

Harewood

BROADS

HAREWOOD HILLCLIMB



A ROUND OF THE GUYSON USA BRITISH
HILLCLIMB CHAMPIONSHIP

SUNDAY 17th JULY, 1988



Charles Wardle frees grasslands from docks, nettles and thistles at Quarry Corner! Photo: Frank Hall

OFFICIAL PROGRAMME £1

For conditions of admission — see inside

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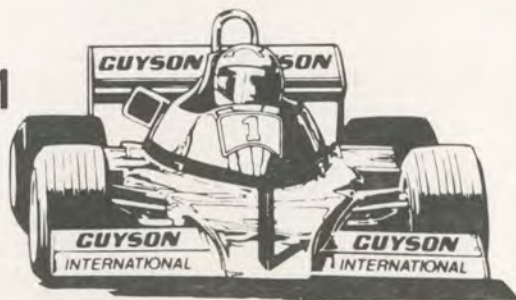
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BROADSNOT

HAREWOOD HILLCLIMB

SUNDAY 17th JULY, 1988

RACMSA Permit 9647

INCORPORATING

ROUND 9

**GUYSON USA BRITISH HILLCLIMB CHAMPIONSHIP
RAC MSA 'AWARD OF MERIT' HILLCLIMB CHAMPIONSHIP
EDWARDS CATERING COMPANY BRITISH LEADERS
HILLCLIMB CHAMPIONSHIP**

ROUND 4

HAREWOOD HILLCLIMB CHAMPIONSHIP

PUBLIC WARNING

MOTOR SPORT IS DANGEROUS

It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and the drivers and owners of the vehicles and passengers in the vehicles, are absolved from all liability arising out of accidents causing damage or personal injury (whether fatal or otherwise) howsoever caused to spectators or ticket holders.

R A C. RULING

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YORKSHIRE CENTRE

Programme compiled by Pat Kenyon, 4 Leslie Road, Sheffield S6 4RB
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NOTICES



JURISDICTION

This meeting is governed by the General Regulations of the R.A.C. Motor Sports Association Ltd., (Incorporating the provisions of the International Sporting Code of the F.I.A., the Supplementary Regulations issued for the event, The Harewood Regulations Booklet 1988, the B.A.R.C. Speed Event Classes 1988 and any written instructions the B.A.R.C. Yorkshire Centre may issue for the event.

MOTOR RACING IS DANGEROUS

Spectators attending at this track do so entirely at their own risk. It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of this meeting, including the owners of the land and the drivers & owners of the vehicles and passengers of the vehicles are absolved from all liability arising out of accidents causing damage or personal injury to spectators or ticket holders.

PROGRAMME

All literary matter in this Programme, including the list of competitors and their racing numbers is copyright.

The Club accepts entries and drivers' nominations in good faith and every effort is made to adhere to the printed programme. The Club however cannot accept responsibility for the failure of any driver, or car, to appear.

Although every endeavour is made to avoid inaccuracies in the descriptions of competing cars the Club accepts no responsibility for any that may occur.

LOST AND FOUND PROPERTY

Spectators who find articles are asked to hand these in to the Secretary's Office in the bus in the Paddock. Any people who have lost anything in the grounds should also apply at the bus.

MESSAGES

The Club wish to stress that announcements to assist spectators cannot be made over the course P.A. system except in cases of genuine emergency.

REFRESHMENTS

Refreshment services are operating in the Hill Side Car Park to supply hot and cold drinks, snacks, hot dogs, bacon sandwiches, etc. There is a licensed bar open from 11.00 a.m. to 7.00 p.m. Ice Cream is also on sale.

LITTER

Will spectators please try to assist the Club by not dropping litter, but by putting it into the containers provided. For large items there is a skip near the refreshment tent.

ANIMALS

In the interests of safety, dogs are not admitted to the course or enclosures. If you have brought a dog with you, it must be secured in your car in the outer car park.

ACKNOWLEDGEMENTS

The British Automobile Racing Club Ltd., Yorkshire Centre wish to express their thanks to Harewood Hill Ltd., for making Stockton Farm available for this event today and to those members and friends of the club who subscribed for shares in Harewood Hill Ltd. and, by so doing have ensured the long term future of our events here.

We also wish to thank the West Yorkshire Police and the RAC for their assistance with traffic arrangements. The members of the Medical Officers Group (Yorkshire) and the St. John Ambulance Brigade for emergency services. Gilpin Outside Catering for Provision of refreshment services and to members of BARC and BMRMC for staffing the course, and everyone else who has worked, or is working to make the event a success.

B.A.R.C. YORKSHIRE CENTRE

All enquiries about B.A.R.C. Membership — J.M. English, Hon. Secretary, 32 Farfield Avenue, Knaresborough, North Yorkshire HG5 8HB

All enquiries about the Harewood Hill Climb should be made to the Secretary of the Meeting in the bus in the Paddock.

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HAREWOOD COURSE RECORDS

The first meeting at Harewood took place on 16th September, 1962. It was tarmac'ed before our first National Meeting on 8th September, 1963, with a limestone based tarmac which grew very slippery. That surface was replaced with a surface of non-slip asphalt with a sharp slag base which was laid for the meeting on 21st July, 1968. The present surface, of a similar nature to the last, was laid in March, 1985.

The course records as they were set:

| | | | |
|---------|-----------------------|------------------|-------|
| 16.9.62 | A. Lanfranchi | Elva Mk 6 | 51.61 |
| 21.4.63 | C. K. W. Schellenberg | Lister | 49.79 |
| 8.9.63 | P. Boshier-Jones | Lotus 22 | 46.72 |
| 24.5.64 | A. E. Marsh | Marsh Special | 45.16 |
| 13.9.64 | P. Westbury | Ferguson P99 | 44.45 |
| 10.9.67 | A. E. Marsh | Marsh Buick | 42.94 |
| 16.6.68 | P. G. Lawson | BRM 4WD | 42.86 |
| 15.9.68 | P. G. Lawson | BRM 4WD | 41.43 |
| 19.4.70 | N. Williamson | McLaren M10A | 40.25 |
| 11.9.71 | D. Hepworth | Hepworth FF | 40.10 |
| 12.9.71 | R. T. Lane | McLaren M10B | 39.57 |
| 10.9.72 | M. McDowell | Brabham BT36X | 39.14 |
| 24.9.72 | R. Thwaites | McLaren M10A | 38.47 |
| 31.7.77 | R. T. Lane | March 741 DFV | 38.41 |
| 17.9.78 | C. F. Cramer | March 76A Ford | 38.39 |
| 13.5.79 | F. P. Kaye | Pilbeam MP31 DFV | 38.18 |
| 1.9.79 | C. F. Cramer | March 782 Hart | 38.04 |
| 13.4.80 | M. D. Griffiths | Pilbeam MP40 | 37.79 |
| 1.6.80 | C. F. Cramer | March 782 Hart | 37.46 |
| 12.7.81 | J. R. F. Thomson | Pilbeam MP40 | 36.72 |
| 16.5.82 | J. R. F. Thomson | Pilbeam MP40 | 36.64 |
| 11.7.82 | M. P. Bolsover | Pilbeam MP50 | 36.42 |
| 19.9.82 | M. P. Bolsover | Pilbeam MP50 | 36.28 |
| 10.7.83 | M. P. Bolsover | Pilbeam MP50 | 36.12 |
| 29.9.85 | R. Rowan | Toleman TG2/80 | 35.68 |
| 20.7.86 | R. Rowan | Toleman TG2/80 | 35.44 |

COURSE AND CLASS RECORDS AT 1st JANUARY 1988

| <i>Class</i> | <i>Driver</i> | <i>Car</i> | <i>Date</i> | <i>Time</i> |
|--------------|----------------|--------------------------|-------------|-------------|
| 1 | A. Tymkewycz | Chrysler Sunbeam Sport | 27.9.87 | 48.52 |
| 2 | N. Clegg | Austin Cooper S | 29.9.85 | 46.27 |
| 3 | M. R. Kerr | Vauxhall Chevette | 10.6.84 | 44.33 |
| 4 | D. Whitehead | Chrysler Stiletto | 29.9.85 | 42.13 |
| 5 | M. R. Kerr | Skoda | 17.8.86 | 40.18 |
| 6 | B. Kenyon | Austin Healey Sprite | 31.5.87 | 45.67 |
| 7 | M. D. G. Oates | Lotus Europa | 20.7.86 | 44.30 |
| 8 | P. Garland | Morgan +8 | 18.8.85 | 43.86 |
| 9 | R. Dayson | Caterham Super 7 | 29.9.95 | 41.49 |
| 10 | J. A. Bancroft | Porsche 3.3 Turbo | 28.9.86 | 40.38 |
| 11B | P. Goldman | Mallock Mk 16 | 28.9.86 | 43.12 |
| 11A | D. A. Grace | Mallock Mk 14/24 Beattie | 1.6.86 | 38.38 |
| 12 | W. Wood | Mallock U2 | 29.9.85 | 39.37 |
| 13 | R. Rowan | Pilbeam MP43 | 10.5.87 | 36.42 |
| 14 | J. Collinge | Pacer FF80 Ford | 31.5.87 | 43.31 |
| 15A | P. Jefferies | Trackstar Rotax | 10.5.87 | 41.15 |
| 15 | R. T. Ward | Saracen M85 Cosworth | 14.7.85 | 40.01 |
| 16 | D. E. Duttall | Pilbeam MP50 Cosworth | 17.8.86 | 38.10 |
| 17 | R. Rowan | Toleman TG 2/80 | 28.9.86 | 35.92 |
| Course | R. Rowan | Toleman TG 2/80 | 20.7.86 | 35.44 |

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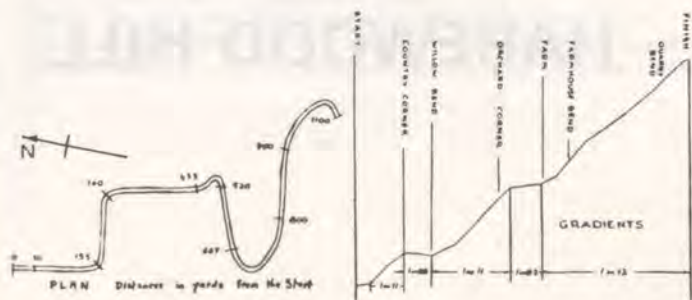
SPEED TABLE

The table below will enable you to relate competitor's times for the climb with their average speed for the 1090 yards of the course. To get these average speeds into perspective, remember that times are taken from a standing start and that some of the corners are very slow. As an example, when Peter Kaye set the course record to 38.18 secs on 13th May 1979, this was an average speed of 58.39 m.p.h., but he was timed through the speed trap on Quarry Straight at just over 107 m.p.h.

