

Walker weathers well

THE fifth round of the Harewood Hillclimb Championship again fell off of the weather last Sunday, rains descending at lunchtime which assured that all the winning climbs came from the morning ascents. This certainly produced a slightly surprising result, for with Tim Thomson's Guyson Pilbeam missing the one and only dry run due to motor problems, it was the BKW Racing Pilbeam of single seater newcomer Brian Walker which took a splendid overall victory. Walker however, could not repeat the performance in the championship run-off, the spoils falling to Peter Kaye following a titanic effort with John Lambert's Pilbeam sports racer. The first visit of the Ford Credit Fiesta Championship circuit to the hill can only be described as a great success, providing some highly entertaining motoring, especially from championship leader Barrie Williams, who thoroughly excited the crowd with his usual exuberant style en route to victory.

The initial three classes produced the touring cars as usual and saw Bobby Fryers easily in command of the small capacity division in his Cooper S. In the next category, as ever the pace was fast and furious, Nigel Clegg just getting the better of Neil Jackson, from Neil Turner and Geoff Howarth, all four less than half a second apart. The Mobil Chevette of Mike Kerr took the expected win in the large division, but over a second from Paul Simons' "For Sale" version which in turn headed Graham Hathaway's exciting new Escort RS Turbo circuit racer by a couple of seconds. There were few surprises at the head of the up to 1300 cc special saloon car class, Dave Whitehead (Stiletto) maintaining his excellent form to take a comfortable victory, over three second clear of Ron Gerrard's Maguire Imp.

Barrie Williams also appeared in the over 1300 cc special saloon car class, which in the absence of the regular race-prepared machinery, turned into a Ford Credit Championship contenders Fiesta. "Whizzo" entertained in sparkling style to take the honours by over a second and a half from Matthew Johnson, whilst Jeff Goodfirth returned to Harewood after a 15 year break and only failed by 0.07s to match the third placed Ron Johnson after a stirring effort in the Ford celebrity car. Despite a ten tenths effort by hillclimb returnee Brian Kenyon, class record holder John Gornall took the small capacity Marque class by just over a second, whilst as before, Graham Oates was the man to beat in the intermediate division, his Europa just under two seconds clear of Roy Harper's version. Peter Garland is enjoying a marvellous season, with his retooling Morgan +8, and took a full second off his own record, while heading home John Swift's Ferrari 308GTB.

Having almost clipped Charles Barter's record in practice, Bob Dayson (Cougar Developments Caterham 7) charged hard. Although he failed to place his name in the record books his effort was enough to add yet another "pot" to his collection, his nearest challenger, Leon Bachelier's rapidly developing Caterham Black Brick being over a second astern. With Tony Bancroft's Porsche sidelined due to clutch problems the large mod sports car

class became a formality for Paul Tankard who burbled his TVR Tuscan to victory. While the shared Centaur of Peter Green and Richard Netherwood completed a clean sweep on the Clubmans B class, David Grace refused to be ruffled by Peter Harper, powering his Mallock U2 to a one second victory in the main Clubmans class with what turned out to be the third fastest ascent of the meeting.

As expected Bill Wood took the Lencestercard Mallock BDA to victory in the 1600 cc sports racing car class, despite pressure from Bob Prest. The large sports racing car class saw just the shared Pilbeam of John Lambert and Peter Kaye present, the latter producing an enthusiastic climb for fourth FTD and the class win, by just over a second from the owner. Once again Alan Stringer proved boss in the well supported Formula Ford class, and in the 1100 cc single-seater class "Mr Terrapin" Allan Stanforth held a one second advantage over the incredible RRS of the Revd Barry Whitehead who was making a rare appearance at the hill. Barrie Dastall, despite a back problem following his practice accident at Shelsley last weekend, again showed the potential of his Ralt RT3, powering away from Peter Varley's Ensign to take the 1600 cc single-seater class by nearly two seconds. With Tim Thomson's late run, the unlimited capacity-single seater class was a straight battle between his father (Jim) and Brian Walker, a contest which fell to the former saloon car driver who pipped Thomson's Guyson Pilbeam by 0.42s to set what proved to be FTD.

