

# SPORTING SCENE

13-7-83

## HILLCLIMB

### Magnificent Martin

MARTIN BOLSOVER scored a magnificent win at Harewood last Sunday, setting a new outright hill record on the very last run of the day and taking a three point lead at the head of the 1983 Championship points table. Driving the 2.8-litre Guyson International Pilbeam MP51 with total command and confidence, Bolsover was never headed throughout the day, stretching a lead of a tenth of a second over Alistair Douglas-Osborn's 3.7-litre Pilbeam MP47 to almost three-quarters of a second with a totally committed final climb of 37.12s. For Martyn Griffiths it was not a good day, starting the day as joint leader of the Championship and finishing up in fourth place behind Bolsover, Douglas-Osborn and Lane — all of which means a three points deficit between first and second places.

The Yorkshire Centre of the BARC had an almost perfect day for their Pace Petroleum British Hillclimb Championship round and the excellent crowd was rewarded with some first rate competitive driving. Amongst the 1300 cc Special Saloons, it was again the Skoda RS Coupé of Alastair Cobb which was destined to take the premier award, sweeping up the hill in an impressively well controlled 43.64s climb which left Tony Tenson feeling just a little out of it in the smaller engine Greenhain Imp on two identically timed runs of 44.49s.

Brian Walker again took maximum points in his quest for the Aston Martin Leaders Championship, the 2.5-litre Skoda Coupé setting a new class record of 41.75s. Chris Knapsen's

Cairnham Super Seven had a safety margin of almost a full second at the head of the 1600 cc GT and Modified Sports Car Class with a smooth 43.93s run which looked outside the sights of William Pearson in the Davian Mk. 7 (44.88s). Paul Tankard's fearsome TVR Tucan only had one timed run in which to fend off the Porsche Turbo of Tony Bancroft who had achieved 44.85s on his first run, but even one run was sufficient to set a new class record of 41.77s, a full half second below his own one month old record.

An excellent entry of Clubman Sports Cars gave Peter Harper a fairly easy win in the Mallock Mk. 21, his second climb of 40.52 confirming his earlier placing over Joe Ward's Ward WDT (41.33s). Charles Wardle had to drive the



MARTIN BOLSOVER makes his last run of the day and sets yet another new record of 36.12s.

1600cc, Mallock Mk. 21 really had to take the premier award for 1600 cc Sports Racing Cars, his 40.60s climb being just nine-hundredths of a second clear of Bill Wood's Mallock Mk. 18/24, whilst Alex Graham in the Mallock Mk. 20 just held off Jim Robinson for third spot.

A small but high quality class of unlimited capacity Sports Racing Cars gave Tim Thomsson his first "home" win in the 2.5-litre Pilbeam MP43, his splendid second climb of 39.96s beating Graham Priest's Tiga SC80 by seven-hundredths of a second and making him first reserve for the Championship Top Ten Run-off. Charles Barter's majestic second climb of 41.36s in the 1100 cc Delta TR24 effectively re-wrote the 301-1100 cc Racing Car Record which had stood since 1978 and must have left Paul Bremson in the Lola T580 and Allan Stanforth in the Terrapin Mk. 7C (what else?) wondering if their cars would run as quickly on Dorchester Watercress.

For some time it looked as though Martin Brockhouse had seen up the 1600 cc Racing Car Class with a rapid 41.29s first climb, but then "Boss Hogg"

Frazer really got to grips with the revised engine power of his March 782 to record a muscular 40.96s climb which held the lead for about two minutes until Chris Scowen projected his ultra-rapid Brabham BT30 to the top in just 40.92s to settle the matter finally.

Having been fastest in practice, Harewood-record holder Bolsover kept a fairly low profile in the class runs, setting the pace with two consistently quick runs and qualifying first for the Top Ten with an effortlessly smooth 37.35s run which almost fell to a hard charge A.D.O. on 37.45s, followed by Lane's Pilbeam MP50 and Griffiths' Pilbeam MP51.

