



# YORKSHIRE CENTRE TIMES

July 1986



## EDITORIAL

There's not really much to say this month which has not been mentioned elsewhere in this edition of "The Times". I would like to thank those members who have taken the time and trouble to write to us this month. Unfortunately, having said that, it has only been a few of you. I am sure that there are others amongst you who would like to express some view or pass a comment on either the Centre's activities or the sport in general. Come on, don't be shy, please write to us, you know the address, but in case you've mislaid it, the editorial office is at 3, Swift Park Grove, Spennells, Kidderminster, Worcestershire, DY10 4HN.

You will notice in this edition of "The Times" that one of our correspondents has suggested that we incorporate reviews of new books, competitions and possibly personality profiles. Sounds like an excellent idea, for after all we do wish to expand "The Times" although, as I am sure you will realise, we do have, for several reasons, to do things a step at a time. In the meanwhile, if there are any members who feel they would like to contribute in these areas, please contact me. There are many ways in which we can improve "The Times". Your committee and I are very anxious to do this, but it can only be achieved with YOUR help. As they say in many quarters "All contributions are most gratefully received". I look forward to the postman staggering up the drive in the near future.

As you all know, Harewood has been chosen to stage the final round of the Guyson USA, AWS Group Leaders and Chase Web "Award of Merit" Hillclimb Championships this season. These are of course the

three premier National Championships and thus our meeting on September 27/28th. promises to be the most exciting ever seen on the hill. It is possible that no less than three drivers could come to the final round of the Guyson USA British Hillclimb Championship with a chance of taking the title. If that is the case, the atmosphere at Harewood will be electric. Do join us for what promises to be a grandstand finish to the British Championships. The Centre, having been awarded the accolade of staging this prestigious event, needs the support of all it's members on the day. We look forward to seeing you there.

*Robin Boucher.*



*Harewood is sure to produce dramatic action on September 28th.*

## CHAIRMAN'S LETTER

Dear Member,

This letter is written immediately following our August Harewood Speed Climb. It is written with mixed feelings.

Firstly satisfaction that the meeting went like clockwork, (that is until the timing equipment at the finish was comprehensively put out of alignment), and that a superb day's sport was witnessed by a very good crowd.

Secondly, an unexpected "coup" in that we had a visit from the BBC T.V. "Look North" team, who put out a very eye-catching report on their Monday evening peak time programme. This is just the kind of promotion which lets people know what hillclimbing is all about and must do us and the sport in general a lot of good.

The other side of the mixed feelings is that yours truly is still having problems with the ancient Brabham but, on a more disquieting note, there was an unfortunate problem over eligibility in one of the classes. I must say that the fact the problem involved one of our most popular regulars at Harewood

made the matter all the more unfortunate. The person concerned took a very gentlemanly approach and having been excluded from the results, still honoured an agreement to complete a promotional activity for the Centre on the day. I am pleased to say that the Stewards used the discretion they have at their disposal to return the protest fee.

This does lead me to wonder whether a return to spot checks through post-event scrutineering should be considered.

It is, inescapably, the Competitor's responsibility to ensure that his car complies with the regulations and if in doubt, I am sure that a word with Sid Hanson, our Chief Scrutineer, will meet with the most helpful advice. If this is done beforehand, the majority of these problems could be eliminated.

I am sure you will be interested in the results obtained by the Market Research Team following the T.V. advertising which preceded the July Championship Hillclimb. Very detailed and valuable statistics were produced and amongst these is the information that the crowd was up by 50%, that 49% of those attending had never been to Harewood before and of that 49%, approximately 95% had come as a result of the television advertising. A very conclusive case for this means of promotion.

However, the cost effectiveness of this method is not so clear cut and your Committee will be giving further careful consideration to this question before embarking on similar projects.

Finally, I hope that you'll all make a big effort to attend both the motor sporting activities and the special end of season Barbeque and Disco being organised by Michael Kempley and Simon Clark, all happening at the grand finale of the hillclimb season at Harewood on September 27/28th.

Yours Sincerely,  
Jim Johnstone.

## AUGUST CLUB NIGHT.

### "SUPERBRAIN"

April Comer, assisted by Hon. Treasurer Denys Townsend, put together an interesting brain stretcher which had several of the nine members present (who had dared to enter), scratching their heads.

