Harewood

SPEEDCLIMB

SHELL OILS HAREWOOD HILLCLIMB CHAMPIONSHIP FINAL

SUNDAY 25th SEPTEMBER, 1988

Andrew Tymkewycz (Hillman Imp) has already sewn up the Harewood Championship for 1988.
Photo by David Scatchard.

OFFICIAL PROGRAMME £1

For conditions of admission — see inside

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speedclimb

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SHELL OILS HAREWOOD HILLCLIMB CHAMPIONSHIP FINAL

SUNDAY 25th SEPTEMBER, 1988

R.A.C. M.S.A. Permit 9652

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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

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YORKSHIRE CENTRE

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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

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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 asphalte 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

Class	*Driver*	*Car*	*Date*	*Time*
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. R.owan	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. Dutnall	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

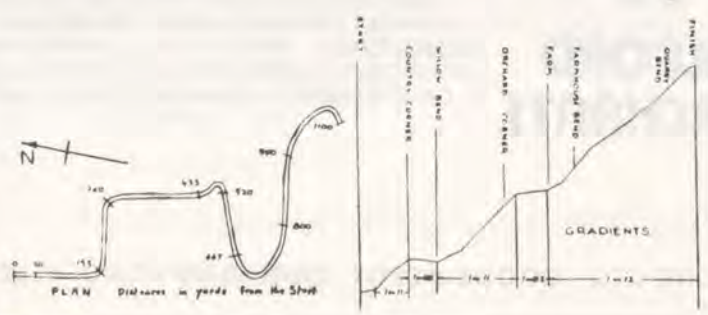
The table below will enable you to relate competitor's times for the climb with their average speed for the 1090 yards of the course. To get these average speeds into perspective, remember that times are taken from a standing start and that some of the corners are very slow. As an example, when Peter 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

HAREWOOD HILL CLIMB.

GRADIENT PROFILE



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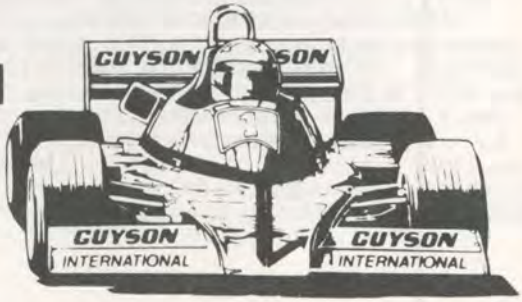

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ALLOCATION OF DUTIES TO OFFICIALS
24th/25th September, 1988

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Deputy Clerk of the Course	J. M. English
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RAC MSA Noise Inspector	T. Williams
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Medical Officers	Dr. C. Wright, Dr. P. Holden & Members of M.O.G.(Y),
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Paddock Exit Observer	P. Pocklington
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Quarry Corner Observer	J. R. Wass
Marshals	R. Frost, M. Walker, I. Morgan, A. Norfolk, N. Hood G. Walker, D. M. Walker, T. C. Bendelow, Miss H. Pitchford
Finish Area Observer	G. F. Barker
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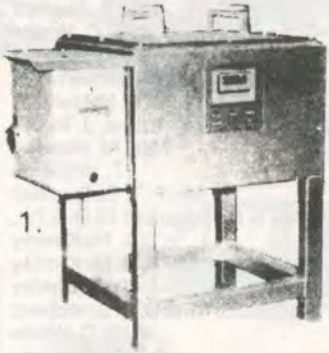

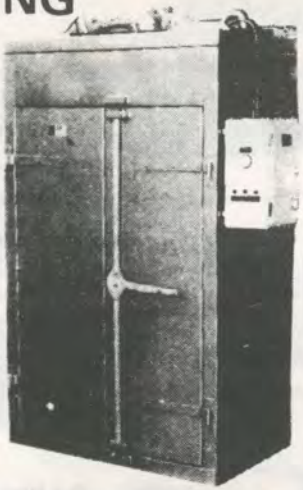

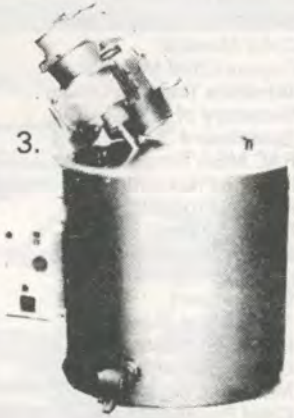

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To any competitor who holds a new record for their class at the conclusion of the Meeting in any of the B.A.R.C. classes 1 to 17 or for the course ..... A Harewood Record Plaque

AWARDS PRESENTED AT THE END OF THE SEASON

The Yorkshire Post Trophy
Presented to the competitor making the fastest time of the season. (Martyn Griffiths 35.86 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 84.05 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. (Brian Lee 77.63 pts.).

The Guyson Sandblast Trophy
Presented to the competitor recording the fastest time of the season in a Jaguar car. (Charlie Saunders 43.23 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. (John Smith 68.67 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. (John Yardley 45.45 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. (Richard Hargreaves 46.65 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 +0.60 secs.)

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.

Brownlow Peabody Associates Trophy
Presented to the competitor, at the discretion of the Committee, driving a pre-1965 Historic Car (as defined by the HSCC) which achieves the highest score in the Harewood Championship.

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TIMETABLE

SUNDAY 25th SEPTEMBER

Practice runs		09.15
Meeting Commences	— 1st Class Runs	11.00
Lunch Interval		13.00
Meeting re-starts	— 2nd Class Runs	13.45
Championship Run-off		16.15
Meeting concludes	(approx)	17.00

Followed shortly afterwards by Award Presentation at the Refreshment Tent.

The running order for classes today will be as follows:

Class 1 to Class 17 followed by Class 23

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 1 — BOGEY 66.52

TOURING CARS
UP TO 1150cc

RECORD - 17/7/88 - TIME 47.92
A. TYMKEWYCZ · CHRYSLER SUNBEAM SPORT

Scottish driver Andrew Tymkewycz has remained unbeaten throughout the year in his ultra-quick Imp. He has consistently lowered the Class 1 record and, with the Championship won, will he further reduce the record? Andrew's nearest pursuer at the beginning of the season, in the Championship, was Dave Ruddock (Mini 1071cc). Unfortunately, David's season was ruined by ill health but he has returned to see if he can mount a challenge to the flying Imp.

No.	*NAME*	*CAR*	*C.C.*	*HOMETOWN*	*RUN 1*	*RUN 2*
27	Michael Holroyd	Mini Cooper	998	Leeds	.....	.....
29	David Ruddock	Mini	1071	York	.....	.....
30	Andrew Tymkewycz	Chrysler Hillman Imp	998	Edinburgh	.....	.....

