

Martyn chases on

TIM THOMSON is the 1984 Guyson International British "Award of Merit" Hillclimb champion, having sewn up the series at the eighth round on his home hill Harewood. He still also leads the main Pace Petroleum British Hillclimb championship, but has still not taken his first-ever win in the series. He seemed to have done enough on July 8 at the BARC promoted meeting, but not so, for with his last run of the day Martyn Griffiths produced a full-blooded eleven-tenths effort in the Chase Web Pilbeam to once again deny Tim his maiden victory, this time by just 0.06s.

Alastair Cobb once again kept alive his hopes of winning the Aston Martin Leaders Hillclimb Championship, taking his Skoda BDH to victory in the small special saloon car class. Mervyn Brake chased well with his Maguire Imp, finally conceding victory by 0.5s, while Brian Walker (Skoda Hart), despite the appearance in the large special saloon car class of Nic Mann's fabulous Castrol Morris Minor clover, found little difficulty in taking his customary win, knocking on the door of his own class record at the same time. Ken Snaitham really left himself with everything to do on the second runs, as the Lotus 7 departed from the straight and narrow at Farmhouse Corner on the first ascent. He made no mistakes in the afternoon however, and rushed to a convincing victory, ahead of the Lotus 7 of Bob Campbell, who also overcame first run leader, Graham Oates (Lotus Europa). Snaitham now joins Russ Ward at the head of the Leaders championship table. Tony Bancroft (Porsche Turbo) had hoped to challenge the large GT record holder Paul Tankard, but had to settle for second as Tankard hurled his TVR Tuscan to victory, at the same time taking no less than 0.7s off his own class record.

As always in the North, the Clubman class was extremely well supported, but again there was no stopping David Grace, who just failed to crack the 40s barrier as he showed a clean pair of heels to the

field, the pack being led by the Harper brothers, and it was Ray's turn to head Peter this weekend. With class favourite Bill Wood sidelined with a broken gearbox the 1600cc sports racing car class fell easily to Roger Gregory, despite the fact that he broke the transmission prior to the second run. Martin Bolsover had been tipped by several people to take his sports racing Pilbeam to outright victory, but he did not make the start line for the class runs, the Guyson car retiring with a lack of oil pressure. This left the way open for the Alno Kitchens Mallock Hart of Charles Wardle to take another win, but he was hard pushed by the beautiful Tiga SC80 of Graham Prialux, both under the 40s mark.

After an early fright from the Joe Potts Special of Jack Dillard, Ron Warr confirmed his position as supreme of the 500 Owners Association single-seater class, extending his morning lead of just one hundredth of a second to 0.4s in the afternoon, after a fiery run in the Cooper JAP. Russ Ward came to Harewood heading the Aston Martin Leaders Championship with his Spartan, but languished in third place on the first runs, astern of co-driver Jerry Sturman and Charles Barter, who annihilated his class record with the Delta. Most unusually Charles fell off the road on the second climb, but still remained a convincing winner, whilst Russ really pressed on to get ahead of Jerry, and



MARTYN GRIFFITHS prevented Tim Thomson from taking his maiden win in the British Hillclimb Championship by just 0.06s.

leave Harewood as the joint championship leader with Ken Snaitham. David Gould, dominant in the 1600cc class at present, posted the only sub 40s climb to take another fine win in his home constructed car. A superb second climb from the Brabham BT30 of Chris Seaman saw him rocketing into third place, a mere 0.01s astern of Brian Frazer, who is certainly returning to form with his March 782.

Alister Douglas-Osborn opened in a determined frame of mind with the Glissade Pilbeam, posting a time which proved to be out of reach of the pursuing pack, but only just, for Tim Thomson was really motoring with the Guyson Pilbeam on his home hill and closed to within 0.07s of the winner of the last four Pace Petroleum rounds. Martyn Griffiths was really fighting, you could see that from a distance, and the Chase Web Pilbeam driver was really in form, trailing Tim by just 0.04s, but if Martyn was determined, so too was John Hunt, who suddenly hit his top form with the Glissade Pilbeam to come through for a fine fourth place ahead of Roy Lane and Chris Dowson.

A tremendous sub-41s climb from the Brabham Buick of Jimmy Johnstone saw him deservedly taking

the Harewood Classic class, whilst amongst the TR Register men it was Geoff Mansfield who ran away from the field, taking his well developed TR3A to a sub-50s climb.

