

Mr Guyson's Harewood

DUE to the clash with the RAC Hillclimb championship meeting at Loton Park, the opening round of the Guyson Harewood Hillclimb championship on Easter Sunday attracted fewer top names than expected, but a very large entry nevertheless. Not unexpectedly, FTD went to "Mr Guyson" himself, Jim Thomson, who proved to be the only driver capable of getting under the 40 seconds barrier.

Despite the good weather, no class records fell, though the current Harewood champion, Brian Walker, did manage to get to within a whisker of his own class five record set last year. A good start to the Harewood season for Walker saw the Skoda Coupé driver immediately occupying the number one spot in the championship at the end of the meeting.

The first runs passed fairly incident free but a spate of spins punctuated the afternoon's proceedings. Chris Mason put Haydn Spedding's "E" type on top of the banking at Orchard Corner after admitting to being caught out but fortunately, the car was undamaged as Haydn himself later appeared to comfortably sew up the Harewood classics class. Bob Priest was the very next driver up but he came off at Willow Bend, Allen Craven also pirouetted his Lotus 51B at Orchard and there was plenty of

action from Ford Escort driver George Swinbourne until he overstepped the mark just a shade and took an excursion onto the grass.

There was drama in the run-offs as a water leak was discovered on the shared Mallock of David Grace and Alan Warburton. The latter managed to take the first of his last two runs but with water being thrown out at an alarming rate, Grace was to be denied any attempt at improving his position. Chris Seaman also missed the run-off, electing not to continue after detecting problems with a drive shaft. Whilst all of this was going on, Ray and Peter Harper were happily dicing for second fastest time behind Thomson. Ray looked to have got it but Peter was the very last to go and put in what looked to be a very quick run, only for the clock to stop prematurely. Peter did manage it on the re-run, demoting brother Ray to third place. G.M.

1, Jim Thomson, FTD (Pilbeam MP 40 RXH Hart)	39.14s
2, Peter Harper (Mallock U2 21/24B)	40.10s
3, Ray Harper (Mallock U2 21/24B)	40.26s
4, Bill Wood (Mallock U2 18 Ford BDA)	41.18s
5, Alan Newton (March Pilbeam R28/46 FVA)	41.28s
6, John Istead (Mallock U2 14/18 Beattie)	41.35s
7, Redvers Arnold (Mallock U2 20 Ford)	41.87s
8, Allan Warburton (Mallock U2 14/25 Beattie)	41.97s
9, Joe Ward (Ward W.D. 7 Holbay)	42.59s
10, David Grace (Mallock U2 14/25 Beattie)	N/S

Class winners: Nigel Clegg (998 BL Austin Mini); Neil Turner (1275 BL Mini Cooper S); Mike Kerr (2300 Vauxhall Chevette HSR); Alastair Cobb (1298 Skoda S110R BDH); Brian Walker (2500 Skoda Coupé Hart 425R); John Gornall (1275 MG Midget); Graham Oates (1594 Lotus Europa); Tony Birch (2926 Ferrari 308 GTS); Nick Bridge (1600 Lotus Seven); Paul Tankard (4727 TVR Tuscan); Bill Wood (1600 Mallock U2 18 Ford BDA); Alan Stringer (1600 Crossle 30F Minister); Allan Staniforth (1034 Terrapin Mk 7 D Imp / Mini); Alan Newton (1600 March Pilbeam R28/46 FVA); Haydn Spedding (4235 Jaguar "E" type).