

JIM THOMSON TROPHY MEETING

Les Thurkettle.

It was raining hard when I got up – It was raining when I arrived at Harewood – It was still raining when I got home, 11 hours later. Clearly not a day to linger in the memory of Harewood days in this Jubilee year, both ours and the Queens – we both got wet.

This meeting was an invitation day for Morgan Sports Car Club, Porsche Cars G.B, The TR Register and the Scimitar & Sabre Owners Club. On this day the good thing was that a large proportion of them were 'tin topped' and those that weren't had their hoods up for the most part.

The iconic Morgans got the meeting going and Simon Baines won with a best of 78.87 secs from three very consistent runs. A very good time this from the three litre car as later times will show. Tim Harrison's 4/4 was second from John Stephens similar car.

Porsche cars went to the line next – nine of them enclosed and dry in their quality interior. Ian Wadsworth in a crisp sounding 911 had just over half a second to spare from David Hilton also in a 911 with the 924S of Graham Rose just over a second further back.

Sadly only one TR register car was entered but with two drivers. Martin Dyson in 87.62 secs beat Elliot Dyson by 10 secs . The car was a 2 litre Triumph GT6.

Standard classes from here starting with Road modifieds up to 1400 cc. Alas just four runners when we used to get 3 to 4 times that. Richard Howells 700cc turbocharged Smart car won narrowly from David Taylor's Cooper S. The little Smart car posting 84.55 secs to the Mini's 85.14 secs.

No shortage of runners in class 1B for road modified saloon and sports cars up to 2000cc. There were 17 starters and James Kerr in the familiar Peugeot 205 GTi had too much for his rivals again, but some indication of the conditions was indicated by the fact that he could not get within ten seconds of his class record. He finished a second clear of Russell Thorpe in his turbocharged 1.4 litre Renault 5 with the Honda Integra of David Blakeston just behind.

A good entry in class 1C for road modified saloon and sports cars over 2000cc and no surprise that four wheel drive dominated on a day like this. Paul Andersons Mitsubishi Evo 7 clocking 75.43 secs ahead of the Evo 6 version of Richard Archibald by 21/2 secs surprisingly. Peter Sherratt got the Porsche 944S2 into third in 79.47 secs.

Class 20 was an invitation event for the Scimitar & Sabre owners club and two cars competed both in three litre Scimitar GTE's. Brian Couch's car beat Paul Andrews with times of 91.65 and 92.23 secs respectively.

Road Modified Kit and Replica cars in class 2A had 4 entries and Henry Moorhouse was the only one to complete three runs , the best in 73.73 secs . The rest either did not start or fell off and gave up. Henry has been known to have some problems keeping it on the island in the dry and in the conditions on the day the time is exceptional.

Class 2B Road Modified Kit and Replicar over 1700cc. The class record holder Simon Green piloted his Westfield Duratec up the hill in 76.94 secs to win a class of three cars.

In class 2D for Roadgoing Specialist cars, a late entry of Vauxhall VX 220 driven by Quin Evans beat Emily Evans in the same car. The winning time was 77.57

The roadgoing Lotus Elise cars in class 2E were next on the hill and Ben Lovell's Elise beat Sarah Bodsworth's car. The times were 75.39 and 76.56 secs respectively.

Modified Production cars came up next, but even racing wets didn't improve traction on this day. All three entrants in this class were in Mini's with Gerard Henry's 1380cc version quickest in 80.80.

Class 3B Modified Production cars this time from 1400 to 2000cc. Jus three starters again with Roger Kilty showing his extensive Harewood experience, winning with a lot to spare in 74.63. A quality climb in the prevailing conditions.

The unlimited modified production cars in Class 3C were always going to be the most effective on this day and so it proved to be. The five Mitsubishi's and Subaru's provided the 1st, 2nd and 3rd FTD's from their ranks. In a very tight class Paul Martins Mitzi EVO6 beat Steve Darley's Impreza by 5/100 of a second. Paul's time 66.45 secs. Today's biggest problem was traction and four wheel drive was the factor that created FTD on this day.

There were two Westfields and one shared Caterham in Class 3F for Modified Specialist cars up to 1700cc The result was a win for Andrew Steel, with his Westfield recording 77.99 secs.

There was only one runner in Class3G for modified specialist cars .The 'cammy' power of his 5 litre Westfield must have been a nightmare to drive and he stopped the clocks in 83.61 secs.

Class 4A – Sports Libre cars up to two litres. There were 4 entries but two gave up the unequal struggle after practice leaving two rear engined Mini's. The Z cars Mini of Chris Thomas prevailed in 82.06 secs

Class 5A – Single seaters up to 1100cc. Out of nine entries only four completed three runs with Richard Vaughan's tidy little OMS PR winning in 70.68 from Matt Vaughan in the same car, with just about ½ sec between them.

In class 5D for Racing cars up to two litre's John Chacksfield prevailed in 70.29. Brian Walker's self constructed Brytec was probably the most technically interesting car in the paddock. Powered by two 588cc Norton wankel bike engines and fed with methanol. Sticking out of the back is the biggest silencer you've seen due to the excessive noise that wankel engines make. A time of 74.60 secs on this day was very creditable.

When the meeting ended I think everybody was relieved, not least the marshals. As I said earlier it never stopped raining all day. The biggest problem today was for racing cars and sports libre etc. High power and light weight was the evil combination. Several drivers went home after practice and many did not start all three runs.

However Paul Martin (Mitsubishi EVO 6) in first place, Steve Darley (Impreza) in second place and Rob Wakelin (Impreza) in third used their four wheel drive to good effect to tie up the FTD places. The only people to break 70 secs.

The meeting was expertly run when you consider how many drivers fell off or got wet electronics etc and delays were few but we all went home wet and miserable. Roll on summer!