

Thomson heads the field

THE BARC Hillclimb Championship returned to Yorkshire on June 2 where not unexpectedly the Guyson Pilbeam of Tim Thomson emerged ahead of the field. Although a little short of large capacity single seaters the meeting was enlivened by some notable performances, particularly the reappearance of former Leda driver John Lambert, whose debut with the ex-David Garnett Pilbeam sports racing car was impressive, to put it mildly.

Having opened the meeting by breaking the small touring car record Dave Gilbert promptly lost it as the time was disallowed as his Cooper 5 was not fitted with a passenger seat. With the item duly affixed he appeared for the second climb and although unable to officially trim the record on that ascent he still clinched an easy victory. The usual battle of

the Cooper 5 brigade saw class record holder Nicky Porter surrendering victory to an on form Nigel Clegg who clinched class two with one hundredth of a second to spare whilst in the large touring category Paul Simson forced reigning BARC champion Mike Kerr to work hard, the Mobil Chevette coming from behind to match victory by 0.08s.



GRAHAM GATES took his Lotus Europa to class victory.

HOT ROD

Robertson's clean sweep

DAVE ROBERTSON made a clean sweep of proceedings for the 4th of Lotus sponsored meeting at Northampton Stadium on June 2, everything going right on the day to give him two heats and the final honours. There was a pre-race disaster for regular race winner, Lee

The 1300 cc special saloon car class saw the Chrysler Stiletto of Dave Whitehead back in the winner's circle, not only a full second ahead of Bobby Fryers but also within striking distance of Alastair Cobb's class record.

Brian Farmer appeared at Harewood with his Fiesta Challenge car, obviously feeling the water prior to the championship round at the Yorkshire hill in August. He learnt the ropes quickly, easily disposing of Tony Bull's Rover powered Gilbern Invader in the next class whilst the small marquee class saw a welcome return to the fray for Brian and Pat Kenyon, and they were right on the pace, John Gornall being forced to work hard with his Midget to head Brian by a fifth of a second. The Lotus Europa of Graham Gates again dominated the intermediate marquee class, over a second clear of Christian Mineof's Lancia Stratos, while in the unlimited capacity marquee class John Swift again lived up to his name, the Ferrari 308GTB heading Tony Birch's GTS version by a couple of seconds.

The Caterham 7 of Leon Bachelier is showing great promise and took the first mod sports car class, but only by 0.07s from Bob Campbell who in his efforts to overhaul the class leader went a little agricultural at Willow Corner on the second run to the detriment of his Lotus 7's suspension. Despite the attentions of the regular Jaguar Es, Tony Bancroft powered his Porsche Turbo into the distance to take the large mod sports car class, although the class record still eluded him, whilst it was no surprise to see record holder Chris Hart again taking his Centaur to victory in the first of two Clubmans classes, heading Paul Goldman by just over a second.

Having taken over the mantle of the Clubman's supreme at

Harewood during the last meeting Peter Harper again emerged ahead of the pack with a sub 40s climb whilst John Isaac trailed by only 0.3s, also under 40s, a personal best on the hill. As expected Bill Wood and the Leicester-based Mallock BDA disposed of Bob Frost's similar machine to take the 1600 cc sports racing car class whilst Charles Wardle took his by now almost customary victory in the large capacity class, from compatriot Jim Robinson by 0.6s following a sub 35s climb.

John Lambert's appearance with the ex-Garnett Pilbeam very nearly produced a sub 40s climb. It almost goes without saying that the Crosdle of Alan Stringer took the Formula Ford class, it being Bob Cartledge's turn to take second place whilst former Mallock U2 driver Redvers Arnold made an encouraging single seater debut in third. A superb climb from the Delta T824 of Richard Homer, saw him within a tenth of a second of Charles Barter's record as he secured the 1000 cc racing car class with over a second in hand over the Pilbeam of Eryl Davies, whilst the developing Ralt RT3 of Barrie Duttall clinched the 1600 cc class by 0.9s from Peter Varley's Ensign and Tim Thomson ran alone in the final single seater class. Five MG classes then followed producing wins for Paul Ecclestone (from Keith Wilford by 0.8s), Dave Farrar (by over a second from Ian Carpenter), Rick Hockney (again by over a second), Peter Nicholson and Barry Long.