The questions were extracted from "Centre Circulars" in the early 1970's, and other areas loosely connected with motor sport.

The results are listed below and we thank April and Denys for their efforts.

### BARC (Y) CLUB NIGHT AUGUST 13th. 1986.

#### BARC (Y) SUPERBRAIN

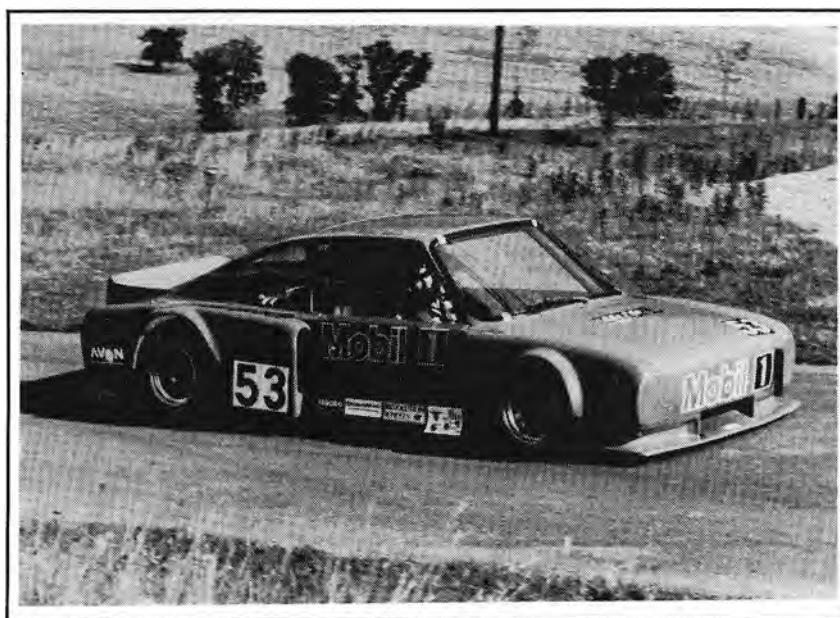
|                     |       |
|---------------------|-------|
| 1. David Scratchard | 47pts |
| 2. Jim Johnstone    | 46pts |
| 3. Simon Clark      | 41pts |
| 4. Boris Hardcastle | 39pts |
| 5. Tim Smith        | 32pts |
| 6. Harry Mason      | 28pts |
| 7. June Scratchard  | 23pts |
| 8. Johnathan North  | 21pts |
| 9. Bob North        | 13pts |

## CORRESPONDENCE

Having read the most recent edition of "The Times" I cannot help but agree that the Guyson USA British Hillclimb Championship round was a very successful event. I cannot remember having seen Harewood so crowded for a hillclimb event, nor a meeting which contained so many competitors. It was a really enjoyable day with good entertainment. Congratulations to the organisers on a tremendous effort.

Onto "The Times" magazine itself. It would be nice to have a section of the magazine for a Books Review, Competitions, Crossword Puzzles etc. General interests such as information on the cars (for those less mechanically minded - like myself) and perhaps even Personality Profiles might also look good. What do you think?

Finally, in your editorial you mention "The sky's the limit" and "Airing your views". Pardon the pun, but could I take this opportunity to promote a sponsored "Loop the loop" for the N.S.P.C.C. I have "Looped the loop" myself and thought it was a thrilling experience. If anyone out there feels that the ground force is too much and would



Mike Kerr set a new outright saloon car record at Harewood on August 17th.

really like to take off, as well as helping to raise funds for the N.S.P.C.C. (a worthy cause), please contact Mrs. K. Greenwood on 0535 581798. Thank you.

Yours Faithfully,  
Linda Vaughan.  
Chapel Allerton.

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## MARSHAL'S CORNER

The July meeting went very well, the competitors proving to be very intense. Many congratulations to Ray Rowan on another hill record.

Bruce Woodhead has perfected a new movement or three! When attacked by a Trackstar he has invented a new ritual dance in order to avoid injury! Very amusing it is too.

The caravan is not being used very much at weekends. Your Committee are wondering if spending any more time and money on the caravan is worth it - comments please.

The Committee is also wondering whether to organise some social or training evenings during the Winter. What do you, the members, think? Can we please have some ideas on most suitable nights and also we would like some thoughts on the

holidays and also the August meeting, see you in September.

