

Stars on Sunday

ALTHOUGH the fifth round of the Guyson Harewood Hillclimb Championship, staged by the Yorkshire Centre of the BARC on August 19, failed to attract the majority of the leading large capacity single seater drivers, the meeting turned out to be very entertaining. The pace, especially in the classes, was fast and furious, with some very close battles.

The small touring cars produced a battle between the Imp of Phil Cooper, and Bobby Fryer's Cooper S, just 0.11s separating the two. In the up to 1500 cc touring cars the honours just fell to Nigel Clegg, who fended off Geoff Howarth by a mere 0.04s. The large touring car class was again almost a formality for record holder Mike Kerr.

The first of the special saloon car classes saw Alastair Cobb (Skoda) well in command, and in the large special saloon class Brian Walker (Skoda Hart), produced two sub 41s climbs, the first ever by a special saloon car, the record eventually being left at a superb 40.71s. In the small marque sports car class the silverware finally went to the Castrol Midget of John Gornall, while Graham Oates dominated the next class with his Lotus Europa. Tony Birch was looking for a sub 50s climb with the Ferrari 308GTS in the large division and found it, 49.99s!

Leon Bachelier came under massive pressure from the Caterham Super 7 of Rob Welch, the latter's second effort just failing to match the Lotus 7 driver's earlier ascent in the small mod sports car class. Another crowd favourite, Tony Bancroft had his Porsche clutch cry enough, leaving Paul Tankard to thrust the massive TVR Tuscan to yet another large mod sports class win.

The Centaur 84B of Peter Green was relatively untroubled in the Clubmans B class, but the main class was another story, for in practice the only sub 40 secs climber of Harewood with a Clubmans car, David Grace, was having gearbox problems. A quick lunchtime strip reduced the problem and allowed David to just beat Peter Harper by 0.07s. The up to 1600 cc sports racing car class saw Bill Wood continue his domination whilst in the unlimited division the straight battle between Charles Wardle and Jim D...

Davies powered his Pilbeam to a 1.7s victory in the 1100 cc racing car class, while once more the 1600 cc class was all about David Gould, whose first season with his home built car is proving an eye opener for the rest of the class.

What better place than Harewood for Jim Thomson to debut his new 2.8 litre Hart engine? Despite the new motor sounding a little "flat" Jim pushed on well in the Guyson Pilbeam but failed to match son Tim who rocketed his version to FTD in just 37.38s. Bev Fenby produced the fastest on the road time in the Harewood classic class, but could not snatch the handicap award, that being taken by Hadyn Spedding who produced a personal best sub 46s climb in the Jaguar E. Harewood regular Nick Vandervell showed all his skills to take the Gilbern class with his Invader by a goodly margin, whilst the TR Register division fell to the well handled TR5 of Christopher Burbury.

The Guyson Harewood FTD Awards run off saw both the Harper brothers in trouble with a motor which was gradually "slowing", their first runs netting ninth and tenth places with Peter ahead. Mike Brown just bettered his earlier climb in the Chevron to take eighth place, by a whisker from Harper, only failing by 0.04s to match Alan Newton, who had headed him by the same amount in the class runs. Jim Robinson tried his heart out for a sub 40s climb, but was not rewarded, just missing the mark as he claimed sixth place, whilst yet again it was David Grace who excelled, two sub 40s runs in the Clubmans car, the best at an amazing 39.48s for fifth place, just 0.48s down on a hard trying Charles Wardle. David Gould again had the 1600 cc car well wound up netting a sub 39s climb and third place, whilst as expected the two Guyson