

BARC Harewood *Speed* Hillclimb Championship sponsored by KT Green



Yorkshire Speed Hillclimb 2nd August 2014
Montague Burton Hillclimb 3rd August 2014

EVENT PROGRAMME

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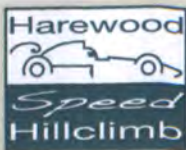


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Yorkshire Centre

Yorkshire Speed Hillclimb for the Sydney Burton Trophy

2nd August 2014

MSA National B permit No 81382

Round 4 of the

BARC Harewood Speed Hillclimb Championship
permit no. CH2014/S045 (Grade C)

and a round of the DEWS Speed Series and the Lotus 7 Speed Championship.

Montague Burton Hillclimb for the Montague Burton Trophy

3rd August 2014

MSA National B permit No 81383

Round 5 of the

BARC Harewood Speed Hillclimb Championship
permit no. CH2014/S045 (Grade C)

and a round of the DEWS Speed Series, Healey Sport Speed Championship, Bugatti Classic Owners Club Championship, the Service Hydraulics Speed Championship, the Yorkshire Speed Championship and the Lotus 7 Speed Championship.

Animals are not admitted to the hillside car park, the paddock or any other spectator areas. All vehicles at Harewood Speed Hillclimb are left at the owners risk. Please comply with all instructions of Marshals & notices and remain in the permitted areas only.

Their concern is for your safety.

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Cover photo:

Dale Cordingley by PW Pics



Welcome to Harewood



Welcome to the Harewood *Speed* Hillclimb for a weekend packed with the best of British hillclimbing.

Competitors in the Harewood *Speed* Hillclimb Championship have 2 chances to score points this weekend with separate events on Saturday and Sunday. Renault 5 GT driver Ian Butcher will need to score well if he is to maintain his championship lead over Formula Ford driver Ben Tranter.

Favourite for fastest overall and the Sydney Burton Trophy, on Saturday is 2012 FTD Champion Steve Owen in his well-sorted OMS 28.

Over the weekend we have an impressive array of British sportscars including a large class of Austin Healeys on Sunday and several classes of Caterham Sevens competing on both days. The 30 odd strong group of Caterhams is competing in the Lotus 7 Club Speed Championship and sure to provide plenty of close racing and a spin or two!

Competition for FTD on Sunday should be interesting, with Steve Owen facing a strong challenge from quick *OMS* drivers Neville Rollason and Jason Mourant.

So whether you are competing, marshalling or spectating, we hope you have a great weekend of hillclimbing at Harewood.

Tim Wilson

Chairman, BARC Yorkshire Centre

Jurisdiction

The meeting is held under the General Regulations of the Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and the Supplementary Regulations issued for the event, the Harewood *Speed* Hillclimb Entry forms, event and championship regulations 2014, the BARC *Speed* Event Classes 2014 and any written instructions the BARC Yorkshire Centre may issue for the event.

The programme

The organisers have made every effort to ensure the accuracy of the programme and accept all contributed materials in good faith. If there are any errors or omissions then we apologise for them escaping our attention. Whilst every attempt will be made to adhere to the published programme, the organisers reserve the right to modify, curtail or abandon the meeting.

Food & drink

Food and drink is available in the paddock area. Ice cream is usually available.

Litter

Will spectators please help the club by not dropping litter. Please use the containers provided and keep Harewood beautiful. Large items can be disposed of in the skip near the toilet block.

Lost property & messages

If you find any articles or lose anything please report it to the Paddock Office. We regret that we cannot make announcements over the PA system, except in genuine emergencies.

Acknowledgements

BARC Yorkshire Centre would like to thank Harewood Hill Ltd and those who subscribe to the shares which enables the long-term future of our events here. We also wish to thank West Yorkshire Police, Pennine Rescue, Pennine LRC, Teesside and North Yorkshire Ambulance Service for emergency services, the marshals, the photographers who have allowed us to use their photographs, everyone who has helped or are helping and club members for making the event a success.

Your personal safety

We take your safety seriously. Please take note of any signs or instructions given by our marshals. They are there to help the meeting run without a hitch.

Remember you have a duty of care for you own safety and that of any children. Children under 14 must be accompanied and remain under the control of an adult at all times.

Welcome

On behalf of the BARC Yorkshire Centre, we welcome you all to the 2014 Harewood *Speed* Hillclimb season.