John Casey (Mini Cooper 'S') will face his fiercest challenge to date to remain the quickest Mini driver in Class 2 this year. *Photo: Frank Hall.*

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

Throughout the season both John Casey and Martin Brobyn have shared the victories within this class, but with the ace Mini driver Nicky Porter re-entering the fray, it will require supreme efforts on behalf of John and Martin to maintain Status Quo, as Nicky seems to have the ability to compete infrequently but still pick up the laurels.

No.	*NAME*	*CAR*	*C.C.*	*HOMETOWN*	*RUN 1*	*RUN 2*
234	Geoffrey Harkness	Opel Kadett	1281	Carlisle	.....	.....
33	Jonathan North Entrant: Leeds Mini Spares	Mini	1298	Leeds	.....	.....
34	Nigel Harkness	Opel Kadett	1281	Carlisle	.....	.....
35	Barry Tordoff	Morris Mini	1293	York	.....	.....
36	Brian Pitcher	Austin Cooper 'S'	1293	Nuneaton	.....	.....
37	Nicky Porter	Mini Cooper 'S'	1293	Shildon	.....	.....
38	Martin Brobyn	BL Mini	1275	Derby	.....	.....
39	John Casey	Mini Cooper 'S'	1328	Burnley	.....	.....

CLASS 3 — BOGEY 62.33

TOURING CARS
OVER 1500cc

RECORD - 10/6/84 - TIME 44.33
M. R. KERR · VAUXHALL CHEVETTE HSR

Within this class Richard Hargreaves is unbeaten this year as various challenges have evaporated, but he faces his staunchest task to date if he wishes to keep the highly experienced George Swinbourne at bay and retain his grasp on the Wallace Arnold Trophy.

No.	*NAME*	*CAR*	*C.C.*	*HOMETOWN*	*RUN 1*	*RUN 2*
42	Rod Stanniland	Escort RS Turbo	1600	Retford	.....	.....
43	George Swinbourne Entrant: Lancs. & Chesh./Cox Rockliffe	Ford Escort	1600	Shaw	.....	.....
44	Richard Hargreaves Entrant: Lakeland/Ford Motorsport, Kendal	Ford Sierra Cosworth	2000	Settle	.....	.....

CLASS 4 — BOGEY 60.13

SPECIAL SALOON CARS UP TO 1300cc

RECORD - 29/9/85 - TIME 42.13
D. WHITEHEAD · CHRYSLER STILETTO

Unfortunately, as at many of this year's meetings, this class is poorly supported but this will not diminish the efforts of Bobby Fryers in his quest for points in the Harewood Championship to improve his present 10th place.

No.	*NAME*	*CAR*	*C.C.*	*HOMETOWN*	*RUN 1*	*RUN 2*
248	Tim Smith	Solo Stiletto Talbot	1200	Keighley	.....	.....
47	Martin Boast	Austin Mini GT	1293	Leeds	.....	.....
48	Bobby Fryers	Solo Stiletto Talbot	1200	Keighley	.....	.....

CLASS 5 — BOGEY 58.18

SPECIAL SALOON CARS 1300cc AND OVER

RECORD - 17/7/88 - TIME 40.00
M. R. KERR · SKODA

Neither of the Skoda cars of Mike Kerr and Bob Claxton should suffer the brunt of the Skoda jokes which have been sweeping the country of late as their Skodas are based upon sports racing chassis. It is hoped that Bob Claxton can mount a serious challenge to Mike's Skoda, the increased competition may ensure that Mike breaks into the 39 sec. bracket. If the form book holds good then the more production-based cars of Doug Bruce (3.5 litre Capri) and John Sismay's smaller engined Alfa Sud should be battling it out for the other places.

No.	*NAME*	*CAR*	*C.C.*	*HOMETOWN*	*RUN 1*	*RUN 2*
252	Ian Stedman	Ford Escort	3500	Carlisle	.....	.....
51	Archie Inglis	Ford Anglia	1430	St. Annes	.....	.....
52	Andrew Stedman	Ford Escort	3500	Carlisle	.....	.....
53	Chris Pearson	Escort RS 2000	1997	Ripon	.....	.....
54	John Sismay Entrant: Lahoma Engs Ltd.	Alfa Sud TI	1598	Bourne	.....	.....
55	Doug Bruce	Ford Capri	3528	Batley	.....	.....
56	Bob Claxton	Stelrad Skoda Coupe	2600	Harrogate	.....	.....
57	Mike Kerr	Mobil Tiga Skoda	3900	Mtk. Weighton	.....	.....

Rod Stanniland, in his road-going Escort RS Turbo, shows you can enjoy some exciting hillclimbing in a standard road car. *Photo: David Scatchard.*

CLASS 6 — BOGEY 63.67

'MARQUE' SPORTS UP TO 1500cc

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

Brian Kenyon will be hoping for fine weather at this meeting as, with an extremely low score to drop, he can improve his present 9th place in the Championship to a possible top 3 position. The three other most competitive drivers within the class — Paul Greaves, who at present holds 8th — and the other two drivers within the top twenty, Pat Kenyon 15th and Richard Moorhouse 19th, will also be seeking quick runs to help their Championship aspirations.

No.	*NAME*	*CAR*	*C.C.*	*HOMETOWN*	*RUN 1*	*RUN 2*
258	Pauline Cook	MG Midget	1275	Wakefield	.....	.....
260	Derek Openshaw	Austin Healey Sprite	1275	Bolton	.....	.....
261	Nigel Stansfield	Austin Healey Sprite	1275	Huddersfield	.....	.....
263	Pat Kenyon Entrant: Sheffield & Hallamshire Motor Club	Austin Healey Sprite	1275	Sheffield	.....	.....
58	Philip Cook	MG Midget	1275	Wakefield	.....	.....
59	Norman Pemberton	Austin Sprite	1293	St. Annes on Sea	.....	.....
60	Steve Openshaw	Austin Healey Sprite	1275	Bolton	.....	.....
61	Richard Moorhouse	Austin Healey Sprite	1275	Huddersfield	.....	.....
62	Paul Greaves	MG Midget	1293	Northallerton	.....	.....
63	Brian Kenyon Entrant: Sheffield & Hallamshire Motor Club	Austin Healey Sprite	1275	Sheffield	.....	.....

Richard Moorhouse, pictured driving, has enjoyed a competitive season in this immaculate Austin Healey Sprite which he shares with co-driver Nigel Stansfield. Photo: David Scatchard.

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

Brian Lee (6th) is the highest placed Marque and Touring driver in the Championship, but Brian will have a hard struggle on his hands today to keep the similar Lotus Elan of Des Richardson at bay within the class.