One final comment from the start line marshals. "Honest, we will push you as well Dave!".

John Staveley.

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## R.A.C. RALLY HAREWOOD STAGE NOVEMBER 17th. 1986.

As reported in an earlier edition of "The Times" the Centre is assisting Harewood Hill Ltd. in running a stage of the RAC Rally at Harewood.

This will be the first stage on the Monday morning, following a nearby night halt. Lots of Marshals will be required, to assist with the stage itself and car parking arrangements. Details of where to offer your assistance later.

This most prestigious event is bound to attract great publicity. In fact, some of us are working hard to make sure that it does just that.

A sponsor, for whom the stage could be a most attractive promotional vehicle, is being sought. Any Member who could supply a lead regarding a potential sponsor for this event is asked to



Harewood regular Bob Claxton took second in class at the August meeting type of events you would like to see, a forum with the drivers perhaps?

Remember, we want the club to work for YOU. Help us to get the H.M.A. to grow.

Hope you all enjoyed your

contact Michael Kempley, after September 5th. on Leeds (0532) 441991 (during office hours please).

Michael is looking for a sum of £3,000 and will be delighted to discuss details with interested parties.

## ENTRIES:- A DIFFICULT SITUATION

Denys Townsend, in his capacity of Entries Secretary, reported in early August that he was absolutely swamped with entries for the final Harewood meeting of the year on September 27/28th. Due to the incredible response more than a little difficulty will ensue in drawing up the final entry list.

In short, some people are inevitably going to be disappointed. This is something which is very much regretted and in order to attempt to be fair to everyone, the following procedure is being followed:-

1. The first 120 entries which have been received will be accepted.
2. All remaining entries will be held in abeyance until the closing date of September 13th and priority will be given to competitors in the Guyson USA British Hillclimb, Harewood Hillclimb and Maestro Challenge Championships.
3. Any vacancies after the above steps will be filled on the basis of order of receipt of entry.

It is hoped that this will prove to be a fair system. Basically the lesson is:- **GET YOUR ENTRY OFF IN GOOD TIME IN FUTURE.**

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## CORRESPONDENCE

Your persistent request for members to write to "The Times" has prompted me to air a long-standing problem on behalf of the marshals at Willow Corner.

I have spent many hours marshalling at Willow, but unfortunately most of that time has been spent in total ignorance of competitors's times, records being set and all the other wealth of information which comes over the

public address system. This can be heard at every other corner and spectator area on the course, other than at Willow.

When you strain to hear the announcements from the speakers set-up at Country Corner, they become confused by the late arrival of the sound from the speakers at the Hill Top enclosure. In any case, when the commentator is announcing the time for one car, the next competitor but one is passing Willow and you just can't hear anyway.

It all sounds confusing, but surely the two speakers at Country Corner could be re-directed so that the marshals at Willow need no longer spend a day in splendid isolation!

*Peter L. Warnes.*  
Bamford,  
Rochdale.

## WELCOME BACK

It was nice to see Pat Kenyon out and about again when we went to Harewood on August 17th. Pat, who is of course one of the most successful lady drivers in the history of Harewood, has been suffering terrible back problems of late.

We are pleased to report that following a successful operation Pat is now well and truly on the mend. At present she is not even allowed to drive the road car, let alone husband Brian's class record breaking Sprite. However, with the Winter recession now rapidly approaching and Pat feeling better by the day, there is every hope that she will again be joining the ranks of competitors at Harewood when our 1987 season of speed hillclimbing recommences at Easter.

In the meanwhile, as reported in the last edition of "The Times" Brian has been record breaking with his Sprite in the small capacity Marque sports car class. However, a little Sheffield birdie reckons that he is only keeping the record in the family pending Pat's return to the fray!

