

Ray at it again

HAVING worked very hard to repair his GKN Technology/MTS Automotive Testing Toleman, following the heavy accident at Doune during the seventh round of the Guyson USA British Hillclimb Championship last month, Ray Rowan appeared at Harewood on Sunday July 20 and immediately showed his resilience with a tremendous display which saw him taking his first championship win of the year, the hill record and the HSA Man of the Meeting award.

In the front of the largest crowds to be seen at a British Hillclimb for many years, Dave Whitehead set the ball rolling by dominating the up to 1300cc special saloon car class with his Chrysler Stiletto. Whitehead increased his position at the head of the AWS Group Leaders Hillclimb Championship, by leading home Andrew Parfrey's Imp Californian by over a second. There was an even more emphatic win in the over 1300cc special saloon car class, as Mike Kerr took his Mobil Tiga Skoda to victory, four seconds ahead of second run spinner Bob Claxton (Stelrad Firenza).

Bob Dayson also kept the pressure on within the AWS Group Leaders Hillclimb Championship, taking his Cougar Developments Caterham to victory in the up to 1600cc modified sports car class, ahead of Paul Turner's Clan. The latter burst through the field on the second run to claim the runner's up spot, ahead of Leon Bachelier's Seba Developments Caterham by 0.8s.

Amongst the unlimited capacity modified sports cars, Tony Bancroft rushed his Porsche 911 Turbo to

a conclusive win, ahead of Haydn Spedding. David Grace was forced to fight extremely hard to retain his position as the Clubmans maestro at Harewood. The first runs saw his co-driver Allan Warburton actually leading the way, but with no improvement on the second run, the door was left open for Grace to attack, which he did, taking victory from Warburton by 0.39s. A fine battle raged during the second runs from the up to 1600cc sports racing cars, Alex Graham overcoming problems which had plagued his Scottish Farm Mallock U2, holding off a determined challenge from Bill Wood's similar Alliance Building Society backed machine, by a fifth of a second. A superb climb from the Lotus 7 copy of Peter Needham assured that he ran out a most convincing winner of the over 1600cc sports racing car class, heading home Andy Hopkinson's Rover powered Westfield XI by seven seconds.

It was John Corbyn who set the pace in the 500cc single seater class, but the Jedi constructor was kept on his mettle by Jonh Perkins, who

finished just 0.32 astern. What



THE Brabham BT30 FVA of Chris Seaman provided most of the action in the 1600cc class until Barrie Duttall, overcoming a second run spin, stormed ahead to take the honours.

looked like a Delta domination of the 1100cc class was not quite the case. Richard Homer, as expected, set the pace with his Hartwell Imp powered T824, producing two consistent runs to take the class by half a second, from Harewood newcomer Andy McBeath. The latter's brother, Simon looked like making it a one/two/three for the marquee, but Paul Bennisson had other ideas, producing a fine second climb with his Lola T580 which annexed third place and only failed to match the leading Woodville-Stretton driver by less than a tenth of a second.

The 1600cc single seater class was full of action, the vast majority being supplied by Chris Seaman who was again, despite a second run off and a spin over the finish on his first run, took his Brabham BT30 FVA, within 0.31 secs of Martin Bolsover's class record. But, Barrie Duttall, who despite a second run spin, had

done enough on the opening climb to take the class and also reduce the record by 0.17s.

Ray Rowan showed that his rebuilt Toleman was working well, claiming the premier qualifying position for the Guyson USA Championship run off. The first sensation of the class runs was undoubtedly David Gould who turned in a superb climb with the Unidraw Gould, not only getting to within 0.17s of Rowan, but also in the process claiming second place, 0.02s ahead of his co-driver, the reigning hillclimb champion Chris Cramer. Unfortunately the AWS Group Pilbeam of championship leader Alister Douglas-Osborn had been sidelined with motor problems, but the class still proved competitive, Martin Bolsover (Guyson Pilbeam MP57) moved into fourth place, despite handling problems, trailing Cramer by just 0.03s. In turn the former triple hillclimb

champion was also under immense pressure, Charles Wardle producing a superb climb with Broadshot Pilbeam Repco to trail the current McLaren circuit racer by only 0.04s. With the current series leader, Brian Walker, suffering a traumatic day and not scoring in that championship with his BKW Racing Pilbeam, his large advantage at the head of the table has now been severely reduced by Wardle.

