

A VINTAGE DAY AT HAREWOOD

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Saturday 2nd June and the VSCC descended upon Harewood Hill, pre-WW2 cars of many shapes and sizes: road going saloons, tourers and sports and racing sports, single seaters and those eccentric aero engined devices. Modernity was catered for, relatively speaking, with pre-1972 saloon and sports classes although curiously single seaters were pre-1971 and 1985. The weather has dominated the 2012 season and sadly, after the Mediterranean weather the previous weekend, it was a return to the cold, grey and wet that we know and hate. In the event Saturday remained dry and whilst cool, the track was in good condition, the order of the day being 2 practice and 3 competition runs, all counting for the results.

There were two 'Pre-War' Austin 7 classes, road and track, each with a single car. Plenty of Bentleys in two BDC classes, pre and post WW2 and in the former class Ewen Getley's journey from Scotland was justified with the class win on 75.07s. In the latter just 2 cars, Paul Forty's 4.9 litre Special took the win on 73.48s, new class records for both Getley and Forty. The programme then moved onto the VSCC categories, a lone Austin 7 in the 750cc standard u/s class V1. Slightly more crowded in standard 751-1100cc class V2, a pair of MGs and a Riley Brooklands, Ian Standing winning in the latter car on 84.81s. The standard 1101-1500cc class V3 had a large congregation of Frazer Nash amongst Lea Francis, GN, Aston Martin, MG and Wolsley. A win by Charles Gillett was not unexpected, 72.41s improving his previous class record by 0.37s and over 10s ahead of the runner up Andy Newbold. The class record of standard 1501-2000cc class V3 was quite safe, Mike Holland heading the small class in his Riley TT Sprite on 84.86s, over 9s short of the record set by that very experienced hillclimber Ken MacMaster. The form book was upset in standard over 3000cc class V6 for whilst class record holder John Guyatt nearly matched his 2008 record with 75.93s in the 4 litre Talbot Lago, Mark Brett set a new standard with his class win, the Ballamy Ford climbing on 74.83s. Slower but none the less desirable were a pair of Vauxhall 30-98s who enhanced this class. Sadly just one Edwardian car in class V7.

Into the special classes and V8, 1100cc and totally Riley, Tim Hopkinson heading Kevin Morton by 1.04s with his winning 82.03s third run. The large class V9 was special 1101-1500cc with plenty of Riley 12/4, two Lagonda Rapier, a Fiat Balillia, GN and Morgan 4/4. David Pryke took the win in his Morgan although the top 5 in the class were very close. Special 1501-3000cc was something of a runaway win by Brian White, Frazer Nash TT Replica on 71.74s, much the same with class V11, special over 3000cc, where the 3.3 litre GN Frazer Nash of Dougal Cawley on 74.02s kept the 3.5 litre Delahaye of Malcolm Underwood at bay by 4.96s. Always of interest the Edwardian Non Automobile engine class had but two runners, Peugeot and Theophile Schneider, both 10 litres, Clive Press having the edge in the Peugeot on 82.56s. Pre-1941 racing cars to 1100cc and Malcolm Leyland's GN S/S looked rather new whilst Anthony Garner was taking matters seriously, wire mesh fire guards surrounding his rear wheels whilst warming the oil of his supercharged Lagonda Rapier, all in a good cause as a class win and new class record on 74.86s. Pre-1941 racing cars 1101-1500cc and it was perhaps no surprise that Terry Crabb took the

class driving ERA R12C on 71.87s although Ian Baxter was but 1s behind in his MG Bellevue Special. Pre-1941 racing cars 1501-3000cc class V15 and the supercharged 2 litre GN of Nicholas Topliss won on 75.89s. The unlimited racing cars showed no lack of cubic centimetres although the smallest, James Baxter's 3.6 litre Frazer Nash Alvis took the win from that decidedly non-standard 11.7 litre Amilcar of Robin Barker, James's time 67.05s. Two cars in class V17, historic racing 1100cc V-twin Coopers, Steve Lister's version best on 76.88s.

And so to the modern cars, somewhat bizarre as in the normal course of events these would be the old cars! Jaguar Mk2 and Triumph Vitesse were alone in the pre-1972 saloon cars, Geoff Mackrill heading Leon Bachelier, the Vitesse with a winning 80.52s and a new class record. Pre-1972 sports cars and Les Procter was airing his roadable 1380cc Sebring Sprite for the first time, 73.07s enough for the win ahead of Paul Wignall's pretty AC Ace. Jolyon Harrison and Graham Briggs contended the pre-1971 racing car class; Jolyon's Brabham BT30 with onboard battery problems in practice until Jon Waggitt arrived clutching a changed substitute. Graham was leading in his Merlyn FF on the second runs but was caught by the Brabham's final 64.69s. Just one car in the pre 1985 racing cars with Fyrth Crosse's May 1972 Ensign F3.

The day's sport finished in good time, James Baxter (Frazer Nash Alvis) taking the vintage FTD on 67.05s, Fyrth Crosse (Ensign LNF3) the classic FTD on 62.53s. A smooth day's sport with no incidents of note, just the way it should be.