Our sponsors and advertisers

BARC Yorkshire Centre would like to thank all our sponsors and advertisers for their generous support, which helps us continually invest in our events and the venue. Our sponsors and advertisers are supporting Harewood *Speed* Hillclimb, so please support them with your business.

Contacts for BARC Yorkshire Centre

<i>Chairman</i>	Tim Wilson	Tel: 01423 339062	chairman@harewoodhill.com
<i>Secretary</i>	John English	Tel: 01423 865134	clubsec@harewoodhill.com
<i>Competitions Secretary</i>	Chris Seaman	Tel: 0114 258 5695(w)	compsec@harewoodhill.com
<i>Marketing & Press</i>			marketing@harewoodhill.com

Keep up to date

If you would like to be kept up to date on Harewood *Speed* Hillclimb events, event pre-views, race reports, photographs and news see our website at **www.harewoodhill.com** or send your email address to **info@harewoodhill.com** and we will keep you up to date.

BARC membership

To join the British Automobile Racing Club Yorkshire Centre, pick up an application form at the paddock office or apply on-line via our web site at www.harewoodhill.com (click on 'Membership' on the Harewood & BARC Yorkshire menu).

**Please enjoy yourselves and tell your friends
about Harewood *Speed* Hillclimb**

What is speed hillclimbing?

The challenge of *Speed Hillclimbing* is to drive the course in the shortest possible time. The faster drivers are those who can get the car off the start quickly, the first 64 feet can take under two seconds, and then find the quickest and smoothest lines through each corner. The fastest cars can complete the 1448 metre course in under 50 seconds, with speeds exceeding 130 mph!



A timing strut

Cars are called down to the start in class order. Where a car is shared by another driver, the second driver (their numbers will start with a 7, 8 or 9), will go down to the start in the batch before the other driver. The entries are divided into classes, so that similar cars compete against each other. Each driver not only competes in his or her own race against the clock, but also against other drivers in cars of similar performance.

Each car carries a small vertical blade at the front called a timing strut. As a car approaches the start, the marshals line the car up immediately behind the timing beam. A chock behind the rear wheel keeps the car in the right position. When the driver is given the green light, they start in their own time. As the car moves forward it breaks the light beam and starts the electronic timing equipment.

At the finish line there is another light beam that stops the digital timing equipment for that driver's run. In addition to the start and finish timing beams, there are

others that allow the driver to see their 'split' times at given points on the course after their run. These times are shown on the bank of monitors at the rear of the paddock office and used by the commentators (see map for location of split time points).

If a car stops, slows or comes off the course, the marshals may show a red flag. This warns following drivers of a potential hazardous situation ahead. As a result a car may have to abandon a run through no fault of the driver and so will be given a re-run. If the red flag is given before Orchard the driver will return to the start via the road behind the barn. Otherwise the driver will continue to the finish, at a slower speed, then go down to the start via the slip road, to take the re-run.

Up to four cars can be on the hill at any one time. Timing is to the nearest one-hundredth of a second, a tiny amount, but one that can often decide a class win.

The ultimate achievement at each event is to establish the Fastest Time of the Day (FTD). This is usually claimed by one of the single seater racing cars, although wet weather can sometimes throw up an occasional surprise!



At the start – note the the marshal holding the wheel chock to stop the car rolling back.

Explaining the classes

Here is a layman's guide to what the categories mean to help you understand what is going on. However, this is not a definitive set of rules – these run to numerous pages of fine print in the Motor Sports Association Competitors' Yearbook ("the Blue Book").



Road modified

Not less than 1000 of these saloon & sports cars must have been built each year. For kit cars etc this is 20 per year, but over 5000 of the basic engines must have been produced. These cars must be road going cars e.g. have tax and an MOT where applicable. Limited changes can be made to the body e.g. some parts e.g. the bonnet and boot may be replaced by other materials, but glass cannot be replaced by other materials. The basic silhouette of the car must remain, although some limited aerodynamic devices can be added. Interior trim must remain and all standard equipment must work. The engine may be modified, within limits. Tyres are limited to road going tyres from defined lists.



Modified production cars

Not less than 100 of these vehicles must have been made available through commercial channels in a twelve month period. The silhouette above the hub centres must remain unaltered, except for the bonnet and boot which may be modified. The bodywork may be made of different materials to the standard, but must maintain the original shape. The side and rear windows may be replaced with plastic. Modified front and rear spoilers/air dams are permitted. The engine must be identifiable as that fitted to the original model, but extensive modifications are allowed. Suspension changes are allowed with limitations. Slick racing tyres may be used.