If anyone wants to get really precise, if they divide a constant of 2229.5454 by their time in seconds and hundredths, it will give their exact average speed.

| Time m. s. | Ave Speed | Time m. s. | Ave Speed | Time m. s. | Ave Speed | Time m. s. | Ave Speed | Time m. s. | Ave Speed |
|---------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|
| 34.00 | 65.57 | 38.00 | 58.67 | 42.00 | 53.08 | 46.00 | 48.47 | 50.00 | 44.59 |
| 34.20 | 65.19 | 38.20 | 58.36 | 42.20 | 52.83 | 46.20 | 48.26 | 50.20 | 44.41 |
| 34.40 | 64.81 | 38.40 | 58.06 | 42.40 | 52.58 | 46.40 | 48.05 | 50.40 | 44.24 |
| 34.60 | 64.44 | 38.60 | 57.76 | 42.60 | 52.34 | 46.60 | 47.84 | 50.60 | 44.06 |
| 34.80 | 64.07 | 38.80 | 57.46 | 42.80 | 52.09 | 46.80 | 47.64 | 50.80 | 43.89 |
| 35.00 | 63.70 | 39.00 | 57.17 | 43.00 | 51.85 | 47.00 | 47.44 | 51.00 | 43.72 |
| 35.20 | 63.33 | 39.20 | 56.88 | 43.20 | 51.61 | 47.20 | 47.24 | 51.20 | 43.54 |
| 35.40 | 62.98 | 39.40 | 56.59 | 43.40 | 51.37 | 47.40 | 47.04 | 51.40 | 43.38 |
| 35.60 | 62.62 | 39.60 | 56.30 | 43.60 | 51.14 | 47.60 | 46.84 | 51.60 | 43.21 |
| 35.80 | 62.27 | 39.80 | 56.02 | 43.80 | 50.90 | 47.80 | 46.64 | 51.80 | 43.04 |
| 36.00 | 61.93 | 40.00 | 55.74 | 44.00 | 50.67 | 48.00 | 46.45 | 52.00 | 42.87 |
| 36.20 | 61.58 | 40.20 | 55.46 | 44.20 | 50.44 | 48.20 | 46.26 | 52.20 | 42.71 |
| 36.40 | 61.25 | 40.40 | 55.19 | 44.40 | 50.21 | 48.40 | 46.06 | 52.40 | 42.55 |
| 36.60 | 60.91 | 40.60 | 54.91 | 44.60 | 49.99 | 48.60 | 45.87 | 52.60 | 42.39 |
| 36.80 | 60.58 | 40.80 | 54.64 | 44.80 | 49.77 | 48.80 | 45.69 | 52.80 | 42.23 |
| 37.00 | 60.26 | 41.00 | 54.38 | 45.00 | 49.54 | 49.00 | 45.50 | 53.00 | 42.07 |
| 37.20 | 59.93 | 41.20 | 54.11 | 45.20 | 49.33 | 49.20 | 45.31 | 53.20 | 41.91 |
| 37.40 | 59.61 | 41.40 | 53.85 | 45.40 | 49.11 | 49.40 | 45.13 | 53.40 | 41.75 |
| 37.60 | 59.30 | 41.60 | 53.59 | 45.60 | 48.89 | 49.60 | 44.95 | 53.60 | 41.59 |
| 37.80 | 58.98 | 41.80 | 53.34 | 45.80 | 48.68 | 49.80 | 44.77 | 53.80 | 41.44 |

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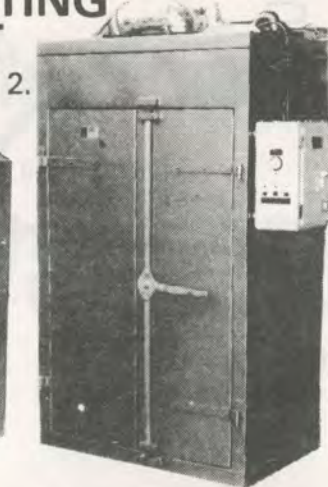
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Harewood Hill Climb ALLOCATION OF DUTIES TO OFFICIALS 17 July, 1988

| | |
|---------------------------------|---|
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| Club Stewards | H. C. Mason, F. H. Crosby, R. W. A. North |
| Clerk of the Course | J. M. English |
| Deputy Clerk of the Course | J. R. Hardcastle |
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| Deputy Chief Observer | A. J. Hodgetts, R. G. Hooper |
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| Results Production | Mrs. C. Wride, Mrs. A. English |
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| Chief Scrutineer | S. H. Hanson |
| Eligibility Scrutineer | D. Tarbett |
| Scrutineers | D. Tarbett, G. Harrison, P. Bruce, J. Hoole |
| Scrutineers Marshal | Mrs. M. Hanson |
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| Chief Medical Officer | Mr. F. T. DeDombal |
| Medical Officers | Dr. C. Wright & Members of M.O.G.(Y), Dr. V. Altman, Dr. P. Holden |
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| Chief Paddock Marshal | A. McKinney |
| Paddock Marshals | D. G. McKinney, C. I. McKinney |
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| Marshals | D. Summerscales, Mrs. D. Craven, R. Craven |
| Willow Bend Observer | J. T. Simons |
| Marshals | M. Simons, J. M. Bell, A. J. Black, S. Kingston B Holland, Mrs. J. Holland, M. Bolton, T. C. Nash |
| Orchard Corner Observer | C. F. Jones |
| Marshals | A. P. Sims, K. Ward, D. J. Gardner, Miss A. Coulter J. M. Tyas, A. Martin |
| Farmhouse Bend Observer | P. L. Warnes |
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| Paddock Exit Observer | P. Pocklington |
| Marshals | Miss M. O'Malley, R. G. Rae, R. Buchan, G. Instone R. L. Wright, S. Hartley, J. K. Gibson |
| Quarry Corner Observer | J. R. Wass |
| Marshals | D. M. Walker, R. Frost, T. C. Bendelow, M. Walker G. Walker, I. Morgan, P. Wade, J. Ward |
| Finish Area Observer | G. F. Barker |
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TIMETABLE

SUNDAY 17th JULY

PROGRAMME AND LIST OF ENTRIES

| | |
|-----------------------------------|-----------------|
| Practice runs | 09.15 |
| Meeting commences: 1st Class Runs | 11.00 |
| Lunch Interval | 13.15 |
| Meeting re-starts: 2nd Class Runs | 14.00 |
| Championship Run-offs | 16.15 |
| Meeting concludes | (approx.) 17.00 |



Followed shortly afterwards by the Award Presentation at the Refreshment Tent.

The running order for classes today will be as follows:

E, 11B, F, G, H, I, 14, J, K, 1, A, 2, 3, B, 6, C, 7, 8, D.

The second runs will be in the same order followed by the Championship run-off.

Eligibility may be checked by the scrutineers, S. H. Hanson, D. Tarbett, G. Harrison, P. Bruce, J. Hoole.

These scrutineers will be considered 'JUDGES OF FACT,' within the regulations laid down.

CLASS E (Class 11A)

BOGEY 56.38

CLUBMANS SPORTS CARS

RECORD - 1/6/86 - TIME 38.38.

CLASS A UP TO 1700cc

D. A. GRACE · MALLOCK U2 14/24 BEATTIE

Local hot shot Peter Harper in the Freedom vision will be locked in combat with Allan Warburton's DTA Abrasives Mallock. It is difficult to see who will challenge these two Harewood exponents.

| No. | NAME | CAR | C.C. | HOMETOWN | RUN 1 | RUN 2 |
|--|-----------------|------------------------------|------|---------------|-------|-------|
| 231 | Clive Wooster | Mallock Mk18 BW C'brlain | 1700 | Henley/Thames | ..... | ..... |
| 235 | Paul Rendle | Mallock U2 Mk21 Ford | 1700 | London | ..... | ..... |
| 31 | David Abbott | Mallock Mk18BW Ford C'brlain | 1700 | St. Albans | ..... | ..... |
| 32 | John Addelsee | Mallock Mk18CW C'brlain | 1700 | Richmond | ..... | ..... |
| Entrant: Alan Johnson Associates | | | | | | |
| 33 | Peter Green | Centaur Mk14G Close | 1600 | Huddersfield | ..... | ..... |
| Entrant: Hotel Miramonte — Portugal, Claymore Projects, Huddersfield | | | | | | |
| 34 | Paul Goldman | Mallock Mk 14/18 C'mbrlain | 1700 | Barnet | ..... | ..... |
| 35 | John Bateman | Mallock Mk 21 Beattie | 1700 | Martley | ..... | ..... |
| 36 | Joe Ward | Ward WD8 Ford Holbay | 1700 | Pickering | ..... | ..... |
| 37 | Allan Warburton | Mallock U2 Mk14/18 Ford | 1700 | Manchester | ..... | ..... |
| Entrant: DTA (Abrasives) Ltd. | | | | | | |
| 38 | Peter Harper | Freedom Vision Beattie | 1700 | Sheffield | ..... | ..... |
| Entrant: Freedom Lubricants | | | | | | |

CLASS 11B

BOGEY 61.12

CLUBMANS SPORTS CARS

RECORD - 28/9/86 - TIME 43.12

CLASS B UP TO 1600cc

P. GOLDMAN · MALLOCK Mk 16

On past times, Mike McDermott should have the edge over Harry Whitehouse, both Mallock mounted.

| No. | NAME | CAR | C.C. | HOMETOWN | RUN 1 | RUN 2 |
|-----|------------------|--------------------|------|---------------|-------|-------|
| 40 | Mike McDermott | Mallock 20 Minster | 1600 | Littleborough | | |
| 41 | Harry Whitehouse | Mallock Mk16 | 1600 | Manchester | | |

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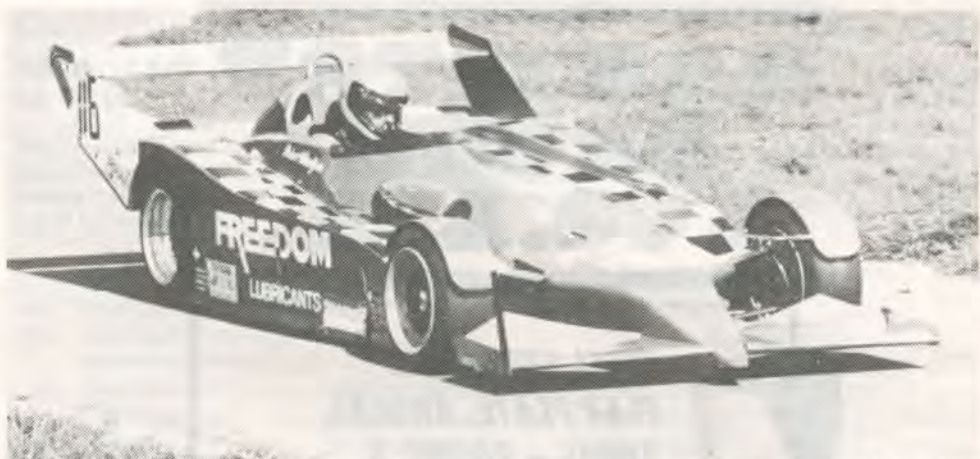
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Peter Harper has 'visions' of a new class record.

