

Broadshot sinks 'em

ANOTHER good performance from Charles Wardle and the Broadshot Pilbeam Repco saw him take his third outright victory of the year, at the Harewood Hillclimb on August 17. A drive which ensured that the single seater newcomer has clinched the local FTD Awards Championship, with one event still to run.

The BARC (Yorkshire Centre) event opened with Bobby Fryers taking his Cooper S to victory in the small capacity Touring Car class. Nigel Clegg was in good form when the 1500 cc machines took to the hill, his Mini Cooper S stormed to a win with nearly three seconds in hand over David Farrer. Bev Fawkes produced a couple of rapid climbs with his Giblens, but although he fended off Allan Templar's Escort in the over 1500 cc touring car class, he could not quite match George Swinbourne, who took but one climb and the honours, by nearly a second.

Dave Whitehead had to work hard in the up to 1300 cc special saloon car class, as his wife, Lynne, got ahead in the first run. Dave's second climb saw him close but this was only good enough to fend off his wife by under a second. In only it's ninth event, the Mobil Tiga Skoda of Mike Kerr took over half a second off Brian Walker's unlimited capacity special saloon car record and nearly posted the first ever sub 40s climb of the hill by a saloon car, as he headed home Bob Claxton's Stelrad Firenze.

Two hard runs from Brian Kenyon ensured that his Sprite again emerged victorious in the first of the marquee sports car classes, although David Gornall produced one of his best drives to date to trail the class record holder by half a second. The next Marquee class was spoilt by wrangling, for having posted the fastest time in the class the Lotus Europa of Graham Oates, the leader of the Harewood Hillclimb Championship, was excluded as the bodywork just failed to cover the tyres. This left the class to the Elan of

Brian Lee who had overcome Chris Tyas by over three seconds. First run leader John Yardley (Marcos) failed to find an improvement on the second runs and slipped to third place in the over 2600 cc marquee sports class, but the Morgan +8, of George Whittaker, got ahead of the Ferrari 308GTS of Tony Birch by a third of a second.

The up to 1600 cc mod. sports car class produced a Caterham 7 benefit Bob Dayson powered his Cougar Developments backed machine to the head of the class with nearly two seconds in hand, over Leon Bachelder's Seba Developments car. The second runs from the unlimited capacity mod. sports cars produced plenty of action. Haydn Spedding turning in a sub 44secs climb, with the John Walker Jaguar E, to equal Neville Robinson's fastest time on the hill. This netted second place, but Tony Bancroft, who with his suspension problems solved, turned in a great drive, as his Porsche 911 Turbo just missed the class record by 0.06s as he became the second mod. sports driver to beat the 41s barrier.

Whilst Richard Netherwood and Peter Green battled tooth and nail with their shared Centaur for second place in the Clubmans "B" class, the latter snatching the position on aggregate only after a splendid dice, while Paul Goldman turned in a smooth climb with his Mallock to take the honours by half a second. The challenge from the Vision of Peter Harper, failed to materialise in the Clubmans "A" class, although he headed the BSS Mallock, of John Instead, and clipped the 40s barrier, he could not match the pace of Allan Warburton.

Bill Wood's 1600 cc sports racing car mark remained safe, but only by 0.36secs, as Roger Gregory produced two sub 40s climbs. His main opposition, in the form of Alex Graham's Team Scottish Farm Mallock, trailed by less than half a second on the first run. The former Scottish champion was denied a second run when the transmission broke. The over 1600 cc sports racing car class saw Jim Robinson battle with David Grace. On the first runs just 0.6s separated the two Mallock Harts. Grace had the last say, improving on the second climb to secure the win.

The Formula Fords proved as entertaining and competitive as every, just 0.36s separating the leading trio at the end. First run leader, Tim Mason, fighting back to regain control, with his Merlyn, ahead of Bob Cartledge's Hawke and the Dastle of Jason Leach. Paul Bennison ensured that his Lola emerged ahead in the 1100 cc single seater racing car class, but his advantage over Patrick Wood was less than a second. Barrie Duttall has made the 1600 cc single seater class his own at Harewood this season and not unexpectedly again emerged ahead of the field with his BD Engineering Pilbeam MP50. Not only did he emerge ahead, leading Chris Seaman (Brabham BT30) by over a second, but also cracked his own class record on the opening run. Recovering well from a first run spin, Steve Allen posted his first sub 40s climb of the hill, with the Dragon Kitchens Chevron, to take third place.

