

Bolsover Again

THERE ARE certainly no problems in attracting full entry lists for any Harewood Hillclimb due to the prestigious Shell Oils championship, and May 15 was no exception when a first class field assembled at the Yorkshire hill to do battle in the second round of the series. Yet again the weather did its best to ruin the proceedings, but as always failed, for despite a drying but still very slippery course the competitors really entertained, especially Martin Bolsover who repeated his previous day's Barbon form to take the Guyson Pilbeam to a brilliant top ten victory just over two seconds clear of Harewood's most prolific winner Roy Lane.

The MG Midget of Rick Price rushed to victory in the opening class for the small marque cars, his effort at 53.99s giving him over three seconds in hand over Dave Pickstones' version. Des Richardson held sway in the next class with a climb of 51.40s in the Elan to head the Europa of Graham Oates by just over a second, whilst of the two Ferraris in the third marque category it was the 308GTB of John Swift which scooped the honours by a couple of seconds from Tony Birch (308 GTS) with a spirited ascent at 55.89s. Bob Dayson always held the upper hand in the up to 1600cc GT and Mod Sports car class, culminating with a second climb at 50.40s. In the next class Paul Tankard really hurtled the TVR Tuscan to the finish to take a comprehensive victory from John Hunt in 46.32s.

The Mallock U2 of the Harper brothers dominated the Clubmans class, Ray winning by half a second from Peter with a storming climb at 45.27s. The small sports racing car class saw Bill Wood make the most of problems for the Wardle / Robinson Mallock U2 by rushing his Mallock to a well earned win at 45.96s. George Tatham's McLaren M12C faced no opposition in the large sports racing class, but the Formula Ford division was enlivened by a great run from the Lola T200 of Tony Harris in 49.20s, to exactly equal the new record. Jerry Sturman and the Sparton SF79 found little

difficulty in taking the depleted 1100 cc division, climbing in 47.46s whilst Tom Hughes led the 1600 cc class with his March 742 at the end of the first runs, but Chris Seaman's Brabham BT30 snatched a fine win by 0.31s.

Martin Bolsover dominated the large class with a brilliant effort in the Pilbeam Hart at 40.91s leaving the BMW powered Pilbeam of Roy Lane some 1.6s down, only just fending off Bolsover's mentor Jim Thomson by a tenth of a second. John Meredith took his Pilbeam MP22 DFV to fourth place at 44.65s, just over a second ahead of Antony Lane. Hadyn Spedding handled his Jaguar E with aplomb in the classic class, to not only record the fastest time on the road, but also defeat the handicappers for a change. The saloons closed the class runs with the Imp of Phil Cooper taking the small touring car class at 52.94s, whilst class two fell to the Cooper S of Richard Wood from Neil Turner.

George Swinbourne clinched the large touring class with a full

blooded climb in the Escort at 47.86s, whilst the small special saloon car class eventually went to the Skoda of Alistair Cobb who emerged victorious with a fine run of 47.05s. The Skoda Hart of Brian Walker took the final class of the day, Brian really impressing with a devastating climb at 44.44s which proved to be the fourth fastest time outright in the class runs.

The top ten saw Anthony Lane clinch the final place with another cool headed climb in the Pilbeam at 44.45s, which left him only a quarter of a second down on the very rapid Mallock U2 of Scotsman Bill Wood. Having failed to make the start line for the first ascent Tom Hughes was really fired up for the second climb, throwing the March 742 into eighth place at 43.87s, just 0.17s behind Peter Harper. Chris Seaman took sixth place with a push on 43.45s run but even he could not match the prowess of Ray Harper, who brilliantly claimed fifth spot in the U2 at 42.84s, 0.6s down on John Meredith. Jim Thomson, the winner of the first Harewood round, again looked smooth and neat with the second Guyson car, posting 41.67s, and this forced Roy Lane to pull out all the stops to prevent a Guyson one-two by 0.4s. But really the day was all about Martin Bolsover, as at the previous day's Barbon meeting he had clinched the event with his first top ten-run a tremendous 39.85s, but still he kept trying, closing the proceedings in the best possible way with yet another improvement to take victory by over two seconds with a masterly climb at 39.21s. R.K.B.

TOP TEN

1, Martin Bolsover	(2.8 Pilbeam MP51 Hart)	39.21s
2, Roy Lane	(2.7 Pilbeam MP51 BMW)	41.24s
3, Jim Thomson	(2.5 Pilbeam MP40RX Hart)	41.67s
4, John Meredith	(3.3 Pilbeam MP22 DFV)	42.21s
5, Ray Harper	(1.7 Mallock U2 Mk21 Chamberlain)	42.84s
6, Chris Seaman	(1.6 Brabham BT30 FVA)	43.45s
7, Peter Harper	(1.7 Mallock U2 Mk21 Chamberlain)	43.70s
8, Tom Hughes	(1.6 March 742 FVA)	43.87s
9, Bill Wood	(1.6 Mallock U2 Mk18 BDA)	44.21s
10, Antony Lane	(2.7 Pilbeam MP51 BMW)	44.45s