Photo: David Scatchard

CLASS F (Class 12)

BOGEY 57.37

SPORTS RACING & CLUBMANS CHASSIS CARS UP TO 1600cc

RECORD - 29/9/85 - TIME 39.37
W. WOOD · MALLOCK U2

At present lying 3rd in the 'Leaders' Championship, Barry Goode's Vision will have to work hard to stave off the Mallock of Deryk Young and the sleek shared Lola of Ian Fidoe and Paul Turner.

| No. | NAME | CAR | C.C. | HOMETOWN | RUN 1 | RUN 2 |
|-----|-------------------|------------------------|------|---------------|-------|-------|
| 247 | Ian Fidoe | Lola T492 Ford X-flow | 1598 | Malvern Wells | ..... | ..... |
| 248 | John Tuckett-Good | Mallock 21/24 BDA | 1598 | Tenbury Wells | ..... | ..... |
| 43 | Malcolm Wishart | Mallock Mk20/21B | 1600 | Glasgow | ..... | ..... |
| 44 | Keith Hope | Chimera MkII Ford | 1600 | Huddersfield | ..... | ..... |
| 45 | Deryk Young | Mallock Mk25 | 1600 | Hereford | ..... | ..... |
| 46 | Barry Goode | Vision V85 | 1600 | Malvern Link | ..... | ..... |
| 47 | Paul Turner | Lola T492 Ford | 1598 | Evesham | ..... | ..... |
| 48 | Andrew Parffrey | Mallock U2 Mk21/24 BDA | 1600 | Cirencester | ..... | ..... |
| 49 | Paul Bason | Myers Special | 1588 | Lichfield | ..... | ..... |

CLASS G (Class 13)

BOGEY 54.42

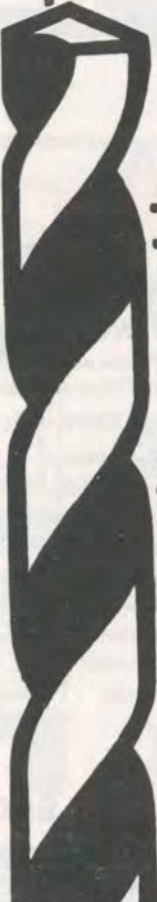
SPORTS RACING & CLUBMANS CHASSIS CARS OVER 1600cc

RECORD - 10/5/87 - TIME 36.42
R. ROWAN · PILBEAM MP43

Chris Hart and Arthur Mallock are sharing the 16 valve Opel engined Mallock. This engine is being evaluated for possible use in the Clubman's Formula racing. It will be interesting to see how it fares against the 1700cc car of Arthur's son Richard.

| No. | NAME | CAR | C.C. | HOMETOWN | RUN 1 | RUN 2 |
|-----|-----------------|----------------------|------|-----------|-------|-------|
| 253 | Arthur Mallock | Mallock 27 SG Opel | 2000 | Roade | ..... | ..... |
| 52 | Richard Mallock | Mallock U2 MG27SG 88 | 1700 | Roade | | |
| 53 | Chris Hart | Mallock 27SG Opel | 2000 | Sheffield | | |

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CLASS H (Class 15A)**BOGEY 59.15****RACING CARS
UP TO 500cc****RECORD - 10/5/87 - TIME 41.15
P. JEFFERIES · TRACKSTAR ROTAX**

The Trackstar of Phil Jeffries and Dick Foden will obviously be the one to beat in this class. The tiny but extremely quick machine must be exciting, to say the least, to drive. At the other end of the spectrum is the Cooper Jap of Thomas and David Docherty which evokes memories of Formula 500 racing of the early 50's.

| No. | NAME | CAR | C.C. | HOMETOWN | RUN 1 | RUN 2 |
|-----|--|----------------------|------|--------------|-------|-------|
| 257 | David Docherty | Cooper Mk9 Jap | 500 | Chester | ..... | ..... |
| 259 | Dick Foden Entrant: Edwards Catering Co. | Trackstar ZK 86 | 250 | Walsallwood | ..... | ..... |
| 56 | David Bancroft | OMS MkII Suzuki | 500 | Leeds | ..... | ..... |
| 57 | Thomas Docherty | Cooper Mk9 Jap | 500 | Chester | ..... | ..... |
| 58 | Jo White | Nemists MkI Suzuki | 500 | Oxon | ..... | ..... |
| 59 | Phil Jeffries Entrant: Edwards Catering Co. | Trackstar ZK86 Rotax | 250 | Bishops Wood | ..... | ..... |

CLASS I (Class 15)**BOGEY 58.01****RACING CARS
OVER 500cc & UP TP 1100cc****RECORD - 14/7/87 - TIME 40.01
R. T. WARD · SARACEN M85 COSWORTH**

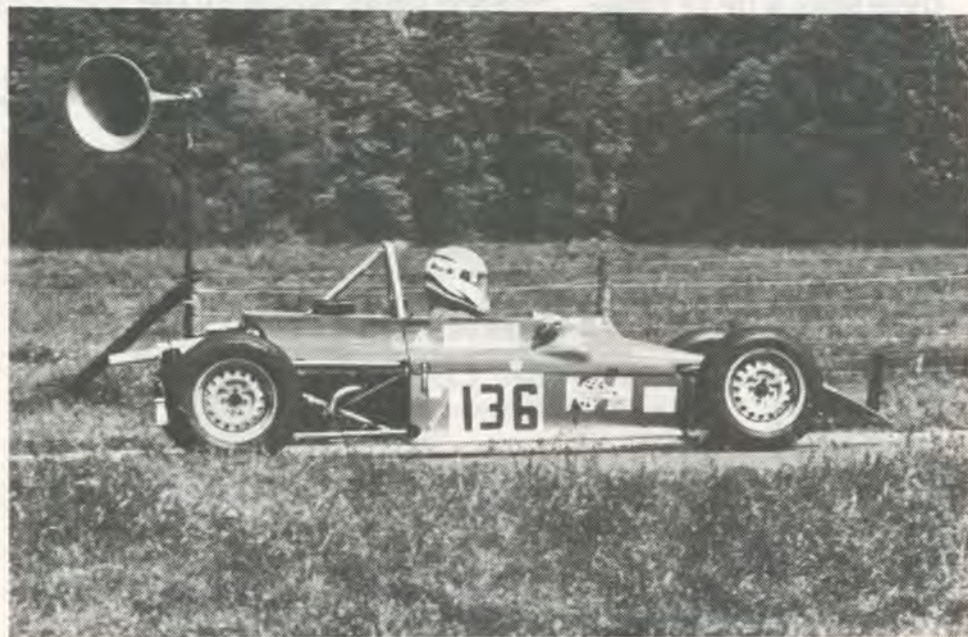
In this class Tony Tewson looks the pick of the field with his extremely quick Pilbeam but Patrick Wood's Saracen BDJ class record holding car obviously has the pace to vie for the lead. Local interest is provided by Steve Owen — constructor of the OMS Kawasaki.

| No. | NAME | CAR | C.C. | HOMETOWN | RUN 1 | RUN 2 |
|-----|---|--------------------------|------|----------------|-------|-------|
| 265 | Mike Saunders Entrant: Team Technicad, Sanyo for Life | Tecnicad Delta T79/82-4 | 1096 | Leigh-on-Sea | ..... | ..... |
| 267 | Shirley Knox | PDQ Pilbeam Cosworth | 1100 | Leamington Spa | ..... | ..... |
| 111 | Robin Hunt | Vixen VB4 Hartwell Imp | 1030 | London | ..... | ..... |
| 63 | David Smith | Sidewinder Suzuki | 1052 | Skelmersdale | ..... | ..... |
| 64 | Richard George | ASD Eiger Ford | 1098 | Oxted | ..... | ..... |
| 65 | Christopher Paterson Entrant: Team Technicad, Sanyo for Life | Technicad Delta T79/82-4 | 1096 | Leigh-on-Sea | ..... | ..... |
| 66 | Patrick Wood Entrant: Target Advertising Ltd. | Saracen M85 Cosworth BDJ | 1100 | Cheltenham | ..... | ..... |
| 67 | Tony Tewson | PDQ Pilbeam Cosworth | 1100 | Leamington Spa | ..... | ..... |
| 68 | Steve Owen Entrant: Thackers Ltd. | OMS 88 Kawasaki | 908 | Leeds | ..... | ..... |

CLASS 14**BOGEY 61.31****PRE-1984 FORMULA FORD
1600cc RACING CARS****RECORD - 12/6/88 - TIME 43.21
J. COLLINGE · PACER FF80 FORD**

It's those magnificent men in their flying machines! At the last Harewood, Jon Collinge snatched the record from under the nose of Tony Bridgen in a tense duel which was resolved by Jon having a re-run after Tony had spun over the line. Pat Donnelly, David Park, John Hanline and co. should also feature at the forefront of the class.

| No. | NAME | CAR | C.C. | HOMETOWN | RUN 1 | RUN 2 |
|---|-----------------|-------------------------|------|-----------------|-------|-------|
| 271 | Jerry Paterson | Van Dieman RF80 Ford | 1600 | Newcastle | ..... | ..... |
| 273 | Ken Bailey | Royale RP26 Ford | 1600 | Sale | ..... | ..... |
| 71 | Tony Briggs | Van Dieman DF80 Ford | 1600 | Ryton | ..... | ..... |
| 72 | Julian Ackerman | Royale FF RP26 Ford | 1600 | Worcester | ..... | ..... |
| 73 | David Bailey | Royale RP26 Ford | 1600 | Sale | ..... | ..... |
| 74 | Jason Leach | Dastle Mk16/77 Minister | 1600 | Leeds | ..... | ..... |
| 75 | Colin Wheeler | Merlyn Mk30 Ford | 1600 | Houghton-le-Spg | ..... | ..... |
| 76 | Colin Wright | Reynard SF77 | 1600 | Driffield | ..... | ..... |
| 77 | David Park | Van Dieman RF79 Scholar | 1600 | Washington | ..... | ..... |
| Entrant: Design & Fittings Ltd., Wetherby | | | | | | |
| 78 | Paul Stringer | Lotus Fifty One Ford | 1600 | Calverley | ..... | ..... |
| 79 | John Wilkinson | Royale RP26 Ford | 1600 | Wetherby | ..... | ..... |
| 80 | John Hanline | Sparton FF Auriga | 1600 | Otley | ..... | ..... |
| 81 | Pat Donnelly | Hawke D119 Ford | 1600 | Maryport | ..... | ..... |
| 82 | Tony Bridgen | Merlyn Ford | 1600 | Huddersfield | ..... | ..... |
| Entrant: Sedan Performance | | | | | | |
| 83 | Jon Collinge | Pacer FF80 Ford Kent | 1600 | Leeds | ..... | ..... |



Top Formula Ford runner Tony Bridgen.

