

polimotor

NEWS

AMERICAN ENGINE ROCKS BRITISH SPEED HILLCLIMBING

"Can a front engined racing car compete directly with the latest breed of rear engined single seaters?' That may seem to be a rather silly question in this day and age when for the last thirty years everyone has become accustomed to a competitive single seater racing car having the engine behind the driver. Pose that question to almost any group of motorsport enthusiasts and almost instantaneously, in unison, the reply would almost certainly be an emphatic "NO", but they would be WRONG.

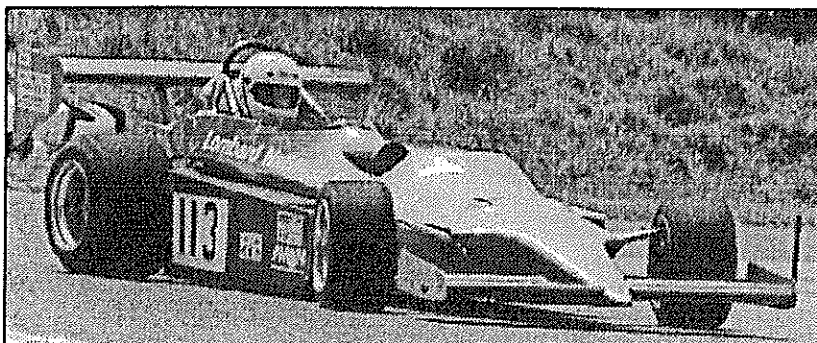
Across the water in Great Britain, former British Sprint Leaders Champion Deryk Young from Hereford is proving that, providing the front engined machine is fitted with one of Matti Holtzberg's revolutionary Polimotors, even the very latest in modern day single seater hillclimb cars can be defeated by his remarkable Vision.

Young had already proved the point earlier in the year at Shelsley Walsh, one of the world's oldest existing motor sport venues, when he rocked the British Speed Hillclimb fraternity by taking the Polimotor propelled Vision to a win in one of the country's most competitive classes, that for 2 litre racing cars. Many people shook their head and there were plenty of statements on the lines of "That's a fluke, it won't happen again", but Young knew otherwise.

On Sunday September 4th the Vision Polimotor took on no less than twenty two other contenders in the two litre racing car class at The Gulf Oil British Hillclimb Championship round at Prescott. Amongst the opposition was the very latest of the virtually all conquering Pilbeam MP62 single seater racing cars, the first version to be produced with the 'British Touring Car Specification' Vauxhall engine. With several other Pilbeam single seaters also contesting the ultra-competitive class there were very few who would have placed even a dime on Young featuring in the results, but at lunchtime, after the first of the two competitive runs on a slightly slippery hill, there were some long faces in the single seater camp. Young had produced one of the runs of his life, the excellent torque characteristics of the Polimotor helping him to produce a run which left the front engined car at the head of the class, with nearly half a second (which is a large margin in terms of modern day British Speed Hillclimbing) in hand over the nearest rear engined car.

The opposition closed in during the afternoon climb and Young looked under severe threat until he attacked the hill with more than a little gusto. The Polimotor was on full song and so too was the Vision and its' experienced pilot. The run was almost copybook, resulting in a further 0.8 seconds being wiped off the morning time and despite some great efforts from the rear engined single seater drivers, Young and the Vision Polimotor were out of reach, taking a magnificent class win with over half a second in hand over the nearest pursuer, the first of the Pilbeams.

Amazingly Young's afternoon effort, despite the appearance at the event of a myriad of Formula One Grand Prix engined cars in the later class, was the eighth fastest time overall at the event and he went forward, against all the odds, to take part in the special 'Top-Twelve Run-Off' for Gulf Oil British Hillclimb Championship points. Despite the rains returning and the slippery course not quite suiting the front engined machine, Young again rocked the British Speed Hillclimb fraternity by finishing within the top ten of the run-off to score British Hillclimb Championship points, a superb conclusion to a performance which proved beyond all doubt that American technology, in the form of the Polimotor, could be about to revolutionise one of the oldest forms of motorsport, British Speed Hillclimbing.



PRESCOTT SEPT 4

Lane on target as title race heats up

In a fine demonstration of wet weather driving, Prescottmeister Roy Lane bounced back from a third-placed qualifying shot in the dry to take maximum points in the Gulf British Championship run-off.

A superbly controlled take-off plus awesome traction between the corners gave the Steel King Pilbeam-Judd driver the edge as David Grace battled his Pilbeam-DFR through the spray to edge title rival Mark Colton into a non-scoring third place (see p82).

Although the rain had stopped by the break in the championship runs, there was no stopping Lane. Both he and Grace improved by a second as conditions eased, despite David's car stepping out of line near the top. 'I was looking over my shoulder at the Semi-Circle marshals,' he said later.

Sideways through the fast left-hand sweeper at Orchard in a supreme effort to get his Roman-Judd on terms, Colton found 2s to counter another storming attack by Roger Moran, who bludgeoned his 1600cc Pilbeam through the order to a great fourth place.

Assured of his second national BTD of the season, Patrick Wood fared less well in the wet. Under siege from Colton and Moran, the Pilbeam-DFZ/R nosed into the Ettores gravel. He slumped to fifth.

