

Rowan back again

THE national speed hillclimb season reached its finale at Harewood on September 28 with the competitors joined by the leading lights of the Maestro Challenge to produce an all action event. Whilst the new Guyson USA British Hillclimb Champion Martyn Griffiths struggled, current Harewood hill record holder Ray Rowan again maintained the upper hand at the Yorkshire hill, taking his GKN Technology/MTS Automotive Testing Toleman to victory, ahead of Charles Wardle who took second place in the Repco powered Broadshot Pilbeam.

As at Wiscombe and Prescott earlier in the year the Maestro Challenge contenders provided a closely contested class, but on this occasion the current series leader John Chalmers was not the fastest climber, the winner of the previous two hillclimb rounds managing only sixth place. Instead Keith Hancock secured the honours, heading initial leader David Cutler by 0.4s, whilst Brian Colligan fell foul of the notorious Quarry Corner and was forced to settle for third place, a tenth of a second ahead of Phil Darbyshire. The Clubmans cars though slightly disappointing on the first climbs, improved on the second, Peter Harper attacking hard to place his vision at the head of the division, 0.3s ahead of John Istead's BSS Mallock. Allan Warburton, proved unable to quite crack the 40s barrier with the David Grace Mallock, but still completed the top three, trailing Istead by a third of a second. Only four cars appeared in the up to 1600cc sports racing car class in which Roger Gregory celebrated his last Harewood event before temporary retirement from the sport, the

Thoroughbred Competition Horses Mallock BDA heading the Team Scottish Farm version of former Scottish Hillclimb Champion Alex Graham by 0.29s.

The over 1600cc sports racing car class saw John Lambert's new DFL powered Pilbeam MP43 make an impressive debut for the slopes to take 0.3s off the class record and give him victory, 0.4s ahead of David Grace's as he stormed past Jim Robinson Mallock Hart. The latter's efforts ensured that he clinched the Harewood Hillclimb Championship.

The up to 500cc single seater class saw the Trakstar of Phil Jefferies initially head John Corby's Jedi, with Dick Foden a close third, all three well under Corby's previous class record. In the second runs Corby produced the first sub 43s run by a 500cc car, but though Jefferies slipped ahead by 0.03s, it was Foden's Trakstar which finally took the honours by over half a second.

The 1100cc single seater class produced few surprises. Richard Homer again leading the Delta charge to win by well over a second. The battle for second place was more

intense with Simon McBeath getting the better of brother Andy by a fifth of a second in the AWS Group Leaders Hillclimb Championship. The latter still secured a fine third place overall. Class record holder Barrie Dutton again headed the up to 1600cc single seater racing car class leaving Phil Ducker and Chris Seaman to battle for second place. Despite his lack of experience at the Yorkshire venue, Ducker produced a splendid sub 39s ascent on his second climb in the Rovic BDA powered Minwall Design GRD, to get the better of the Brabham BT30 pilot by 0.06s.

Current hill record holder Ray Rowan, having surrendered the Guyson USA British Hillclimb Championship title to Martyn Griffiths the previous week, ended the season on a high note, his Toleman producing the only sub 36s climb of the day to better Martin Bolsover's class record. The new Chase Web "Award of Merit" Hillclimb Champion Charles Wardle again provided the surprises, for his opening ascent in the Broadshot Pilbeam disposing of everyone but Rowan who was 0.4s clear at that point. Although on his own admission, he finds the going at Harewood a little difficult, Martyn Griffiths took his Chase Web Offset Pilbeam to third place, another 0.4s down, but just under a quarter of a second clear of Tim Thomson's Guyson Pilbeam and 20 times Harewood winner Roy Lane, in the Steel King Pilbeam.