Formula Ford

Formula Ford cars are cars built for a specific race series to ensure tight competition and to make sure that it is driver ability that shines through and not the size of their wallets. Harewood regulations stipulate that cars in this class must be built before 1994. This means that the engines are all Ford Kent type engines. Engine modifications are very tightly controlled/limited, as are suspension changes etc. No aerodynamic wings are allowed and tyres are also limited.

□□or□□ □□□□

Libre in French means free. In this category of cars the competitor is free to make a wide range of modifications and enter a wide range of cars not covered by other categories e.g. □ world rally cars, hillclimb supersport cars, □ T1 sports cars etc. Tyre choice is open to the competitor.



□a□□□□ □ar□

Single seat open wheel race cars. There is no minimum level of production. Engine choice and modifications are not limited. Aerodynamic devices are also allowed. Tyre choice is open to the competitor.

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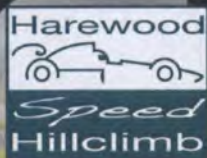
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Latest updates

Classic & Vintage event

Latest entry lists now available

2014 Entry Regulations Forms added

2014 Entry Forms added

Latest pictures



www.harewoodhill.com

ARC Harewood Speed Hillclimb Championship

main championship

Marking is within classes, based on the improvement against the bogey time. The 2014 bogey times are the current class record at the start of each meeting with 20 seconds added, with the exception of classes 1F, 2A, 2B and 2D which are calculated. Championship marks are gained at the rate of 0.01 points for each 0.01 seconds by which the driver beats the bogey time of his or her class. A maximum of 21 marks can be gained at any meeting.

Any competitor who does not beat the bogey time will gain no marks for that meeting. The three timed runs at each meeting will count, unless a decision to the contrary is made after the first timed run. Marks in six of the eight rounds will count towards the championship result (note: The 11th May, 8th June and 6th July meetings are not rounds of the Harewood Speed Hillclimb Championship).

fastest time of the day

At each meeting marks will be awarded to the championship competitors who have recorded the ten fastest times of the day in the class runs. Marks will be awarded on the scale of 10 for the fastest competitor down to 1 mark for the tenth.

ARC Yorkshire Centre Harewood Hillclimb Speed Hillclimb Championship Results after round 3		
1	Ian Butcher	46.06
2	Ben Tranter	43.73
3	Daniel Hollis	42.91
4	Chris Brooks	41.73
5	Robert Spedding	39.28

ARC Yorkshire Centre Harewood Hillclimb Speed Hillclimb TD Championship Results after round 3		
1	Ed Carter	19
2-	Paul Martin	18
2-	Steve Owen	18

Awards

As well as competing in their respective championships, in which many drivers are currently taking part, drivers are also competing today for the following Harewood *Speed* Hillclimb awards.

Fastest time	Saturday	The Sydney Burton Trophy and Souvenir
2nd FTD		Souvenir
3rd FTD		Souvenir

Fastest time	Sunday	The Montague Burton Trophy and Souvenir
2nd FTD		Souvenir
3rd FTD		Souvenir

Fastest time in class (*subject to a minimum of 2 entries in the class*)

2nd fastest time in class (*subject to a minimum of 6 entries in the class*)

3rd fastest time in class (*subject to a minimum of 10 entries in the class*)

4th fastest time in class (*subject to a minimum of 16 entries in the class*)

Awards are presented 30 minutes after the conclusion of the meeting

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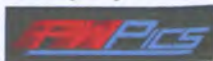


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Hill Records

The first Harewood meeting took place on 16 September 1962.

Shown below are the course records for the original (short – 1006 metre) course, which started near the exit of Chippys bend and the current (long – 1448 metre) course.