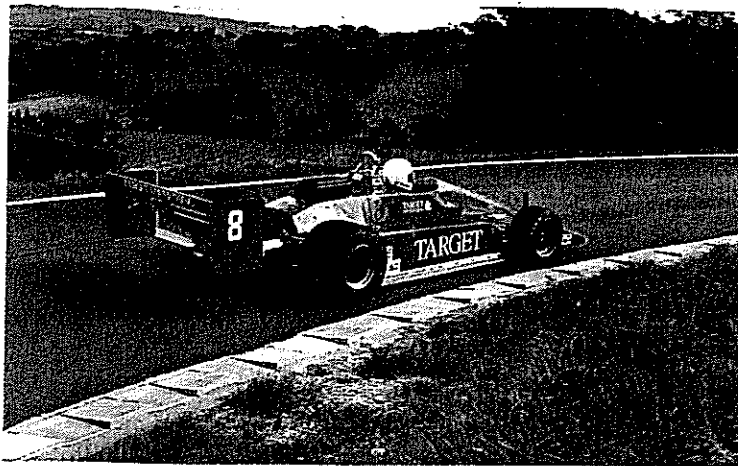
Wheelspinning out of Pardon, Rob Turnbull also lost out to the nimble MP62s, both Moran and John Moulds pushing the SPA Pilbeam-Judd down to seventh.

Another to succumb to the MP62 onslaught, Rob Fradley slipped to eighth in the Pilbeam sports car, but kept mentor Jim Robinson at bay. Jim survived an attack by George Ritchie, whose Pilbeam-Judd followed a spin at Semi-Circle in qualifying with a 180 in the Esses. The Scot finished behind Deryk Young, who bagged his first Gulf points with the plastic-engined Vision-Polimotor.

On a drying track, most of the early class runners fared better second time up, before the weather turned sour again. A second away from his record, Dylan Talbot beat brother Carl among the small ModProd cars to confirm his tenure of the Bugatti OC's coveted Prescott Gold Cup.

Tony Abbatiello was always in charge of the 2-litre Roadgoing group, but outgoing Gold Cup holder Clive Kenrick was unable to match a great shot by Darren Soothill which finally took Ken Snailham's nine-year-old Racing section record.

Chris Rutherford scooped his third big Roadgoing record in a row for the Hoosier-shod Dutton, again at the expense of Mike Hall's



BTD man Patrick Wood grows his Pilbeam-DFZ-R round Semi-Circle. Photo: Jerry Sturman



Morgan. Richard Jones emerged to win a frantic Racing group battle, his Porsche turbo defeating the TVR Tuscan of Mark Waldron and early leader Barrie Lines, with Pete Tyler's TR8 only a whisker adrift.

The drizzle returned, briefly, with the Clubmans cars, but Alan Thompson stormed up for his first National win in the family Mallock. Early pacemaker Martin Groves understeered into the Pardon tyre barrier as Tim Elmer brought the Phantom through for third.

A tremendous drive by Rob Stevens — using a hack 1100 Suzuki engine after his 1300cc grenaded at Shelsley — took the Sports Libre OMS sub-record, almost 2s clear of constructor Steve Owen.

The traditional Mark Coley/Phil Cooke battle for 500cc Racing Car honours raged, the former's 0.02s advantage evaporating as the class record holder closed to within 0.04s of his June benchmark. Phil Jefferies was just 0.03s shy of his 1100cc record with the HiTech-Norton, clear of the battle between Phil Nuthall and Brian Robbins.

The 1600cc record fell, inevitably, to Moran as Tony Tewson slipped ahead of Richard Homer's Sark, the car with which

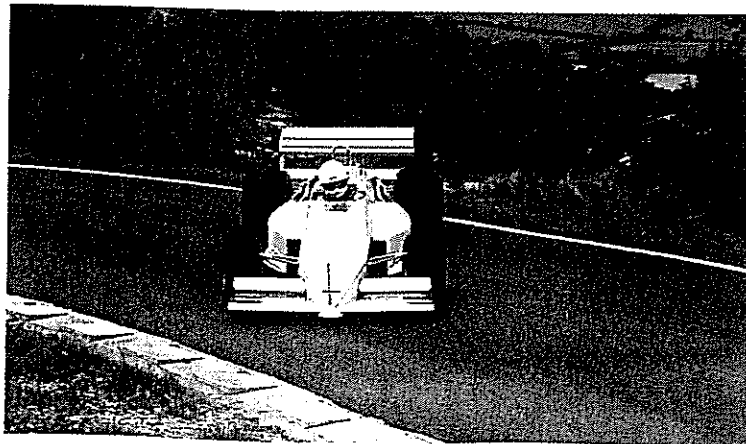
Adrian Hopkins set the target in 1988. Young's Vision-Polimotor blitzed massive 2-litre opposition for the second time. Moulds downed Richard Brown's 'interim' Ralt for second, while Maggie Blankstone reset her nine-year-old Ladies record in the Pilbeam.