Photo: David Scatchard

CLASS J (Class 16)**BOGEY 56.10****RACING CARS**

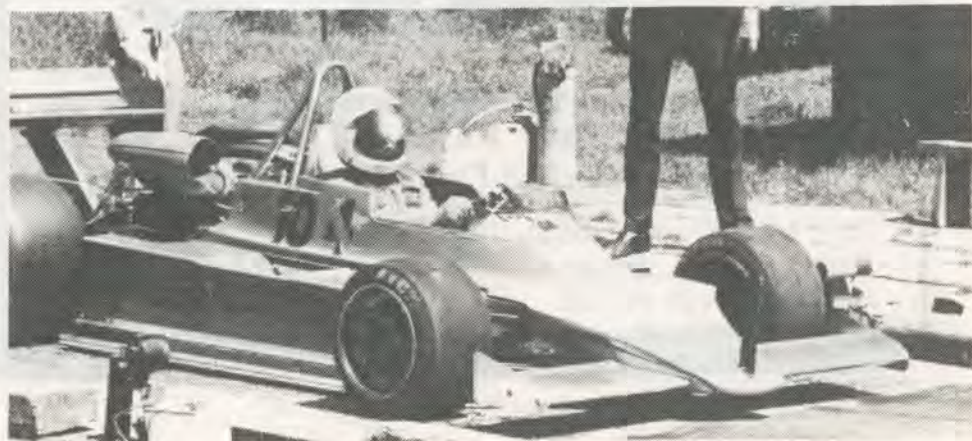
RECORD - 17/8/86 - TIME 38.10

OVER 1100cc & UP TO 1600cc

B. E. DUTNALL · PILBEAM MP50 C/WORTH

Adrian Hopkins in his Sark Cosworth, with a recent FTD at Prescott under his belt, will give local driver Chris Seaman plenty to think about. Photographer Chris will have no time for posing today and the Oyez Press Chevron of Dave Whitehead and wife Lynne will be in with a 'shout' when it comes to top positions.

| No. | NAME | CAR | C.C. | HOMETOWN | RUN 1 | RUN 2 |
|-----|--|------------------------------|------|--------------|-------|-------|
| 288 | Allan Staniforth | Van Dieman R85 Ford | 1598 | Harrogate | ..... | ..... |
| 290 | Mrs J. Harratt | Brabham BT21B Ford | 1600 | Blandford | ..... | ..... |
| 293 | David Montague | Argo JM8 Ford | 1600 | Silsden | ..... | ..... |
| 300 | Lynne Whitehead Entrant: Oyez Press Ltd. | Chevron B49 | 1594 | Birmingham | ..... | ..... |
| 87 | Sharon Claxton | March 708 Lotus Twin Cam | 1600 | Harrogate | ..... | ..... |
| 88 | Clare Staniforth | Van Dieman RF85 Ford | 1598 | Harrogate | ..... | ..... |
| 89 | Andy Hopkinson | Van Dieman RF76 lotus | 1600 | Dinmore | ..... | ..... |
| 90 | Simon Harratt | Brabham BT 21B Ford | 1600 | Blandford | ..... | ..... |
| 91 | Barry Groombridge Entrant: ABM Racing | Modus M4H Hart | 1600 | Newton Abbot | ..... | ..... |
| 92 | Paul Harris | Elden Mk9 F/J Ford | 1600 | Goole | ..... | ..... |
| 93 | Derek Goodall | Argo JM8 Ford BDA | 1600 | Leeds | ..... | ..... |
| 94 | David Seaton Entrant: Freight Express | Chevron B48 Cosworth | 1600 | Loanhead | ..... | ..... |
| 95 | Alan Barnett | Royale RP19 | 1588 | Marple | ..... | ..... |
| 96 | Richard Williams | Crossle 30F Ford | 1600 | Desford | ..... | ..... |
| 97 | Roger Kilty | Cosworth Ford BDA | 1600 | Leeds | ..... | ..... |
| 98 | Peter Riley | March 722P Ford | 1600 | Liverpool | ..... | ..... |
| 99 | Peter Varley Entrant: Glossop Super Alloys Ltd. | Pilbeam March 26/48 Ford BDA | 1598 | Barnsley | ..... | ..... |
| 100 | Dave Whitehead Entrant: Oyez Press Ltd. | Chevron B49 Ford BDA | 1594 | Birmingham | ..... | ..... |
| 101 | Adrian Hopkins | Sark III H Cosworth | 1565 | Oxford | ..... | ..... |
| 102 | Chris Seaman | Brabham BT30 Cosworth FVA | 1594 | Sheffield | | |



Will Sean Gould blast off the line to an FTD today?

Photo: David Scatchard

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CLASS K (Class 17)

BOGEY 53.92

RACING CARS OVER 1600cc

RECORD - 28/9/86 - TIME 35.92
R. ROWAN - TOLMAN TG 2/80

With all the leading stars on the hill climb scene present today, things should boil up to a dramatic climax both in the class and the Top Twelve run-off. Championship leader Roy Lane, the most prolific FTD winner at Harewood, will have to work hard to stave off the 5-litre Pilbeam Repco of Charles Wardle and local driver Tim Thomson — 2.8 Pilbeam — who have both taken FTD's at Harewood this year. Course record holder Ray Rowan seems to have lost a little pace this year but Sean Gould, with a win at Fintray, could feature in the frame, as could late charge expert Martyn Griffiths.

| No. | NAME | CAR | C.C. | HOMETOWN | RUN 1 | RUN 2 |
|-----|--|-------------------------------|------|--------------|-------|-------|
| 319 | Doug Bruce | March 722 Rover | 3528 | Batley | ..... | ..... |
| 23 | Martin Middleton Entrant: Gareth Woodfine & Partners (Solicitors) | Pilbeam MP52 Ford Pushrod | 1700 | Redditch | ..... | ..... |
| 22 | Rod Fisher Entrant: Mosaic/Press Tools | Lola T450 Ford | 2000 | Walsall Wood | ..... | ..... |
| 21 | Peter Warren | March 782 Hart | 2000 | Bewdley | ..... | ..... |
| 20 | Peter Voigt | Techcraft Buick | 3500 | Lindfield | ..... | ..... |
| 19 | Dave Tilley | March 722 Rover | 3528 | Wakefield | ..... | ..... |
| 18 | Jim Thomson Entrant: Guyson International Ltd., Otley | Pilbeam MP40 Hart | 2800 | Otley | ..... | ..... |
| 17 | John Lambert | Pilbeam MP53-01 BMW | 2700 | York | ..... | ..... |
| 16 | Steve Allen Entrant: Dragon Kitchens | Pilbeam MP40 Hart | 2800 | Yealmpton | ..... | ..... |
| 15 | Rob Welch | Pilbeam MP58H Hart | 2000 | Lincoln | ..... | ..... |
| 14 | Chris Knapman Entrant: QED | Ralt-Hart QED | 2600 | Radlett | ..... | ..... |
| 10 | Sean Gould | Gould 84/E Hart | 2800 | Newbury | ..... | ..... |
| 9 | John Hunt Entrant: AWS Group | Pilbeam MP57 Hart | 2800 | Belbroughton | ..... | ..... |
| 8 | Christopher Dowson Entrant: Shell Chemicals (UK) Ltd. | Pilbeam MP47 HRB Repco | 5000 | Pershore | ..... | ..... |
| 7 | Ray Rowan | Roman 1VH | 2460 | Walsall | ..... | ..... |
| 6 | Charles Wardle Entrant: Shell Chemicals (UK) Ltd. | Pilbeam MP47H BR Repco Brab'm | 5000 | Nottingham | ..... | ..... |
| 5 | Tim Thompson Entrant: Guyson International Ltd. | Pilbeam MP40 Hart | 2800 | Harrogate | ..... | ..... |
| 4 | David Gould | Gould 84/E Hart | 2800 | Newbury | ..... | ..... |
| 3 | Max Harvey Entrant: Chase Web Offset | Pilbeam S/S-MP53 Hart | 2800 | Plymouth | ..... | ..... |
| 2 | Roy Lane Entrant: Steel King Safety Footwear | Pilbeam 58/1 | 4000 | Warwick | ..... | ..... |
| 1 | Martyn Griffiths Entrant: Chase Web Offset | Pilbeam MP53 Hart | 2810 | Bromsgrove | | |

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HILL CLIMB CHAMPIONSHIP POSITIONS

Current Positions

| | | | Pts. |
|-----|------------------|-------------------------------|------|
| 1 | Roy Lane | 4.0 Pilbeam MP58 Cosworth DFL | 61 |
| 2 | Martyn Griffiths | 2.8t Pilbeam MP53/04 Hart | 59 |
| 3 | Charles Wardle | 5.0 Pilbeam MP47RB Repco | 57 |
| 4 | John Hunt | 2.8 Pilbeam MP57 Hart | 44 |
| 5 | Chris Dowson | 5.0 Pilbeam MP47RB Repco | 41 |
| 6 | Ray Rowan | 2.5 Roman IVH Hart | 32 |
| 7 | Max Harvey | 2.8t Pilbeam MP53/04 Hart | 30 |
| 8 | Tim Thomson | 2.8 Pilbeam MP50 Hart | 27 |
| 9 | Steve Allen | 2.8 Pilbeam MP40 Hart | 20 |
| 10= | Adrian Hopkins | 1.6 Sark IIIH BDA | 13 |
| | Kenny Allen | 2.0 Vision V87HS BDG | 13 |



Roy Lane — will he keep his Championship lead?