Short course

16.9.62	Tony Lanfranchi	Elva Mk6	51.61
21.4.63	Keith Schellenberg	Lister	49.79
8.9.63	Peter Boshier-Jones	Lotus 22	46.72
25.5.64	Tony Marsh	Marsh Special	45.16
13.9.64	Peter Westbury	Ferguson P99	44.45
10.9.67	Tony Marsh	Marsh Buick	42.94
16.6.68	Peter Lawson	BRM 4WD	42.86
15.9.68	Peter Lawson	BRM 4WD	41.43
19.4.70	Nick Williamson	McLaren M10A	40.25
11.9.71	David Hepworth	Hepworth FF	40.10
12.9.71	Roy Lane	McLaren M10B	39.57
10.9.72	Mike McDowell	Brabham BT36X	39.14
24.9.72	Richard Thwaites	McLaren M10A	38.47
31.7.77	Roy Lane	March 741 DFV	38.41
17.9.78	Chris Cramer	March 76A Ford	38.39
13.5.79	Peter Kaye	Pilbeam MP31 DFV	38.18
1.9.79	Chris Cramer	March 782 Hart	38.04
13.4.80	Martyn Griffiths	Pilbeam MP40	37.79
1.6.80	Chris Cramer	March 782 Hart	37.46
12.7.81	Jim Thomson	Pilbeam MP40	36.72
16.5.82	Jim Thomson	Pilbeam MP40	36.64
11.7.82	Martin Bolsover	Pilbeam MP50	36.42
19.9.82	Martin Bolsover	Pilbeam MP50	36.28
10.7.83	Martin Bolsover	Pilbeam MP50	36.12
29.9.85	Ray Rowan	Toleman TG2/80	35.68
20.7.86	Ray Rowan	Toleman TG2/80	35.44

Long course

16.5.92	Paul Rendle	Chevron B49	59.90
17.5.92	Chris Seaman	Brabham BT30	56.91
14.6.92	Roy Lane	Pilbeam MP58	53.28
17.7.94	David Grace	Pilbeam MP58	53.15
9.7.95	Andy Priaulx	Pilbeam MP58	51.74
11.5.03	Adam Fleetwood	Gould GR55	51.12
6.7.03	Adam Fleetwood	Gould GR55	50.67
16.5.04	Adam Fleetwood	Gould GR55	50.29
3.7.05	Martin Groves	Gould GR55	49.84
2.7.06	Scott Moran	Gould GR61X	49.19
4.7.10	Martin Groves	Gould GR55	49.13
7.7.13	Scott Moran	Gould GR61X	49.02

Ladies Hill Record

28.8.05	Sarah Cordingley	OMS 2000M	55.58
2.7.06	Sandra Tomlin	Pilbeam MP72	54.32
22.9.13	Sandra Tomlin	Pilbeam MP72	53.89
6.7.14	Susan Young	Gould GR51	53.48

Officials

OFFICIALS

MSA Steward	Mr F K King
Club Stewards	Anthony Hodgetts & John English
Clerk of the Course	Chris Brooks (Sat), Michael Patchett (Sun)
Secretary of the Meeting	Lesley Geen (Sat), David Dalrymple (Sun)
Entries Secretary	Jackie Wilson
Chief Marshal	Mike Shorley
Chief Scrutineer	Geoff Harrison

OTHER OFFICIALS

Deputy Clerks of the Course	Michael Healy, Michael Patchett (Sat), Peter Whittle (Sun)
Course Controller	John Milner
Deputy Chief Marshal	Keith Davison
Competition Secretary	Chris Seaman
Assistant Secretary of the Meeting	Anne English (Sat), Lesley Geen (Sun)
MSA Timekeepers	David Clay & Roger Frost
Timekeepers	David Naylor & Chris Winstanley
Scrutineers	Peter Bruce, Neil Procter (Sun)
MSA Environmental Scrutineer	Eddie Kaps
Results Team	Mark Doyle & Anne English
Commentator	Steve Wilkinson
Chief Paddock Marshal	Rebecca Farrell
Paddock Crew	Martin Drury & Gabrielle Brownlie
Chief Start Marshal	Richard Goldie
Child Protection Officer	Ian Watson

Observers and Marshals to be allocated on arrival from the following:-

Trevor Allen, Geoff Barker, Clive Bell, Tim Bendelow, Stephen Broscombe, John Bownlie, David Cruise, Neil Cruise, Edith Davison, Leanne Fahy, Lynn Fahy, John Goldsborough, Arthur Heaton, Ben Irons, Jan Jagger, Charles Jones, David Kirk, Derek Lawson, Stephen Leighton, Brian McHugh, Kathryn McHugh, Andrew Milnes, Kieran Milnes, Pauline Milnes, Robert Moody, Simon Morris, Michael Needham, Adrian Oates, Debra Oxtoby, Peter Roberts, Craig Rudderham, Dave Scriven, Craig Senior, Adam Shaw, Adrian Shaw, Ben Slater, Ivan Stephenson, Rachel Taylor, James Thompson, Zara Thompson, Chris Walker, Daphne Walker, Peter Walker, Mims Webber, John Whitehouse, Peter Widdison, Keith Wilson

