

Harewood win moves Lane further ahead

ROY LANE and his Fenny Marine McRae GM1 took another step towards their goal, the RAC Hill Climb Championship, when they all but dominated the seventh round of the series, staged by the Yorkshire Centre of the BARC at Harewood on Sunday. With the sun blazing down on a dry but slightly dusty course, Lane used his Chevrolet power to full effect, clinching his class from the Grunhale Lager March of Chris Cramer before going on to repeat the performance in the run-off for championship points. Lane's first championship win extended his lead to two points over Cramer. Although not really necessary, his second run closed the meeting in fine style with FTD.

Alan Richards and his Cheltenham Cameras Gryphon 3AR further consolidated their massive advantage in the Leaders championship despite finishing second best to John Crowson's Terrapin. One of the surprises came from Barry Brant, who ushered his Cooper-Triumph to victory in the 500 cc racing car class, elevating him to second place in the Leaders championship.

The organising club ran the classes normally seen at a Guyson/BARC round, and so the meeting was opened with the touring car classes. The first division saw Roy Greenwood, unchallenged in his supercharged Cooper, stopping the clock at 49.47s. The 1500 cc class fared much better with eight cars, but there was no real challenge to the might of Nicky Porter with his now almost historic Cooper S. Although, like most of the winners, some way off the class record, he took victory by nearly a second

and a half from the Cooper S of John Casey.

Once again Alan Forrest made no mistakes with his RS2000 in the large touring car class, romping to a comparatively easy two-second-plus victory over the similar car of Bill Lord. The special saloon cars followed, and in the small class Geoff Farmer's Adelphi Imp quickly showed he is now top dog on the hills just as on the circuits in the past. The leader at the end of the first runs, John Edmond, threw away his chance of success by spinning his Cooper S on the second run. Despite fuel surge problems with his Guyson Fireza, Jim Thomson managed one relatively trouble-free run to make the finish with exactly two seconds in hand over the Escort of Bob Bartram.

The marque sports car classes were next. The 1300 cc class featured the perpetual battle between the Midget of Mick Merrills and the Sprite of Mike Gleave, and this week it was Gleave who had the upper hand. The next of the marque classes belonged to Robin Gray from start to finish, the Elan driver sewing up the class nicely by over three seconds from the Sprint version of Ronnie Craik.

As Mike Wilson pointed out at the prizegiving, it is seldom that we see an MGC in command in speed events, but Malcolm Trewitt put this situation right in the North and again emerged triumphant in the large marque class, although Paul Tankard pushed on well in his TVR Tuscan to close to within 0.3s

A battle raged in the small mod sports car class between the sweet-sounding Ginetta G15 of Scot Norrie Galbraith and the venerable MG Midget of Chris "Snapper" Seaman, but Galbraith just maintained the upper hand. His first ascent gave him victory by just 0.06s from Seaman, whose power slides through Orchard looked really spectacular. Galbraith's win moves him into the Leaders championship top 10.

Michael White took his Porsche 911S to Harewood in search of Leaders points and motored well on his first visit to the venue, but he was denied victory by the

North's Robert Speak, who hurtled his Europa to the top as though there were no tomorrow, to defeat the Porsche by just over half a second.

And so to the Clubman's sports cars. Yet again the decidedly push-on Bob Prest really attacked the hill, his U2 twitching to another win at 43.71s. Not even the redoubtable Mervyn Bartram could quite find an answer to that, although he ushered his JEB Special to the top in 44.19s.

Of the two 1300 cc sports racing cars present, the Lotus 11 of Dennis Pegg came out on top. In the 1600 cc division Stephen Madge justified his long trek to Harewood from the depths of Somerset by stirring his recently acquired Mk14 U2 into action, his winning climb leaving him over a second and a half clear of John Pascoe's U2.

Despite purchasing the Lynear-DFV from David Good, Richard Brown brought his Martin

BMS to Harewood to contest the large sports racing car class. With the Hart BDA on full song, the Team Ardmore car really flew, taking not only a fine class win but also a place in the top 10. His 41.78s left him well over a second clear of the equally well driven BMW-powered U2 of Ian Curtis. One of the Leaders pacemakers, John Stuart, was suffering from extreme undergearing, and his BDA-propelled U2 was forced to concede third place to the Chevron B19 of Chippy Stross. Thus Stuart slips to third place in the Leaders table.

For reasons best known to Tony Bancroft, David Fyffe failed to make his first run in the 500 cc single-seater class, but he appeared for the second with his screaming Voigt-Konig to stop the clock at 48.47s. Yet that was not the winning run, for he was piped by half a second as Colin Myles proved quicker with his historic Cooper Norton. Then Barry Brant ran. His first run produced one of many no times during the day, and his re-run ended in a scenic tour of Quarry Bend, so it was all on his second attempt. Despite the gearbox breaking as he crossed the line, he leaped into the winner's spot with a fine 47.26s, and now lies second in the Leaders championship.

The 1100 cc single seater class lived up to expectations with local man John Crowson having a go at Leaders pacemaker Alan Richards, but at the end of the first runs the Gryphon just held the upper hand at 42.89s. On the second runs the determined Crowson wound up his

Rawlings Chaser Terrapin and took the lead at a fine 42.76s. Richards tried so hard to get back on terms, but despite trimming a fraction off his first effort he conceded defeat to the Terrapin by just 0.13s. Even so his lead in the championship is now extended to a monumental 23 points.