No.	*NAME*	*CAR*	*C.C.*	*HOMETOWN*	*RUN 1*	*RUN 2*
66	Simon Lindley	TVR Vixen Ford	1600	Mirfield	.....	.....
67	Des Richardson Entrant: Notts. SCC/Quickbits	Lotus Elan S1	1594	Derby	.....	.....
68	Brian Lee	Lotus Elan	1558	Leeds	.....	.....

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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 two wins to his credit, Richard Jackson has been the most successful driver in this competitive class but of the other three class winners, Tony Abrams, George Whittaker and John Yardley, John is at present best placed within the Championship and has also recorded the quickest time this year. Probably the best way to select the probable winner is to take a pin and stick it into the programme.

No.	*NAME*	*CAR*	*C.C.*	*HOMETOWN*	*RUN 1*	*RUN 2*
276	Tony Abrams Entrant: Nidd Vale Motors/Harrogate Horseless Carriages/Shell Oils	TVR 3000M	3000	Harrogate	.....	.....
71	John Simpson	TVR 3000S Ford	3000	York	.....	.....
72	Don Williams Entrant: Gilbern Owners Club	Gilbern Invader Mk2 Ford	3000	Huddersfield	.....	.....
73	John Dobson	Ferrari Dino	2418	Hebden Bridge	.....	.....
74	Nick Vandervell Entrant: Petrofina (UK) Ltd. Epsom	Gilbern Invader Mk 3 Ford	3100	London	.....	.....
75	George Whittaker	Morgan +8 Rover	3528	Lancaster	.....	.....
76	Richard Jackson Entrant: Nidd Vale Motors/Harrogate Horeselss Carriages/Shell Oils/Centaur Clothes	TVR 3000M	3000	Leeds	.....	.....
77	John Yardley Entrant: Yardley Developments	Marcos GT Ford	3000	Goole	.....	.....

Always competitive within Class 8 is the shared TVR 3000M of Richard Jackson (pictured) and Tony Abrams. *Photo: David Scatchard.*

CLASS 9 — BOGEY 59.49

MODIFIED SPORTS CARS UP TO 1600cc

RECORD - 21/8/88 - TIME 41.33
A. WARBURTON · CATERHAM SUPER SEVEN

Leon Bachelier's Caterham Super Seven is undoubtedly the quickest car in this class therefore he would be well able to hold off any challenge mounted by Graham Oates' Lotus Europa. Graham, although remaining highly competitive, is not enjoying the success he did when competing in the Marque Sports Cars. Also in the 'Hunt' for a top three placing will be Northwich driver Roy in his Caterham Seven.

No.	*NAME*	*CAR*	*C.C.*	*HOMETOWN*	*RUN 1*	*RUN 2*
281	Sarah Hutchinson	MG Midget	1275	Wakefield	.....	.....
79	Laura Wardle	Lotus 7 Series III	1600	Nottingham	.....	.....
80	Iain Anderson	Lotus 7 Series 4	1600	Sunderland	.....	.....
81	David Hutchinson	MG Midget	1275	Wakefield	.....	.....
82	Roy Hunt	Caterham 7	1600	Northwich	.....	.....
83	Graham Oates Entrant: L&CCC/Cox Rockliffe	Lotus Europa	1594	Formby	.....	.....
84	Leon Bachelier Entrant: Seba Developments Ltd.	Caterham Super 7 Ford	1600	Addingham	.....	.....

CLASS 10 — BOGEY 58.38

MODIFIED SPORTS CARS OVER 1600cc

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

It is good to see the popular Westfield Seven driver Peter Needham enjoying such a successful season in his low budget Rover-engined Westfield. Peter has taken on the might of Paul Tankard and his thunderous TVR Tuscan and defeated that potent combination. If Tony Bancroft's Porsche Turbo appears, the stage could be set for a mighty showdown. Another quick car within this class is the shared Caterham of Bob Dayson and Tim Barrington, whilst the battle will be intense amonst the Jaguar drivers to see who is 'Top Cat'.

No.	*NAME*	*CAR*	*C.C.*	*HOMETOWN*	*RUN 1*	*RUN 2*
288	John Smith	Jaguar E-Type	3800	Mirfield	.....	.....
289	Tim Barrington Entrant: Quorn Engine Developments	Caterham Super 7	1891	Loughborough	.....	.....
87	John Oxborough	Jaguar E-Type	3500	Mansfield	.....	.....
88	Charlie Saunders	Jaguar E-Type	3800	Dewsbury	.....	.....
89	Bob Dayson Entrant: Quorn Engine Developments	Caterham Super 7	1891	Birmingham	.....	.....
90	Paul Tankard	TVR Tuscan Ford	4727	Lightcliffe	.....	.....
91	Peter Needham	Westfield Seven BL	3500	Skipton	.....	.....
92	Tony Bancroft	Porsche Turbo	3200	Skipton	.....	.....

CLASS 11B — BOGEY 61.12

CLUBMANS SPORTS CARS
CLASS B UP TO 1600cc

RECORD - 28/9/86 - TIME 43.12
P. GOLDMAN · MALLOCK Mk 16

As Phil Price hasn't a score to drop, given a quick run under his belt today he could improve his lowly 28th position in the Championship to a top ten spot. Peter Green, driving his Centaur, is presently holding 5th position in the Championship and will have to work hard if he wishes to maintain his high position.

No.	*NAME*	*CAR*	*C.C.*	*HOMETOWN*	*RUN 1*	*RUN 2*
94	Harry Whitehouse	Mallock Mk 16	1600	Manchester	.....	.....
95	Peter Read	Mallock Mk 16	1600	Billericay	.....	.....
96	Peter Green Entrant: Hotel Miramonte, Portugal/Claymore Products, Huddersfield	Centaur Mk 14G Close	1600	Huddersfield	.....	.....
97	Phil Price Entrant: Connaught Competition Engines	Connaught Mallock Mk18/21	1600	Chatham	.....	.....

The well prepared Mallock of Phil Price has proved to be the combination to beat in Class 11B.
Photo: David Scatchard.

CLASS 11A — BOGEY 56.38

CLUBMANS SPORTS CARS
CLASS A UP TO 1700cc

RECORD - 1/6/86 - TIME 38.38
D. A. GRACE · MALLOCK U2 14/24 BEATTIE

Given fair weather, it would be nice to see Sheffield driver Peter Harper crack David Grace's record and thereby culminate a successful national season of sprinting and hillclimbing. Peter's nearest challenger within the class, Allan Warburton, at the last event borrowed Leon Bachelier's mod-sports 1600cc Caterham and set a new Class 9 record, showing that Allan does not lack pace. Richard Mallock will be hoping to uphold the family name in a car of their construction and attempt to ease either of the above mentioned pair down a place or two.