■ Jerry Sturman

GULF OIL RAC BRITISH HILLCLIMB CHAMPIONSHIP IN ASSOCIATION WITH AUTOSPORT. ROUND 15

BRIDGESTONE RACMSA LEADERS HILLCLIMB CHAMPIONSHIP, ROUND 11

BTD: Patrick Wood (3.5 Pilbeam-Cosworth DFZ-R/L&PMP58-4), 39.82s. Top 12 Run-off: 1, Roy Lane (3.5 Pilbeam-Judd EV MP58-9), 45.61s; 2, David Grace (3.5 Pilbeam-Hart DFR MP58-5), 46.27s; 3, Mark Colton (3.5 Roman-Judd/Merlin CVVJ), 47.04s; 4, Roger Moran (1.6 Pilbeam-Vauxhall/Swindon MP62-4), 48.64s; 5, Wood, 48.85s; 6, John Moulds (2.0 Pilbeam-Vauxhall/BJM Motors MP62-9), 49.89s; 7, Rob Turnbull (3.2 Pilbeam/SPA/Judd BV MP50 T94), 49.92s; 8, Rob Fradley (2.8 Pilbeam-Hart MP43C-3), 50.09s; 9, Jim Robinson (2.8 Pilbeam-Hart MP43C-3), 50.60s; 10, Deryk Young (2.0 Vision-Polimotor V87S), 51.15s; 11, George Ritchie (3.5 Pilbeam-Judd EV MP58-1), 51.16s; NS, Russ Ward (4.5 Chevron-Rover/TVR B42), DNS. Class winners; Dylan Talbot (1.4 Lotus BMC/KAD 7), 46.28s; Tony Abbatiello (2.0 Caterham-BDG Super 7), 45.83s; Darren Soothill (2.0 Caterham-BDG Super 7), 44.62s (record); Chris Rutherford (4.3 Dutton-Rover Phaeton), 46.70s (record); Richard Jones (3.2t Porsche 911), 44.74s; Alan Thompson (1.7 Mallock-Ford/Connaught Mk2/24), 43.66s; Rob Stevens (1.1 OMS-Suzuki SC1/3), 43.50s (record); Robinson, 41.02s; Phil Cooke (0.5 Jedi-Suzuki), 44.20s; Phil Jefferies (0.6r HiTech-Norton DP1100), 42.63s; Moran, 41.28s (record); Young, 41.32s; Wood, 39.82s; Mike Marshall (2.3s Bugatti Type 35B), 58.10s (h/cap); Lisa Strangward (3.8 HWM Alka-Jaguar), 56.94s (h/cap). Gulf Oil British Championship positions after 15 of 17 rounds: 1, Grace, 95(9)pts; 2, Colton, 93(8); 3, Lane, 90(7); 4, Andy Priaulx and Wood, 70(5); 6, Graham Priaulx and Turnbull, 39; etc. Next round: Wiscombe, Sep 11. Bridgestone Leaders Championship positions: 1—Moran and Jefferies, 72(9)pts; 3, Soothill, 69; 4—Carl Talbot, Dylan Talbot and Mark Britt, 63; etc. Next round: Wiscombe, Sep 11. Prescott Gold Cup final positions: 1, Dylan Talbot, -1.12s; 2, Stevens, -1.00s; 3, Rutherford, -0.99s; etc.



George Ritchie spun his Pilbeam at Semi-Circle (above) in qualifying. Photo: Jerry Sturman

CROFT SEPT 1

Bardy gets to grips with a wet Croft

A timely rain shower highlighted the Nissan's traction and helped Tony Bardy to victory as pace setters Kevin Pease and Richard Watts struggled for grip. Pease and his Renault R5 had been fastest throughout the heats and scored a good 'A' Final win. Bardy's only hiccup in the Showroom class came towards the end of the 'A' Final when the exhaust broke.

Bardy made the best start to the Superfinal but was overhauled by Pease in the long run to the first corner. Bardy was challenging Pease's lead when the Renault suffered a front suspension failure. Moving ahead as Pease pulled off, Bardy soon extended his lead over Watts. Daniel Hedaux was an outstanding third until on the last lap Steve Pressick squeezed ahead.

■ Tim Whittington

WINGROVE MOTOR CO CROFT CHALLENGE, ROUND SIX (ALL FIVE LAPS)

Modified/Modified 1600 'A' Final: 1, Kevin Pease (Renault R5), 3m50.84s; 2, Richard Watts (Vauxhall Nova), 3m51.34s; 3, Steve Pressick (Vauxhall Nova), 4m02.41s; 4, Daniel Hedaux (Vauxhall Nova), 4m03.86s; 5, Jon Olds (VW Golf), 4m05.11s; 6, Mark Dicken (Vauxhall Nova), 4m15.33s. Showroom 'A' Final: 1, Tony Bardy (Nissan Sunny GTi-R), 3m59.11s; 2, Martyn Tinker (Vauxhall Calibra 4x4 Turbo), 4m05.11s; 3, Martin Farrar (Rover Metro GTi), 4m36.99s. Superfinal: 1, Bardy, 4m11.67s; 2, Watts, 4m14.86s; 3, Pressick, 4m19.58s; 4, Hedaux, 4m19.78s; 5, Dicken, 4m22.45s; 6, Tinker, 4m27.00.

WOODPECKER STAGES SEPT 4

With victory on the Woodpecker, Ricky Evans regained control of the Peugeot Gold Star Series. Steve Mantle took an early lead then Evans traded times with Julian Porter until the pressure proved too much for Porter, who lost 30 seconds in a ditch.

Steve Hill won the Club category from Roger Duckworth.

PEUGEOT SPORT GOLD STAR RALLY SERIES

1, Ricky Evans/Jan Butcher (Peugeot 205 GTi), 50.15s; 2, Julian Porter/Peter Foy (Vauxhall Nova), 50.40s; 3, Steve Mantle/Andrew Sankey (Vauxhall Nova), 50.54s; 4, Steve French/Dick Lines (VW Golf GTi), 51.40s; 5, Chris Bown/Roger Bown (Vauxhall Astra), 52.25s; 6, Paul Davy/Gary Digger (Peugeot 205 GTi), 52.28; 7, David Anna/Barrie Hollis (Vauxhall Nova), 52.54s; 8, Rupert Hopcraft/Richard Pomfret (Peugeot 205 GTi), 52.58; 9, Richard Egger/Pat Eggar (Vauxhall Nova), 53.01s; 10, Jon Clinton/Nigel Bradley (Peugeot 205 GTi), 53.10s.

