

# Historic Harewood

THE Guyson USA contenders certainly kept to the script at Harewood on September 27 as they helped the Yorkshire Centre of the BARC celebrate 25 years of motoring at the Stockton Farm venue. There could have been no better way to celebrate than to produce a final championship run-off of the year which saw the top 10 finishers separated by less than 1.2s. Only on his very last run of the day did Ray Rowan find himself at the head of the field, his final assault in David Rensler's Pilbeam proving good enough to take victory, but only by six hundredths of a second from the find of the year, Sean Gould.

The Mobil 1-supported meeting opened with a four car class for smaller capacity Marque Sports cars. The event powered his Sports Car at the head of the field, wife Pat making it a family one/two. In the intermediate Marque Sports car class Brian Lee was forced to give best to the similarly Lotus Elan-mounted Des Richardson by 0.85s. George Whitaker usurping first run leader John Yardley in the final category.

A class win in the 1600cc Modified Sports Car class would guarantee Bob Dayson and the Catechism Super 5000 a place in the Sports Car Bratt British Leaders Hillclimb Championship. The trials exponent achieved his aim, but it was a far closer call than expected thanks to two superb climbs from Paul Simpson, the former Vauxhall Chevette driver finally conceding defeat by just 0.07s. Tim Barington completed an excellent first year in the sport by capturing third and the best newcomer award within the series.

A vibration afflicting Tony Barcroft's Porsche left him in second spot ahead of Christian Mineoff's Lancia Stratos in the large capacity Mod. Sports Car class, the division becoming a formality for Paul Tankard's TVR.

The 1600cc Clubmans cars produced a marvellous scrap, the Mallock U2 Mk20 of Mike McDermott beating the Renault 5 of Mike Hill 1.7s. Phil Price by just two hundredths of a second, Peter Green bringing the Centauri into third. There were no real surprises at the head of the Clubman A class. Once again Peter Harter held sway, his opening climb posting the only sub 40s time of the day in the division. Rob Welch took third, Richard Mallock's Mk27 splitting the two Vissos. Surprisingly only four 1600cc sports racing cars appeared, Alex Graham taking the 3.5 litre Scottish Farm/Esport Mallock to victory with 0.6s in hand over Bob Prest. The similar Mallock just got the better of Barry Goodie's Marley Power Tools backed version.

The over 1600cc sports racing car class saw John Lambert's first time in the Pilbeam discounted as the machine threw its timing strut to the wind during the climb. John fought hard on the second run and managed to slip ahead of Jim Robinson's Mallock Hart, albeit playing second fiddle to Peter Blankstone's Worfield Garage-backed car.

The Harewood Hillclimb Championship title was also at stake, the Formula Ford class containing the three leading contenders. The first climbs saw Jon Collinge just holding sway from the Marley Mk20A of championship leader Tim Mason.

With the pressure on, Collinge wilted and failed to improve, slipping ahead and clinching the championship crown with a season long battle.

Last year Dick Foden defeated Phil Jefferies at the final Harewood, a situation which cost the Stafford driver a top three placing in the Leaders Championship. It so nearly happened again this year, Foden failing by only two hundredths of a second to match the opening and faster climb by the Trakstar's owner, Jefferies, after a splendid season with the little Rotax-powered machine, who was to claim third place overall in the Bratt British Leaders Hillclimb Championship.

In the 1100cc single seaters Paul Squires' turbocharged Brabham set the early pace ahead of Tony Tewson and Richard Homer. A titanic struggle developed on the second runs which saw Tewson tugging furiously with the Shire Pilbeam to head the way and achieve his ambition of scoring a maximum in the Bratt championship, an effort which clinched fourth place overall in the series. Again however it was a close call, for having slithered the class leading Brabham out of contention on his first climb, Phil Kadsley fought back to win a tenth of a second of the leader, Richard Homer's Bliss Delta a similar amount away in third place.

When the 1600cc single seaters took to the line, Andy Gray's optics was first fired up, a magnificent sub 29s climb from the Sark driver securing the class and a well deserved third place overall in the British 'Award of Merit' Hillclimb Championship. Chris Seaman's Brabham BT30 spun at Farmhouse Corner, but his opening hole had proved good enough to hold off Peter Varley's March/Pilbeam by a second and a half.

Tim Thomson reckons he had talked to the leading Guyson contenders and requested a close battle in the over 1600cc racing car class. Well, that's his story and he was sticking to it at luncheon when the leading five cars were separated by just five one hundredths of a second. The two drivers battling for overall second place in the championship led the way, Roy Lane and Max Harvey being on identical times, but only one hundredth ahead of Thomson, since fired up under pressure from David Gould and 1987 Champion Martyn Griffiths. The latter cut loose on the second run, the Chase Wet Offset Pilbeam blasting through the 37s barrier to set what was to be the fastest time of the day. Roy Lane claimed second place on aggregate from Harvey, ahead of Thomson and Gould who also proved slightly slower in the afternoon. In contrast Sean Gould found a little, powering to within

15s of his father as he headed home say Rowan.

Just to prove that it doesn't just happen to Murray Walker, Mobil 1 Maestro Challenge co-ordinator Rick Smith forecast the round winner over the P.A. Needless to say this was the kiss of death and his selection failed to appear in the top six! The surprise of the round was Peter Cox who put it over the regular contenders with a fine sub 52s climb. Maximum points fell to Jenny Berrell, closing to within 0.5% of the winner and setting the pace on the final run, the latter a whisker ahead of David Hall.

