

# Tim celebrates again!

TIM THOMSON celebrated his 21st birthday in fine style last weekend by taking his Guyson Pilbeam to victory at Harwood during a round of the Guyson Harwood and BARC Hillclimb Championships, the young Yorkshireman denying Roy Lane his 21st victory at the hill by 0.4s.



ROGER REYNOLDS took his TR8 to second place in the over 2600 cc marquee class.

The touring cars set the ball rolling, well in Nigel Clegg's case literally, and that left Bobby Fryer to take the small class by three quarters of a second from Carl Stone's Imp, whilst a titanic battle in the 1500 cc division finally fell to Neil Jackson by 0.12s from his perennial sparring partner Neil Turner, with Geoff Howarth and John Casey also in very hot pursuit. The rapid Vauxhall Chevette of Mike Kerr posted identical class record breaking times in the large class en route to defeating the Escort of George Swinbourne, whilst despite a second run "off", Alastair Cobb's first record breaking run in the Skoda saw him easily in command of the small special saloon car class ahead of Mervyn Brake. Brian Walker, needless to say was totally untroubled in his class, the Skoda Hart driver, despite the lack of pressure, also being in record breaking mood.

One of the oldest records in the Harwood book has finally toppled: Brian Kenyon's 11-year-old mark in the Midget of Dave Peckstone, which after much hard effort, eclipsed the time en route to heading home

co-driver Des Richardson. The other two marquee classes produced no surprises, with the Europa of Graham Oates and Tony Birch's Ferrari both taking the expected wins. Having fallen off the "black bit" on the first run, Tony Bancroft bounced back with the Porsche on the second climb to easily take the amalgamated road, sports class, the highlight of which was a superb sub 45s run from the Cougar Developments Turner of Bob Dayson, who easily secured second place with the small engine car.

Chris Hart was in dominant form with his Centaur in the Clubmans B class, carving his own record to pieces on both runs, whilst amongst the Class A runners David Grace overcame handling problems to lead the Harper brothers by 0.36s, the latter split by just one hundredth of a second, with the advantage to Peter. Bill Wood then took his customary win in the small sports racing car class, nearly two seconds clear of Bob Priest, whilst the large division always belonged to the Alno Kinsham Millock Hart, Charles Wardle in particular, looking spectacular as he headed home co-driver Jim Robinson by 0.7s,

whilst Maggie Blankstone posted a superb 41.50s run for fourth place atern of husband Peter, and this is thought to be the fastest ever ladies climb of the Yorkshire hill. Alan Stringer has long threatened to take the Formula Ford class record, and did just that with his Crusade, after a race climb, which headed former record holder Simon Clark by 0.26s, whilst despite a second run charge

Roy Lane saw him breaking away from Jim Thomson on the second run, to finally head home the Guyson man by a third of a second, the two having been separated by just one hundredth of a second at the end of the first run. Once again the well-conducted Lotus 51B of Lynn Craven took the classic car class, despite blowing an second motor at the weekend later in the day, but the star of the show was undoubtedly Jimmy Johnstone with a magnificent 41.02s climb in his Brabham BT18 Buick. The Jowett class easily fell to the Jupiter of Geoff McAuley, whilst in the first of the MG classes Dave Farrar was just under half a second clear of Alan Meadows.

With no opposition the Midget of Barry Long duly took the next class whilst two MGs reigned supreme in the next two, wins being recorded by John Edney and David Price. The two T register classes produced a one third of a second win by George Edney from Davy Mason, and an excellent climb by Glyn Gault to hold at bay class record holder Dave Clewley.

The combined championship run-off for Guyson Harwood and BARC FTD Awards points once again saw Tim Thomson out in front, never looking like surrendering the maximum points. Roy Lane chased hard, and again headed Jim Thomson, but could not quite match Tim's performance which really was impressive. Despite a second run spin Charles Wardle took fourth place, but only by a tenth of a second from David Gould who reset his suspension setting to come rushing through the order on the second run, and slip ahead of the only other sub-40s man Jim Robinson for fifth place. Another fine drive from David Grace saw the Clubman's car just straining seventh place from Bill Wood by 0.02s, whilst the top ten, in the 15 car run off, was completed by Peter Harper and a rapidly improving Allan Warburton, R.K.B.

## Harewood Combined Top 10 Run Off

1. Tim Thomson (FTD) in Pilbeam MP9012J Harc	37.7s
2. Roy Lane (2.7 Pilbeam MP910J Harc)	38.2s
3. Jim Thomson (2.7 Pilbeam MP400J Harc)	38.3s
4. Charles Wardle (2.2 Mallock 1/2 Mk21 Harc)	38.3s
5. David Gould (1.4 Gould 801 Harc)	38.3s
6. Tim Robinson (2.2 Mallock 1/2 Mk21 Harc)	38.3s
7. David Gould (2.2 Mallock 1/2 Mk21 Harc)	38.3s
8. Bill Wood (1.4 Mallock 1/2 Mk18 Harc)	38.4s
9. Peter Harper (1.7 Mallock 1/2 Mk21 248 Ford)	38.4s
10. Allan Warburton (1.7 Mallock 1/2 Mk1122 Ford)	38.4s
11. Alan Stringer (1.4 Ford Escort 89.50s)	38.5s
12. Neil Jackson (1.5 Mini (1.7) 51s. Mike Kerr (2.6 Vauxhall Chevette 808s) 41.2s. Richard Howard (18.2 Skoda 5019H 804H) 42.4s. Richard Brian Walker (2.6 Skoda 5019H Harc) 42.2s. Robert Dave Peckstone (1.6 Midget) 42.2s. Tom Birch (1.9 Ferrari 801) 42.1s. Tony Bancroft (3.3 Porsche 911 Turbo) 43.9s. Chris Hart (1.4 Centaur 848 Ford) 44.4s. Richard David Grace (1.7 Mallock 1/2 Mk14-20 Harc) 46.4s. Bob Wood (1.4 Mallock 1/2 Mk4000J) 46.4s. Charles Wardle (2.2 Mallock 1/2 Mk21 Harc) 39.1s. Alan Stringer (1.4 Ford Escort 89.50s) 40.1s. Richard Howard (1.4 Ginetta 017 Turbo) 42.4s. David Gould (1.4 Gould 801) 43.1s. 39.8s. Tim Thomson (2.8 Pilbeam MP9012J Harc) 37.6s. Lynn Craven (1.4 Lotus 51B Ford) 38.4s. Geoff McAuley (1.6 Jupiter Jupiter 51.62s). Roy Lane (1.4 Ford Escort 89.50s) 40.1s. Mike Midgley (2.1s. John Kinney (1.4 MG) 37.8s. David Price (1.8 MG) 37.6s. George Edney (3.3 MG TR Sports) 36.8s. Glyn Gault (1.4 MG TR) 37.2s.	