No.	*NAME*	*CAR*	*C.C.*	*HOMETOWN*	*RUN 1*	*RUN 2*
306	Harry Peberdy Entrant: DTA (Abrasives) Ltd	Mallock Mk 14/18	1700	Loughborough	.....	.....
100	Paul Rendle	Mallock Mk 21	1700	London	.....	.....
101	David Abbott	Mallock Mk 18	1700	St. Albans	.....	.....
102	Paul Goldman	Mallock Mk 14/18	1700	Barnet	.....	.....
103	Joe Ward	Ward WD8 Ford Holbay	1700	Pickering	.....	.....
104	Bill Wood	Mallock Mk 27SG	1700	Edinburgh	.....	.....
105	Richard Mallock	Mallock Mk 27SG	1700	Northampton	.....	.....
106	Allan Warburton Entrant: DTA (Abrasives) Ltd.	Mallock Mk 14/18	1700	Manchester	.....	.....
107	Peter Harper	Freedom Vision	1700	Sheffield		

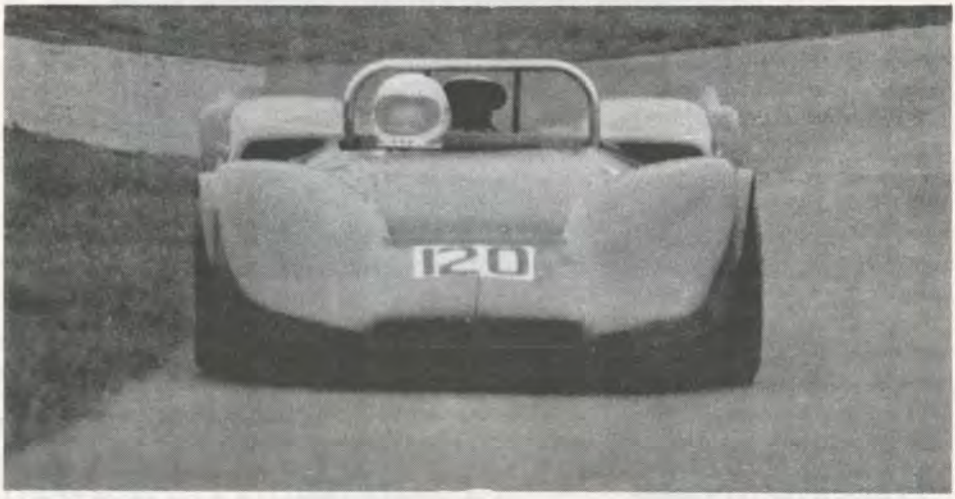
CLASS 12 — BOGEY 57.37

SPORTS RACING & CLUBMANS CHASSIS CARS UP TO 1600cc

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

At the RAC event earlier in the year Barry had a 'Goode' two seconds in hand over the sleek Lola of Paul Turner.

No.	*NAME*	*CAR*	*C.C.*	*HOMETOWN*	*RUN 1*	*RUN 2*
311	Ian Fidoe	Lola T492	1600	Malvern Wells	.....	.....
312	Terry Goode	Vision V85	1600	Ledbury	.....	.....
109	Sue Sturgess	Mallock Mk 2	1595	Markfield	.....	.....
110	Andrew Parffrey	Mallock Mk 21/24	1600	Cirencester	.....	.....
111	Paul Turner	Lola T492	1600	Evesham	.....	.....
112	Barry Goode	Vision V85	1600	Malvern Link	.....	.....



The 7 litres of sheer brute power gives driver George Tatham an exhilarating drive up the narrow confines of the Harewood Hill. *Photo: David Scatchard.*

CLASS 13 — BOGEY 54.42

SPORTS RACING & CLUBMANS CHASSIS CARS OVER 1600cc

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

You may be intrigued to see a Metro in with the Sports Racing Cars, this is because the Metro 6R4 does not comply with the Special Saloon Car Regulations. We would expect the shared Mallock of David Grace and Jim Robinson to outclimb their larger engined opposition.

No.	*NAME*	*CAR*	*C.C.*	*HOMETOWN*	*RUN 1*	*RUN 2*
317	Jim Robinson	Mallock Mk 27S	2500	Costock	.....	.....
115	David Mylchreest Entrant: Mylchreests Motors	MG Metro 6R4	3000	Isle of Man	.....	.....
116	George Tatham	McLaren M12C	7200	Malton	.....	.....
117	David Grace	Mallock Mk 27S	2500	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

Although we expect the top seeded cars to challenge for the awards (cars are seeded in all classes with the quickest driver going last), there will be many intense battles within this 22-car class. Jon Collinge is the present class record holder but Jon missed a meeting earlier in the year and is presently languishing in 24th place in the Championship. He could achieve a dramatic improvement in his Championship placing with a class record performance. Tony Bridgen is presently holding a firm second place within the Championship with a 3-point advantage over third place fellow Formula Fordster David Park.

No.	*NAME*	*CAR*	*C.C.*	*HOMETOWN*	*RUN 1*	*RUN 2*
322	Brian Keay	Royale RP26	1600	Stafford	.....	.....
324	Ken Bailey	Royale RP26 Ford	1600	Sale	.....	.....
326	Jerry Paterson	Van Dieman RF80 Ford	1600	Newcastle	.....	.....
327	Jeff Norton	Royale RP26	1600	Leeds	.....	.....
120	Nigel Roscoe	Hawke DL19B	1600	Wirral	.....	.....
121	Colin Wright	Reynard SF77	1600	Driffield	.....	.....
122	Michael Parker	Royale RP26	1600	Stafford	.....	.....
123	Julian Ackerman	Royale FF RP26 Ford	1600	Worcester	.....	.....
124	David Bailey	Royale RP26 Ford	1600	Sale	.....	.....
125	Ian Stringer	Nike Mk9	1600	Redditch	.....	.....
126	Tony Briggs	Van Dieman DF80 Ford	1600	Ryton	.....	.....
127	John Wilkinson	Royale RP26 Ford	1600	Wetherby	.....	.....
128	Colin Wheeler	Merlyn Mk30 Ford	1600	Houghton-le-Spg	.....	.....
129	Paul Stringer	Lotus Fifty One Ford	1600	Calverley	.....	.....
130	Granville Martin	Royale RP29	1600	Wakefield	.....	.....
131	John Bennett	Hawke DL11 Ford	1600	Heckmondwike	.....	.....
132	Redvers Arnold	Van Dieman	1600	Sandbach	.....	.....
133	John Hanline	Sparton FF Auriga	1600	Otley	.....	.....
134	David Park Entrant: Design & Fittings Ltd., Wetherby	Van Dieman RF79 Scholar	1600	Washington	.....	.....
135	Pat Donnelly	Hawke DL19 Ford	1600	Maryport	.....	.....
136	Tony Bridgen Entrant: Sedan Performance	Merlyn Mk30 Ford	1600	Huddersfield	.....	.....
137	Jon Collinge	Pacer FF80 Ford Kent	1600	Leeds	.....	.....