BARC (L&HCC) GOODWOOD SPRINT CCC/BARC SPEED CHAMPIONSHIP, ROUND 18

BTD: Chris Hill (3.5 Lola-DFR T90/50), 1m12.53s (outright circuit record). Class winners: John Lyon (1.6 Honda Civic V-Tec), 1m44.29s; Geoff Bland (1.8 VW Golf GTi), 1m45.15s; Nick Olsen (3.7 Lotus Carlton), 1m40.36s; Anthony Staines (1.3 Vauxhall Nova), 1m44.93s; Chris Fulke-Greville (1.6 Toyota Corolla GTi), 1m45.41s; Vince Hawtree (1.9 Ginetta G32), 1m41.97s; Bill Gouldhorpe (2.0t Ford Sierra Cosworth), 1m41.90s; Mark Graves (1.7 Caterham Super Seven), 1m37.78s; Robin Batt (5.0 GTD 40), 1m35.02s; Mark Harman (1.6 Van Diemen RF87), 1m35.63s; Andrew Wiggins (1.4 Talbot Samba Rallye), 2m01.42s; Derek Jones (2.3 Panther Lima), 1m50.31s; George Sherry (1.4 Rover Metro GTi), 1m43.29s; Stewart Watson (2.0 Darrian T9), 1m37.12s; Les Beerling (2.0t Ford Sierra Cosworth), 1m36.32s; Peter Sacree (2.0 Mallock-Vauxhall Mk15/14), 1m37.95s; David Standing (1.3 Mallock-Ford Mk14), 1m37.80s; Melvyn Coon (2.1 Mallock-Ford BDX Mk24B), 1m24.86s; David Stevenson (0.5 Cooper MK6), 1m59.25s; Geoff Jackson (1.6 Ralt RT3), 1m31.77s; Barry Train (2.0 Reynard SF78), 1m25.92s; Peter Hornby (747 Warden-Austin F750), 2m02.29s.

GURSTON DOWN APRIL 17

Whirling Durling's sterling double

Simon Durling repeated his 1993 success by once again taking Best Time of the Day, in the opening round of the Gurston Down hillclimb championship, with his rapid 2-litre Vauxhall-engined Pilbeam MP62.

Durling's two brilliantly smooth and consistent runs, of 31.06s and 31.02s, on a bitterly cold day at the Hitchings brothers' Wiltshire farm hill saw off the strong challenges from the McBeath brothers - Andy and Simon with their Pilbeam MP54 - Chris Cannell's Ralt-Rover, young Simon Ashley's Ralt RT3 and the Maco of John Forsyth, all of whom finished with runs in the 31-second bracket.

David Nutland chipped away at his 1400cc touring car class record on both runs with the Mini Cooper S while Karl Davison chose his final climb in the Ford Escort Mexico to lower the unlimited touring car mark.

There was very little to choose in the 1400cc modified production section: between Ian and Sarah Blenkinsop. Just 0.23s decide this family battle in the Westfield, with Ian the quicker.

With 18 starters, mostly Westfields and Caterhams, in the up to 2-litre modified production class, the middle order was very closely fought.

But it came as no surprise to see James Forsyth throw his newly-built, works-backed Westfield through Karousel to take the class win in almost two seconds ahead of Jonathan Gates and Peter Smith's versions.

Pat Jennings

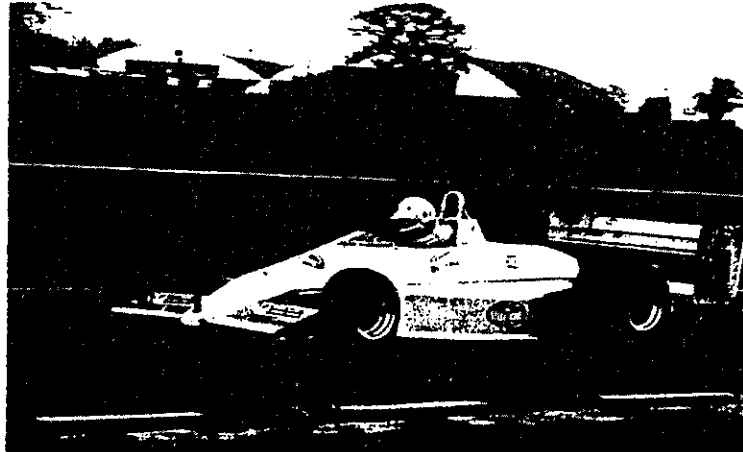
BARC SW GURSTON DOWN HILLCLIMB CHAMPIONSHIP, ROUND 1, APRIL 17

BTD: Simon Durling (2.0 Pilbeam-Vauxhall MP62), 31.02s. **Class winners:** David Nutland (1.3 Mini Cooper S), 38.41s (record). Karl Davison (1.6 Ford Escort Mexico), 37.23s (record). Ben Stapley (2.4 Datsun 740Z), 41.79s. Reg Broome (1.2 Cooper 139), 45.19s. Ian Blenkinsop (1.4 Westfield-BDASE), 36.36s; James Forsyth (2.0 Westfield-BDG/GraceSE), 32.79s; Paul Slade (4.2 Jaguar F-Type), 41.45s. Chris Merrick (1.7 Malleck-Ford MK20), 33.26s. Rob Hurst (1.6 Malleck-Ford MK11B), 35.33s; Simon Osborne (1.6 GTD McLaren MEF), 37.31s. Phil Cooke (0.5 Jedi/27), 34.33s. Richard Neale (0.5 Smith MK3), 41.66s; Chris Johnson (1.0 Jedi Elan C37/2), 33.94s; Simon Ashley (1.6 Ralt-Rover RT3), 31.68s; Durling, Chris Cannell (3.9 Ralt-Rover RT1), 31.35s.

