

A massive entry of Harewood and BARC/CCC Championship contenders were joined at the Yorkshire hill on August 8 by a fair smattering of Bridgestone AMMC regulars, the latter group in the main visiting the BARC Yorkshire venue for the first time in preparation for 1994 when it is hoped that the 1500 yard hill will also be incorporated into the very popular Midland series. Unfortunately, the failure of several of the regular championship contenders to enter the correct class caused the organisers more than a few headaches as cars were relocated and classes re-written.

Spadic showers meant that in many cases, but not all, the opening of the three competition runs was to decide the awards and points, and Andrew Barrett did just enough on his opening climb in the Elan to fend off the attentions of Peter Cresswell's Corolla GT in the opening Standard Production Car class. Barrett improved at the second time of asking to extend his frail 0.03s advantage to just over 0.4s after a splendid battle which set the meeting underway in excellent style. It was close in the next class too, a second run improvement from Steve Muir proving just good enough to overcome the similar Cosworth Sierra of first run leader Kevin Salisbury, but only by 0.06s. A second run charge from Mike Wood brought the Peugeot 309GTi to within half a second of the scrapping turbo cars.

Things were a little more clear in the 1300cc Roadgoing Production

Class as Giles Tinkler again rushed the Spitfire off into the distance, finishing with over three seconds in hand over Maurice Clark, who worked his Nova ahead of Iain Gibson's Suzuki Swift GTi. In the 1600cc division Chris Plant's opening effort in the Mini, which saw him under 73s, proved good enough to take the win by 0.41s from Andrew Webber. The Elan driver worked his way from fourth to the runner-up spot with a hard trying second climb, which was very nearly matched by Neil Bennett's Escort.

With class record holder Martin Brobyn missing, the 1400cc Marque Sports class was always the domain of the ever-improving Paul Greaves, the Midget driver less than eight tenths of a second away from Brobyn's record as he easily disposed of the rest of the class, which was headed by Mark Cousin's Midget. On a day when records were rather thin on the ground, Keith Wilford was again in fine form with his Europa, producing two climbs within a quarter of a second of his previous best on the hill. He was firmly ensconced at the head of the two-litre Marque Sports class, holding nearly three seconds in hand over the Elan of Brian Lee at close of play.

## HILLCLIMB - HAREWOOD

# Newton's law

The pre-'1989 Formula Fords came out to play next, in their hordes as usual, and once again produced some close competition. This was most evident at the sharp end of the class, where leading Harewood Championship contender Ken Bailey hung on to take the win by just 0.06s from the similar Van Diemen of ex-Hillman Imp driver David Sturdy. The latter was in turn under a fair amount of pressure from Colin Wright in a category which, at present, is dominated by the Ralph Firman-built machines.

The first of the Modified Production Car classes was easily the domain of former record holder Peter Herbert, the Westfield some two seconds clear of David Hutchinson's Midget, which was under more than a little pressure from the well-handled Metro GTi of Andy Kitson. In the two-litre category Darren Soothill needed just one, very exciting, climb in the Caterham to further reshape his own class record, and trimmed a further 0.14s off his previous Harewood best. An excellent effort from Malmesbury engine builder Alistair Elliott provided a slight surprise in the class, as he stole second place from the class record holder's co-driver,

Robert Moore, with 0.39s to spare.

The over two-litre ModProd class was again a battle of the Jaguar E Types, Haydn Spedding getting the better of Ron Lea by just over a third of a second on this occasion. A great last run in rather dismal conditions saw Jaguar XJS exponent Mark Lewis recovering well from a second run 'off' to steal third place from the Porsche of Bridgestone AMMC regular Peter Turnbull, who made an impressive debut at the Yorkshire hill. The one and only run from David Park's Lola T492 easily captured the first of the Sports Libre/Clubmans classes, but there was action aplenty on the final run in the up to 1600cc category. Having reduced his own 1600cc record by 0.48s on the opening run, Bob Prest seemed to have things well under control with the Mallock DBA, but not so. After a fraught day Steve Owen finally got his OMS well wound up on the final run, the designer/constructor closing to within 0.02s of his own 1300cc class record with a brilliant on-the-limit final climb, which stole the win by 0.39s.

The up to 1100cc racing car class saw record holder Alex Tyson being forced to climb his rapid Royale ART within 0.26s of his previous best, to

make doubly sure that he fended off the attentions of the amazing Alan Aucote who performs marvels with his Terrapin, and only conceded the win by 0.7s.

While many drivers failed to find an improvement on the third and final competition run, Alan Newton was not amongst them, the March 772P driver attacking hard, with the Abarth engine in full cry as he strove to take the outright win. The last climb was a superb example of total commitment and resulted in the only sub 57s climb of the day for the local single-seater exponent. Chris Seaman came through to take second place in the up to two-litre racing car class, heading the March Pilbeam of Peter Varley. One of the drives of the day came in this class as Colin Wheeler broke the magic 60s barrier to take fourth place, a great effort with the FF2000-based Delta. Ciaran Pilbeam, the son of the prolific designer/builder of hillclimb cars, made an impressive competition debut to take sixth place in the well-supported class.

Although there was only one over two-litre single-seater present, it was the turbocharged Pilbeam MP53 of reigning Harewood Hillclimb Champion John Garnett, who, following his superb showing at the Gulf Oil Championship event last month, was expected to take overall honours. It was not to be, however, for the car was slightly off-form and despite John's best efforts he finished 0.36s down on the FTD mark set by Newton in the previous class.

R.K.B.