glavere and Mick Meredith, with Glavere repeating the previous week's Scammenden form to take the class at 48.47s, three-quarters of a second clear of his perennial sparring partner. In the middle marque class Guy Brooker and the Lindholme Motor Sports Club Elan were in a class of their own for their very tidy climb of 47.42s gave them over three seconds in hand over the second placed Elan Spirit of Scousman Ronnie Crak. Again Malcolm Trewin proved top dog in the big class with the MGC disposing of Philip Fay's Morgan Plus 8 by over three seconds with his second climb of 48.05s.

The small prod and mod sports car class featured a fine duel with John Barry, Chris "Snapper" Seaman and Norrie Galbraith all determined to "Duff up" Russ Ward's John Brown Motors Aldon Sprite. This they did with Barry again in great form with his Sprite climbing in 46.11s to beat Seaman by 0.27s, while Galbraith's effort with his Ginetta of 46.67s was good enough for third place just ahead of Ward.

The ever popular Clubmans class at Harewood again produced a fine entry and once again the Mass Tyres Special of Mervyn Brennan was the car to beat. Although he climbed in a very fine 45.05s George Whatingham and the DMW still found themselves on the losing end as Brennan had done it again with his first ascent of 44.9s. The third placed Ward WDS of Joe Ward closed to within a quarter of a second of

Whatingham, John Barrett again showed the potential of his beautiful Thos 002 in the small sports racing car class with a great climb of 43.70s to take the honours, and despite a brave chase by the Terrapin MAV of Terry Sims his climb of 44.23s was good enough for second place, although he was well clear of the rest of the class.

Martyn Griffiths won the 1600 cc sports racing class with his twin cam U2 and although unable to approach David Morris' class record his best climb of 42.98s left him two seconds clear of the very well driven Elva 75 of Mike Udey. Doug Pound took the winning car in third place at 45.94s. Phil Scragg boosted his Leaders total well by taking victory with the Chevron Alpina in the large sports racing car class with a run of 41.74s, but again he was pushed every inch of the way by the FVC-engined Chevron B23 of John Cleland who was just 0.19s down, whilst Chippy Struss completed the Chevron clean up by taking third place at 43.52s just 0.66s ahead of George Tatham in the mighty McLaren M12C.

The up to 500 cc racing car class saw the class record really shaken on the first run, not by the

inspiring Peter Voigt who suffered drivetrain problems on the Voigt Ronwick Special but by Barry Brant who was really in the groove with his Cooper Triumph. With a typically frantic elbow waving run he clipped no less than one and three-quarter seconds off the old mark to leave it at 47.36s. Even this was short-lived as on the second run Voigt, having made a temporary repair to his car, climbed in the incredible time of 44.84s, collecting nine more Leaders points and although still fourth in the table he really is starting to menace Messrs Cox and Ward just above him. Brant held a well-earned second place by dint of his first climb, a second-and-a-half clear of the Cooper Norton of Barry Oddy who now lies sixth in the Leaders championship.

The up to 1100 cc racing car class saw the supercharged Rawlings Chaser Terrapin of John Crowson again leading the way with a well controlled run at 42.64s, and this gave him 0.37s in hand over Alan Richards who despite his inexperience at Harewood took his home built Gryphon along well to record 43.01s, and thus defeat the second Rawlings Chaser car of Graham Ashley-Smith by 0.4s. Sandy Hutchison, with an ascent in the Ginetta G17 of 43.90s, just took fourth spot by 0.66s from the ever happy Don Robinson with his Lotus 69 Novamotor. The up to 1600 cc racing car class turned into

a splendid four-car battle with the class record again going for a cheap. Ken MacMaster opened well with his GRD at 40.47s and this looked good enough for victory and a top ten run, but on his second run Doug Thomson and the Thistle Metallix GRD really went for a quick one with a wheel locking effort at 40.10s. Although he failed to improve MacMaster just held onto second spot, but only by 0.21s from David Franklin who improved nicely on his second run with the Hustman Ensign to head home the Surtees TS10 of Richard Jones by under half a second for third place.

Roy Lane has always liked Harewood and last weekend was no exception, for he powered his McLaren to the top in 39.18s and, try as he might, Mike MacDowel was unable to match that with his Brabham Rapco taking second in class at 39.24s, just 0.06s down on Lane. Sir Nicholas Williamson was visibly rebuilt after the Doune accident, and with the car twitching from side to side he took third place at 39.47s, 0.14s ahead of the Compton Edwards McLaren M10B of Tony Bancroft who really is starting to show some form after a rather lean period.