Photo: Robin Boucher

CHAMPIONSHIP RUNS

The 12 registered competitors in the Guyson USA British Hillclimb Championship who have recorded the best times in the Class Runs will be given two further runs. Championship points will be awarded for the first 10 places — 10 points for first place, and so on down to one point for tenth place.

| On Class Runs | | No. | Driver | 1st Run | 2nd Run | Posn | Champ Marks |
|---------------|------|-----|--------|---------|---------|------|-------------|
| Best Time | Posn | | | | | | |
| | 10 | | | | | | |
| | 9 | | | | | | |
| | 8 | | | | | | |
| | 7 | | | | | | |
| | 6 | | | | | | |
| | 5 | | | | | | |
| | 4 | | | | | | |
| | 3 | | | | | | |
| | 2 | | | | | | |
| | 1 | | | | | | |

CLASS 1

BOGEY 66.52

TOURING CARS UP TO 1150cc

RECORD - 22/5/88 - TIME 48.02

A. TYMKEWYCZ · CHRYSLER SUNBEAM SPORT

Mechanical reliability permitting, Harewood Championship leader Andrew Tymkewycz should hold off the advances of Dave Ruddock's Cooper S and the immaculate Sunbeam Sport of Tim Smith.

| No. | NAME | CAR | C.C. | HOMETOWN | RUN 1 | RUN 2 |
|-----|------------------|----------------------|------|-----------|-------|-------|
| 112 | Michael Holroyd | Austin Mini Cooper | 998 | Leeds | ..... | ..... |
| 113 | Tim Smith | Sunbeam Imp Sport | 998 | Keighley | ..... | ..... |
| 114 | David Ruddock | Austin Mini BL | 1071 | York | ..... | ..... |
| 115 | Andrew Tymkewycz | Chrysler Hillman Imp | 998 | Edinburgh | ..... | ..... |



Bobby Fryers in his sizzling Stiletto.

Photo: Frank Hall

CLASS A (Class 4)

BOGEY 60.13

SPECIAL SALOON CARS UP TO 1300cc

RECORD - 29/9/85 - TIME 42.13

D. WHITEHEAD · CHRYSLER STILETTO

Bobby Fryers will be made to work hard for his money but the similar Imp of Mervyn Brake, Bob Perkins' Skoda Lola adds a little variety to the class.

| No. | NAME | CAR | C.C. | HOMETOWN | RUN 1 | RUN 2 |
|------------------------------|--------------|----------------------|------|------------|-------|-------|
| 118 | Martin Boast | Austin Mini GT | 1293 | Leeds | ..... | ..... |
| 119 | John Whyte | Chrysler Stiletto | 1294 | Sauchen | ..... | ..... |
| 120 | Mervyn Brake | Maguire Imp Hartwell | 1120 | Dorchester | ..... | ..... |
| 121 | Bob Perkins | Skoda Lola | 1300 | Chippenham | ..... | ..... |
| Entrant: Arrow Tyre Services | | | | | | |
| 122 | Bobby Fryers | Solo Stiletto Talbot | 1200 | Keighley | ..... | ..... |



Awards

AWARDS TO BE PRESENTED AT THIS MEETING WILL BE:

| | |
|--|-----------------------------------|
| Fastest Time of the Day | The Double Twelve Trophy and £150 |
| Second Fastest Time of the Day | £90 |
| Third Fastest Time of the Day | £60 |
| Fastest Time in each Class | £30 |
| Second Fastest Time in each Class | £20 |
| <i>(Subject to 6 or more entries being received in class)</i> | |
| Third Fastest Time in each Class | £15 |
| <i>(Subject to 10 or more entries being received in class)</i> | |
| Fourth Fastest Time in each Class | £12 |
| <i>(Subject to 16 or more entries being received in class)</i> | |

Meeting Award to the highest marked driver under the Championship Bogey marking system, competing in a taxed, tested and insured road-going vehicle competing on road tyres (*tyres as listed in the 1988 RACMSA Blue Book*) An Award
Where a class is run, without merging, with three or fewer entries, the award for the first in class will be reduced to £20
To any competitor holding a new record at the conclusion of the Meeting in any of the B.A.R.C. classes 1 to 17 or for the course A Harewood Record Plaque

AWARDS PRESENTED AT THE END OF THE SEASON

The Yorkshire Post Trophy

Presented to the competitor making the fastest time of the season. (Charles Wardle: 36.09 secs.)

The Jack Farrar Trophy

Presented to the competitor making the fastest time of the season and who is a member of the B.A.R.C. Yorkshire Centre resident in, or working in, the County of Yorkshire. (Tim Thomson: 37.26 secs.)

The Arnold Burton Trophy

Presented to the competitor running in classes 11 to 14 inclusive who is a member of the B.A.R.C. Yorkshire Centre and who, over the season, scores the most marks on the Bogey Time improvement scoring system without dropping marks. (Tony Bridgen: 50.81 pts.)

The Richard Sutherland Trophy

Presented to the competitor running in classes 6 to 10 inclusive and who is a member of the B.A.R.C. Yorkshire Centre resident in, or working in, the County of Yorkshire and who, over the season scores the most marks on the Bogey Time improvement scoring system without dropping marks. (Paul Greaves: 45.47 pts.)

The Guyson Sandblast Trophy

Presented to the competitor recording the fastest time of the season in a Jaguar car. (John Smith: 43.76 secs.)

The Hatfield of Sheffield Jaguar Trophy

Presented to the competitor who is a member of the B.A.R.C. Yorkshire Centre and who, over the season scores the most marks on the Bogey Time improvement scoring system without dropping marks in a Jaguar car. (Charlie Saunders: 41.12 pts.)

The Ford Woodhead Trophy

Presented to the competitor running in class 14 who records the fastest time of the season. (Jon Collinge: 43.21 secs.)

The Appleyard Group Trophy

Presented to the competitor running in classes 6 to 8 inclusive who records the fastest time of the season in those classes. (Richard Jackson: 45.86 secs.)

The Wallace Arnold Trophy

Presented to the competitor running in classes 1 to 3 inclusive who records the fastest time of the season in those classes. (John Casey: 47.58 secs.)

The Total Trophy

Presented to the competitor running in classes 1 to 5 inclusive who over the year shows the greatest improvement over the record standing for their class at the start of the season. (Andrew Tymkewycz: +0.50)

Scrutineers Trophy

Presented at the discretion of the R.A.C. Scrutineers to the competitor who, in their opinion, regularly presents the best turned-out car for scrutineering.

The John Bindloss Trophy

Presented at the discretion of the B.A.R.C. Harewood Committee to the new competitor who has, in their opinion, shown the greatest promise in hillclimbing, or to the established competitor who, not having been a regular winner, shows the greatest improvement in the season.

The Ronald Hudson Memorial Trophy

Presented at the discretion of the B.A.R.C. Harewood Committee to the Marshal who has shown the greatest dedication to duty during the season.

The Philpott Marshals Trophy

Presented at the discretion of the B.A.R.C. Harewood Committee to the Harewood Marshal who, in their opinion, has performed some specific task over and above the normal call of duty.

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CLASS 2**BOGEY 64.27****TOURING CARS
OVER 1150cc & UP TO 1500cc****RECORD - 29/9/85 - TIME 46.27
N. CLEGG · AUSTIN MINI COOPER S**

John Casey's immaculate Cooper S, on past form, should see off the similar cars of Brian Pitcher and Barry Tordoff.

| No. | NAME | CAR | C.C. | HOMETOWN | RUN 1 | RUN 2 |
|-----|-------------------|-------------------|------|-----------|-------|-------|
| 326 | Geoffrey Harkness | Opel Kadett | 1281 | Carlisle | ..... | ..... |
| 125 | Jim Godwin | Vauxhall Chevette | 1256 | Rosendale | ..... | ..... |
| 126 | Nigel Harkness | Opel Kadett | 1281 | Carlisle | ..... | ..... |
| 127 | Barry Tordoff | Morris Mini | 1293 | York | ..... | ..... |
| 128 | Brian Pitcher | Austin Cooper S | 1293 | Nuneaton | ..... | ..... |
| 129 | John Casey | BLMC Cooper S | 1293 | Burnley | ..... | ..... |

CLASS 3**BOGEY 62.33****TOURING CARS
OVER 1500cc****RECORD - 10/6/84 - TIME 44.33
M. R. KERR · VAUXHALL CHEVETTE HSR**

Class 3 sees the welcome return of George Swinbourne in an RS 2000 Escort. If George has the car tweaked up, he should be able to topple the turbo-charged Sierra of Richard Hargreaves.

| No. | NAME | CAR | C.C. | HOMETOWN | RUN 1 | RUN 2 |
|---|--------------------|----------------------|-------|----------|-------|-------|
| 131 | Ken Overend | Ford RS 2000 Ford | 1998 | Leeds | ..... | ..... |
| 132 | George Swinbourne | Ford RS 2000 | 2000 | Oldham | ..... | ..... |
| Entrant: Lancs & Chesh, Cox Rockcliffe | | | | | | |
| 133 | Rod Staniland | Ford Escort RS Turbo | T1600 | Retford | ..... | ..... |
| 134 | Richard Hargreaves | Ford Sierra Cosworth | 2000 | Settle | ..... | ..... |
| Entrant: Lakeland-Ford Motorsport, Kendal | | | | | | |

CLASS B (Class 5)**BOGEY 58.18****SPECIAL SALOON CARS
1300cc AND OVER****RECORD - 17/8/86 - TIME 40.18
M. R. KERR · SKODA**

Mike Kerr keeps threatening to break the 40 second barrier in the Skoda but has yet to fulfill the promise. Come on Mike, how about it today! Of the supporting cast, Chris Rogers' unusual Reliant Kitten and Roger Jones' VW Scirocco look the best bet for places.

| No. | NAME | CAR | C.C. | HOMETOWN | RUN 1 | RUN 2 |
|---------------------------------------|----------------|-----------------------|------|------------|-------|-------|
| 340 | Ian Stedman | Ford Escort | 3500 | Carlisle | ..... | ..... |
| 136 | David Uren | Talbot Samba S | 1380 | Bromsgrove | ..... | ..... |
| 137 | John Sismey | Alfa Romeo Sud TI | 1598 | Bourne | ..... | ..... |
| Entrant: Lahoma Engineers Ltd. | | | | | | |
| 138 | Roger Jones | VW Scirocco | 1894 | Meriden | ..... | ..... |
| Entrant: Quadrant Publishing Services | | | | | | |
| 139 | Chris Rogers | Reliant Kitten | 1700 | Stroud | ..... | ..... |
| 140 | Andrew Stedman | Ford Escort | 3500 | Carlisle | ..... | ..... |
| 141 | Ian Miller | Vauxhall RML Chevette | 3500 | Penicuik | ..... | ..... |
| 142 | Phil Sully | Hillman Davrian Imp | 3500 | Gilmorton | | |
| 143 | Mike Kerr | Tiga Mobil Skoda | 3900 | York | | |



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CLASS 6

BOGEY 63.67

'MARQUE' SPORTS UP TO 1500cc

RECORD - 31/5/87 - TIME 45.67
B. KENYON · AUSTIN HEALEY SPRITE

It is difficult to see anyone challenging Brian Kenyon at the moment but the battle for the places will be intense. Paul Greaves is quickest on times this year but any of the half dozen drivers could slip in a quickie.