Charles Wardle and his Broadshot Pilbeam clipped the 37s barrier but a challenge was mounted by Tim Thomson, taking his Buysun Pilbeam to the top within 0.12s of the Repco powered car. Whilst Jim Thomson took third place with the second Guyson car, just over half a second clear of Chris Knapman. Another impressive drive from Geoff Mansfield, saw the Triumph TR3A driver under 49s on both runs, his progress giving him a second in hand over Mike Walkere (TR4), at the head of the special class for TR

Register cars.

Chris Wardle began the Harewood FTD Awards Championship run-off with an excellent chance of tying up the title with one round still to go. The Broadshot Pilbeam hurtled off the line and claimed victory with his first run. Like Wardle, Tim Thomson also produced his best on the opening climb, the Guyson driver challenging the new Harewood champion with a strong effort, just a quarter of a second astern. Chris Knapman again showed well with the Gym 'n' Tonic Ralt, very nearly getting into the sub 38s barrier on the final run, but he had to be content with fourth place, as Tim Thomson turned in two good runs, with the Guyson Pilbeam, to secure third. Barrie Duttall was unable to take his second climb, in the 1600 cc Pilbeam, but did enough in the first run to claim fifth place. Having just failed to match David Grace in the class runs, Jim Robinson was well fired up in the championship section, his second climb proving good enough to reverse the earlier order, Grace being unable to quite emulate his qualifying time, or his co-driver, who claimed sixth place with 0.17s in hand.

R.B.K.B.
FTD: Charles Wardle (5.0 Pilbeam MP4TR8 Repco) 36.21s; 1. Charles Wardle (5.0 Pilbeam MP4TR8 Repco) 36.21s; 2. Tim Thomson (2.8 Pilbeam MP50 Hart) 36.47s; 3. Jim Thomson (2.8 Pilbeam MP50 Hart) 37.00s; 4. Chris Knapman (2.8 Hart RT4 H.C.S. Ford) 38.00s; 5. Barrie Duttall (1.6 Pilbeam MP50 BDA) 38.38s; 6. Jim Robinson (2.2 Mallock U2 Mk27B Hart) 38.52s; 7. David Grace (2.2 Mallock U2 Mk27B Hart) 38.66s; 8. Harry Benson (2.6 Ralt RT4 H.C.S. Hart) 38.97s; 9. Chris Seaman (1.6 Brabham BT30 Cosworth FVA) 39.04s; Allan Warburton (1.3 Mallock U2 Mk42 Ford) Failed. Class Withdrawn: Bobby Fryers (1.1 Mini Cooper S) 30.85s; Nigel Clegg (1.1 Mini Cooper S) 46.35s; George Swinbourne (1.6 Ford Escort) 46.72s; Dave Whitehead (1.3 Chrysler Silvertone BDD) 46.86s; Mike Kerr (1.9 Chrysler Silvertone BDD) 47.10s; David Gornall (1.6 Lotus Europa) 47.10s; Brian Kenyon (1.3 Austin Healey Sprite) 46.72s; Brian Lee (1.6 Lotus Elan) 47.04s; George Whittaker (3.3 Morgan +8) 47.11s; Bob Oates (1.6 Caterham Super 7) 47.26; 10. 42.32s; Tony Bancroft (3.3 Porsche 911) 47.00s; 40.99s; Paul Goldman (1.6 Mallock U2 Mk16 Ford) 44.19s; Allan Warburton (1.3 Mallock U2 Mk14 Ford) 42.32s; Roger Gregory (1.6 Mallock U2 Mk16 BDA) 41.75s; David Grace (2.2 Mallock U2 Mk20B Hart) 38.49s; Tim Mason (1.6 Merlyn Mk20A Ford) 45.31s; Paul Bennison (1.1 Lola S500H Imp) 45.31s; Barrie Duttall (1.6 Pilbeam MP4TR8 Repco) 36.98s; Geoff Mansfield (2.7 Triumph TR3A) 48.28s.