CHAMPIONSHIP RUN-OFF

The top ten run-off was headed away by the Temple Row Brabham of Alistair Douglas-Osborn, but with the car fluffing slightly he managed only 41.04s whilst the Thistle Metallix GRD of Doug Thomson also proved slower than his class run at 40.74s. John Cousins looked a little tidier than before and improved by a whisker with his Brabham to 40.00s, but immediately surrendered the lead to Chris Cramer who turned in a very neat 39.92s run with the Groundhale Lager March. David Good was again ratcheting the SGT Lycar-DFF around and could only manage 41.13s, while Shawlow failed on this occasion to break the 40s barrier with the Chevron and settled for 40.19s. Tony Bancroft, having locked up a wheel of the McLaren M10B at Country Crover, was also slower than before at 40.59s whilst Sir Nicholas Williamson's SGT Marilyn was again dancing all over the road as he forced it to the top in 40.05s.

Thus came MacDowel and again he showed that when the chips are down he can produce the goods, for he returned an incredible improvement to a new FTD of 38.59s. Then Lane fought every inch of the way and so nearly made it, 38.58s, so the McRae trailed by 0.09s with another run to come. Douglas-Osborn, again troubled by a misfire, failed to improve and so took tenth place whilst Thomson traversed a further 0.03s off his first climb but still failed to better ninth place behind the McLaren of Bancroft who was in fact 0.03s slower than his first run. David Good, looking far steadier improved by nearly a second to take seventh place at 40.24s whilst Shawlow also suffered from his customary misfire and was also slower on the second run, his first effort netting him sixth place. Surprisingly Cramer also failed to find an improvement but his first climb of 39.92s was destined to give him fourth place ahead of Williamson, who tried to take "White Bend" at an impossible speed spinning the Marilyn into the bank quite heavily. Although only the eighth qualifier, John Cousins really came good on his second run to come right through to third place with a fine 39.47s, but the battle for first and second places rested between MacDowel and Lane (who unfortunately due to Williamson's accident were forced to wait on the line for quite some time).

It was no surprise to see both of them slightly slower than their earlier runs, although of the two Lane was the quickest at 39.10s to MacDowel's 39.40s. MacDowel again took the ten points and having scored 69 out of a possible 70 points now heads the second placed Lane by 16 points, but there is still a long way to go in the championship yet, in fact another nine rounds so it is still far from all over.

R.K.B.