David Park has proved himself to be one of the front runners in the highly competitive Formula Ford class. *Photo: David Scatchard.*

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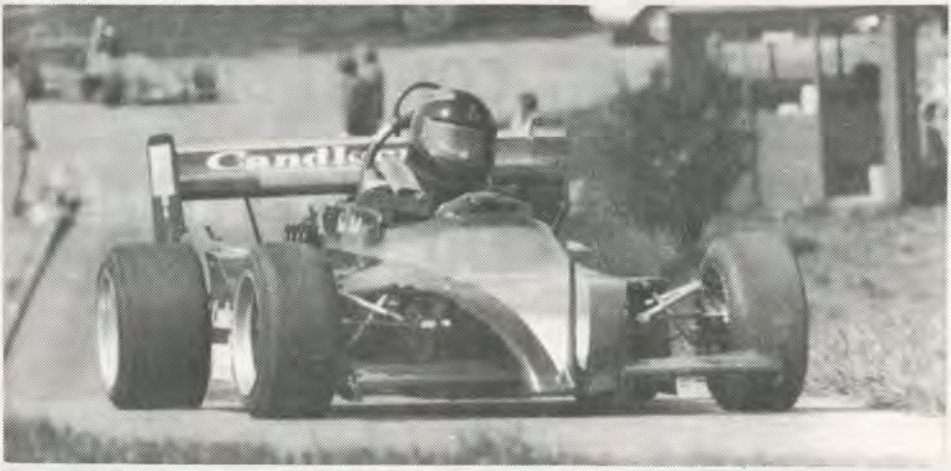
CLASS 15A — BOGEY 59.15

RACING CARS UP TO 500cc

RECORD - 10/5/87 - TIME 41.15
P. JEFFERIES · TRACKSTAR ROTAX

Although non-starters at our RAC round, the Phil Jefferies/Dick Foden Trackstar must be considered the vehicle to beat with David Bancroft's OMS in hot pursuit.

No.	*NAME*	*CAR*	*C.C.*	*HOMETOWN*	*RUN 1*	*RUN 2*
344	Dick Foden Entrant: Edwards Catering Co.	Trackstar ZK86	250	Walsall Wood	.....	.....
140	Charles Reynolds	Cooper JAP Mk IX	500	Buckingham	.....	.....
141	Tony Cotton	FMS F3	497	Wolverhampton	.....	.....
142	Jimmy Brady	Nemesis Mk I	500	Bicester	.....	.....
143	David Bancroft	OMS Mk 2	500	Leeds	.....	.....
144	Phil Jefferies Entrant: Edwards Catering Co.	Trackstar ZK86	250	Stafford	.....	.....



Ian Scott crests the rise into Country Corner in his 1100cc Ford-engined Terrapin.

Photo: Frank Hall.

CLASS 15 — BOGEY 58.01

RACING CARS OVER 500cc AND UP TO 1100cc

RECORD - 14/7/85 - TIME 40.01
R. T. WARD · SARACEN M85 COSWORTH

The Brabham BT28 of Paul Squires and Phil Kidsley, with its extremely powerful 785cc turbocharged unit, will probably be too hot a handful for local drivers Steve Owen and Andrew Jackson in their Kawasaki engined OMS's.

No.	*NAME*	*CAR*	*C.C.*	*HOMETOWN*	*RUN 1*	*RUN 2*
350	Phil Kidsley	Brabham BT28	785T	Northampton	.....	.....
352	Lynn Owen Entrant: Thackers Ltd.	OMS 88 Kawasaki	908	Leeds	.....	.....
148	Ian Scott	Terrapin 88E	1100	Carlisle	.....	.....
149	Bob Campbell	Chevron B17	1000	Duckinfield	.....	.....
150	Paul Squires	Brabham BT28	785T	Northampton	.....	.....
151	Andrew Jackson	OMS 88 Kawasaki	908	Leeds	.....	.....
152	Steve Owen Entrant: Thackers Ltd.	OMS 88 Kawasaki	908	Leeds	.....	.....

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CLASS 16 — BOGEY 56.10

RACING CARS OVER 1100cc & UP TO 1600cc

RECORD - 17/8/86 - TIME 38.10
B. E. DUTNALL · PILBEAM MP50 C/WORTH

Midland Champion Adrian Hopkins inflicted a rare defeat over Harewood exponent Chris Seaman at the recent RAC round. Adrian's more modern chassis should keep him ahead of Chris. By the same token, if the form book is anything to go by, Chris should maintain a narrow margin over Dave Whitehead's Chevron B49 with Peter Varley probably rounding off the top four.

No.	*NAME*	*CAR*	*C.C.*	*HOMETOWN*	*RUN 1*	*RUN 2*
363	Allan Staniforth	Van Dieman RF85	1598	Pateley Bridge	.....	.....
367	Lynne Whitehead Entrant: Oyez Press Ltd.	Chevron B49 Ford BDA	1594	Birmingham	.....	.....
154	Clive Wooster	Delta	1300	Henley/Thames	.....	.....
155	Sharon Claxton	March 708	1600	Birstwith	.....	.....
156	David Russell	Sparton SF2000	1580	Preston	.....	.....
157	Paul Harris	Elden Mk9 F/3 Ford	1600	Goole	.....	.....
158	Alan Barnett	Royale RP19	1588	Marple	.....	.....
159	David Seaton Entrant: Freight Express of Edinburgh	Chevron B48	1600	Loanhead	.....	.....
160	Peter Speakman	Brabham BT21	1598	Brtn in Furness	.....	.....
161	Martin Chittenden	Chevron B25	1600	Leamington Spa	.....	.....
162	Roger Kilty	HS88/1	1600	Leeds	.....	.....
163	Clare Staniforth	Van Dieman RF85	1598	Harrogate	.....	.....
164	Peter Riley	March 722P	1600	Liverpool	.....	.....
165	David Montague	Argo JM8	1600	Silsden	.....	.....
166	Peter Varley Entrant: Glossop Superalloys Ltd.	March-Pilbeam R26/48	1598	Barnsley	.....	.....
167	Dave Whitehead Entrant: Oyez Press Ltd.	Chevron B49 Ford	1594	Birmingham	.....	.....
168	Chris Seaman	Brabham BT30	1594	Sheffield	.....	.....
169	Adrian Hopkins	Sark III H	1565	Oxford	.....	.....

Allan Staniforth, a regular entrant at Harewood since hillclimbing began at this venue, is still enjoying his hillclimbing and is presently sharing his Van Dieman with daughter Clare.
Photo: David Scatchard.