## HAREWOOD HILLCLIMB CHAMPIONSHIPS 1986 CURRENT POSITIONS AFTER ROUND FOUR JULY 20th.

### MAIN CHAMPIONSHIP

|     |                   |          |
|-----|-------------------|----------|
| 1.  | Graham Oates      | 65.63pts |
| 2.  | Nigel Clegg       | 64.72pts |
| 3.  | Barrie Dutnall    | 62.21pts |
| 4.  | Bobby Fryers      | 61.16pts |
| 5.  | Bob Cartledge     | 58.08pts |
| 6.  | Ian Carpenter     | 56.57pts |
| 7.  | Paul Goldman      | 56.18pts |
| 8.  | Colin Wheeler     | 56.05pts |
| 9.  | Bev Fawkes        | 55.65pts |
| 10. | David Park        | 54.14pts |
| 11. | Nigel Ellis       | 54.02pts |
| 12. | Peter Green       | 53.74pts |
| 13. | David Grace       | 53.61pts |
| 14. | George Swinbourne | 53.52pts |
| 15. | Brian Kenyon      | 52.69pts |
| 16. | David Farrer      | 52.39pts |
| 17. | David Sturdy      | 51.84pts |
| 18. | Bill Wood         | 51.76pts |
| 19. | Chris Seaman      | 50.87pts |
| 20. | Michael Radigan   | 50.53pts |
| 21. | Allan Warburton   | 50.40pts |
| 22. | John Smith        | 50.39pts |
| 23. | Rod Stanniland    | 49.91pts |
| 24. | Dave Whitehead    | 49.83pts |
| 25. | Jason Leach       | 49.48pts |
| 26. | Charles Wardle    | 49.42pts |
| 27. | John Corbyn       | 49.34pts |
| 28. | Peter Harper      | 49.04pts |
| 29. | Charlie Saunders  | 48.89pts |
| 30. | Joe Ward          | 48.49pts |

There are 122 other scorers

### F.T.D. AWARDS

|     |                  |       |
|-----|------------------|-------|
| 1.  | Charles Wardle   | 29pts |
| 2.  | Barrie Dutnall   | 19pts |
| 3.  | David Grace      | 16pts |
| 4.  | Tim Thomson      | 13pts |
| 5.  | Chris Seaman     | 12pts |
| 6=  | Jim Thomson      |       |
|     | Ray Rowan        | 11pts |
| 8=  | Alex Graham      |       |
|     | Bill Wood        | 9pts  |
| 10= | Charlie Saunders |       |
|     | Chris Dowson     |       |
|     | Martin Bolsover  | 8pts  |
| 13= | George Tatham    |       |
|     | Martyn Griffiths | 7pts  |
| 15= | Michael Radigan  |       |
|     | Allan Warburton  |       |
|     | Peter Harper     |       |
|     | David Gould      | 6pts  |
| 19= | Graham Oates     |       |
|     | Max Harvey       | 5pts  |
| 21. | Nigel Ellis      | 4pts  |
| 22= | Bev Fawkes       |       |
|     | Roger Gregory    |       |
|     | Steve Allen      | 3pts  |
| 25= | John Smith       |       |
|     | Peter Varley     | 2pts  |
| 27. | Bob Prest        | 1pt   |

**SEPTEMBER CLUBNIGHT**  
SOMETHING A LITTLE DIFFERENT  
TRY YOUR HAND AT PISTOL SHOOTING  
At  
BOROUGHBRIDGE

On  
WEDNESDAY SEPTEMBER 10th.  
LIMITED NUMBER OF PLACES ONLY

Afterwards a gathering at the General Tarleton, Ferrensby.

INTERESTED?

FOR FULL DETAILS CONTACT:-

John English, 32, Farfield Avenue, Knaresborough.

## ON THE TRACK

### CHARLES IN CHARGE

It is seldom in this day and age that a major speed hillclimb championship is decided most conclusively before the last round of the series, but that was the situation at Harewood on August 17th. For the third time this year, Charles Wardle, who is enjoying a magnificent first year in single seater hillclimbing, set the pace, pushing his Broadshot Pilbeam to the full as he staved off a determined challenge from Tim Thomson's Guyson Pilbeam to ensure that he achieved an unassailable position within the Harewood Hillclimb F.T.D. Awards Championship, despite the fact that we still have our championships grand finale event on September 27/28th.



*The 1986 Harewood Hillclimb FTD Awards Champion, Charles Wardle*

There were few starters and even less in the way of surprises in the first Touring Car class, Harewood regular Bobby Fryers easily fending off Ian Jackson in the two car Mini Cooper supported class to take the expected win. Status quo also reigned in class two with Nigel Clegg taking a day off from circuit racing to considerably enhance his challenge for the overall Harewood Hillclimb Championship. Another determined run from the Cooper S

driver saw him well clear of a splendid battle for second place, the final run from David Farrer proving good enough, by one hundredth of a second, to snatch the runner's up position from Martin Brobyn in what was again a Mini dominated division. The final Touring Car class also ran true to form, George Swinbourne, despite managing but one competitive climb with his Ford Escort, doing more than enough to take the laurels. George established a lead of one second over Bev Fawkes' Gilbern Invader on the first runs and this proved to be the winning time, despite a fine effort from the latter which saw the deficit reduced marginally on the second climbs thanks to an on the limit effort.