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Saturday Competitors

Class 18 – AUSTIN HEALEY CARS

Holder: Stuart Bullas – AHSprite MK1 1380

Record: 65.84 02/08/2009

Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2	Run 3
	16	Jonathan Alder	Austin Healey Sprite	1380	AHC	Sutton			
	17	David Abram	AH Sebring Sprite	1380	AHC	Thetford			
	18	Joe Mackrell	Austin Healey	1380	AHC	Wantage			
	19	Trish Cecile-Pritchard	Healey 3000	2912	AHC	Chesham			
	20	Murray Wakeham	AH Ashley Sprite	1380	AHC	Horningham			
	21	Colin Gale	Austin Healey Sprite	1380	AHC	Radstock			
	23	Richard Mason	A H 3000 MkII	2968	AHC	Bromyard			
	24	Paul Baker	AH Sprite	1380	AHC	Holmwood			

Class 23A – Lotus 7 Cars - Class 1 Road-going up to 125bhp List 1a tyres

Holder: Malcom Hickey – Caterham 1800cc

Record: 67.21

Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2	Run 3
	505	Clive Marsden	Caterham 7	1600	L7C	Lymm			
	511	Steffan Eldred	Caterham	1588	L7C	Bury			

Class 23B – Lotus 7 Cars - Class 2 Road-going up to 160bhp (varies on engine type) List 1a tyres

Holder: Richard Price – Caterham 1600cc

Record: 65.02

Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2	Run 3
	525	Mike Cocker	Caterham 7	1600	L7C	Cheltenham			
	526	John Bransfield	Caterham 7	1799	L7C	Haworth			
	527	Roger Legg	Caterham	1598	L7C	Ipswich			
	528	Chris Bramall	Caterham 7	1798	L7C	Darfield			
	532	Paul Collins	Caterham S Light	1598	L7C	Derby			

Class 23C – Lotus 7 Cars - Class 3 Road-going up to 160bhp (varies on engine type) List 1b tyres

Holder: David Nelson – Caterham Superlight 1796cc

Record: 61.22

Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2	Run 3
	551	Oliver Wright	Caterham	1600	L7C	Banbury			
H	552	David Horne	Caterham 7	1600	BARC(Y)	Nottingham			

Class 23D – Lotus 7 Cars - Class 4 Road-going up to 190bhp List 1b tyres

Holder: Chris Howard Harris – Caterham 1795cc

Record: 60.08

Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2	Run 3
	563	Chris Alston	Caterham S Sprint	2000	L7C	Heathfield			
	567	Mike Sankey	Caterham 7	1800	L7C	Southampton			

Class 23E – Lotus 7 Cars - Class 5 Road-going (anything goes) List 1b tyres

Holder: Adrian Williams – Caterham R500 1796cc

Record: 60.42

Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2	Run 3
	679	Gill Elwell	Caterham 7	1999	L7C	Tadley			
	575	Graham Denholm	Caterham 7	1997	L7C	Whitley Bay			
	578	David Nelson	Caterham S Light	1796	L7C	Dryslwyn			
	579	Shaun Elwell	Caterham 7	1999	L7C	Tadley			
	580	Stuart Miller	Caterham S Light	1800	L7C	Fareham			

Class 23F– Lotus 7 Cars - Class 6 Anything Goes - any tyres

Holder: Andrew Griffiths – Caterham 1396cc

Record: 59.11

Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2	Run 3
	562	Joy Hoyle	Caterham 7	1558	HDLCC	Bromyard			
	589	Simon Jenks	Caterham	1558	HDLCC	Wrexham			
	590	Mark Durrant	Caterham 7	1396	L7C	Horsham			
	592	Robert Margel	Caterham	1396	L7C	Reading			
	593	Simon Rogers	Caterham	1396	L7C	Carmarthen			

Class 24– Bugatti Classic

Holder: Martin Jones – Lotus 51A 1600cc

Record: 64.58 05/08/2012

Ch	No.	Name	Car	cc	Club	Hometown	Run 1	Run 2	Run 3
	33	Les Buck	Lotus 61FF	1600	BOC	Oxford			



KEY

- Race track
- Footpath
- Competitor Access Track
- Spectator Access Tracks
- Spectator Viewing
- Split Times
- Speed Trap
- Time Displays