GURSTON DOWN

CARS & CAR CONVERSIONS/BARC/HSASPEED CHAMPIONSHIP, APRIL 16

BTD: Tony Marsh (3.9 Toleman-Rover TG191), 31.38s. **Class winners:** Andrew Gareth (1.5 Lotus Elan S4), 41.41s; Geoff Bando (1.8 VW Golf GTI), 41.73s; Giles Tinkler (1.3 Triumph Spitfire Mk4), 42.03s; Ben Good (1.6 Honda CRX), 41.09s; Vince Hawtree (1.9 Ginetta G32), 41.49s; John Meredith (2.0 Ford Sierra Cosworth), 35.63s; Mark Groves (1.7 Caterham Super 7), 37.99s; Peter McEwen (2.0 Westfield SEI), 37.72s; Chris Henderson (1.6 Malleck-Ford MK16), 39.66s; Jim Bell (1.6 Royale-Ford RP29), 37.75s; Karl Davison (Ford Escort Mexico), 38.28s; Ken Banks (1.1 Davian Imp Mk7), 39.75s; James Forsyth (2.0 Westfield-BDGSE), 34.96s; Dave Plant (2.0 Ford Escort Turbo), 38.38s; Chris Merrick (1.6 Malleck-Ford MK20), 34.09s; Basil Pitt (1.6 Datsun K-Ford), 34.53s; Simon Osborne (1.6 GTD McLaren MEF), 38.90s; Tony



Roy Lane shook his new Judd-engined Pilbeam down with a win. Photo: Jerry Sturman

CURBOROUGH APRIL 17

No stopping Lane with Judd power

In a great debut for his new Pilbeam-Judd, Roy Lane closed to within a second of his outright course record to win the MAC's close fought British Sprint Championship opener.

A battle between the top three Formula 1 V8-powered machines saw fastest qualifier Mark Colton narrowly fail to get on terms with Lane. Roman-Judd driver Colton recovering to snatch the runner-up spot from Patrick Wood's Target Pilbeam-DFR by just 0.06s.

Roger Kilty, qualifying third on a superb first championship outing in his new Pilbeam-Hart MP40, pushed the war to within a second of Wood's V8 for fourth place, surviving an attack by Tony Marsh's Toleman-DFL as six times British hillclimb champion Marsh finally suppressed Steve Jewell.

But Jewell's Chevron-Hart snatched a four car scrap in the 30 second bracket, as Deryk Young closed in to score the first British championship points for the plastic Polymotor-engined Vision.

Peter Blankstone's 2-litre Pilbeam piped Ken Ayers's big DFL version for eighth place by a hundredth. Glyn Sketchley brought the tiny Megapin-Yamaha

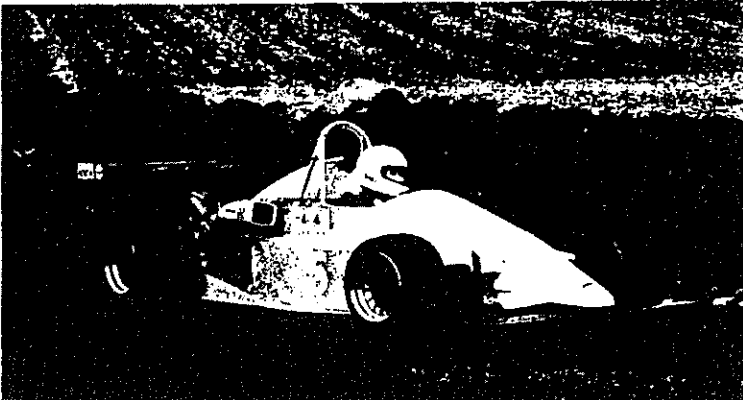
home for the final point as ignition problems sidelined the SPA-Judd of fourth placed qualifier John Beattie and co-driver Barry Goode.

Class highlights, with competitors vying for points in the revitalised Sprint Leaders series, saw Dave Depper capitalise on early leader Andy Kitson's retirement to grab the win by 0.09s with his elderly Cooper S. Roger Thomas ruled the unlimited ModProd roost. Barrie Lines took advantage of a spin by co-driver Mark Waldron to snatch the place.

Jerry Sturman

RAC BRITISH SPRINT CHAMPIONSHIP, ROUND 1

BTD: Roy Lane (3.5 Pilbeam-Judd MP58-B), 26.56s. **Top 12 run-off:** 1. Lane, 26.56s; 2. Mark Colton (3.5 Roman-Judd/Merlin V), 26.79s; 3. Patrick Wood (3.5 Pilbeam-DFR/MP58), 28.85s; 4. Roger Kilty (2.8 Pilbeam-Hart MP40), 29.57s; 5. Tony Marsh (4.0 Toleman-DFL TG191), 29.85s; 6. Steve Jewell (2.0 Chevron-Hart B48), 30.24s; 7. Deryk Young (2.0 Vision-Polymotor V87), 30.47s; 8. Peter Blankstone (2.0 Pilbeam-Vauxhall/Swindon MP62), 30.71s; 9. Ken Ayers (4.0 Pilbeam-DFL MP58), 30.72s; 10. Glyn Sketchley (1.0 Megapin-Yamaha CFM 93/02/09), 31.99s; John Beattie & Barry Goode (3.0 SPA-Judd), DNS. **Class winners:** Mike Meredith (3.5 Morgan-Hover Plus 8), 36.03s; David Depper (1.4 Austin Cooper S), 36.84s; Paul Turner (1.8 Caterham Super 7), 34.09s; Roger Thomas (2.0 Westfield-Vauxhall SEI), 31.68s; Mike Neuman (1.7 Westfield SE), 36.42s; Bob Dayson (1.7 Ward-Ford MK8D), 33.87s; Jim Robinson (2.8 Pilbeam-Hart MP43C), 30.48s; Sketchley, 32.10s; Dave Kimberley (1.6 Sarr-BDAS3H), 31.48s; Jewell, 30.78s; Colton, 29.14s. **RAC British Sprint Championship positions:** 1. Lane, 10pts; 2. Colton, 9.3; Wood, 8.4; Kilty, 7.5; Marsh, 6.6; Jewell, 5; etc. **Next round:** Ingliston, May 7. **RAC Leaders Sprint Championship positions:** 1. Jewell, Colton, Neuman, Corbally, Andrew Pearson (1.4 MG Midget), Jim Gazey (2.0 Peugeot 309 GTC), Roger Coombes (1.4 Westfield SE), Turner and Depper, etc. **Next round:** Ingliston, May 7.