The saloon cars followed with the Whitehead family taking a one/two with the rapid Chrysler Stiletto. Dave, the new AWS Group Leaders Hillclimb Champion, came within a touch of the class record, whilst wife

Lynne turned in a fine second climb also, clipping the 44s bracket to annex the Imp Californian of John Tuckett-Good and assure that she claimed the Ladies section of the AWS Championship in style. Bob Claxton's challenge in the over 1300cc special saloon car class ended when the Stelrad Firenze blew a head gasket to leave the Escort of George Swinbourne, a second clear of Bev Fawkes' Gilbern Invader, which just fended off Phil Sully's Rover powered Dolomite Sprint by a third of a second.

Bob Dayson clinched second place overall in the AWS Group Leaders Hillclimb Championship. His opening effort with the Cougar Developments Caterham proving enough to secure another class win in the small capacity modified sports car class. Despite a strong second run challenge the Clan of Paul Turner still trailed by 0.7s, after bettering Eric Humphrey's Lotus 7 by a second. The final class of the day featured, a superb struggle between Tony Bancroft and Paul Tankard. Bancroft opened with a good climb in the Porsche which not only held off Tankard's supercharged TVR Tuscan but also eclipsed Ken Snailham's long standing class record. While Tankard surprised everyone with his second climb, trimming the new record by 0.18s, it was Bancroft who had the last say, regaining the initiative by just 0.08s.

The final Guyson USA Hillclimb Championship run-off of the year saw Ray Rowan again confirming his superiority at the hill, the Toleman driver securing the final victory of the year with his opening climb. Charles Wardle spun on his first run, but produced his best climb of the

day on the second to claim second place, just 0.22s down on Rowan. David Gould clinched third place in his final climb with the Unidraw Gould Hart to demote Max Harvey a place in the overall championship table. New champion Martyn Griffiths, was caught out, like so many during the day, by the infamous Quarry Corner. He had done enough on the opening climb to take fourth, 0.29s ahead of Tim Thomson's Guyson Pilbeam. The sensation of the day was Autosport's Marcus Pye, who turned in two aggressive climbs at the wheel of the 1985 championship winning Unidraw Gould to take a remarkable sixth place, a drive which earned him the unanimous vote as the HSA Man of the Meeting.

Needing fourth place in the run-off to claim an overall 10th place in the Guyson USA Championship, Chris Dowson was fighting

hard and held that position with the Broadshot Pilbeam at the end of the first runs, but finding no improvement was seventh at the end of the day, just under half a second ahead of Max Harvey, who failed to make the finish on the second climb. Roy Lane, trying hard in the Steel King Pilbeam BMW, just failed to match Harvey as he headed home the series' sponsor Jim Thomson, sharing son Tim's Guyson Pilbeam, by a tenth of a second. Alister Douglas-Osborn, having qualified the AWS Group Pilbeam in sixth place after one class run only was unfortunately sidelined after co-driver John Hunt damaged an upright on the second class climb and thus there were only 11 runners in the championship section, the sports racing Pilbeam of John Lambert completing the runners.

R.K.B.

Guyson USA British Hillclimb Championship, round 16: FTD:- Ray Rowan (2.7 Toleman TG280H Hart) 35.92secs
1, Ray Rowan (2.7 Toleman TG280H Hart) 36.11s; 2, Charles Wardle (5.0 Pilbeam MP47RB Repco) 36.33s; 3, David Gould (2.8 Gould 84/3 Hart) 36.44s; 4, Martyn Griffiths (2.8 Pilbeam MP53/04 Hart) 36.71s; 5, Tim Thomson (2.8 Pilbeam MP50 Hart) 37.00s; 6, Marcus Pye (2.8 Gould 84/3 Hart) 37.16s; 7, Chris Dowson (5.0 Pilbeam MP47RB Repco) 37.31s; 8, Max Harvey (2.8 Pilbeam MP53/04 Hart) 37.79s; 9, Roy Lane (2.7 Pilbeam MP53/01 BMW) 37.91s; 10, Jim Thomson (2.8 Pilbeam MP50 Hart) 38.02s; 11, John Lambert (3.6 Pilbeam MP43 Cosworth DFL) 38.29s; Alister Douglas-Osborn (2.5 Pilbeam MP57 Hart). Non-Start: HSA Man of the Meeting: Marcus Pye. Class Winners: Keith Hancock (2.0 M.G. Maestro) 52.21s; Peter Harper (1.7 Vision V86H Ford) 39.41s; Roger Gregory (1.6 Mallock U2 Mk15 BDA) 39.63s; John Lambert (3.6 Pilbeam MP43 Cosworth DFL) 37.73s (Record); Dick Foden (0.2 Trakstar ZK86 Yamaha) 42.21s (Record); Richard Homer (1.1 Delta T824 Hartwell Imp) 40.76s; Barrie Dutton (1.6 Pilbeam MP50 BDA) 38.30s; Ray Rowan (2.7 Toleman TG280H Hart) 35.92s (Record); Dave Whitehead (1.3