Oh dear, oh dear, oh dear, there

was total upheaval in the Whitehead camp during the first runs from the 1300cc special saloon cars, for whilst wife Lynne turned in another very smooth run to lead the way, husband Dave did a "Seaman" and failed to make Quarry Corner, most unusual. Just to make life even more difficult for "Hubby" Lynne turned in a fabulous second climb in the Chrysler Stiletto, one which easily assured that Chris Fradgley's Mini was destined to remain third, and it

was an effort which put the pressure well and truly upon the prolific class winner. Dave did not wilt under the strain (perhaps it was the push provided by the marshals on the start line which helped!) and cut loose with a great run to ensure that he again clinched the class. It was a superb fightback which saw him within 0.43secs of his own class record, but such was the wife's pace that the winning margin was still less than a second.

Following the last meeting there was always the thought in the back of one's mind that Mike Kerr could challenge Brian Walker's outright saloon car record. This was underlined on the first climbs from the unlimited capacity special saloon cars, for despite a very marginally slippery track the Mobil Tiga Skoda was within 0.21secs of the record, having posted a fine sub 41secs climb. Mike attacked furiously on the second run, determined to not only take the record, but also post the first sub 40secs climb of the hill by a saloon car. It looked a corker of a run, but all in vain, for Bob Claxton, having set a personal best climb of the hill in the Stelrad Firenze on his first climb to ensure second place, promptly overdid things at Quarry on the second and so out came the flags. Mike was therefore forced to go back and start all over again. Once more it was a superb effort, the Rover powered machine in full cry. Despite the delay Mike responded by producing the fastest climb of the hill by a saloon car, 40.18secs, so tantalisingly close to the sub 40secs climb which the Market Weighton driver believed was possible, but inside the previous record by over half a second. What price a little Harewood history being set on September 28th. with a 39secs run by a saloon?

A marvellous collection of Sprites and Midgets followed as the up to 1500cc Marque Sports cars came forth to do battle and again we were

not far short of record breaking speeds. As in July it was Brian Kenyon who set the pace, closing to within just over half a second of his own class record with two on the limit, but very well controlled runs. Although Brian again emerged ahead, his advantage was not too considerable, thanks to an equally fine effort from David Gornall which saw the runner-up just a half second down on the current class record holder, a challenge which augers well for the September event which looks like providing a real battle within this well supported division.

The next class was a rather sad affair, due to the problems as described in our Chairman's letter. The eventual outcome was a victory for the Elan of another of our regulars, Brian Lee, whose very smooth efforts in the Colin Chapman designed machine resulted in a three second plus victory.

The final Marque class certainly produced a fine battle, with John Yardley leading the way in his Marcos Ford at the end of the first climbs. On the whole conditions seemed marginally better on the second runs, but the Marcos driver could not capitulate on this fact and failed to improve. This was to prove expensive for the first run leader as George Whittaker literally threw his Morgan +8 to the finish to inherit the advantage with three quarters of a second to spare. That was not the end of the story however, for Tony Birch was also in spirited form with his Ferrari 308 GTS and also attacked furiously on the second climb, failing by only 0.34secs to match the Morgan and thus he snatched second place from the initial pacemaker.

The 1600cc modified sports cars were out in abundance, but there was never really any doubt as to the destiny of the silverware. Class record holder Bob Dayson turned in a very tidy opening climb with the Cougar Developments Caterham 7 which ensured that he fended off all

challengers. He then proceeded to secure the class in fine style when on his final assault he carved three quarters of a second off his initial effort. The Seba Developments Caterham of Leon Bachelier continues to pose a threat to the established pacemakers within this very competitive class, coming through to take second place, albeit nearly two seconds down on the class winner, but with just over half a second in hand over Nigel Roscoe, the former Spridget driver making a most impressive competition debut at Harewood with the ex Tony Croft Lotus 7.