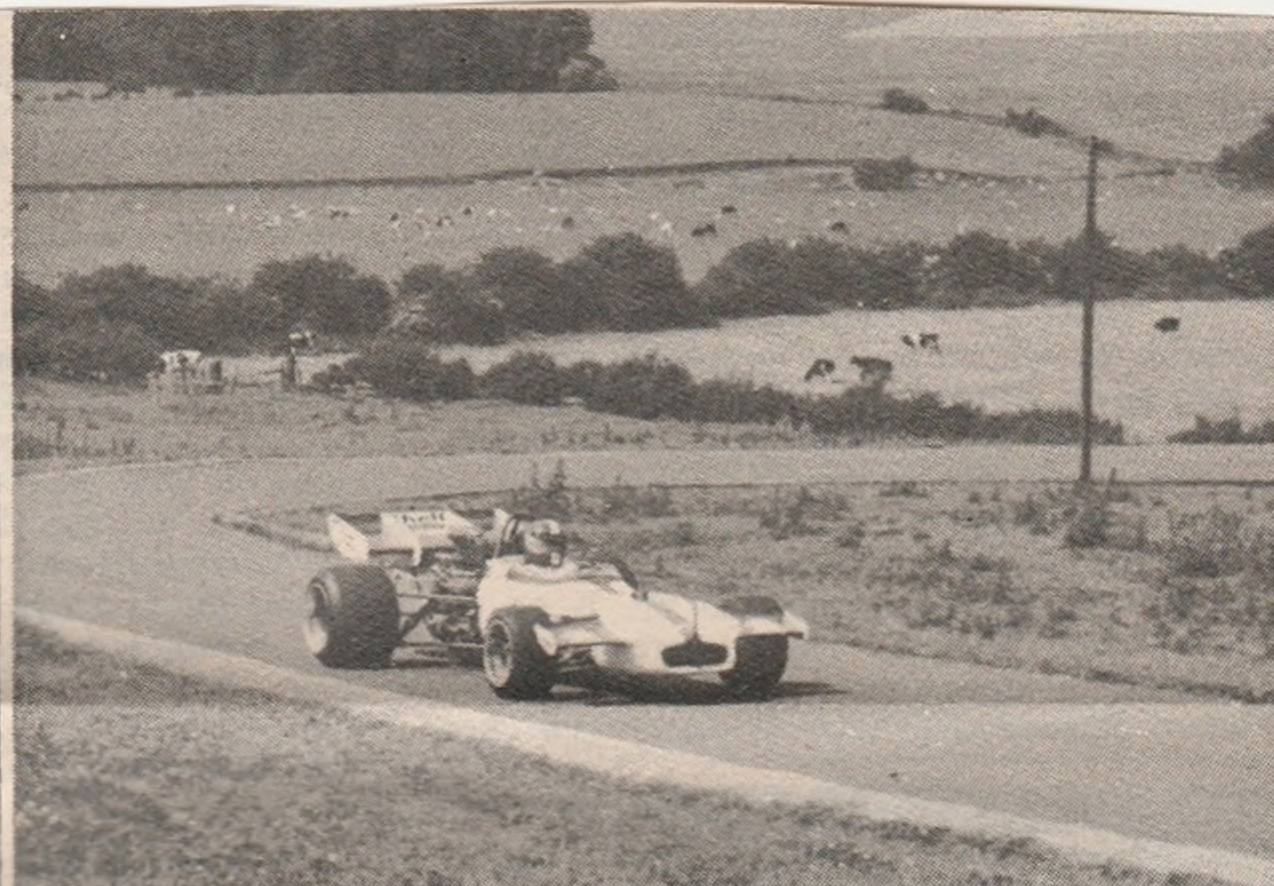
FTD: M. MacDowel (5.0 Brabham BT36X Repco) 38.59s

RAC Hill-climb Championship (Round 7)

1, M. MacDowel (5.0 Brabham BT36X Repco)	38.59s
2, R. Lane (5.0 McRae GM1 Chevrolet)	38.68s
3, J. Cussins (5.0 Brabham BT35X Repco)	39.47s
4, C. Cramer (2.0 March 74B Hart)	39.92s
5, Sir N. Williamson (3.0 SGT Marlyn 712S DFV)	40.05s
6, R. Shardlow (2.0 Chevron B25 Smith BDE)	40.19s
7, D. Good (3.0 SGT Lynear M54 DFV)	40.24s
8, T. Bancroft (5.8 McLaren M10B Chevrolet)	40.57s
9, D. Thomson (2.0 GRD 273 BDA)	40.71s
10, A. Douglas-Osborn (2.0 Brabham BT28 Hart BDG)	41.04s

Class winners: R. Greenwood (1.0 Mini Cooper) 49.70s; N. Porter (1.3 Mini Cooper S) 47.06*; P. Ormerod (1.6 Ford Escort RS1600) 46.33s; A. Cox (1.0 Mini Cooper S) 47.24s; M. Newman (2.0 Vauxhall Viva GT) 45.33s; M. Gleave (1.3 A.H. Sprite) 48.47s; G. Brooker (1.6 Lotus Elan) 47.42s; M. Trewhitt (3.0 MGC) 48.05s; J. Bury (1.3 MG Midget) 46.11s; F. Cliffe (4.2 Jaguar E) 46.51s; M. Bartram (1.6 Moss Tyres Special) 44.98s; J. Barratt (1.1 Theta 002) 43.70s; M. Griffiths (1.6 Mallock U2 Mk8B TC) 42.93s; P. Scragg (3.0 Chevron B19 Alpina) 41.78s; P. Voigt (5.0 Voigt Renwick Special Konig) 44.84s*; J. Crowson (1.1 Rawlings Chaser Terrapin) 42.64s; D. Thomson (1.6 Thistle Metallics GRD 273 BDA) 40.10s*; R. Lane (5.0 McRae GM1 Chevrolet) 39.18s.

*Class record



THE atmosphere of hill-climbing; Mike MacDowel on his way to FTD.