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CLASS 17 — BOGEY 53.92

RACING CARS OVER 1600cc

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

With Charles Wardle, who is the National RAC British Hillclimb Champion, and Roy Lane present you can be sure that we are set for some high quality hillclimbing. Hill record holder Ray Rowan will undoubtedly take up the challenge, as will Sean Gould and Tim Thomson who have both set FTD's at events earlier in the year and are presently holding 2nd and 3rd respectively in the Harewood FTD Championship. It needs the Championship leader Charles Wardle to have a disastrous day for Sean or Tim to have a realistic chance of taking the Harewood FTD series.

No.	*NAME*	*CAR*	*C.C.*	*HOMETOWN*	*RUN 1*	*RUN 2*
321	John McCartney	Techcraft-Buick	3442	Bolton	.....	.....
8	Chris Dowson Entrant: Shell Chemicals (UK) Ltd	Pilbeam MP47H	5000	Pershore	.....	.....
10	Sean Gould	Gould 84/E Hart	2800	Newbury	.....	.....
22	Stuart Nix	Reynard SF79	2000	Burntwood	.....	.....
21	Peter Voigt	Techcraft-Buick	3442	Lindfield	.....	.....
20	Martin Middleton Entrant: Gareth Woodfine & Partners)	Pilbeam MP52	1700	Redditch	.....	.....
19	Chris Hill Entrant: Wiggenhall Industrial Flooring, Watford	Chevron B40	2460	Hemel Hempst'd	.....	.....
18	Dave Tilley	March 722	3528	Wakefield	.....	.....
16	John Lambert	Pilbeam MP53-01 BMW	2700	York	.....	.....
15	Jim Thomson Entrant: Guyson International Ltd.	Pilbeam MP40	2800	Timble	.....	.....
5	Tim Thomson Entrant: Guyson International Ltd.	Pilbeam MP50	2800	Harrogate	.....	.....
4	David Gould	Gould 84/E Hart	2800	Newbury	.....	.....
2	Roy Lane Entrant: Steel King Safety Footwear	Pilbeam Cosworth	4000	Warwick	.....	.....
6	Charles Wardle Entrant: Shell Chemicals UK Ltd.	Pilbeam MP47HRB	5000	Nottingham	.....	.....
7	Ray Rowan Entrant: Motivation UK Motorsport	Roman IUH	2460	Walsall	.....	.....

With an FTD to his name earlier in the year, Tim Thomson will have to pull out all the stops if he wishes to repeat the performance.
Photo: David Scatchard.

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HAREWOOD HILLCLIMB CHAMPIONSHIP

FTD AWARDS SERIES — TOP TEN CHAMPIONSHIP RUNS

After both Class Runs have been completed, the eligible drivers who have recorded the 10 fastest times in those class runs are given the opportunity of making two special Championship Runs. In each of these runs the competitor who qualified with the slowest time runs first and the fastest last. Points are scored for the HAREWOOD FTD AWARDS on the basis of 10,9,8,7,6,5,4,3,2 & 1 for finishing in 1st to 10th places in the Championship Runs. There is also one Bonus Point for any competitor who, in the Championship Runs, beats the course record which was standing at the commencement of the meeting.

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 23
MG MAESTRO CHALLENGE CARS

RECORD - 27/9/87 - TIME 51.81
P. COX · MG MAESTRO

The highly experienced Phil Darbyshire, who has raced, sprinted and hillclimbed for many years, will have to call on all that experience if he or any other of the male drivers within this class wish to keep the talented lady driver Jenny Birrell from beating them.

No.	*NAME*	*CAR*	*C.C.*	*HOMETOWN*	*RUN 1*	*RUN 2*
381	Anthony Pike	MG Maestro	1994	Stanmore Hill	.....	.....
382	John Hedges	MG Maestro	1994	Solihull	.....	.....
172	Kenneth Wills Entrant: G. Luti & Sons	MG Maestro	1994	Callander	.....	.....
173	Paul Northall	MG Maestro	1994	Birmingham	.....	.....
174	Ken Davies Entrant: Cape Scaffolding Ltd.	MG Maestro	1994	Gower	.....	.....
176	Michael Ashcroft Entrant: Aintree Circuit Club	MG Maestro	1994	Liverpool	.....	.....
177	David Mylchreest Entrant: Mylchreests Motors	MG Maestro	1994	Isle of Man	.....	.....
178	Franco Fiumefreddo Entrant: Edwards of Stratford	MG Maestro	1994	Studley	.....	.....
179	Phillip Russell Entrant: Whitby & District MC/Central Garage, Whitby	MG Maestro	1994	Saltburn	.....	.....
180	David Crofts	MG Maestro	1994	Chesterfield	.....	.....
181	Paul Michael	MG Maestro	1994	Lower Kingsw'd	.....	.....
182	Richard Johnson	MG Maestro	1994	Sutton Coldfield	.....	.....
183	David Cutler	MG Maestro	1994	Yoxall	.....	.....
184	Neil Calvert Entrant: VCC Motorsport on Video/Lords '83	MG Maestro	1994	Burnley	.....	.....
185	Phil Darbyshire Entrant: Droitwich Garage AR Dealer/Carbo-Technics	MG Maestro	1994	Bromsgrove	.....	.....
186	Jenny Birrell	MG Maestro	1994	Buckingham	.....	.....

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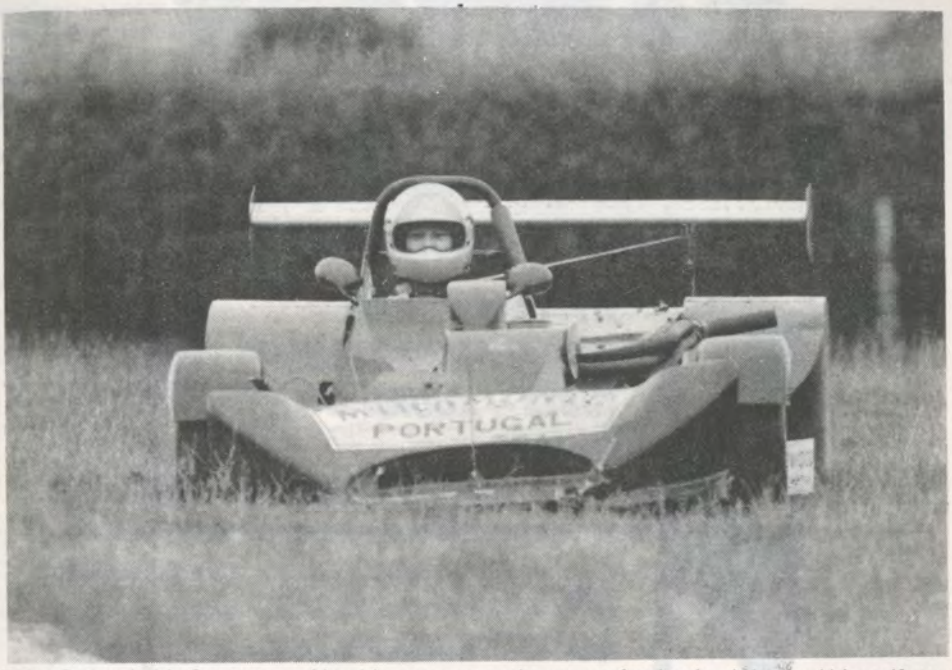

