

22.7.82

Thomson dethroned

MARTIN BOLSOVER extended his lead in the Pace Petroleum / RAC British Hillclimb Championship on Sunday July 11, with a really positive performance that saw the Pilbeam driver not only break the hill record at Harewood with both his Top Ten runs, but also became the first person to defeat young James Thomson at the Yorkshire venue since the beginning of last year. With good weather blessing the meeting, records quickly began to fall and the three fastest drivers, Bolsover, Thomson and Mark Williams, were all under the 37s barrier. Worcester's Martyn Griffiths recorded the fourth fastest climb with his final run to oust Alister Douglas-Osborn from second place in the championship whilst both David Watson (Maguire Imp) and Max Harvey (Pilbeam MP53-01) retained their lead in the Haynes Leaders and RAC Award of Merit Series respectively.

The BARC (Yorkshire Centre) attracted a mammoth entry for this eighth round in the British Championship but despite, a fair number of breaks in the meeting due to the over-ambitious attempts of some drivers at setting a superfast time, some fast work by the marshals saw the meeting close virtually on time.

The Waring and Gillow team were already in trouble before the event started with AD-O having damaged his car at Sheldley Walsh the day before and then during the timed runs Malcolm Dungworth's car too began playing up. Eventually, one single car was prepared for both drivers to share though Dungworth never did manage to record a time and AD-O was lucky to just scrape into the Top Ten with only one run. As Dungworth said later, it was a day best forgotten for them. Not so though for Tony Tewson. He scored two very consistent times, just one hundredth of a second apart, to take Class A with his Greatham Imp. David Watson managed to take second place from Alastair Cobb after problems beset the Skoda-Cosworth on its second climb. On his first visit to Harewood, Nic Mann (Morris

Minor Rover Turbo) had to give way to the 2.0-litre Skoda of Brian Walker in Class B and in Class C, Derek Bridge (Davian) emerged a very easy winner.

In the over 1300cc Mod Sports class, Paul Tankard's big 4.7-litre TVR Tuscan impressed with a best run of 43.43s to just miss out on breaking the three-year-old class record. But in the well-supported up to 1700cc Clubmans sports car class, which boasted 25 entrants in all, Nick Bridge did manage to reduce his old record by nearly one second to an excellent 40.03s, following a very poor first run. Richard Mallock failed his second run but still took second place, also under the old record, as was third placed driver Ray Harper. Charles Wardle (Mallock U2 21) was another record breaker as he took Class F just ahead of Alex Graham whilst Richard Jones just managed to lower his own Class G record to 38.96s with his second climb. Charles Barter (Delta T1024) recorded a 43.03s on his first run to take Class I from Jerry Steerman in the Harrison KH4. John Mettershaw sailed straight on at Country Corner on his second run and had to settle for sixth place in the Photoco Vixen

behind Paul Bennett and Allan Stanforth.

Despite being unimpressed by his own performance, Chris Seaman (Branham BT30) was nevertheless the only driver to record times under the 42s mark and thus win Class J from John Crowson (March 743) whilst in the up to 1150cc touring class, Allen Craven (Mini Clubman) tried a mite too hard on his second run, spinning at Orchard but still won the class with his first time of 51.69s.

Class Two went to the Cooper S of Neil Turner with Alan Verity a mere 0.40s adrift in second place. In the well-supported touring cars class for over 1500cc, George Swinbourne looked like taking the class honours until Mike Keer got it all together to screw 46.71s out of his Chevette on his final climb to beat Swinbourne's time by a hundredth of a second. Richard Jackson moved into third place with the Opel Ascona 400 on his second run whilst Swinbourne was unable to offer a reply, his BDA Escort having caught fire down on the start line when a union broke on one of the carburetors. In the "Maque" classes, Rick Price (Midget), Graham Oates (Lotus Europa) and Peter Veigs (AC Cobra) took classes 6, 7 and 8 respectively with their second run times but all were well outside the class records.

Top Ten

Chris Cramer proved fastest in

Top Ten

1, Martin Bolsover (Pilbeam MP51 2.5 Hart)	36.42s*
2, James Thomson (Pilbeam MP40K 2.5 Hart)	36.64s
3, Mark Williams (Pilbeam MP40 2.5 Hart)	36.77s
4, Martyn Griffiths (Pilbeam MP53 2.5 Hart)	37.08s
5, Chris Cramer (Toleman TG280H 2.5 Hart)	37.23s
6, A. Douglas-Osborn (Pilbeam MP22 3.3 DFV)	37.27s
7, Richard Fry (Pilbeam MP40 2.5 Hart)	37.69s
8, Roy Lane (Pilbeam MP50 2.3 BMW)	37.94s
9, Max Harvey (Pilbeam MP50 2.5 Hart)	38.36s
10, Dave Harris (Pilbeam MP50 2.5 Hart)	38.36s

* FTD, new record.



TRYING hard but with little reward, Chris Cramer's Toleman could do with the sort of boost Derek Warwick's has been getting lately!

the first runs during Top Ten qualifying, setting a time of 37.19s which even James Thomson couldn't match. However, the British Champion responded with a sub-37s time on his second climb. Cramer failed to improve so Pilbeam led Toleman as Bolsover moved into third place

ahead of Mark Williams and Richard Fry in the shared Pilbeam MP41, Roy Lane and Martyn Griffiths, who just made it after a failed first run. Alister Douglas-Osborn never managed a second run but still made eighth fastest while Dave Harris and Max Harvey completed the order for the Top Ten run-offs.

In the first of the run-offs, Harris went first but failed to improve though AD-O moved up the order with a 37.37s. Griffiths knocked just under half a second off his previous time but the real surprise came when Bolsover shot up the hill in an excellent 36.59s, breaking the outright record and taking a very comfortable lead. Thomson failed to record a time after locking up on the approach to Orchard Bend and spinning, fortunately coming to a safe halt

still on the track.

The tension was really high now for the final run. Griffiths recorded a 37.08s to move into second place momentarily before being demoted by Mark Williams whose supreme effort netted him a 36.77s. Lane recorded a time identical to his first effort. Could Bolsover reduce the hill record even further? The answer was yes. Martin flying up in the Ladbroke's Racing Pilbeam to stop the clock on 36.42s and thus set the remaining four drivers an almost impossible task. Cramer really had a go, kicking up the dust out of the corners but could only manage 37.23s whilst Thomson got it right this time to record 36.64s — equal to his previous best but not quite enough to stop Bolsover from recording yet another victory.