form with his turbocharged Porsche 911, proving that he had cured the handling problems which have beset his season by closing to within 0.6secs of Ken Snailham's Lotus 7 record on the first run. Tony really went for a record breaking climb at the second time of asking. It was a superb effort which saw him joining Snailham as a sub 41secs modified sports car climber of Harewood, but one which saw him missing the record by a mere 0.06secs. The September meeting is guaranteed to see "Spotty" in somewhat more than determined mood and his progress could well be one of the highlights



*Yet another Harewood faithful, Bob Needham with his Cooper S*

The unlimited capacity modified sports car class certainly produced some entertainment and a little history, as Haydn Spedding hit top form to exactly emulate the previous best ever climb of the hill by a Jaguar E. This gave the estate agent second place in the division, a second clear of the similar machine of Charlie Saunders, with whom he had been neck and neck after the first climbs. The latter finished ahead of co-driver John Smith on this occasion, as his compatriot was denied a second run due to problems. Meanwhile at the head of the class young Mr. Bancroft was in superb

of what promises to be an event and a half. Of the three Clubmans B cars present it was the Mallock U2 of record holder Paul Goldman which held the upper hand, finally taking victory by half a second from the shared Centaur of Peter Green and Richard Netherwood. The latter pairing staged a remarkable second run battle, for both finished on the same time, second place falling to Peter due to the fact that his co-driver had suffered a slightly traumatic first trip which ensured that he lost the placing on aggregate times.

Once again Allan Warburton made his mark on the Clubmans A class (and the Harewood FTD Awards Championship run-off, but that's another story), producing a superb sub 39secs second run which saw him within 0.43secs of the class record. The Mallock driver certainly held the upper hand in the division, for despite trying his heart out and posting a sub 40secs climb, even Peter Harper was unable to quite challenge the Eccles driver who was described by one person who should know as "A legend in his own lifetime!" Harper's Vision however did enough to avert a complete Mallock rout within the class, holding just over half a second in hand over John Istead whose B.S.S. supported car, despite copious efforts from the driver, did not quite crack the elusive 40secs barrier.

second from the Team Scottish Farm Mallock of former Scottish Hillclimb Champion Alex Graham, but the advantage may have been reduced, or even whittled away, had the Scot not missed the second run due to transmission problems.

The unlimited capacity sports racing car class produced a tremendous battle on the first runs, featuring the shared Mallock Hart of Jim Robinson and David Grace. As expected it was "His Graceness" which led the way on the first runs, but his advantage was a very tenuous one indeed as "Robbo" also turned in a fine climb to trail by just 0.06secs. Jim improved on the second climb, but only marginally, to trail Grace by one hundredth of a second. His co-driver was not finished and responded with an on

Mason which led the way, but his first run advantage was whittled away later in the afternoon, Bob Cartledge producing a very clean climb in the Hawke to snatch the lead by 0.05secs. The second runs also saw Jason Leach in fine form with his rather unique Dastle, a strong challenge ensuing as he closed to within 0.09secs of the first run leader's opening time. It was however Mason who had the last word, throwing the Merlyn up the hill in a determined but very controlled style to retake the lead, but only by 0.22secs from the hard trying Cartledge.

With the demise of the John Corbyn/John Davies Jedi following a slight practice contretemps, five cars came to the line in the 1100cc single seater class of which Paul Bennison emerged ahead. The Lola driver again showed good form at Harewood to take the class, but was less than a second clear of Patrick Wood. A newcomer to the sport this year, Patrick is rapidly coming to terms with the ex Russ Ward championship winning Saracen which is now fitted with a fairly "cooking" Imp engine. The Gloucestershire driver was highly delighted to finish within a second of the experienced class winner on what was only his second visit to Harewood.

At the July meeting Barrie Dutnall set a superb new record for 1600cc single seaters and immediately continued where he had left off when let loose in August. His first climb in the Pilbeam reduced his own mark by 0.04secs, to a superb 38.10secs and then, as if to demonstrate how easy it was, he exactly repeated the time on the second climb. Now you might find this difficult to believe, but it's true, Chris Seaman did not have a problem with Quarry Corner this weekend! The Brabham driver was as fiery as ever, but could not quite repeat his July form, although he came through to take second place with a run in the mid 39secs bracket. Dutnall of course travels all the way from Kent to support our events at



*Steve Openshaw ran in the first of the Marque Sports car classes*

The 40secs mark was beaten in the 1600cc sports racing car class however. Roger Gregory is taking part in his last season of hillclimbing for a while and is showing excellent form at the wheel of his Thoroughbred Competition Horses Mallock BDA, proving the point with two 39secs climbs, the best of which left him just 0.35secs away from the class record. This ensured victory by just over half a

the limit effort which saw him within 0.41secs of the class record and ensured that he collected another victory with just over half a second to spare.