John Meredith found a considerable improvement on his earlier climbs in 3.3-litre Pilbeam MP22 and set up a very competitive "marker" of 38.83s at the beginning of the Top Ten Run-off. Alan Payne, now very much a regular in the "Championship Brigade" got down to 39.21s, to be followed up the hill by Richard Fry in the "honeycomb construction" Pilbeam MP54 which looked considerably faster than the 38.80s shown by the timing clocks.

Peter Kaye qualified Godfrey

Crompton's Tolman TG280 in seventh spot, but seemed to be finding the car slightly less responsive than expected and could only make a small improvement to 39.11s, exactly two-tenths of a second behind a very hard charging Max Harvey who was taking the 2.8-litre Pilbeam MP53 on an interestingly different line to that of co-driver Martyn Griffiths. Jim Thomson was delighted to have qualified in fifth place and put in a visibly excellent climb which put him into the lead of the Run-off with a smooth 38.05s.

Co-leader of the 1983 Pace Petroleum Championship Martyn Griffiths was clearly looking for ways to save time in the 2.5-litre Pilbeam MP51 and despite some very tight lines to obtain maximum acceleration could only pull away from Jim Thomson by the mere fraction to 37.99s. With a total of 20 Harewood victories to his credit, Roy Lane was the epitome of smoothness and with the 2.7-litre BMW engine sounding splendid, pounded up the final straight for a well merited 37.52s run which was clearly the target for the final two runners.

Using all the power at his command from the 3.7-litre Cosworth DFY, A.D.O. powered away from the start line in the most impressive manner and the sheer acceleration in a straight line made it a sight worth seeing as he stormed up to the final bend and across the line in the first sub-37s climb of the day — 36.84s. Whether or not Bolsover knew what his target was, the bright yellow Pilbeam MP51 was the centre of attention as he settled

on the start and responded with a climb which quite literally seemed to simply get faster and faster as he approached the main straight, swept through the long Fairhouse Bend and held the power deep into Quarry Bend for a convincing 36.55s run which regained the WTD lead with just 10 more runs to go.

Meredith's second run improved to 38.74s, but he dropped back one place to seventh when Kaye found a major improvement to 38.09s and sixth place. Payne found another quarter of a second, but had to be content with just one point for his heroic efforts on 38.94s. Fry improved to equal Meredith's time of 38.74s, but dropped to eighth place on aggregate times, whilst Harvey could only clip off another two-hundredths and slipped back to sixth place on 38.89s.

With everything to do on his last climb, Griffiths again gave maximum effort, but the gap was too great and he could only find another third of a second to stay in fourth spot on 37.66s. Lane, sensing another excellent result, found a similar improvement to confirm his third place on 37.27s, leaving A.D.O. with the task of taking on the Champion. Alistair's response was impressive, but slower at 36.94s and so Bolsover had already won, but in true Champion's style, he used the last run of the day to put on a virtuoso display of speed hillclimbing which was superb and to no one's surprise set a new outright record for Harewood on 36.12s. A truly excellent way to end the meeting.

R.M.C.

### Pace Petroleum British Championship Top Ten

1. Martin Bolsover	(2.8 Pilbeam MP51)	36.12s
2. Alistair Douglas-Osborn	(3.3 Pilbeam MP47C)	36.84s
3. Roy Lane	(2.7 Pilbeam MP50)	37.27s
4. Martyn Griffiths	(2.5 Pilbeam MP51)	37.46s
5. Jim Thomson	(2.5 Pilbeam MP48X)	38.05s
6. Peter Kaye	(2.5 Tolman TG280)	38.09s
7. John Meredith	(3.3 Pilbeam MP22)	38.74s
8. Richard Fry	(2.5 Pilbeam MP54)	38.74s
9. Max Harvey	(2.8 Pilbeam MP53)	38.89s
10. Alan Payne	(3.3 Cosgrove BT1)	38.94s