Two of the three Touring Car classes produced comprehensive winners, especially the opening division which saw Andy Tyrkiewicz in superb form with his Sunbeam Sport. The Scottish driver not only showed a clean pair of heels to the other two contenders within the class, but also took home the only class record of the day to be named Dave Gould's Mini Cooper running at full half second. It was good to see Nicky Porter and Nigel Clegg back in action at Harewood, the two Mini exponents indulging in a dog-fight for the honours in the second class. Nicky just got the verdict. The Escort of George Swinbourne took the final class well clear of Mark Welbourne who managed just one run with his Peugeot 205 GTL, the car retiring after a heavy crash. Swinbourne suffered a minor oil on her second climb.

The charge of the Midlanders failed to secure victory in the 1300cc special saloon car class for once again the experienced Bobby Fryers was in fine form with his Solo Stiletto. An opening climb which saw him well through the 44s barrier proved good enough to collect the silverware. The Imp 3.0 litre of Andrew Parfitt's holder, Alan Fiddler, Martin Stiletto. The final class of the day proved but a formality for the Mobil Tiga Skoda of new Bratt British Leaders Hillclimb Champion Mike Kerr, the car securing yet another comprehensive victory, this time with well over four seconds in hand over Doug Bruce's Capri.

The best Guyson USA run-off of the year was the Harewood 25th Anniversary celebrations. Qualifying the Guyson Pilbeam for the second round in succession, Jim Thomson could not quite emulate his class time and missed repeating his Doune 10th place, that position falling to Chris Cramer. The former champion is happily back in the fray, this time with a March 782 Hart, and he has lost none of his skills or enthusiasm over the 12 month break, as his dedicated two runs proved. John Hunt was fighting furiously to secure seventh with the AWS Pilbeam, for that position would have placed him ahead of the absent Chris Dowson on the overall charts. John held that position at the end of the first climbs, but just when he needed an improvement could not find it, a 1.16s was all he could muster given his eighth place in the series. His ninth place in the run-off ensures that he carries that number in 1988.

It was unbelievably close for the next few places and Tim Thomson was one to suffer. Despite failing to match his qualifying time by only 0.05s, the Pilbeam driver was to slip from fourth in the class runs to eighth in the run-off, ending up ahead of

Hunt by 0.14s. Roy Lane, sensing that perhaps Max Harvey was about to rob him of second place, had time worked out in the final King Pilbeam, finding a little on his second run. It only elevated him a place to 0.03s, 0.02s ahead of Thomson, but to 0.07s down on a tremendous battle for fifth place. Max Harvey needed to beat Lane and finish in the top four to rob the Warwick driver of second, and actually held that position at halfway. He too failed to better the timing clock and came under immense pressure from Chris Knappan. The new 'Award of Merit' Hillclimb Champion's final climb in the QED Rat exactly equalled Harvey's opener, but he lost fifth place by 0.36s on aggregate and just failed to achieve his ambition of an overall top 10 placing. Having taken his first class run as a practice following problems with the engine, the driver of the 1987 Harewood FTD Awards Champion Charles Wardle then qualified for the run-off in eighth place. He exactly equalled David Gould's first time to hold joint second place at the end of the first runs. Both sensed that a first Guyson USA Championship victory could be theirs, but the pressure told and neither improved, thus it all came down to aggregate (again). Gould just claiming third place by 0.5s.

If David was disappointed at again just missing out on his first championship win, he must have been delighted at the performance of son Sean. In his first season of motorsport, the young Newbury driver has posed a real threat to the regular hillclimb pacemakers and Harewood was no exception. A superbly controlled opening climb saw him slip a little ahead of all before him as he led the battle between father David and Wandle by 0.11s. He refused to succumb to the immense pressure and found another one hundredth of a second on the final climb. It really did look good enough to take victory, but it was not to be. Having languished in a lowly sixth place during the first runs, his reserve holder Roy Coleman, a 1987 winner of the 'Tomman' award, was in search of his second win of the year at Harewood. It was an all or nothing run, but one which worked, for he slipped ahead of the Gould by just 0.06s. Sean received some consolation as he again collected the H.S.A. "Man of the Meeting" award in addition to 10th overall in the Guyson Championship, an impressive result for a 17 year old.

With just Martyn Griffiths to run, the first Pilbeam was no higher than fourth. Like Rowan it was an all-out effort, but this time all did not go according to plan, the champion spinning at Orchard Corner. Thus he set FTD with his class climb, but finished 12th in the run-off, an almost unheard of occurrence. As he said afterwards, "I was really 'at' but got off, it didn't". The grimace of a very worthy champion. R.K.H.

1. Ray Brown (2.8 Totems 1207) 0.64s, 2. Sean Gould (2.8 Gould 840) 0.71s, 3. David Gould (2.8 Gould 840) 0.712s, 4. Charles Wandle (2.8 AWS Pilbeam) 0.713s, 5. Roy Lane (2.8 AWS Pilbeam) 0.7135s, 6. Chris Knappan (2.8 Rat RFD H.C.S.) 0.714s, 7. Nigel Clegg (2.8 Sunbeam Sport) 0.715s, 8. Tim Thomson (2.9 Pilbeam MP4) 0.715s, 9. John Hunt (2.8 Pilbeam MP2) 0.716s, 10. Peter Cox (2.8 Pilbeam) 0.717s, 11. Jim Thomson (2.8 Pilbeam MP2) 0.718s, 12. Martyn Griffiths (2.8 Pilbeam MP5) 0.719s, 13. Roy Lane (2.8 Pilbeam) 0.720s.