The Harewood FTD Awards Run-off saw Tim Thomson finally setting his seal on the FTD mark with another smooth couple of climbs in the Guyson Pilbeam. Charles Wardle clung on well to take second place with three-quarters of a second to spare over John Lambert whose

Pilbeam was improving by the run and just pipped Peter Harper. The latter had slipped off the track on the first run but fought back to close to within 0.04s of the impressive newcomer, in the process pipping David Grace by 0.02s. Jim Robinson

completed the sub 40s climbers ahead of Barrie Duttall who so nearly broke the barrier as he headed Bill Wood home by a tenth of a second. John Instead and Richard Homer completed the ten runners.

R&B/TCDS

Harewood FTD Award Series Run Off

1. Tim Thomson (FTD) (1.8 Pilbeam MP9012 Hart)	37.8s
2. Charles Wardle (1.2 Mallock U2 M&L Hart)	38.5s
3. John Lambert (1.8 Pilbeam MP40 Hart)	39.2s
4. Peter Harper (1.2 Mallock U2 M&L 1248 Ford)	39.2s
5. David Grace (1.7 Mallock U2 M&L1235 Ford)	39.2s
6. Jim Robinson (1.2 Mallock U2 M&L1235 Hart)	39.3s
7. Barrie Duttall (1.6 Ralt RT3 BDA)	40.0s
8. Bill Wood (1.6 Mallock U2 M&L BDA)	40.0s
9. John Instead (1.7 Mallock U2 M&L1218 Ford)	40.0s
10. Richard Homer (1.1 Delta T824 Harewood Imp)	41.2s

Class Winners

B. Gilbert (1.8 Mini Cooper S) 49.9s, N. Clegg (1.2 Mini Cooper S) 47.9s, M. Kerr (1.6 Mobil Chevette) 49.9s, D. Whitehead (1.3 Chrysler Stiletto BDD) 42.97s, B. Farmer (1.6 Ford Fiesta XR3i) 41.07s, J. Clegg (1.5 MG) Midget 40.81s, L. Gates (1.6 Lotus Europa) 40.17s, J. Swift (1.9 Ferrari 308GTB) 47.46s, L. Bachelier (1.6 Caterham Super 7 Ford TC) 45.96s, T. Bancroft (1.3 Porsche 911 Turbo) 46.2s, C. Hart (1.6 Crossle) 46.7s, R. Harper (1.7 Mallock U2 M&L1248 Ford) 39.4s, B. Wood (1.6 Mallock U2 M&L BDA) 40.2s, C. Wardle (1.2 Mallock U2 M&L1235 Hart) 39.3s, A. Stringer (1.6 Crosdle) 40.44s, R. Homer (1.1 Delta T824 Harewood Imp) 40.7s, B. Duttall (1.6 Ralt RT3 BDA) 40.14s, T. Thomson (1.8 Pilbeam MP9012 Hart) 37.8s, P. Ecclestone (1.2 MG Midget) 39.2s, D. Farrar (1.4 MG Midget) 39.2s, B. Long (1.3 MG Midget) 40.61s, P. Nicholson (1.8 MG TC) 40.66s, R. Hockney (1.9 MG TC) 41.7s.

Irish boost

TRADITIONALLY the first weekend of August sees the leading contenders in the British Hillclimb Championship making the crossing to Northern Ireland to participate at Craigantlet, the longest hill in the series. In past years only the leading championship participants have made the journey, but for 1985 the story is different. Two days after the Craigantlet event Ulster AC will be staging the Belfast Car Ferries Sprint, utilising a one mile section of the historic Dandrod Circuit. The event will be the first ever Warecrete British Sprint Championship and Pubs 'n' Clubs Sprint Leaders Championship qualifying event in Ulster and has created tremendous interest. It appears that at least 30 drivers will be making the crossing to Northern Ireland whilst the inclusion

of the event into the championship calendar has brought an influx of registrations from the province, the local drivers anxious to challenge the existing championship pacemakers on home ground.

The sprint is generously sponsored by Belfast Car Ferries who is providing incredible assistance to the mainland competitors in the form of highly subsidised ferry crossings from Liverpool to Belfast. Both the ferry bookings and the entry lists from Craigantlet and Dandrod are fast filling, but spaces are still available. Full details of the ferry package plus regulations for the hillclimb and sprint are available from the championship co-ordinator, Robin Boucher, "East Brae" 89, Kingston Avenue, Clevedon, Avon. BS21 6DZ. Tel: 0272 871078.