The Harewood Formula Fords again lived up to their reputation, providing some highly entertaining and extremely close speed hillclimbing. Initially it was the Merlyn of former Porsche driver Tim



*Brian Lee once again appeared with his faithful Elan*

Harewood, whilst Steve Allen makes the long trip from Plymouth with his Dragon Kitchens Chevron. The Devonian did not make the happiest of starts to the Montague Burton Trophy Meeting, spinning at Orchard during practice, but showed his resilience in the afternoon by posting his first ever sub 40secs climb of the hill as he motored into a well earned third place, just a quarter of a second down on the "Quarry worker!"

With the Unidraw Gould on hand to challenge current Harewood FTD Awards Championship leader Charles Wardle and the Guyson Pilbeam of Tim Thomson, a great scrap was forecast in the over 1600cc single seater class. Unfortunately David Gould's remarkable creation was destined to suffer motor problems and so the ingenious constructor/designer and his co-driver for the day, Autosport's Marcus Pye, were unable to challenge in the afternoon. It was the current championship leader Charles Wardle who emerged at the head of the class, the mighty Broadshot Pilbeam Repco, despite what appeared to be a marginally slippery track, posting a superb sub 37secs second run.

Despite this frantic pace, Wardle's advantage was a slim one, as Tim Thomson was fighting hard with the Guyson Pilbeam and finally only trailed the V8 powered car by 0.12secs. The Guyson challenge was bolstered by Jim Thomson whose Pilbeam MP57 looked extremely smooth as he powered into third place, just over half a second ahead of Chris Knapman who was

improving in leaps and bounds with the very impressive Gym 'n' Tonic Ralt Hart.

The classes concluded with four members from the TR Register, Geoff Mansfield again showing that he is the top dog in this division with a fine 48secs climb in the TR3A. Despite the cracking pace set by the class winner, his advantage at the end of the day was only just over one second, thanks to an equally spirited ascent of the hill by Mike Walker whose TR4 also easily eclipsed the 50secs barrier.

The Harewood FTD Awards run-off again turned into a straight battle between Messrs. Wardle and Thomson Jnr. with the advantage falling to the Broadshot Pilbeam which produced a fine 36.21secs climb, only 0.09secs away from Wardle's previous best on the hill, an effort which assured that the 1986 title went the way of the Nottingham driver, despite the fact that we still have the September meeting to come. The Guyson driver never gave up the chase and finally Tim trailed by only 0.26secs, his brave efforts giving his a second in hand over father Jim who completed the top three home. Another smooth



*Keith Maddox took third in class with his Ferrari Dino*



drive from Chris Knapman resulted in fourth place, just a further 0.41secs down on the third placed Guyson car, whilst despite managing just one run, Barrie Dutnall was again flying with the 1600cc Pilbeam to secure a hard fought for fifth place. Jim Robinson and David Grace staged a repeat of their class run battle, this time with the result

well Warburton was denied a second bite of the cherry and thus failed to score points, whilst a delay ensued as David Scratchard worked at a furious pace to re-align the equipment. Mind you, the enforced delay was adequately filled by a most amazing sporting contest in the paddock, Team Guyson challenging Team Broadshot at tiddley-winks. It



*There are some days when it just won't go where I want it to!*

reversed as Jim powered the Mallock Hart into sixth place, with 0.14secs in hand over his compatriot.

Like Chris Knapman, former mod. sports driver Ken Snailham was looking good with the Gym 'n' Tonic Ralt, taking eighth place ahead of Chris Seaman who again did well to even qualify the 1600cc Brabham. Chris in fact completed the points scorers in ninth place, but what of the tenth qualifier. Ah well, you will remember that earlier on we mentioned that a certain "Legend in his own lifetime" was destined to make a mark on the championship run-off. Unfortunately Allan Warburton's first championship climb ended with a bit of a moment at Quarry Corner which resulted in the Mallock swiping the timing gear. The resultant damage to the Mallock meant that having qualified

became almost physical as Team Guyson tiddled when they should have winked, almost rendering ace Broadshot mechanic "Colonel Bloodshot" unconscious, but all in all the mechanics and the crowd thoroughly enjoyed the impromptu competition.

