

## Thomson at Harewood

FOR THE second round of the BARC Hillclimb Championship competitors were faced with some of the most diabolical conditions imaginable. Overnight snow had caused chaos turning the paddock into a muddy skating rink and inevitably the mud dragged out onto the course, causing a real problem for the drivers on the exit of Farmhouse Corner. Such were the conditions that many, including Martin Bobover and Roy Lane, elected to leave the cars on the trailers, and quite frankly no one could blame them. However the Yorkshire Centre of the BARC are never ones to quit and they worked like beavers to ensure that the meeting ran, being rewarded at the end of the day with a superb top ten which saw just 1.7s covering all the runners.

For once, the Marque sports cars opened the proceedings and almost immediately Dave Pickett fell foul of the conditions, planting his Midget into the barriers on the exit of Farmhouse. John Gornall, however, seemed worried not a jot by the slippery course and on his second and drier run, scudded up an easy win with his Midget at 50.55s. It was not so easy in the next Marque class, however, for at the end of the day just 0.3s separated the Elan of Des Richardson and the Europa of Graham Oates, the former just holding sway at 49.55.

With Harry Simpson a non starter in the small mod, sports car class, having broken the gearbox of his Davrian on the first top ten run at Strathelyde the previous day, it was left to the similar car of Derek Bridge to take an easy win at 48.02s, over five seconds clear of Tony Blewitt. The big GT cars were finding the morning

condition very difficult with Tony Bancroft nearly losing his new Porsche Turbo at Farmhouse Corner whilst Josh Sadler went one better and spun his new Porsche 924 derailing the spoiler. On top of the world after Strathelyde, Paul Tankard handled the TVR again with great aplomb on both runs finally recording 46.29s on his second climb to head Bancroft by over a second with Midland champion Sadler a further two seconds down in the unsorted 924. Such was Tankard's progress that he now leads the BARC Hillclimb Championship.

The Clubmans class was again the domain of the Harper brothers with their U2, this time Ray taking the honours at 44.43s, 0.4s ahead of Peter who in turn headed Joe Ward by well over a second. Following his FTD at Strathelyde Alex Graham must have partaken in a double helping of porridge,

(or Kenny Allen's brandy) for he really set the track alight in the 1600cc sports racing car class rushing to not only the class win but the fastest time of the day in the class runs at 42.84s. Reigning Leaders champion Charles Wardle chased the Scotsman every inch of the way, finally closing to within 0.09s with his U2 and heading Bill Wood by over a second. Don Bewick faced no challenge to his March Esprit in the large sports racing car class which is on the ground this year and the first appearance of pre 1979 Formula Fords at Harewood resulted in an easy win for the Lola of Tony Harris. With six non starters in the 1100cc single seater class it was left for Mr. Terrapin, Allan Standforth to take the win at 47.72s, a second and a half clear of Keith Gowers unique Monopis Honda.

Having non started on the first run Alan Newton brought out his beautiful March Pilbeam for the second climb, and immediately produced a cracker, 42.88s, easily the best in the class. Chris Seaman as ever pushed on well with his Brabham BT30 FVA and was rewarded with a fine second place at 44.78s well clear of the rest of the class. A real battle raged between the Pilbeams of John Meredith and Jim Thomson in the large racing car class with just 0.09s separating them, the class win falling to the 3.3-litre car of Meredith. The other new Harewood class for Classics on handicap produced a very varied and interesting assortment of motor cars and despite posting the fastest time of the class on the

road, the Jaguar E of Hadyn Spedding was forced to concede defeat on handicap to the well driven Morgan of Malcolm Dearnley. The saloon cars concluded the class runs with some very intense competition. The Imp of Phil Cooper just clinched the small touring category from the Mini of Nigel Clegg and Graham Thomsons Imp, the latter two separated by just 0.04s, whilst it was close in the middle division with John Casey in his Cooper 5 holding at bay the similar car of Richard Wood by just 0.21s.

