



CHARLES BARTER (above) still holds a narrow lead in the Guyson BARC Championship.

HILLCLIMB

Cramer toast of Harewood

CHRIS CRAMER in the Douglas and Gavin March 782 was the toast of the eleventh round of the Guyson/BARC Championship, held at Harewood on Sunday, July 29. Cramer lengthened his lead in the Guyson FTD series over Martyn Griffiths, who was a subdued third, being beaten by Harewood specialist, Roy Lane. The meeting was severely delayed due to a mirror, part of the timing equipment, being dislodged by a competitor in practice. This meant that the first runs took almost three-and-a-half hours to complete, but Mike Wilson and his team at the BARC (Yorkshire Centre) managed to complete the rest of the programme with minimal delay.

One of the main points of interest lay in the battle which was waged at this meeting between Charles Barter and Josh Sadler for supremacy in the Guyson/BARC Hill Climb Championship. After the class runs Sadler, in his familiar Porsche, had put himself at the head of the championship. However Charles Barter (Davrian) tenaciously lowered his own class record in the Top 10 run-off to retain his overall lead by the narrowest of margins. Barter now has 57.92 points to the 57.45 points of Sadler.

Due to the ideal conditions Barter was amongst four competitors who lowered the class records. One of the most notable was rally driver Tony Drummond, whose Escort now sports a large rear spoiler. Drummond had to fight off a strong challenge from Jim Thomson Jnr. in the Guyson Chevette, whose best time was also under the old record. Chris Cramer's seven-year-old up to 1300cc sports racing car class

record was another to fall. The man who did this was Nick Bridge in a Mallock U2 18c which had a 1300cc BDA installed. The up to 1600cc sports racing car class saw another record tumble with Martin Bolsover (Mallock U2 18) taking the class and record after some very fierce competition. Richard Jones and Ian James were the initial pace setters after the first runs but both had to give best to the sensational second run time of 41s from Bolsover.

John Meredith (Mini) scored an outstanding victory (a welcome change to see John winning at Harewood again) in the up to 1000cc special saloon category. The class featured an excellent three cornered battle between the Imps of Ken Knott and John Jordan. Knott led the first runs from Jordan and Meredith. All this changed, however, on the second runs, with Meredith taking the top position from Knott and Jordan. Another close battle took place in the up to 1600cc facing

car class, John Barrett (Pilbeam MP28) winning with a time of 41.25s from Andy Smith (March 722) on 41.32s. In the over 1600cc racing car class Roy Lane took a narrow win by 0.03s to beat Chris Cramer.

Eighth fastest time during the class runs was achieved by Godfrey Crompton and it was he, therefore, who led away the top 8 run off. Despite lowering his class run best by a quarter-of-a-second, Crompton remained in eighth place. Seventh in the class runs and in the run off was Jim Campbell in the ex Ken MacMaster Modus M4, whilst Rob Turnbull was sixth in both in the B&W Motors March 762.

Malcolm Dungworth showed a remarkable turn of speed in the Waring and Gillows Pilbeam MP22 to post a time of 39.07s and give himself a fourth place in the Top 8 run off. It was a bad day for Dungworth's team mate Alister Douglas Osborn (Pilbeam MP31), who was slower than Dungworth on the first run. On his second run ADO put a wheel on the grass coming out of Farmhouse, and the car cannoned into the barrier, removing its nose cone, then spun to a halt giving the rear end a nasty swipe in the process. Douglas-Osborn was fortunately unhurt, his first run time giving him fifth place.

A missed gear change at the beginning of his first run probably partly caused Martyn Griffith's only managing third after putting up a time of 38.67s on both runs. Chris Cramer's first run time of 38.28s left Roy Lane with a great deal to do and indeed Lane had no answer to it. Cramer then went even quicker on his second run with 38.23s. Roy Lane improved his time marginally to 38.54s but like all the other competitors he had been well and truly beaten by Cramer.

R.B.

20-9-77



JOSH SADLER heads towards the overall championship laurels... 1977

Cramer's classic

HILLCLIMB

BARC HILLCLIMB CHAMPIONSHIP

CHRIS CRAMER and Josh Sadler were the stars of a truly classic day's hillclimbing the Guyson/BARC championship finale held at Harewood. Chris Cramer not only captured the Guyson/BARC FTD Award series, but also shattered the hill record with a fantastic last run of 38.04s. Whilst Cramer easily overcame the challenge from Martyn Griffiths, Sadler (Porsche) had a bottle royal with James Thomson Junior (Chevette) to win the overall championship by the margin of 63.07 points to Thomson's 63.03. Both shattered their class records and were amongst six record breakers (Tony Baines, Charles Barter, Martin Bolsover and Chris Cramer) at what was probably one of the best hill climbs of the year.

Entering the final round of the overall championship there were four people who could win. Josh Sadler, whose lowest score was 6.75 to discard, Charles Barter, who had a massive 8.05 score to discard, James Thomson, who had to drop a 5.65, and Des Richardson who had to drop a 5.90. Richardson's championship hopes disappeared when he lost all drive on his second run in his MG Midget, whilst Barter found that having to drop such a high score was too big a handicap to clinch what would have been an

succession. Despite this, Barter tried like mad, getting down to a time almost one second under his previous class record.

It seemed on his first run that James Thomson's hopes of a championship win had failed along with his Chevette's gearbox pin. However, after a frantic repair job James put in a fine second run, getting within 0.3s of Tony Drummond's record. James really made his father Jim (sponsor of the Guyson championship of course) very proud in the top ten run-off when he shattered the

record and put himself in with a great chance of winning the championship. However, it was Josh Sadler who finally took this honour with four consistent runs, breaking the class record in his raucous sounding Porsche, to win by a scant 0.04s of a point.

The points situation in the FTD award series before the runs began was that Cramer (March 79B) had 52 points whilst Martyn Griffiths (Pilbeam MP40) had 50 points, both of whom had the same lowest score, six, to drop. At the end of the first class runs the position between these two could not have

been more tense with both of them trying for third place with a time of 39.03s. Neither had a good second run. Griffiths climbing in 39.15s, whilst Cramer, having had the battery replaced on the line, dropped to 39.63s.

It was in the top 8 run off, however, where Cramer really began to show his class with a storming run of 38.59s to which Griffiths had no reply, dropping even further to 39.37s. At this point the challenge to Cramer was upheld by Alistair Douglas Osborn (Pilbeam MP31) who put in a fine run of 38.66s. However Cramer

put in a phenomenal final run to win the championship in the best possible way by shattering Peter Kaye's record, leaving it at 38.04s. A D-O renewed his challenge with a time of 38.33s from Roy Late to 38.68s, whilst Griffiths slumped to fifth behind an on-form Malcolm Dungworth (Pilbeam MP22). On a final note it was good to see Peter Kaye present and looking very well on a day which marked the end of one of Harewood's finest seasons as well as 18 years since the inception of this venue for hill climbing.