The Guyson USA Championship run-off featured just eleven cars as Roy Lane suffered a drive-shaft problem. A quick reversion to the original set up, following an experiment which did not work, saw Barrie Dutton fairly flying with his 1600cc Pilbeam, posting the first sub 38s climb of the hill by a car of that capacity, but he failed to match Jim Thomson's Guyson Pilbeam by only 0.03s. Tim Thomson was trying with the second Guyson car, but could not crack the 37s barrier and was forced to settle for ninth place, behind Max Harvey.

Chris Dowson, with a new set of Avons on the Broadshot Pilbeam Repco, improving his confidence, rocketed through the order into seventh place, failing by only 0.08s to match the second fastest qualifier David Gould. Martyn Griffiths did his usual, saved his very best for the last run of the day, but although the Chase Web driver found 0.4s on the final climb it was still only good enough for fifth place. He now joins Alister Douglas Osborn at the head of the championship table. A tremendous battle raged for third place in the run-off, Martin Bolsover and Charles Wardle inseparable on the first runs. It was however Wardle

who held the upper hand, his final climb in the Broadshot Pilbeam exactly equalling Bolsover's previous best time on the hill, but the Guyson driver could not quite emulate his previous form, despite a hard trying effort failing to match Wardle.

It was Ray Rowan who set the pace with a tremendous ascent on the first run. But the situation did not last long as Chris Cramer gave everything on his last run with the Unidraw Gould, clipping the 36s barrier with a great effort lifting him to second place, but that still left him half a second down on Rowan, who with the meeting won, toured the Toleman on the top in front of a most appreciative crowd.

R.K.B.

FTD:-Ray Rowan (2.7 Toleman TG280H Hart) 35.44secs (Hill record)

Guyson USA British Hillclimb Championship Round Eight.

1. Ray Rowan (2.7 Toleman TG280H Hart) 35.44secs, 2. Chris Cramer (2.8 Gould 84/3 Hart) 35-96secs, 3. Charles Wardle (5.0 Pilbeam MP47RB Repco) 36.12secs, 4. Martin Bolsover (2.8 Pilbeam MP57 Hart) 36.17secs, 5. Martyn Griffiths (2.8 Pilbeam MP53/04 Hart) 36.31secs, 6. David Gould (2.8 Gould 84/3 Hart) 36.65secs, 7. Chris Dowson (5.0 Pilbeam MP47RB Repco) 36.73secs, 8. Max Harvey (2.8 Pilbeam MP53/04 Hart) 36.89s, 9. Tim Thomson (2.8 Pilbeam MP50 Hart) 37.12secs, 10. Jim Thomson (2.8 Pilbeam MP57 Hart) 3.63secs, 11. Barrie Dutton (1.6 Pilbeam MP50 BDA) 37.66secs, Roy Lane (2.7 Pilbeam MP53/01 BMW) Non-Start (Drive-shaft-failure). HSA Man of the Meeting:- Ray Rowan. Class Winners:- Dave Whitehead (1.3 Chrysler Siletto BDH) 42.18secs, Mike Kerr (3.9 Mobil Tiga Skoda S110R Rover) 41.28secs, Bob Dayson (1.6 Caterham Super 7 Ford TC) 42.67secs, Tony Bancroft (3.3 Porsche 911 Turbo) 41.80 secs, David Grace (1.7 Mallock U2 Mk14.25 Ford) 38.43secs, Alex Graham (1.6 Mallock U2 Mk20 BDA) 39.66secs, Peter Needham (2.0 Lotus 7 Copy Ford) 44.30secs, John Corbyn (0.5 Jedi 1/84 Suzuki) 44.21secs, Richard Homer (1.1 Delta T824 Hartwell Imp) 41.14secs, Barrie Dutton (1.6 Pilbeam Mp50 BDA) 38.14 secs (Record), Ray Rowan (2.7 toleman TG280H Hart) 36.50secs.