The one day Montague Burton Trophy meeting was a great success, the action on the track being bolstered by our usual off-track entertainment which included the ever popular Radio Aire roadshow. As mentioned in the Chairman's Letter, the crowd was good and appeared to enjoy the full day's events. We hope so and are looking forward to an even larger influx of spectators for our last event of the year, the Grand Championship Finale on September 28th, you will be there, won't you?

## CALENDAR SEPTEMBER 1986

**SEPTEMBER 1st.**  
Committee Meeting

**SEPTEMBER 10th.**  
A Different Club Night  
Pistol Shooting at  
Boroughbridge.  
See Page 4 For Details

**SEPTEMBER 27/28th.**  
Harewood Hillclimb  
The Grand Finale To  
Five Major Championships  
Plus The Maestro Challenge  
And The Barbeque On The  
Saturday Night.  
A Weekend To Remember.

### FUTURE IMPORTANT DATES

**NOVEMBER 17th.**  
R.A.C. Rally Stage At  
Harewood Hillclimb.

**DECEMBER 6th.**  
The Annual Dinner Dance  
Parkway Hotel, Bramhope  
Leeds.  
Disco plus Live Music  
A Social Event **Not**  
To Be Missed

## CONGRATULATIONS

Centre members have been making more than a name for themselves during the last couple of months within the heady world of International status circuit races. Those of you who witnessed the exciting F3000 race from Birmingham on August Monday will realise just how appalling were the conditions. However, our own Russell Spence responded magnificently at the wheel of the Onyx March and having qualified on the ninth row of the grid, turned in a splendid drive in the atrocious conditions to fight through to a fine sixth place, a great effort.

# FORTHCOMING EVENTS

## **GRAND BARBEQUE AND DISCO**

*(with Licensed Bar)*

*in the barns at Harewood Hillclimb  
with music by **BACCHUS***

*the date:- Saturday September 27th.*

*the time:- 7p.m. till 1.30a.m.*

*the cost:- £7.00 per head*

*price includes generous portions of steak and also sausages,  
salads and pastries*

*proceeds to be spent on improving facilities for spectators and  
competitors at **Harewood Hillclimb***

*organised by Simon Clark and Michael Kempley from whom  
tickets are available.*

*Don't leave it until the weekend of the event, buy them  
now and don't be disappointed.*

## **LOMBARD RAC RALLY STAGE, HAREWOOD MONDAY NOVEMBER 17th. 1986.**

We are running a stage on the above event at the Harewood Hillclimb venue on Monday November 17th. 1986. On the Monday morning we shall be operational at 06.45hrs. Signing on will of course be earlier. A working party will be required at the hill on the Sunday afternoon.

In view of the safety requirements we shall require a large number of marshals. Any members who are interested in helping please contact the Chief Marshal, David Dalrymple, Manora, 30, Manley Road, Ben Rhydding, Ilkley, West Yorkshire, LS29 8QP. Tel:- Ilkley (0943) 609810 NOW.

Further details will appear in the next edition of "The Times"

## **THE B.A.R.C. (YORKSHIRE) DINNER/DANCE**

THE ANNUAL DINNER/DANCE AND MAJOR AWARDS PRESENTATION WILL TAKE PLACE AT THE PARKWAY HOTEL, BRAMHOPE ON SATURDAY DECEMBER 6TH. DANCING TO 2 PLUS 2 PLUS DISCO UNTIL 2.00P.M. WITH LATE BAR. THE HOTEL, WHICH CAN OFFER LIMITED OVERNIGHT ACCOMMODATION, HAS RECENTLY REVAMPED THE BALLROOM. TICKETS FOR THE BARC(Y) SOCIAL EVENT OF THE YEAR ARE NOW AVAILABLE FROM TIM THOMSON AT GUYSON INTERNATIONAL, WESTON MANOR, OTLEY. TEL:- 0943 4611. DON'T DELAY ORDER YOUR TICKETS TODAY.