The Pace Petroleum championship run-offs go from strength to strength, and Harewood was no exception. David Gould very nearly burst his 1600cc car into the 38s bracket, but still found himself just out of the points, albeit ahead of Charles Wardle's Mallock Hart, whilst Graham Prialux really attacked the hill with the Tiga, posting an excellent sub-39s run with the sports racing car for 10th place. Jim Thomson, despite producing his best climb of the day on his first championship run, could not better ninth place, whilst Max Harvey proved marginally slower than in qualifying, but held down eighth. Having tried his Tolman at the Pembrey sprint the previous weekend, Ray Rowan brought it to Harewood, and immediately showed that he is a man to be watched, storming the hill in under 38s and taking seventh place, only 0.12s down on the Steel King Pilbeam of Roy Lane whose BMW engine seemed a mite hesitant out of the slower bends. John Hunt continued his dramatic progress, tying with Chris Dowson on the first runs, but

he was not beaten yet, and whilst Chris failed to improve in the Repco engined car slipping to fifth, John produced a flier which was to eventually net him by far and away his best finish to date, an excellent third place. Tim Thomson really set Harewood buzzing with his first climb which put the Guyson man nearly a full half second clear of his nearest challenger Martyn Griffiths, but the Chase Web man was not finished and really took the bull by the horns with an 11/10ths attacking run, and suddenly the game was on again, for he posted the first sub-37s run of the day to slip ahead of Thomson by 0.06s. Tim gave it everything on his second climb, but could not improve, and so was once

again denied his first championship victory. It was Alister Douglas-Osborn who ran last, having qualified in first place, and he looked determined to make it five in a row, but it was not to be, for despite a really hard-charging run, he failed by 0.09s to match his co-driver John Hunt, and that was fourth place.

So Griffiths has broken his duck and stopped ADO's charge, the next three rounds of the Pace Championship, across the water in the Channel Islands and Northern Ireland have suddenly taken on a new look, and the championship, which is still led by Tim Thomson, despite not having yet won a round, suddenly looks wide open again.

R.K.B.

Pace Petroleum British Hillclimb Championship — Round 8 — Harewood

1, Martyn Griffiths (FTD).....	(2.8 Pilbeam MP55 Hart)	36.98s
2, Tim Thomson	(2.8 Pilbeam MP50/OTJ Hart)	37.04s
3, John Hunt	(4.2 Pilbeam 841 Cosworth DFY)	37.17s
4, Alister Douglas-Osborn.....	(4.2 Pilbeam 841 Cosworth DFY)	37.26s
5, Chris Dowson	(5.0 Pilbeam MP47RB Repco)	37.66s
6, Roy Lane	(2.7 Pilbeam MP51 BMW).....	37.84s
7, Ray Rowan	(2.5 Toleman TG280H Hart)	37.96s
8, Max Harvey	(2.8 Pilbeam MP55 Hart)	38.19s
9, Jim Thomson	(2.5 Pilbeam MP40RXH Hart).....	38.31s
10, Graham Priaux	(2.1 Tiga SC80 Swindon BDX).....	38.67s
11, David Gould	(1.6 Gould 84/1 BDA)	39.05s
12, Charles Wardle	(2.2 Mallock U2 Mk21 Hart)	39.81s

Class Winners: A. Cobb (1.3 Skoda S110R Cosworth BDH) 43.14s; B. Walker (2.5 Skoda S110R Hart) 41.35s; D. Snailham (1.6 Lotus 7 Ford TC) 44.89s; P. Tankard (4.7 TVR Tuscan) 41.06s Record; D. Grace (1.7 Mallock U2 Mk14/25 Ford) 40.06s; R. Gregory (1.6 Mallock U2 Mk15 BDA) 44.88s; C. Wardle (2.2 Mallock U2 Mk21 Hart) 39.34s; R. Warr (0.5 Cooper MkVI JAP) 48.41s; C. Barter (1.1 Delta T824 Hartwell Imp) 40.82s Record; D. Gould (1.6 Gould 84/1 BDA) 39.92s; A. Douglas-Osborn (4.2 Pilbeam 841 Cosworth DFY) 37.28s; J. Johnstone (3.5 Brabham BT18 Buick) 40.80s; G. Mansfield (2.2 Triumph TR3A) 49.63s.