| No. | NAME | CAR | C.C. | HOMETOWN | RUN 1 | RUN 2 |
|---|-------------------|-------------------------------|------|---------------|-------|-------|
| 348 | Derek Openshaw | Austin Healey Sprite A Series | 1275 | Bolton | ..... | ..... |
| 349 | Nigel Stansfield | Austin Healey Sprite | 1275 | Huddersfield | ..... | ..... |
| 351 | Pat Kenyon | Austin Healey Sprite | 1275 | Sheffield | ..... | ..... |
| Entrant: Sheffield & Hallamshire Motor Club | | | | | | |
| 148 | Steve Openshaw | Austin Healey Sprite A Series | 1275 | Bolton | ..... | ..... |
| 149 | Richard Moorhouse | Austin Healey Sprite | 1275 | Huddersfield | ..... | ..... |
| 150 | Paul Greaves | MG Midget MkIII | 1293 | Northallerton | ..... | ..... |
| 151 | Brian Kenyon | Austin Healey Sprite | 1275 | Sheffield | ..... | ..... |
| Entrant: Sheffield & Hallamshire Motor Club | | | | | | |

CLASS C (Class 9)

BOGEY 59.49

MODIFIED SPORTS CARS UP TO 1600cc

RECORD - 29/9/85 - TIME 41.49
R. DAYSON · CATERHAM SUPER SEVEN

Local star Leon Bachelier will have to pull out all the stops to hold off 'Leaders' top man Simon Frost's similar Lotus 7 with Paul Simpson and Eric Humphreys also capable of quick runs. Graham Oates' Europa adds variety to the front runners.

| No. | NAME | CAR | C.C. | HOMETOWN | RUN 1 | RUN 2 |
|--|------------------|-------------------------------|------|--------------|-------|-------|
| 155 | Barrie Lines | Alpine Renault A1100S 1967 | 1296 | Coventry | ..... | ..... |
| 156 | Eric Humphreys | Lotus 7 | 1600 | Huddersfield | ..... | ..... |
| 157 | Roy Hunt | Caterham Super 7 Lotus | 1600 | Northwich | ..... | ..... |
| 158 | Laura Wardle | Lotus 7 Series III | 1600 | Nottingham | ..... | ..... |
| 159 | Ian Wearden | Davrian 6 Imp | 1120 | Solihull | ..... | ..... |
| 160 | Paul Simpson | Caterham Super 7 Ford | 1600 | Leconfield | ..... | ..... |
| 161 | Simon Frost | Lotus 7 S2 | 1594 | Brechin | ..... | ..... |
| Entrant: Quorn Engine Developments | | | | | | |
| 162 | Michael Roe | Lotus 7 Ford | 1585 | Shrewsbury | ..... | ..... |
| 163 | David Hutchinson | MG Midget | 1275 | Wakefield | ..... | ..... |
| 164 | Bob Campbell | Lotus 7 | 1580 | Dukinfield | ..... | ..... |
| 165 | Graham Oates | Lotus Europa | 1594 | Formby | ..... | ..... |
| Entrant: L CCC/Cox Rockcliffe | | | | | | |
| 166 | Leon Bachelier | Caterham Super 7 F'd Chambrln | 1600 | Addingham | | |
| Entrant: Seba Developments Ltd., Silsden | | | | | | |

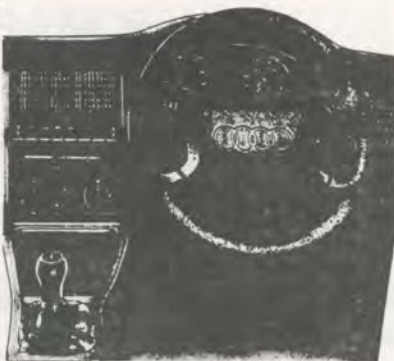
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Darlington Road, Northallerton DL6 2PN. Tel. 0609 771011

CLASS 7

BOGEY 62.30

'MARQUE' SPORTS CARS OVER 1500cc & UP TO 2600cc

RECORD - 20/7/86 - TIME 44.30
M. D. G. OATES · LOTUS EUROPA

It's the Brian and Des show with the Elans of Brian Lee and Des Richardson slugging it out for top spot with Simon Lindley chasing hard.

| No. | NAME | CAR | C.C. | HOMETOWN | RUN 1 | RUN 2 |
|-----|----------------|----------------|------|----------|-------|-------|
| 168 | Simon Lindley | TVR Vixen Ford | 1600 | Nirfield | ..... | ..... |
| 169 | Brian Lee | Lotus Elan | 1558 | Leeds | ..... | ..... |
| 170 | Des Richardson | Lotus S1 | 1594 | Derby | ..... | ..... |

Entrant: Nottingham SCC/Quickbits



Brian Lee showing great 'Elan' at Orchard Corner.

Photo: David Scatchard

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CLASS 8

BOGEY 61.86

'MARQUE' SPORTS CARS OVER 2600cc

RECORD - 18/8/85 - TIME 43.86
P. GARLAND · MORGAN +8

With Richard Jackson the only man to be in the 45's at the last Harewood, he looks the man most likely to succeed, but with John Yardley, Nigel Ellis and Tony Abrams covered by only 0.34 secs. it's anyone's guess on the final placings.

| No. | NAME | CAR | C.C. | HOMETOWN | RUN 1 | RUN 2 |
|-----|--|----------------------------|------|-----------|-------|-------|
| 378 | Tony Abrams | TVR 3000M | 2994 | Harrogate | ..... | ..... |
| | Entrant: Nidd Vale Motors/Harrogate Horseless Carriages/Shell Oils | | | | | |
| 174 | John Simpson | TVR 3000 Ford | 2994 | York | ..... | ..... |
| 175 | Barry Long | Morgan +8 | 3528 | York | ..... | ..... |
| | Entrant: York Motor Club | | | | | |
| 176 | Nick Vandervell | Gilbern Invader MkIII Ford | 3100 | London | ..... | ..... |
| | Entrant: Petrofina (UK) Ltd. | | | | | |
| 177 | John Yardley | Marcos GT Ford | 3000 | Goole | ..... | ..... |
| | Entrant: Yardley Developments | | | | | |
| 178 | Richard Jackson | TVR 3000M | 3000 | Leeds | ..... | ..... |
| | Entrant: Nidd Vale Motors/Harrogate Horseless Carriages | | | | | |

Everyone's a winner with Wendy



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CLASS D (Class 10)

BOGEY 58.38

MODIFIED SPORTS CARS OVER 1600cc

RECORD - 28/9/86 - TIME 40.38
J. A. BANCROFT · PORSCHE 3.3 TURBO

If Tony Bancroft's class record holding Porsche appears, the stage should be set for a showdown with the twitchy but quick TVR Tuscan of Paul Tankard and with the improving Westfield of Peter Needham and the shared Caterham of Bob Dayson and Tim Barrington.

| No. | NAME | CAR | C.C. | HOMETOWN | RUN 1 | RUN 2 |
|-----|--|--------------------------|------|--------------------|-------|-------|
| 384 | Bob Dayson | Caterham Super 7 Lotus F | 1891 | Rugeley | ..... | ..... |
| 388 | John Smith | Jaguar E Type | 3800 | Mirfield | ..... | ..... |
| 181 | Allan Carruthers Entrant: Atec Industries Ltd. | Datsun 2602 Rover | 3900 | Tewkesbury | ..... | ..... |
| 182 | Steve Coyne | Triumph TR7 V8 Rover | 3498 | Upton-upon-Svn | ..... | ..... |
| 183 | Christian Mineeff | Lancia Stratos Ferrari | 2418 | Kermincham | ..... | ..... |
| 184 | Tim Barrington Entrant: QED Quorn Engine Developments | Caterham Super 7 | 1891 | Loughborough | ..... | ..... |
| 185 | George Whittaker | Morgan +8 Rover | 3528 | Lancaster | ..... | ..... |
| 186 | Paul Swift | Dutton Phaeton Rover | 3500 | Catterick Garris'n | ..... | ..... |
| 187 | John Oxborough | Jaguar E | 4235 | Mansfield | ..... | ..... |
| 188 | Charlie Saunders | Jaguar E Type | 3800 | Dewsbury | ..... | ..... |
| 189 | Peter Needham | Westfield Seven BL | 3500 | Skipton | ..... | ..... |
| 190 | Paul Tankard | TVR Tuscan Ford | 4727 | Lightcliffe | ..... | ..... |
| 191 | Tony Bancroft | Porsche Turbo | 3200 | Skipton | ..... | ..... |



Will Peter Needham challenge the Porsche and TVR?

Photo: David Scatchard

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MEETINGS THIS YEAR

Montague Burton Trophy Meeting
Harewood Championship Final

August 21st
September 25th

HAREWOOD CHAMPIONSHIP

Andrew Tymkewycz in Class 1 has a handy 2½ points lead over his fellow class runner Dave Ruddock who has Tony Bridgen — Formula Ford — breathing hard down his neck. Third place man Tim Mason is not entered today so he will slip from the leader board. Phil Price's Mallock in Class 11B is steadily picking up points in front of Mike Kerr's Special Saloon, who desperately requires a class record to help his cause. To round off the top ten, Peter Green from Class 11B is marginally ahead of David Park's Formula Ford and John Casey's Mini. Tenth place man Martin Brobyn isn't entered and so he will drop out of the top ten.

Championship marks will be gained at the rate of 0.01-mark for each 0.01 of a second by which a driver beats the bogey time for his/her class.

There is a maximum limit of 20 marks which can be gained at any meeting. Marks gained in five out of six qualifying rounds will be counted for the Championship results.

HAREWOOD HILL CLIMB CHAMPIONSHIP POSITIONS

Positions after 3 Rounds

| | | |
|----|------------------------|-------|
| 1 | Andrew Tymkewycz | 53.54 |
| 2 | Dave Ruddock | 51.05 |
| 3 | Tony Bridgen | 50.81 |
| 4 | Tim Mason | 50.06 |
| 5 | Phil Price | 49.05 |
| 6 | Mike Kerr | 48.15 |
| 7 | Peter Green | 47.68 |
| 8 | David Park | 47.63 |
| 9 | John Casey | 47.32 |
| 10 | Martyn Brobyn | 47.00 |

In addition to the above Championship there is an FTD Championship with marks awarded on the scale 10, 9, 8 . . . 1 for 1st to 10th place in the run-off at each meeting. There is also a bonus mark for any competitor(s) who breaks the course record standing at the commencement of the meeting.