The venerable Ford Escort of George Swinbourne again collected some silverware in the large touring car class but his effort at 48.55s gave him less than half a second ahead of the screaming Vauxhall Chevette of Mike Kerr. It was even closer in the small special saloon car class, David Sturdy providing a mild sensation with his Imp by finishing ahead of Bobby Fryer's Solo Stiletto by a whisker with Mervyn Brake also well in the hunt on a hill strange to him.

How fortunes change, the previous day Brian Walker had broken the class record at Strathelyde, at Harewood he was struggling. Having led at the end of the first run he surprisingly failed to improve on the second climb, leaving the door open for the ex-Guyson Chevette of Richard Jackson, who seized the opportunity with both hands, sliding up the hill in great style to produce the shock of the day with a winning climb of 48.29s.

The top ten run off was terrific.

At the end of the first run it was Charles Wardle who led with the U2, a new FTD of 42.25s a quarter of a second ahead of Jim Thomson. With his first run climb of 43.00s Chris Seaman took tenth place headed by the U2 of Peter Harper and Alex Graham who could not repeat his earlier class form. Bill Wood in fact crept ahead of Graham by 0.13s, ensuring that they left Harewood as joint leaders of the FTD Awards championship. John Meredith was really fighting the power of the Cheltenham Cameras Pilbeam MP22 DFV, the ex-Malcolm Doughter, Waring and Gilroy car, and although he stopped the clock at 43.25s he was still 0.4s down on the U2 of Jim

Robinson. Alan Newton again went well with the 1600cc March/Pilbeam but could only improve on his earlier run by a tenth of a second, thus taking fourth place a tantalising 0.05s down on the U2 of Ray Harper. Wardle having missed two gear changes on his first run really looked hungry for FTD and threw the Mallock up the hill, sliding about all over the place, a slightly ragged run and the time reflected it, slower than before, so it was all up to Jim Thomson, 42.25s to beat. The Guyson car looked stable and neat all the way up and it was no surprise when a cheer went up to herald Jim's first FTD on his home hill with a climb of 41.88s. R.K.B.

### TOP TEN

1. Jim Thomson (2.5 Pilbeam MP40RX Hart)	41.88s
2. Charles Wardle (1.6 Mallock U2 Mk21 BDA)	42.25s
3. Ray Harper (1.7 Mallock U2 Mk21 Chamberlain)	42.74s
4. Alan Newton (1.6 March Pilbeam R28/46 FVA)	42.79s
5. Jim Robinson (1.6 Mallock U2 Mk21 BDA)	42.82s
6. John Meredith (3.3 Pilbeam MP22 DFV)	43.25s
7. Bill Wood (1.6 Mallock U2 Mk18 BDA)	43.35s
8. Alex Graham (1.6 Mallock U2 Mk20 BDA)	43.48s
9. Peter Harper (1.7 Mallock U2 Mk21 Chamberlain)	43.57s
10. Chris Seaman (1.6 Brabham BT30 FVA)	43.68s
FTD Jim Thomson (2.5 Pilbeam MP40RX Hart)	41.88s

### Class Winners:

Phil Cooper (1.8 Hillman Imp) 53.31s; John Casey (1.3 Mini Cooper S) 49.36s; George Swinbourne (1.6 Ford Escort RS) 48.35s; David Sturdy (1.8 Hillman Imp) 48.27s; Richard Jackson (2.6 Vauxhall Chevette) 48.29s; John Gornall (1.3 MG Midget) 59.55s; Des Richardson (1.6 Lotus Elan) 49.55s; Derek Bridge (1.2 Davrian Mk8 Hartwell) 48.40s; Paul Tankard (4.7 TVR Tuscan) 46.29s; Ray Harper (1.7 Mallock U2 Mk21 Chamberlain) 44.43s; Alex Graham (1.6 Mallock U2 Mk20 BDA) 42.84s; Don Bewick (3.2 March Esprit GA) 59.29s; Tony Harris (1.6 Lola T200 Ford) 49.36s; Allan Standforth (1.8 Terrapin Mk7C Imp/Mini) 47.72s; Alan Newton (1.6 March/Pilbeam R28/46 FVA) 42.88s; John Meredith (3.3 Pilbeam MP22 DFV) 43.48s; Malcolm Dearnley (1.6 Morgan 44 Ford) 51.43s.