The Ford Fiesta Championship brigade closed the class run with a record breaking performance, run to the top half dozen all under Brian Farmer's previous mark. Barrie Williams positively assaulted the hill to take victory, but he was forced to work for it as a very smooth climb from Alastair Davidson only failed to match "Whizzo" by 0.2s. As always Ian Briggs was right in the hunt, just a further 0.04s in arrears and holding off stern challenges from previous record holder Farmer, Graham Hathaway and Matthew Johnson at the end of a superbly entertaining, class.

Bob Prest did not appear for the fifth Harewood FTD Awards

Championship run-off of the year, but there were just nine takers. Peter Varley (Ensign) took the final position, a couple of seconds astern of Barrie Dastall who slipped from sixth to eighth when he ran out of road at Farmhouse Corner on his second climb. John Lambert came through to seventh, just behind the consistent Peter Harper. Bill Wood provided the shocks on the first run, the Mallock BDA holding down a magnificent second place overall, but which he improved on the second run (in slightly better conditions) he was destined to take fifth place. FTD man from the class runs, Brian Walker made a minor mistake on his opening climb and although he fought back well, he was forced to settle for fourth thanks to another superb effort from David Grace for third. Peter Kaye actually ran as he

crossed the finish, but he stopped the clock and had taken the lead with the first sub 42s run of the section. Jim Thomson produced another very smooth and solo ascent, but it was not to be his day, for despite the efforts Kaye hung on to take victory with the sports racing car by 0.28s at the end of an excellent day's sport.

R.K.B.



Whizzo — Fiesta winner.

Harewood FTD Awards Championship, Round Five

1. Peter Kaye (2.4 Pilbeam MP40 Hart)	41.86
2. Jim Thomson (2.4 Pilbeam MP40XIII Hart)	42.14
3. David Grace (1.7 Mallock US Mk14 2F Ford)	42.88
4. Brian Walker (2.8 Pilbeam MP40 Hart)	43.73
5. Bill Wood (1.6 Mallock U2 Mk18 BDA)	43.84
6. Peter Harper (1.7 Mallock U2 Mk12 240 Ford)	43.58
7. John Lambert (2.4 Pilbeam MP40 Hart)	43.96
8. Barrie Dastall (1.4 Ralt RT3 BDA)	44.10
9. Peter Varley (1.8 Ensign LN74M BDA)	46.49
10. Bob Prest (1.4 Mallock U2 Mk12 BDA)	Not Start
FTD. Brian Walker (2.8 Pilbeam MP40 Hart)	39.28
Class Winners: B. Fryers (1.3 Mini Cooper S) 49.16s, M. Kerr (2.3 Mobil Chevette BDA) 48.61s, D. Whitehead (1.1 Chrysler Stiletto BDA) 48.26s, B. Williams (1.6 Ford Fiesta XR3) 50.84s, J. Gornall (1.3 MG), M. Oates (1.6 Lotus Europa Ford TC) 45.47s, P. Garland (1.5 Morgan +8) 41.86s, Class record, R. Dawson (1.6 Caterham Super 7 Ford TC) 42.36s, P. Tankard (2.8 TVR Tuscan) 43.37s, P. Green (1.8 Citroen 14C) Ford 46.42s, D. Gray (1.7 Mallock U2 Mk14 2F Ford) 46.17s, B. Wood (1.6 Mallock U2 Mk18 BDA) 41.36s, P. Kaye (2.4 Pilbeam MP40 Hart) 40.31s, A. Stringer (1.6 Conrod 300 Ford) 43.58s, A. Stanforth (1.9 Terragon MK7E Impi) 45.42s, B. Dastall (1.4 Ralt RT3 BDA) 41.86s, B. Walker (2.4 Pilbeam MP40 Hart) 39.28s, D. Williams (1.4 Ford Fiesta XR3) 50.86s Class record.	