HAREWOOD HILL CLIMB FTD POSITIONS


Positions after 3 Rou

| | | Pts. |
|-----|----------------------|------|
| 1 | Charles Wardle | 19 |
| 2 | Tim Thomson | 18 |
| 3 | Rob Welch | 11 |
| 4 | Alex Graham | 10 |
| 5= | Sean Gould | 9 |
| | Peter Varley | 9 |
| 7= | Steve Allen | 8 |
| | Chris Seaman | 8 |
| | Bev Fawkes | 8 |
| 10= | David Gould | 7 |
| | Stuart Nix | 7 |

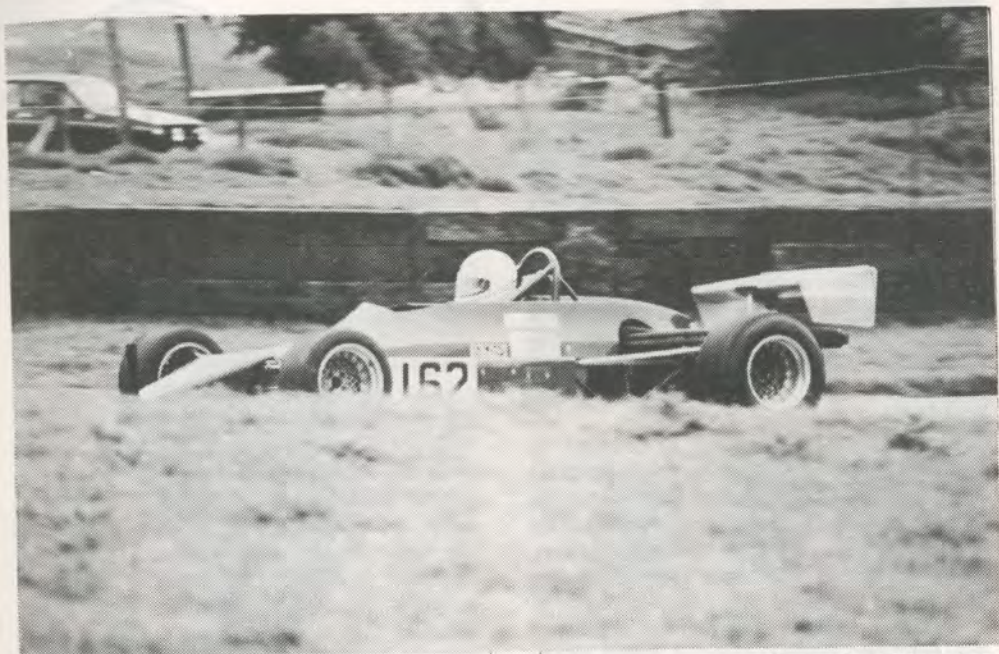
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Richard Williams charges hard with his push-rod Crossle.

Photo: David Scatchard



Graham Oates' Europa hard at work.

Photo: David Scatchard

Timekeeping at Harewood



Report and photos by David Scatchard.

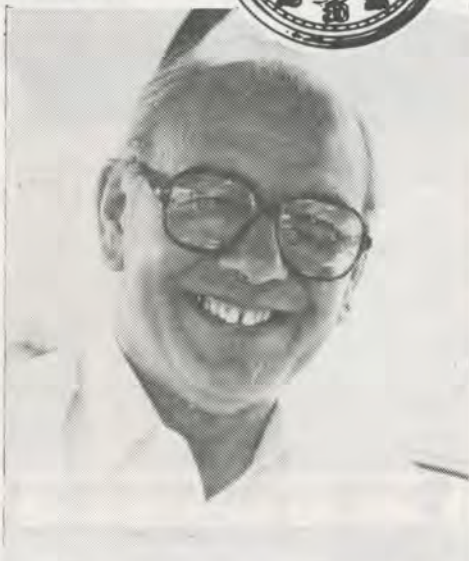
There are five basic ingredients to speed hillclimbing. A Competitor, a car, a track are probably self explanatory, but the organisation and the timekeeping, may, to the onlooker, seem to have an air of mystique.

In the first of a series of articles to appear in the programme this season, I draw on my 18 seasons of experience as Chief Timekeeper at Harewood to outline the workings of our timing system. Future articles will deal with different aspects of the organisation at Harewood.

In simple terms, the timing is started by the car interrupting a light beam across the start line and stopped by the car interrupting a light beam across the finish line.

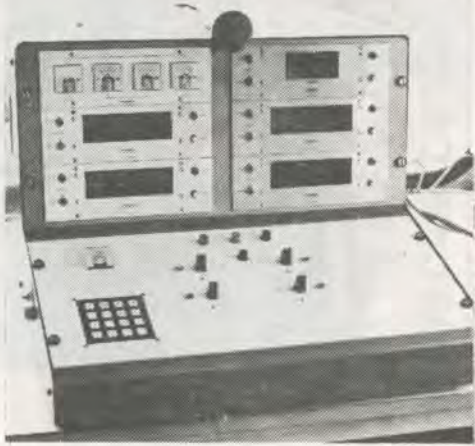
The timing unit, situated in the Bus, is capable of timing four cars at once on four separate clocks, it also has facilities for a speed trap and a 'take off' for driving the scoreboard opposite the main spectator area. We record times to 0.01 secs. but the units are accurate to less than 0.006 seconds over a 60 second duration. The apparatus is independently re-certified every two years against equipment traceable to National Physics Laboratory standards.

The recording of times to this degree of accuracy means that precise lining up of cars on the start line is essential. It can be mathematically proven that 6mm error in lining up can produce errors of 0.01 second — a Championship can be won by this margin! Using a bar across the start line at a height of 11 inches, the cars are positioned exactly 10cm behind the point in the light beam where the clock starts. In order to ensure that cars are consistently lined up and break both the start and the finish beams at the same point on the cars, the RAC MSA requires



Don Staveley, one of our Timekeepers.

that cars must be equipped with a vertical strut at the most forward point on the vehicle, this must measure 10in. high x 2in. long and be positioned between



The Timing Unit.

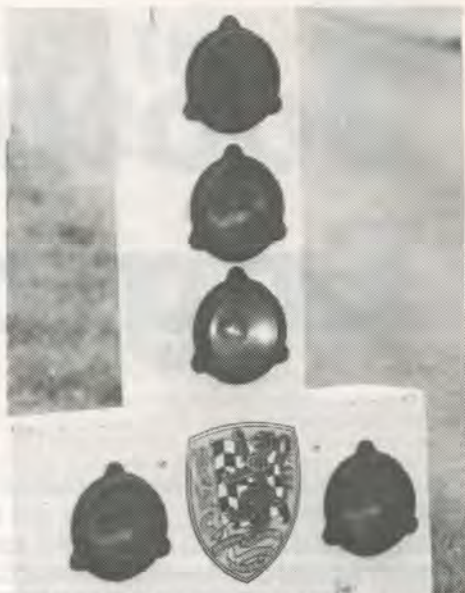
8in. and 18in. above the track surface. Timing beams are set at the same height at both start and finish, they must be parallel to and between 11in. and 17in. above the track.

During the positioning of the car, the traffic light at the start shows red. When the car is lined up to the satisfaction of the startline timekeeper he presses a switch changing the traffic lights from red to amber. The traffic lights are repeated in the Control Bus. The timekeeper selects his next available clock and switches it to start. When the course is clear the Chief Observer throws another switch to give a green on the traffic light. The driver then goes in his own time and as the car crosses the start beam it starts the clock. The switch on the timing apparatus is put into neutral so that the starting sequence can be repeated on another clock. This enables us to time more than one car at once. When the car approaches the finish, the switch is put to finish for that clock and when the beam is broken, the clock stops. The finish timing light is buried under the gravel bank to protect it from wayward motor cars. The beam is at the same 11in. height above the road as it is at the start. The lamp units are precisely aligned signal lamps shining across to a photo diode which is linked by cable to the Bus. At Harewood, the cables are permanent, but at other venues we can run cables out to link the equipment together.

If the course is closed, the Chief Observer can switch the traffic lights over to the 'flashing amber' lights across the bottom of the unit including the time taken for cars to go down the hill, we can time about 80 cars an hour, however when the large single seaters do their final 'Top Twelve' run off, this usually takes about an hour for the 24 runs.

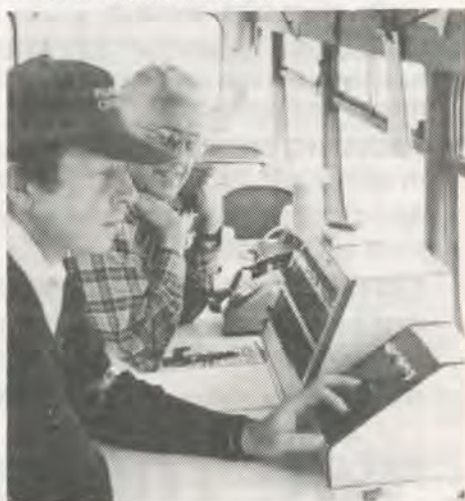
The timekeepers are appointed from the RAC MSA lists found in the Yearbook and they are graded for automatic equipment as follows:

- 1A International Events
- 2A National Events
- 3A Restricted Events
- 4 Assistant or Trainee Timekeeper



The Traffic Light says 'go!'

For today's event we have at least two RAC MSA Timekeepers, one of whom must be group 1A or 2A, and another of at least group 3A at the start. Full details of the grading can be found in the RAC MSA Yearbook. The Club is always keen to hear from anyone wanting to start in Timekeeping, you don't need to be an electronics buff to do it.



Martin Frost on Course Control, Ivor Pashley behind on Switchboard.

Bootham

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use modern repair and refurbishment techniques such as **FLAME SPRAYING** of steel, ceramics and bronze, **MIG, TIG** and **SUBMERGED ARC WELDING** for heavier repairs. **WHITE METALLING** of bearings. **NICKLE AND HARD CHROMIUM PLATING**. Full range of **MACHINING** and **MACHINE GRINDING**. Over 10 tonnes lifting, largest machine capacity 33 feet long a 6 feet diameter, for

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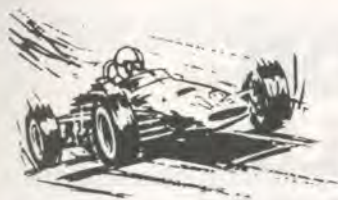
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ABOUT THE B.A.R.C.



The British Automobile Racing Club was first formed back in 1912 as "The Light Car and Cyclecar Club". In 1922 with the demise of the cyclecar, the name was changed to The Junior Car Club, and, as before, the events organised by the club were limited to cars of up to 1,500c.c. until the mid-twenties when the limit was dropped.

The Yorkshire Centre of the J.C.C. was formed in Leeds in 1922 and right from the start ran Speed Hill Climbs on the open road up Greenhow Hill at Pateley Bridge. These very enjoyable, and slightly hairy, events continued until there was an incident at a hill climb in the South of England where a spectating M.P. was struck by a competing car and, not surprisingly, the axe of authority put an end to timed competitions on the public highway.