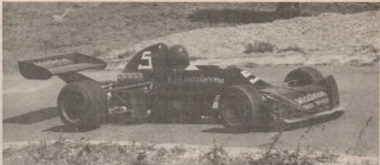
The 1600 cc class saw a needle match between the Huntsman Ensign of David Franklin, his Doupe conqueror Alan Thomson's Chevron B17, and Scammonden winner Peter Kaye with the immaculate Brabham BT35X. This



JIM THOMSON'S Vauxhall Fireza climbed Harewood a shade slower than his own hill record to win his class by a clear two seconds.

effort of 41.14s, which was to remain unchallenged, while Thomson held Kaye at bay by 0.2s.

The large racing car class was slightly reduced by non-starters. Chris Cramer's March drew first blood in 39.75s to lead Roy Lane by just 0.7s. However, Cramer's efforts to consolidate his lead on the second runs failed as he slid off at Quarry, and Lane powered his McRae to the class win with 39.23s. Alister Douglas-Osborn also came unstuck on his first run with the Pilbeam, but despite a big slide through the Gate and a slight misfire on his second attempt he slipped into third spot at 40.71s, just 0.14s ahead of Malcolm Dungworth's Brabham BT35X.



ALISTER DOUGLAS-OSBORN finished third with the Pilbeam R15 both in his class and in the championship run-off.

The top 10 run-off for RAC Championship points started dramatically with the first two runners, Peter Kaye and Alan Thomson, both caught out at Orchard. Richard Brown followed, again delighted at getting his Martin into the top 10. He turned in 41.76s, but was only to lead for one minute as Ken MacMaster's Modus posted 41.36s. John Cussins still found it almost impossible to get a clean pick up out of Orchard, but he failed to catch MacMaster by just 0.02s. David Franklin was again in a hurry and the Ensign pipped MacMaster by 0.03s. Malcolm Dungworth's Brabham rocketed to the top in 40.22s, but Alister Douglas-Osborn could not repeat his earlier class time, managing only 41.48s, which left him rather far down the order. Chris Cramer seemed unmoved by his earlier

incident and hurtled into the lead at 39.98s. Again it was short-lived, for Roy Lane looked fast, and was fast, doing 39.38s.

The sensation of the second runs came from first man away, Peter Kaye, who gunned his Brabham up the hill in 41.16s to take sixth place. Alan Thomson also fared better with his Chevron although his effort of 44.11s was to leave him a 10th behind Richard Brown, who came down to 41.60s. John Cussins' Chevron came unstuck at Orchard, with no damage except to his time, and so he was forced to settle for eighth place by dint of his first climb.

Franklin could not improve and so slipped back behind Kaye into seventh place. MacMaster neatly tied up fifth place with 40.69s, just over 0.5s astern of Dungworth,

who improved marginally to 40.11s. A.D.O. really put one together on the second climb, whipping the Pilbeam to the summit to pip Cramer's first run time of 39.98s by just 0.02s. He was quickly demoted to third place, however, by Cramer, who came down to 39.50s, but was still not as quick as Lane's first climb. So yet again Lane was the victor. Typically he still came to the line and gave his all with the McRae setting his seal on a fine day's climbing with yet another improvement to a new FTD mark of 39.06s.

With the next round at Pontypool, Lane now heads the table by two points from Cramer. Douglas-Osborn is a further 11 points back, 10 clear of John Cussins. Franklin always revels at

Pontypool, but A.D.O. has already claimed the hill record this year at the Welsh venue and he could well be the man to beat on Sunday.

R.K.B.

Class winners: R. Greenwood (1.0 s/e Cooper), 49.47s; N. Porter (1.3 Cooper S), 48.46s; A. Forrest (2.0 Ford Escort RS2000), 50.01s; G. Farmer (1.0 Impi), 47.90s; J. Thomson (2.5 Fiesta), 45.64s; M. Givens (1.3 A11 Sprint), 48.46s; B. Gray (1.6 Lotus Elan SR3), 47.58s; M. Yreubain (2.0 MG), 47.32s; N. Galweith (1.8 Ginetta G15), 46.85s; R. Speak (1.6 Lotus Europa), 45.13s; B. Prest (1.6 Mallock U2 Mk11B Ford), 43.71s; D. Pegg (1.2 Lotus 11 Clima), 50.31s; S. Mudge (1.6 Mallock U2 Mk14 Ford TC), 44.46s; R. Brown (1.8 Martini BMR Hart BDA), 41.78s; B. Brant (500 Cooper Mk10 Triumph), 47.26s; J. Crosson (1.3 Terrapin), 42.76s; D. Franklin (1.6 Ensign LNF373 Holbay), 41.14s; R. Lane (5.0 MalRa GM Chevrolet), 39.23s.

FTD: R. Lane (5.0 McRae GM Chevrolet)	39.06
1. R. Lane (5.0 McRae GM Chevrolet)	39.06
2. C. Cramer (2.2 March T4B Hart)	39.50
3. A. Douglas-Osborn (2.2 Pilbeam R15 BDG)	39.98
4. M. Dungworth (5.0 Brabham BT35X Repco)	40.11
5. K. MacMaster (2.0 Modus M4 Hart 420R)	40.69
6. P. Kaye (1.6 Brabham BT35X FVA)	41.16
7. D. Franklin (1.6 Ensign LNF373 Holbay)	41.36
8. J. Cussins (5.7 Chevron B12 Chevrolet)	41.60
9. R. Brown (1.8 Martini BMR Hart BDA)	41.60
10. A. Thomson (1.6 Chevron B17 Holbay TC)	43.11