DOUNE APRIL 17

Allen blasts them

The second round of the Grampian TV/Guyson Scottish Hillclimb Championship at Doune could not have been more different from the Forrestburn opener. Idyllic weather saw 10 new records established in the 20 classes.

Kenny Allen blitzed his favourite hill knocking a second off his own class record as he set BTD, leaving John Whyte to pip Martin Pieraccini for second fastest, the latter delighted, at last, to have a motor that now delivers.

The intense clubman battle went in favour of young Graeme Wight from the similar Vision V85 of Robert Sutherland.

Olly Ross posted a brace of exceptionally neat climbs fully one second under the previous Roadsports record, while Steve Moir's Fiesta was fastest road saloon with a new class record.

Bill Henderson

GRAMPIAN TV/GUYSON SCOTTISH HILLCLIMB CHAMPIONSHIP, ROUND 2, APRIL 17.

BTD: Kenny Allen (2.0 Ralt RT30), 40.56s. **Class winners:** John Wallace (1.4 Vauxhall Nova), 51.95s (record); 2. Steve Moir (1.6 Ford Fiesta), 51.22s (record); Bill Lord (2.0 Lancia Delta), 55.74s; Graeme Sherry (1.3 Sylva Star), 59.83s; Olly Ross (2.0 Westfield SE), 48.88s (record); George Forrest (1.3 Mtrms Mini), 55.21s (record); John Miller (2.0 Ford Escort RS), 52.12s (record); Derek Brown (2.0 Ford Escort), 53.81s (record); Stuart Robb (1.3 MG Midget), 49.94s; John D McAllister (2.1 Dutton Phaeton), 54.94s; George Emmerson (1.3 Malleck MK18), 46.84s (record); Sandy Robertson (1.6 Mini), 54.72s; Alex Graham (1.8 Malleck MK20), 43.22s; Geoffrey Hawkins (1.6 Ray FF), 48.55s; Martin Pieraccini (1.6 Reynard 873H), 42.69s; John Whyte (2.8 Pilbeam MP50), 42.48s; Colin Wheelert (2.0 Delta T832), 46.16s; Bruce Edwards (2.0 Darran T90), 50.13s (record); Alastair McDougal (1.3 Austin Healey Sprite), 57.82s; Graeme Wight Jr (1.7 Vis on V85), 43.18s.

TOUR OF CORNWALL APRIL 16/17

Hearn earns it

Local man Roger Hearn took a popular win after Irishman Frank O'Mahony spun away his chances during the closing stages.

O'Mahony still took maximum EARS/Motoring News Tarmac Rally Series points to move into a 13-point lead over Peter Doughty.