Still further back, the Brooklands Racing Circuit was built near Weybridge in Surrey and opened in 1907. The Brooklands Automobile Racing Club was formed to organise events on the famous concrete oval.

Between the two world wars both the B.A.R.C. and the J.C.C. made their name with motor racing at Brooklands. In particular the J.C.C., now free of the restricting 1500c.c. limit earned a name for exciting and innovative ideas on new ways to exploit the bumpy banked oval. Meantime the Yorkshire Centre, in common with the Club's other Centres, no longer able to organise speed events on the open road, developed it's local membership with a programme of all kinds of Rallies, Trials, Autotests, Treasure Hunts, Gymkhanas and a strong social calendar.

During world war two Brooklands was taken over by the government for aircraft production and when it became obvious that the chance of the concrete sauce ever being used for racing again was slim, the B.A.R.C. was absorbed into the J.C.C.

Directly after the war, the club was back in the field getting the States of Jersey to pass legislation to allow racing on their roads and assisting the Duke of Richmond and Gordon to develop Goodwood Airfield as it's home circuit.

In this period, the name "Junior Car Club" was proving to be something of a liability in negotiations with possible sponsors and landowners and in the late 40's the club

changed it's name to the present "British Automobile Racing Club". This perpetuated the initials of the Old Brooklands Club, and at the same time reflected the scope and depth of experience behind the Club's programme.

Today the Club is the largest motor race promoting club in Britain and has it's own home circuit at Thruxton in Hampshire, where the Club's offices are located. The Club also runs motor racing at Brands Hatch, Cadwell Park, Lydden Hill, Mallory Park, Oulton Park, Silverstone, Donnington and Snetterton. In the Yorkshire Centre we used to run racing at Croft Autodrome, but this has come to an end with the closure of this popular north-east venue and our speed competition activities now major on the speedclimb here at Stockton farm, Harewood — one of the very best hillclimb venues in the country. We also have a programme of social events including a regular monthly Club Night, a number of Dinners, Dances, Film Shows and non-speed events which include Autotests, Gymkhanas, Production Car Trials, etc.

To back up the Harewood events we run our own local championship, the Harewood Hill Climb Championship which draws very large support.

Membership of the B.A.R.C. is open to all interested and has various grades. The basic subscription is £15.50 which covers the Club as a whole but without the right to take part in Race Meetings and Speed Events. We would expect that all new members in the area would want to register with the Yorkshire Centre which costs an additional £5 per year and gives the right to be part of our local activities, take part in the Club's and other Centre's Sprints & Hill Climbs and other non racing events plus those organised by other motor clubs to which the BARC is invited. For an extra £2.50 joint membership for husbands and wives is added. Membership runs for 12 months from the date of election and not just up to December 31st as in many other clubs.

But if you want to assist us here at Harewood you do not have to be a Club member, just call in at the Bus in the Paddock and ask for a Marshalling Availability form. The Harewood Marshals Association has a caravan parked in the Paddock and they will be pleased to meet you and explain how to become involved.

HAREWOOD MARSHALS ASSOCIATION

We hope you are enjoying your day at Harewood Speed Climb — if you are why not become more involved?

Why not get closer to the action and become a Marshal?

Members of the Harewood Marshals Association will be on hand at our caravan (the white and blue one - near the catering tent) in the paddock at lunch time and after the meeting to answer your questions.

You do not have to commit yourself to any more meetings than you wish to — but obviously the more meetings you attend the more you will get out of your commitment.

DO NOT DELAY — JOIN TODAY

THE HAREWOOD MARSHAL'S ASSOCIATION

APPLICATION FOR MEMBERSHIP

Membership runs for 12 months from 1st March each year. Members joining after 1st January will be entitled to membership until 1st March of the following year.

I desire to be nominated for election by the Committee of The Harewood Marshal's Association as a member, and, if elected, I undertake to abide by the rules of the Association.

Surname

Christian Names

Address

..... Post Code

Telephone Number (Home) (Work)

Nationality

Occupation

Usual Marshalling Duty

Are you a member of any other Motor Clubs (if so, please state)

.....

I enclose a remittance for the following category of membership (Please tick)

Full Marshalling Member £1 Associate Member £1

Life Marshalling Member £10 Life Associate Member £10

Total amount remitted £ Date

Signature

Cheques should be made payable to 'The Harewood Marshal's Association'.

Please complete and return this form to:

Mr. G. Wride
110 West End Drive
Horsforth
LEEDS LS18 5JX



What will I gain from joining the British Automobile Racing Club?

The BARC was founded in 1912 and is Britain's largest motorsport club. We run a dozen national championships at more than 75 meetings during the year for circuit racers, hill-climbers and sprinters.

Our Racing Members can take part in any of our major race championships from Formula Three to Production Saloons (subject to Competition Licence).

Our Marshals officiate at over 75 meetings - both on and off track - and benefit from the Club's unique Marshals' Stamp Scheme to offset Membership costs or to exchange for insignia and racewear.

Spectating Members benefit from discounts at the Club's headquarters circuit - Thruxton - on admission and privileged stand seats.

All our Members receive the BARC News magazine (two monthly) and there are hosts of trade discounts available.

Our Centre Members, and there are four Centres to choose from, have their own social and competition events and receive any magazine or newsletter published by their centre.

What categories of membership are available

Overseas, Basic or Junior Membership is required by all members - other categories are optional.

Ordinary Membership

This entitles Members to carry the BARC badge, receive the BARC News magazine free, benefit from trade discounts, receive concessions on spectating at Thruxton and to enjoy social and training events organised nationally by the Club. Members are also eligible to train as marshals.

Entrance Fee

An entrance fee is charged to all new Members of the Club. This is additional to the annual subscription, but is paid once and once only on joining. (NOT APPLICABLE TO JUNIOR MEMBERS)

Overseas Membership

Enthusiasts living overseas can qualify for Membership. This entitles them to carry the BARC badge and receive the BARC News magazine free.

Junior Membership

Junior Members may join the Club between the ages of 13 and 17. They are entitled to the BARC News, to carry the BARC badge, to benefit from trade discounts and to receive special spectating concessions at Thruxton circuit. They may transfer to Full Membership (without payment of the Entrance Fee) at the age of 17.

Extras

Centre Membership

(You may join more than one centre)

There are four centres - South Western, London and Home Counties, North Western and Yorkshire. Membership of any or all entitles you to take part in Centre-organised social and competition events and to receive their magazine or newsletter. For Hillclimbs and Sprints, Centre membership only is required, not racing membership. A Centre Member's spouse may join the club and become a Joint Centre Member at a reduced rate.

Joint Membership

A Member's spouse may join the Club at a reduced rate, becoming a Joint Member without any additional entrance fee. Joint members receive only one copy of the BARC News. A Joint Member may not take out Racing Membership.

Racing Membership

This is in addition to the annual subscription and caters specifically for racing competitors. It entitles Members to receive regulations for all BARC-organised meetings and to enter them and all BARC-run Championships (subject to current RAC regulations).

BRITISH AUTOMOBILE RACING CLUB

THRUXTON MOTORING RACING CIRCUIT, THRUXTON, ANDOVER, HANTS. SP11 8PN



MEMBERSHIP APPLICATION FORM

Your membership runs for a full 12 months from the 1st day of the month you join — not from January to December as with some other clubs.

APPLICATION FOR FULL MEMBERSHIP

I desire to be nominated for election by the Council of the British Automobile Racing Club as a member, and, if elected, I undertake to abide by the Memorandum and Articles of Association and Rules of the Company.

Surname Full Christian Names

Wife's Christian Names (if joining)

Address

Telephone Number (Home) (Business)

Nationality

Occupation (precise)

I enclose a remittance/Direct Debit for the following categories of membership (tick box)

- | | |
|--|--|
| <input type="checkbox"/> Annual Subscription £15.50 | <input type="checkbox"/> Entrance Fee (payable on joining only) £2 extra |
| <input type="checkbox"/> Racing Membership £19 extra | <input type="checkbox"/> Joint Membership £2.50 extra |
| <input type="checkbox"/> Centre membership £5.00 extra | <input type="checkbox"/> Joint Centre Membership £2.50 extra |
| <input type="checkbox"/> Overseas Membership £14.00 | |

Total amount Signature

If applying for Centre Membership please put a tick next to the Centre(s) of your choice.

- | | |
|---|---|
| <input type="checkbox"/> London and Home Counties (based on London) | <input type="checkbox"/> North Western (based on Liverpool) |
| <input type="checkbox"/> Yorkshire (based on Leeds) | <input type="checkbox"/> South Western (based on Southampton) |

APPLICATION FOR JUNIOR MEMBERSHIP

(Applicable between ages of and 17 years)

Surname Full Christian Names

Address

Age Date of Birth Nationality

Parents declaration: I am willing that my son/daughter should become a Junior Member of the British Automobile Racing Club and I undertake responsibility for the payment of the annual subscription of £3.50. I enclose £3.50 for the first year's subscription

Parents signature

Membership number if applicable)

All cheques should be made payable to British Automobile Racing Club Ltd. and crossed.
Payment may be made either by Direct Debit (see enclosed form) or by cheque, cash or money order

Please note:

1. That any badges issued remain the property of the Club, and are to be returned immediately on termination of Membership.
2. The Club reserves the right to require the return of badges at any time.
3. Badges are not transferable to any other person.
4. Clause 6 of the Company's Memorandum of Association is as follows:
Every Member of the Club undertakes to contribute to the assets of the Club in the event of its being wound up while he/she is a Member, or within one year afterwards, for payment of the debts and liabilities of the Club contracted before he/she ceases to be a Member, and the costs, charges and expenses of winding up, and for the adjustment of the rights of the contributors amongst themselves, such amount as may be required, not exceeding 50 new pence.

DON'T LET THE 'HEAVY MOB' STRANGLE YOUR PROFITS FROM GRASS

BROADSHOT

Frees grassland from
the competition of
Docks, Nettles and Thistles

Docks thrive on your expensive fertiliser inputs
and will muscle in on highly productive grass –
whether grazed or cut for silage.

BROADSHOT eliminates this 'Heavy' and
protects your grass yields
– without
delay!



BROADSHOT is the herbicide treatment for
DOCKS, NETTLES and THISTLES in grassland.
Available in either 5 litre or 1 litre handy packs,
BROADSHOT is convenient to use for overall field
application or spot treatment.

So, when the 'heavy mob' come calling in your
grassland – stop them shading out your profits –
spray BROADSHOT.



When Nettles and Thistles (creeping and spear)
'move in' – grass for grazing is lost. Stop these
problem weeds in their tracks with BROADSHOT.



BROADSHOT

SAFE TO GRASS



Shell Chemicals

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Read the label before you buy. Use pesticides safely

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