Peter Green, in his Centaur, making his way across the grass after having launched himself over the stones at Quarry. *Photo: David Scatchard.*

Pat Kenyon, in her Sprite, mowing the lawn at Orchard. *Photo: Derek Hibbert*

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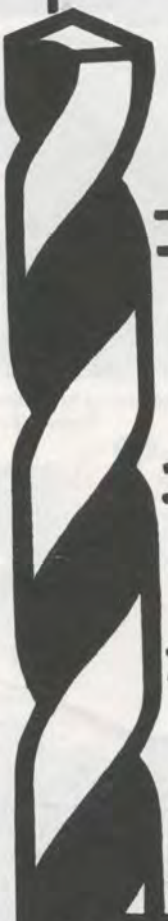

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HAREWOOD HILLCLIMB CHAMPIONSHIP 1988

Although Andrew Tymkewycz (Hillman Imp) has secured the 1988 Harewood Hillclimb Championship, none of the other top drivers are sure to maintain their positions. Tony Bridgen (Formular Ford) would appear to be set for a place within the top three as he has the points in the bag but the other drivers challenging for a top ten place must hope for good weather to improve their lowest score.

One such driver is Brian Kenyon (Austin Healey Sprite), presently 9th, who has an extremely low score of 8.59 to drop and would seem best placed of the top ten drivers. Dark horses are the people such as Allan Warburton (Mallock), Jon Collinge (Formula Ford) and Peter Needham (Westfield), who are capable of high scores and presently have nothing to drop, this could cause dramatic reshuffling of the Championship placings.

With the above thoughts in mind, you are sure to be treated to some high quality, high speed hillclimbing at today's event.

Pos.	Name	Points	Points to Drop	New Score
1	Andrew Tymkewycz	90.74	17.28	.....
2	Tony Bridgen	84.05	15.30	.....
3	David Park	80.66	14.48	.....
4	Roger Kilty	80.49	13.31	.....
5	Peter Green	79.88	14.81	.....
6	Brian Lee	77.63	13.43	.....
7	John Hanline	77.60	12.82	.....
8	Paul Greaves	77.47	14.02	.....
9	Brian Kenyon	77.25	8.59	.....
10	Bobby Fryers	76.49	13.81	.....
11	Ken Bailey	76.22	12.46	.....
12	Colin Wheeler	76.16	13.71	.....
13	Paul Stringer	76.07	13.11	.....
14	Tim Smith	74.60	12.91	.....
15	Pat Kenyon	74.58	13.59	.....
16	John Yardley	73.41	10.49	.....
17	Steve Owen	73.40	11.77	.....
18	John Wilkinson	73.34	10.00	.....
19	Richard Moorhouse	72.79	11.94	.....
20	Joe Ward	70.63	12.00	.....
21	John Smith	68.67	11.57	.....
22	Tony Briggs	68.53	12.44	.....
23	Allan Warburton	68.23		.....
24	Jon Collinge	67.79		.....
25	John Oxborough	67.46	10.50	.....
26	Peter Needham	66.76		.....
27	Richard Hargreaves	66.47	10.36	.....
28	Chris Seaman	66.34		.....
	Phil Price	66.34		.....

(Cont.)

Everyone's a winner with Wendy

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30	Mike Kerr	66.33		.....
31	Charles Wardle	66.30		.....
32	John Lambert	65.86	5.60	.....
33	David Bailey	64.45	9.60	.....
34	Nigel Stansfield	64.11	8.51	.....
35	John Casey	64.06		.....
36	Dave Whitehead	63.63		.....
37	Leon Bachelier	63.45		.....
38	Martin Brobyn	63.41		.....
39	George Whittaker	62.01		.....
40	Tony Abrams	61.11	7.85	.....
41	Des Richardson	60.80		.....
42	Graham Oates	59.87		.....
	Peter Varley	59.87		.....
44	John Bennett	59.78		.....
45	Lynne Whitehead	58.21		.....
46	Richard Williams	57.95		.....
47	Charlie Saunders	56.27		.....
48	Steve Openshaw	55.86		.....
49	Julian Ackerman	54.94		.....
50	Michael Holroyd	53.07		.....

HAREWOOD HILLCLIMB FTD POSITIONS

A major upset would be required to unseat Charles Wardle from his leading position. The only other drivers able to challenge him are Sean Gould and Tim Thomson.

		Pts.
1	Charles Wardle	37
2	Sean Gould	29
3	Tim Thomson	25
4	David Gould	23
5=	John Lambert	17
	Chris Seaman	17
7=	Rob Welch	13
	Steve Allen	13
9	Peter Harper	11
10	Alex Graham	10
11	Peter Varley	9
12=	Bev Fawkes	8
	Alan Warburton	8
14=	Dave Whitehead	7
	Stuart Nix	7
16=	Ken Snailham	6
	Joe Ward	6
18	Peter Needham	3
19	Richard Williams	2
20=	Jim Thompson	1
	Paul Tankard	1

Profile

TIM DE DOMBAL

Chief Medical Officer

Report and Photographs by David Scatchard

A little after 8.00 am on a Harewood Sunday in the back of the Medical Unit, there's a whiff of cigar and disinfectant, a swish of a squeegee mop and the Chief MO has completed the cleaning of his 'surgery'. Only the wrinkled stockings are missing . . . !

If we are a bit short handed for marshals, Tim sometimes exchanges the mop for a brush and helps on the road block with David Dalrymple. If not, he's usually swapping tales about his latest airport problem encountered on the way back from some far flung medical gathering. The Roger Clark era Cossack (after shave) rally hat, the trainers, cigar and rally jacket image of Tim at Harewood does disguise, somewhat, his alter ego, that of Chairman of the Research Committee of the World Organisation of Gastroenterology, Honorary Consultant Surgeon and Director of the Clinical Information Science Unit at Leeds University.