Neil Perkins

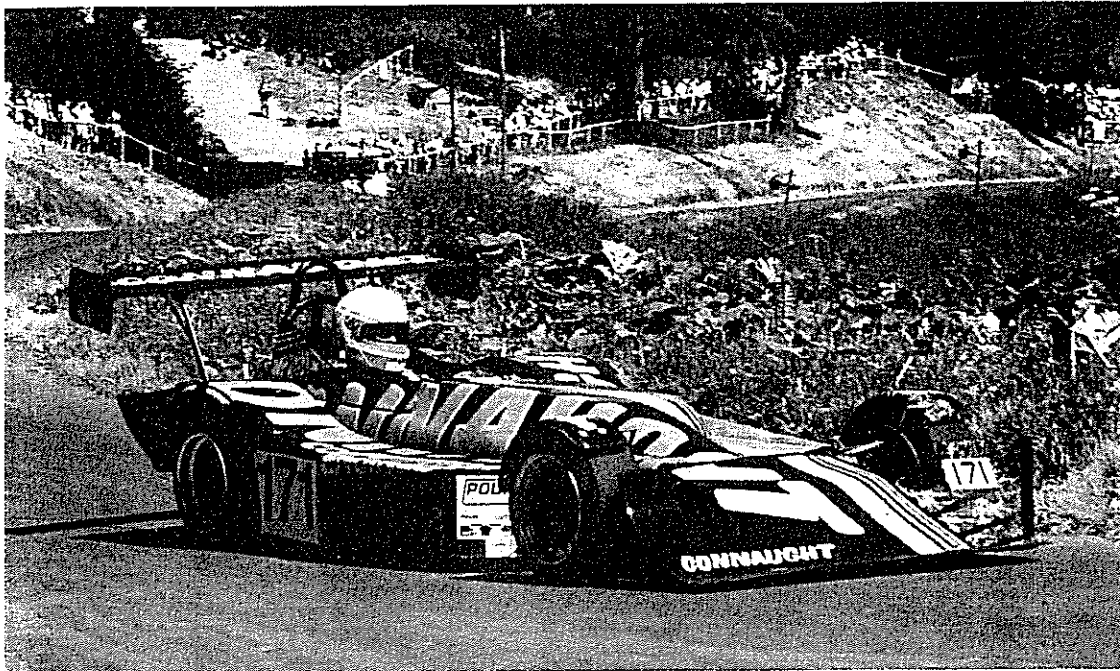
TOUR OF CORNWALL NATIONAL RALLY

1. Roger Hearn/Chris Jarman (Darran T9), 1h22m31s; 2. Gary Midwinter/Steve Snook (Ford Escort Cosworth), 1h22m52s; 3. Frank O'Mahony/Hugh McPhillips (MG Metro BR4), 1h22m52s; 4. Sean Farrell/Adrian Fanelli (Ford Sierra Cosworth), 1h24m05s; 5. Stewart Somerville/Roy Pettit (Ford Sierra Cosworth), 1h24m26s; 6. Grant Roberts/David Hudson (Darran T9), 1h24m56s. **Championship positions:** 1. O'Mahony, 64pts; 2. Pete Doughty (Ford Sierra Cosworth), 51; 3. Bob Fowden (Ford Escort Cosworth), 50; 4. Dale, 48.5; Somerville, 42. **Next round:** Sear Dairnie-Puch Mans National Rally, May 14.

CRICKET ST THOMAS APRIL 17

WE BISHOP & SON SAAB HILLCLIMB

BTD: Colin Pook (1.7 Malleck-Jones MK25), 37.01s. **Class winners:** Derek Mullis (1.4 Mini Cooper S), 41.05s; Peter Styles (1.8 VW Golf GTI), 47.67s; Mike Rudge (2.0 Ford Escort RS2.0), 39.02s; Tony Bonhoe (1.3 Mini Cooper), 41.97s; Steve H. Ford Escort, 41.69s; Michael Pittard (2.0 Vauxhall Chevette), 40.33s; Neville Cheesman (1.2 Davian MK7), 40.48s; Barry Evans (1.6 Malleck-Ford MK20), 38.90s; Tony



Hillclimb debutant Will Roy finished sixth in the Clubmans class in Paul Stoodley's Connaught-prepared Mallock Mk18. Photo: Jerry Sturman

Putting the boot in

SHELSEY WALSH JUNE 5

In another nail-biting Gulf Oil RAC British Hillclimb Championship run-off, Mark Colton held off Gurston winner Roy Lane by 0.08s to score his third win of the series in the Kelly's Boots Roman-Judd.

Colton unexpectedly extended his lead to 16 points, because closest rival David Grace missed the Top 12 cut. He was left to ruefully survey a badly damaged Pilbeam-DFL after co-owner Noel Le Tissier piled it into the Kennel Bend fencing in the class runs. Noel was unhurt, but the chassis requires emergency surgery.

As always, speeds were high at Shelsley. The on-board data-logger on Colton's Roman showed a record 125mph through the Crossing trap, while Colton and Lane traded mid-130s over the finish. Roy was back aboard the Judd-powered Steel King Pilbeam MP58, its engine restored to rude health following the discovery of a glitch in the wiring loom.

Andy Priaulx was unable to match these speeds with four cylinder Hart power, but with stiffer suspension settings and another display of total commitment ('I think we've about reached the limit of what this car will do now') still finished an amazing third in the Bank of Bermuda MP57, forging it up within 0.5s of the leaders!

Rob Turnbull's MP50-Judd responded well to Ray Rowan's

mid-week development work, fourth place - 0.6s behind the Guernseyman - a fine result after he brushed the unforgiving banks.

Rowan himself made a welcome return to the hills, the 1989 champion's long-awaited Roman-Judd slamming through the finish beam at 138mph (fastest of the day) to demote Patrick Wood's understeering Target Pilbeam-DFZ/R to sixth place.

A determined final shot by Graham Priaulx nabbed seventh at the expense of Tony Marsh. A stormer from Roger Moran saw the 1600cc MP62 bump Jim Robinson's Pilbeam sportscar out of the points, and get within 0.03s of Christian Mineeff's similar sportscar.

The run-off lacked John Beattie's clutch troubled SPA-Judd V8.

The Talbots continued their domination of Class A with another

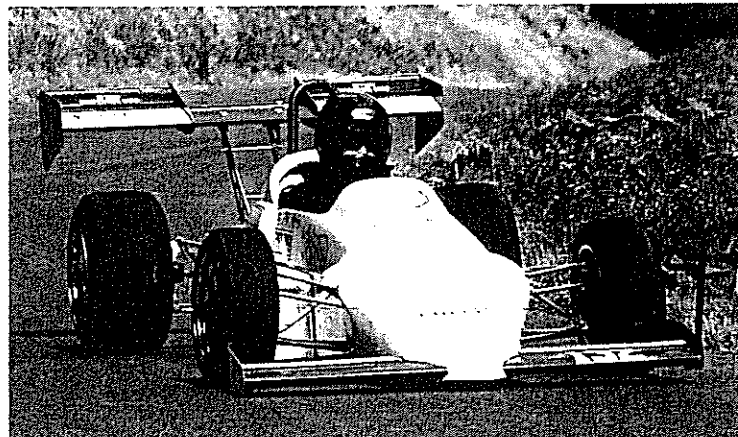
one-two - Carl in charge this week - but their joint lead in the Bridgestone RAC MSA Leaders table was split by Darren Soothill.

Despite pressure from Willem Toet's F1 technology-crammed Peugeot 205, the Caterham-BDG driver denied Willem the 2-litre ModProd (Racing) win by a tenth.

Fortunately Tony Abbatiello had done enough to secure the roadgoing section before co-driver Darrell South rattled the car against the Esses barrier.

Another win for Mike Hall retained his one point lead over Moran in the Pound Midland title race, but the spectacular Paul Gwinnett hurled his Sunbeam Lotus past Chris Rutherford's Dutton-Rover for second place.

