

HAREWOOD HILLCLIMB

THE VINTAGE section of the Harewood Vintage and Novices Hill Climb on July 26 resulted in a classic win for Tony Merrick in Sandy Murray's ERA. This historic racing car was one of the first of 16 built by Raymond Mays, Humphrey Cook and Peter Berthon when they formed ERA Ltd. in 1934. From the novices classes, David Walker at last reaped the benefit of determination as he took the Novices ftd.

Persistent drizzle which lasted almost the entire meeting produced a slippery course and it was obvious that the event was going to drag a little. Although this was beyond the Yorkshire Centre's control the Historic and Vintage entry made all the effort worthwhile. A brief glossary of these cars can be gleaned from the Austin Chummies, Tourers and Ulsters, Frazer Nash TT Replicas and many other examples of these magnificent cars that had been entered. The slippery course provided the spectators with some good entertainment, as at one time it almost became a thrill every minute at Quarry Bend.

First to entertain was Malcolm Rogerson who perched his Corina 1600E atop the gravel, missing out the finish beam. Alan Padgett was more confident with this style of competition and attempted to go round the outside of the beam; his Bentley Mk6 Special demolished the chequered board and collected the timing gear battery, which although somewhat battered still worked! Neil Corner was another who used Quarry for stability control practice. On his last run with the Aston Martin DBR4, like a Maestro taking the final curtain, he courteously gusted at the apex then thanked the marshals for a push to the finish as his run was declared failed.

First Novice to disqualify himself was Andrew Jeffery as he battled his 998 Mini to a win, against that of David Hanley. These two were the only 1300cc Touring Car class competitors to ascend under the minute. The over 1300cc class seemed to be a run-away for David Walton's Corina GT, but Peter Hussey closed up with his GT to take a comfortable second place. The third Tourers class, the Specials Series Cars, was a fair gift for Audrey Blackwell's Cooper S. Although pressed by Tony Simpson's Cooper S his runs were consistent to take the class at 58.54s. Brian Bettridge and Brian Frank were the only competitors in the 1000cc light-weight saloon class and both were sharing the Cooper S. Brian Bettridge besting his co-driver by over two seconds.

There was full entry in the larger class, the running being Ford versus British Leyland. It was Peter Ripley's Mini which really sorted out class, and

claimed second fastest Novice award at 53.95s. John Anderson and Will Beaty were co-driving their maroon Anglia keeping second and third to themselves, John being the man in front.

In the Marque Sports classes, Brian McKenzie sliethered his Sprite into a good lead in the 1300cc class, which was down to five competitors. In contrast the merging of the 1301-2600cc and the 1300cc Modsports classes produced an entry of fifteen cars of various types. The most outstanding performances were given by Bob Bingley and Bill Waterhouse in their Elans and Richard Gray in his Europa. They left the field as they battled for the class with Bill Waterhouse finally running quickest at 55.85s and Richard Gray at 56.45s. The largest Marque and Modsports classes were also merged and in this section it looked like a run-away for Michael Donkin's Jaguar E-type by nine seconds, but on his second run David Walker sorted himself out and drove his E-type even faster for Ftd and a Top Ten run.

The remaining Novice classes were poorly supported. The 1300 GT and 1600 Clubman's classes were merged which gave Scott Robinson's Mallock U2 a decisive win and put him on the Ftd trail. In the 1600 Sports/Racers class John Batte had an easy won for his Lotus Seven over Dennis Pegg's Climax engined Lotus 11. Only one racing car was entered and that was a Terrapin Mk1a built by John Buck and Tim Gostin, for the 1100cc class. Buck was by far the quicker and so must have been his pulse on his second run; as he left Farmhouse Bend and entered Quarry straight the car spun twice though collecting remarkably little damage.

Seven classes were provided for the Vintage and PVT cars. The first of these was for Touring Cars and the entry was of Austin Seven Tourers, Chummies, Roland Medley's Humber Tourer 8/18, Richard Perkin's Riley Monaco and Neil Lynch's Vauxhall 25/50 D Type. The class was well fought by Tony Griffiths, Mike Costigan (Tourer), David Laxton and Jim Bunney in Geoff Winder's Chummy. The class went to Medley's Humber 8/18, despite Mike Costigan's earlier intervention with the Austin 7 Tourer.

Poor support was received for the 1100c Vintage and PVT Sports class. Three entries only came from Alastair Brass, driving his vintage MG M Type, John Meek's Austin Seven Ulster and Ian Grant's Vernon Derby, and from the start it was a clear victory for Meek from Grant. In the 1100-1500 class, record holder Richard Clark drove his HRG Meadows to a fine win over Mike Gibb's Frazer Nash Exeter. Chris Winder had flooding problems with the Eagle powered Lea Francis/Alvis, but he made up for this as he regained the 1500-2500cc class from Colin Clifford's Riley V8 Special on the last run. The last of the Sports classes saw a hard fight between the 41-litre Bentleys of Harvey Hine and Edward Barracough. Barracough was first to lead, but Hine made a good improvement to snatch the class by 0.1s.

The Racing car class 1500cc section was a complete walk away for Tony Merrick, whose ERA R1A had a virtual 10 second lead which placed him fastest overall at this time. Whilst Neil Corner entered both his Bugatti T35B and Aston Martin DBR4 in the over 1501cc class, what better could he do than take first and second places, the Aston being the faster car of the two? Surely the star of the class must be Basil Davenport. Although he finished tail ender with the GN Spider, which petered out as the green light came on, his enthusiasm and spirit was ever present as he snuffed his pace. Last of this part of the programme was the Post war Bentley Specials class, just Vic Smith versus Alan Padgett, or R Type Special against Mk6 Special. Padgett was well ahead as he took the class, both being fast enough for the Top Ten runs.

The Novices and the Vintage drivers had their own Top Ten runs. In the Novices David Walker succeeded in making his fastest run of the day followed by Peter Ripley who improved to 53.42s. This left Scott Robinson with third Ftd from the class runs at 53.90s. Tony Merrick, in the Vintage runs, further improved to 51.18s followed by Neil Corner at 54.79s and Alan Padgett with 55.30s, both these being scored in the class runs, not without some hair raising antics for good measure.

K.S.H.

Novices Ftd: D. Walker (Jaguar E-type) 53.87s.

Vintage Ftd: T. Mowick (ERA R1A) 51.18s.

Class Winners: A. Jeffery (Mini) 59.81s; D. Walton (Ford Corina GT) 58.54s; A. Blackwell (Cooper S) 58.53s; B. Bettridge (Cooper) 55.34s; B. McKenzie (A-J) Special 53.87s; W. Waterhouse (Riley Elan) 55.85s; J. Batte (Lotus Seven Ftd) 54.77s; J. Buck (Terrapin Mk1) 57.95s; R. Medley (Humber Tourer 8/18) 57.05s; J. Meeks (Austin Seven Tourer) 64.45s; R. Clark (HRG Meadows) 60.57; C. Winder (Lea Francis/AJRV) 59.12s; H. Hine (Bentley 3/4) 58.12s.