

# Griffiths the hare at Harewood

HAREWOOD, as usual, hosted the final round of the Guyson/BARC Hillclimb Championship on Sunday, September 21, although Charles Barter and Martyn Griffiths were already confirmed as the winners of the separate series of the series. Barter predictably shattered his class record in his 1.2 Davrian Imp, further extending his championship lead. In the FTD series, Griffiths also consolidated his championship lead, by taking FTD on his final climb in the Top 8 run-off, despite a strong challenge from Chris Cramer's March 802. One of the most meritorious drives came from Richard Jones in his McEvoy Mallock BDC, which which he shattered the outright sports-car record, qualified for the Top 8, and finished seventh with an excellent time of 38.86s.

The BARC (Yorkshire Centre) Nick Bridge was too quick for his rivals in the Clubman section and took a comfortable win in his Mallock Mk20B from the similar car shared by Martin and Simon Curtis, who finished second and third respectively.

In the classes, the smallest capacity touring car category saw a win for John Gill in his Mini Clubman, whilst John Casey took his customary win in his 1328 cc Cooper 5. The larger class saw much closer competition as Ian Crammond in his Sunbeam Lotus beat the Essex of George Swinbourne. Swinbourne, runner up in the overall championship, tried all he knew to beat Crammond but failed by 0.7s.

Derek Bridge in his Davrian Imp triumphed once son Tony had ruined his second run with a spin at Orchard, after being quickest on the first run. Just to emphasize his superiority, Charles Barter, in the immaculate Golden Springs Watercress Davrian Imp was seven seconds quicker than any of his class rivals with a time of 43.61s. Not content with this, Charles then went on to lower his time to 43.22s at the Top Ten Run-Off, shattering his own class record.

Rally and Rallycross Aer Tony Drummond claimed up the Special Saloon class with a time of 43.48s. This was in part due to the demise of the Thomson's Guyson Chevette with selector pin failure.

However, Jim Thomson had brought along his Firezza and put in a time of 44.03s, to take second. Son James however was not so fortunate, and not being familiar with the car lost it at Quarry.

A special category for MG 'T' Types saw Alanair Naylor finish both first and third! Having entered both a TC and a TB, the MG runner managed a time of 52.85s in the TC and 58.71s in the TB.

The Marque Sports Car classes saw wins for the immaculate Lotus Elan of David Gooch and Peter Garland's familiar Morgan Plus Eight. Tony Bancroft in his Porsche Carrera RS took a close Modsports win on 45.32, with the Lotus Seven of Nick Lambert second on 45.41s.

Jeremy Hunt won the up to 1600 cc sports-car class in his Mallock Mk18, but the real surprise came in the over 1600 cc section. David Garnett, the class record holder in his unique Pilbeam MP43 with a 2.2-litre Hart 2308 motor, was well and truly beaten by Richard Jones in his 2-litre Mallock BDG. Not content with beating Garnett, Jones then broke Garnett's record by 0.7s.

John Corby, having spun off at Farmhouse on his first run in his Terrapin, put in an excellent second run to win the up to 1000 cc racing car class. Another Terrapin, this time the 1600 cc example of David Gould, came close to attacking the new class, but the combination of Martin Bolsover and his March 7782 was too good, posting a record breaking time of 39.10s.

Chris Cramer gave a warning to his competitors of the potential of his new Douglas and Gavin March 802, with which he achieved a time of 37.80s to take the class runs, leaving Martyn Griffiths and Roy Lane in his wake.

The Top Eight Run Off saw Jones's remarkable time of 39.05s, which gave him seventh overall, dominating Bolsover to eighth. Norrie Griffiths took sixth in his March 782, whilst Geoffrey Crompton came fifth in the March 802 he was sharing with Cramer. Peter Kaye took fourth in his Pilbeam MP22, whilst FTD was a three cornered battle between Cramer, Lane and Griffiths.

The order after the first run was Cramer first on 37.76s, Lane second on 38.03s, and Griffiths third on 38.06s. Lane failed to improve, but Griffiths put in a fine time of 37.49s on his last attempt to take the lead. This left Cramer with everything to do in the March 802, and despite trying very hard he had to settle for second with a time of 37.73s, behind Griffiths.

FTD at Harewood fell on the last ascent of the day, to Martyn Griffiths.