Barrie Lines slumped to third as Richard Jones blasted the Porsche Turbo through to head of the



Phil Jefferies smashed the 1100cc record in the howling HiTech-Norton. Photo: Jerry Sturman

unlimited racing division field, subduing Tony Lambert's Ferrari with a near record shot.

Former BTCC champion Will Hoy rounded off the Clubmans top six - covered by just 0.77s - in Paul Stoodley's Connaught Mallock after another frenetic thrash. Richard Thompson finally found his form to hold off Martin Groves, in Tim Daniel's Mallock.

Rob Stevens annihilated Mark Britt's 1300 Sports Libre record with the OMS-Suzuki. Britt went inside his old mark too.

Phil Jefferies carved over quarter of a second off Phil Kidsley's five-year-old 1100cc Racing Car record, his low 29s time consolidating the HiTech-Norton's status as the quickest motorcycle engine ever by far at the venue. A delighted Deryk Young upset the 2-litre formbook, overturning Simon Durling's early lead with the front-engined Vision-Polimotor.

■ Jerry Sturman



GULF OIL RAC BRITISH HILLCLIMB CHAMPIONSHIP, IN ASSOCIATION WITH AUTOSPORT, ROUND 7

BRIDGESTONE RACMSA LEADERS HILLCLIMB CHAMPIONSHIP, ROUND 7

POUND TIMBER BUILDINGS MIDLAND HILLCLIMB CHAMPIONSHIP, ROUND 4

AVON/BMTR TOP 10 CHALLENGE, ROUND 4
PAUL MATTY SPORTS CARS CLASSIC CHALLENGE, ROUND 4, JUNE 5

BTD: Mark Colton (3.5 Roman-Judd/Merlin CVJ), 25.91s. **Top 12 Run-off:** 1, Colton, 25.91s; 2, Roy Lane (3.5 Pilbeam-Judd EV MP58-9), 25.99s; 3, Andy Priaulx (2.8 Pilbeam-Hart/Beattie MP57-2), 26.51s@ 4, Rob Turnbull (3.2 Pilbeam-Judd/Beattie BV MP50), 26.59s; 5, Ray Rowan (3.5 Roman-Judd CV), 26.63s; 6, Patrick Wood (3.5 Pilbeam-DFZ/R/L&P MP58-4), 26.88s; 7, Graham Priaulx (2.8 Pilbeam-Hart/Beattie MP57-2), 27.32s; 8, Tony Marsh (2.0 Toleman-DFL TG191), 27.58s; 9, Christian Mineeff (2.8 Pilbeam-Hart MP43), 27.92s; 10, Roger Moran (1.6 Pilbeam-Vauxhall/Swindon MP62), 27.95s; 11, Jim Robinson (2.8 Pilbeam-Hart MP43Cl), 28.01s; John Beattie (3.5 SPA-Judd CV), DNS. **Class winners:** Carl Talbot (1.4 Lotus-BMC/KAD7), 33.29s; Tony Abbatiello (2.0 Caterham-90S7), 32.42s; Darren Soothill (2.0 Caterham-606 Super 7), 31.46s; Mike Hall (4.4 Morgan-Rover Plus 8), 33.04s; Richard Jones (3.2i Porsche 911), 30.92s; Richard Thompson (1.7 Mallock-Ford/Connaught MK21/24), 30.00s; Rob Stevens (1.3 OMS-Suzuki SC1-3), 30.66s (record); Robinson, 27.92s; Phil Cooke (0.5 Jedi Suzuki XR40), 31.29s; Richard Neale (0.3 Smith-JAP MKIII), 38.18s; Phil Jefferies (5.5r HiTech-Norton DP1100), 29.22s (record); Moran, 28.05s; Deryk Young (2.0 Vision-Polimotor V875), 26.53s; Colton, 26.26s; David West (1.4 Austin Cooper S), 40.04s; Peter Bottrill (1.6 Lotus Elan S3E), 39.35s (h/cap); Tim Barrington (1.6 Brabham-Ford BT21), 31.13s (record); John Swift (2.9 Ferrari 308 GTB), Man of the Meeting: Phil Jefferies. **Gulf Oil RAC British Championship positions:** 1, Colton, 65pts; 2, David Grace (3.5 Pilbeam-DFL/Hart MP58), 49; 3, Wood, 48; 4, Andy Priaulx, 45; 5, Lane, 38; 6, Graham Priaulx & Turnbull, 28; etc. **Next round:** Doune, June 19. **Bridgestone RACMSA Leaders Championship positions:** 1, Carl Talbot, 54pts; 2, Soothill, 52; 3, Dylan Talbot & Moran, 51; 5, Tony Lambert (3.0i Ferrari 308 GT4), 49; 6, Cooke, 43; etc. **Next round:** Doune, June 19. **Pound Timber Buildings Midland Hillclimb Championship positions:** 1, Hall, 39pts; 2, Moran, 37; 3, Carl Talbot, 34; 4, Martin Groves (1.7 Mallock-Ford Mk208 & Mk24), 31; 5, Jefferies, 29; 6, Abbatiello & Simon Durling (2.0 Pilbeam-Vauxhall/Swindon MP62), 28; etc. **Next round:** Prescott, June 26. **AVON/BMTR Top 10 Challenge:** 1, Colton, 29pts; 2, Moran, 24; 3, Wood, 22; 4, Lane, 17; 5, Tim Mason (2.8 Brabham/Pilbeam-Hart BT38/MP22), 15; 6, Turnbull, 14; etc. **Next round:** Prescott, June 26. **Paul Matty Sports Cars Classic Challenge class leaders:** West, 35pts; Bottrill, 28; Barrington, 38. **Next round:** Prescott, June 26.