Tim followed in his father's footsteps and went into the medical profession. Indeed he claims to still use his father's World War I Field Surgical Kit at Harewood! Basic medical training started at Cambridge where he played piano for Peter Cook, but was replaced fairly quickly by someone more talented! (Now I know where he learned to organise that extremely devious Sleuth's Mug Treasure Hunt some years ago! I think the thought of another De Dombal 'masterpiece' has put Tim Smith and John English off from organising any more . . . I seem to remember him referring to himself as ***De Dombull*** somewhere in the instructions. Mmm..mm, back to the main story).

Returning home to Sheffield, the clinical studies and training were completed at the University, where Tim became Competition Secretary of the University Motor Club. This led to rallying. During one event, like most over-exuberant students, Tim went flying off the road over a short drop into a field. The car seemed OK so he rejoined via the nearest gateway and continued to the finish. Another competitor came up to him rather urgently, saying: 'You're a Doctor aren't you? There's been an accident, can you follow me back, it looks pretty bad. I was following this chap and he shot off the road over a cliff'. Tim duly followed and was led to the scene of his own accident. (He hadn't been spotted leaving the field!). Tim wonders if he's the only Rally Medic who has ever been asked to rescue himself!

He married his navigator, Nancy, and they have a son Richard and a daughter Elizabeth who has recently finished her 3rd year medical training. It is rare for the family to come to Harewood these days, but Tim can remember once bringing a bored three year old son whose attention was drawn to a nice shiny Rolls Royce, the wheels of which looked good for some football practice. The (annoyed) owner became even more so when the young man he had just told off for kicking in his tyres replied, in no uncertain terms 'I don't like these Jaguars!'

The University motorsport led to Tim competing with his MGA in the Centre's sprints that were held in Burton's Mill Yard in Leeds. His involvement as the Centre's Medical Officer started about the time Harewood began. Though nowadays he doesn't get involved in many other motorsport events, he used to be the Chief MO on the Mintex Rally, and has been stage Doctor on many events including the RAC Rally

in the past. 'I wasn't the Chief MO., I was the *only* MO.' In the days when 'Stage Doctors' were virtually unknown, Tim remembers being told by Mike Wilson to find himself somewhere comfortable to watch, they'd find him if needed. After a brief doze, Tim wandered round Dalby Forest trying to find a good place to watch the fun. Unfortunately, it eventually dawned on him . . . everyone else had gone home!

Motorsport Rescue and Training still feature heavily in his interests and to this end Tim always gives a talk at our Annual Marshals Training Day. Regulars this year were astonished when he turned up with film crew, with a works Sierra Cosworth, Stuart Turner, Jimmy McRae, and a Van Dieman, 'We've got to set fire to this and film it or my name's mud!' The resulting video — 'starring' many Centre Members is awaited with interest!

It's reassuring to know the depth of talent we can call on at Harewood in an emergency. As well as Tim, there are several other regular members of the Medical Officers Group Yorkshire — notably this year Chris Wright, a Leeds-based Consultant Anaesthetist and Peter Holden who is a GP based in Derbyshire (when not at Harewood). Fortunately, Speed Hillclimbing is quite a safe form of Motorsport, but accidents do occasionally happen — when they do, it's nice to know there's someone there to help.

HATFIELD OF SHEFFIELD JAGUAR TROPHY

(Highest placed driver in a Jaguar)
ALL scores count

Pos.	Name	Pts.
1	John Smith	68.67
2	John Oxborough	67.46
3	Charlie Saunders	56.27

THE ANDREASON TROPHY

(Highest placed Lady)
Best 5 scores to count

Pos.	Name	Pts.
1	Pat Kenyon	74.58
2	Lynne Whitehead	58.21
3	Sarah Hutchinson	25.67
4	Juliette Nix	25.52
5	Delyth Fawkes	6.51

The Andreason Trophy, for the highest placed lady competitor in the Harewood Hillclimb Championship, is lead by Pat Kenyon in her Austin Healey Sprite. Pat has points from five rounds and has a low score of 13.59 to drop, whereas Lynne Whitehead in her Chevron B49 can count all the points she scores today. Even so, Lynne will need a very high score to take first place from Pat. Sarah Hutchinson, with only three rounds so far, cannot catch either Pat or Lynne.

RICHARD SUTHERLAND TROPHY

(Highest placed driver in Classes 6-10 who is a BARC Yorkshire member living in, or working in the County of Yorkshire)
ALL scores to count

Pos.	Name	Pts.
1	Brian Lee	77.63
2	Paul Greaves	77.47
3	Brian Kenyon	77.25
4	Pat Kenyon	74.58
5	John Yardley	73.41

ARNOLD BURTON TROPHY

(Highest placed driver in Classes 11-14)
ALL scores count

Pos.	Name	Pts.
1	Tony Bridgen	84.05
2	David Park	80.66
3	Peter Green	79.88
4	John Hanline	77.60
5	Colin Wheeler	76.16

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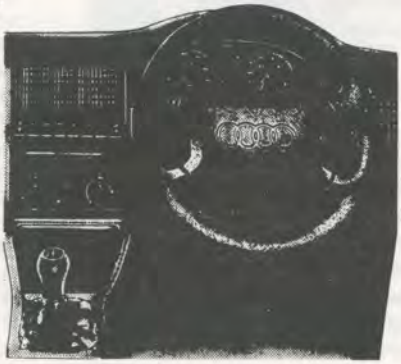

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HAREWOOD HILL STAGE

Sunday 20th November

2nd Stage of the Rally

First car due 9.30 am approx.

Anyone interested in marshalling contact:
Club Chief Marshal, David Dalrymple, at the Marshals Caravan
or telephone 0943 609810.

HAREWOOD HILLCLIMB DATES FOR 1989

March 12: Practice Day

•

EASTER NATIONAL MEETING
March 25/26

•

NOVICES MEETING
May 20

•

MEMBERS MEETING
May 21

•

SUMMER CHAMPIONSHIP MEETING
June 10/11

•

RAC NATIONAL MEETING
July 8/9 or July 15/16
(Date to by finalised depending on date of British Grand Prix*)

•

MEMBERS MEETING
August 20

•

FINALS MEETING
September 16/17

** Competitors planning July holidays should note that the July date will not be fixed until December/January*

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) .....

.....

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Signature .....

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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.

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)

- ☐ Annual Subscription £15.50
- ☐ Racing Membership £19 extra
- ☐ Centre membership £5.00 extra
- ☐ Overseas Membership £14.00
- ☐ Entrance Fee (payable on joining only) £2 extra
- ☐ Joint Membership £2.50 extra
- ☐ Joint Centre Membership £2.50 extra

Total amount _____ Signature _____

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

- ☐ London and Home Counties (based on London)
- ☐ Yorkshire (based on Leeds)
- ☐ North Western (based on Liverpool)
- ☐ South Western (based on Southampton)

APPLICATION FOR JUNIOR MEMBERSHIP

(Applicable between ages of 13 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.

When only the best will do.