Chrysler Stiletto BDH) 42.25s; George Swinbourne (1.6 Ford Escort) 46.09s; Bob Dayson (1.6 Caterham Super 7 Ford TC) 42.22s; Tony Bancroft (3.3 Porsche 911 Turbo) 40.38s (Record). Final Championship Positions: 1, Martyn Griffiths 93pts; 2, Ray Rowan 89pts; 3, Alister Douglas-Osborn 80pts; 4, Roy Lane 73pts; 5, Chris Cramer 73pts; 6, David Gould 68pts; 7, Max Harvey 67pts; 8, Charles Wardle 57pts; 9, Tim Thomson 48pts; 10, John Hunt 27pts. AWS Group British Speed Hillclimb Leaders Championship: 1, Dave Whitehead 72pts; 2, Bob Dayson 69pts; 3, Andy McBeath 61pts; 4, Phil Jefferies 59pts; 5, John Corby 55pts; 6, Simon McBeath 52pts; 7, Tony Bancroft 49pts; 8, Phil Ducker 48pts; 9, Roger Gregory 48pts; 10, Bill Wood 47pts. Chase Web Award of Merit Hillclimb Championship: 1, Charles Wardle 80pts; 2, Brian Walker 66pts; 3, David Grace 61pts; 4, Alan Payne 45pts; 5, Chris Knapman 36pts; 6, Kenny Allen 31pts; 7, Jim Robinson 29pts; 8, Adrian Hopkins 28pts; 9, Richard Brown 27pts; 10, Alex Graham 26pts. Current Championship Positions for the Austin Rover Maestro Challenge: 1, John Chalmers 95pts; 2, Keith Hancock 82pts; 3, David Cutler 78pts; 4, Phil Darbyshire 74pts; 5, Richard Hill 66pts; 6, Tony Dron 57pts.

Maestros on a roller

THE regular MG Maestro Challenge competitors tackled third hillclimb of the 13 part series at Harewood, near Leeds, recently. 10 MG Maestros took part and surprised many of the spectators with their speed.

Keith Hancock was the fastest Maestro on the day with a second run time of 52.21s. He had been lying ninth after the morning run, but got it all together after lunch and had closed the gap on championship leader, John Chalmers.

David Cutler, fresh from winning his class on the Manx International Rally two weeks ago in his Maestro Challenge car, was second. David had been the fastest in the morning,

but failed to improve on his time on his second run.

Although not figuring in the championship, Brain Colligan highlighted the fact that the Challenge requires many talents by finishing third this weekend in his Coopers of Oulton supported car.

Championship Positions Overall: 1, John Chalmers 95 (County Motors, Carlisle); 2, Keith Hancock 89 (Dutton-Forshaw, Gravesend); 3, David Cutler 84 (Cutlers of Streetly); 4, Phil Darbyshire 78 (Droitwich Garage); 5, Richard Hill 72 (Greens of Haverfordwest).