



EDITORIAL

We have specifically delayed this edition of the "Times" a trifle in an effort to cut down the gap between the November and January issues, for as I am sure you all know, we do not publish in December, something to do with an alcoholic haze that exists in the run-up to certain festivities at the end of the year it has been suggested!

Looking back over the season in general there is no doubt that we have made great strides in promoting the sport of speed hillclimbing and our venue at Harewood in particular. When one reads the pre-war books on the sport there are mentions of massive crowds attending events, helped to no small extent by the fact that there was far less motor sport in those days than in current times. There are many of us who feel that speed hillclimbing is very much a spectator sport, and a fine one too, this point having been emphasised by the growing public support at Harewood. We are winning the battle to tempt the paying public to our events but the difficult aspect appears to be attracting the spectator for the first time. Once this is achieved it does seem as though many will return to support further meetings. Speed hillclimbing is a sport for the family, a point which your committee have proved time and time again, for the inclusion at Harewood of the sideshows and entertainments has proved tremendously popular. There is no doubt that the modern day "Casual" spectator is looking for a little more than just the action on the track and it is up to us to provide a complete day out for our paying public. We are gaining ground, but still have some way to go and must continue to provide additional interest and activities for the general public. Remember, the vast majority are possibly not dedicated motor sport enthusiasts like ourselves, they are looking for a slightly different day out. If any member has any ideas in this area we would be delighted to receive their suggestions.

Although the hillclimb season at Harewood has now finished there are many events coming along, two of which are extremely important for different reasons. The first, on Sunday November 9th. is the Annual Speed Events Forum which will be held at the Golf House Hotel at Outlane, Huddersfield. This is a chance to air your views. If you have ideas for improving events, especially within the area of classes, this is a unique opportunity to state your case. We realise that you can't please all of the people all of the time. The idea of the forum is to get as close as possible to achieving this aim, but we can't do it without your help. We therefore would love to see all our competition members in particular at this extremely important forum, please try to come.

The second major event takes place at Harewood Hill on Monday November 17th. when our venue hosts a stage of the Lombard RAC Rally. The Centre are delighted to have been chosen to run a stage of what is undoubtedly one of the country's most prestigious events, but we do of course

require a considerable amount of assistance from our members. Full details are listed in this edition of the "Times", including a request for the all important marshals. What better way to view the very top International rally machinery and drivers. It will be a great day out and is a splendid way to round off a most successful Harewood season. Please help us to achieve that aim by supporting the event as a helper, we really do need YOU, but in return can promise an exciting morning's motor sport.

Finally I would like to thank those members who have written to us in the last month. We are always delighted to hear from you, whether it be in the form of a moan, praise or suggestions for improving the Centre in general. Please keep the correspondence coming for it is of great help to your committee in formulating plans for the future. The editorial address is 3, Swift Park Grove, Spennells, Kidderminster, Worcestershire, DY10 4HN. We need your views and will only be happy when the postman has developed a hernia!

Robin Boucher.



David Grace is the 1986 Harewood Hillclimb Champion

CHAIRMAN'S LETTER

By the time you read this we will all know the outcome of the Guyson USA British Hillclimb Championship and also how successful the September Harewood meeting was in all respects.

The build up to the meeting has been quite staggering with the total number of applications for entries being well over 200, which resulted, as pointed out in last month's "Times", in a large number of would be competitors being disappointed.

Whilst this is no comfort to them, it does indicate a very healthy situation for Harewood in particular and for the sport of Speed Hillclimbing in general.

There have been various niggles about practice and the class running order at Harewood since the last (August) meeting and your committee has taken note of these comments, with the result that adjustments were made to both of these aspects for the September event.

If the trend continues at the September meeting, we will have enjoyed a very successful Harewood season from the financial point of view and your committee will be taking stock during the winter to decide future policy on improvements, additions and promotional activities for 1987. Included in those considerations will be the 25th. Anniversary of Speed

Hillclimbing at Stockton Farm, the first meeting having been held in September 1961. Any members reading this issue of the "Times" who competed or officiated at that first meeting and would like to come along in September 1987 are invited to contact me on Leeds (0532) 431372 during office hours.

Similarly, anyone knowing the present whereabouts of drivers and/or cars which have figured prominently in the results at Harewood over the years is asked to either contact me or put the drivers in question in touch.

I was delighted to see that we had some correspondence from members in the August edition of the "Times" and that Linda Vaughan has chalked up letter number two. I am pleased to be able to tell Linda that the Boston Spa branch of the N.S.P.C.C. has already made a request for fund raising activities at our May meeting next year.

I do hope that, especially during the winter months, as many of you as possible will make the effort to attend the monthly club nights on the second Wednesday of each month. This will enable everyone to keep in touch with what is going on within the Centre and to experience what I am sure will be enjoyable and interesting evenings. Full details will be given in each edition of the "Times".

Jim Johnstone.

CORRESPONDENCE

I would like to take this opportunity to bring to your attention a system which appears extremely unfair.

On August 26th. I completed my entry form and enclosed a cheque for the Harewood Hillclimb due to take place on September 28th. Unfortunately, a week before the actual event, much to my disgust, my entry was refused. In amazement at the decision made against me I took it upon myself to take the matter further.

I telephoned the entries secretary Denys Townsend to enquire as to why my entry was refused. The explanation I received was that due to overbooking a choice was made by the committee with regard to the competitor's position in the championships and not on a first come first served basis. The entries secretary also stated that priority was given to those competitors who were doing well in the championships. I would be very interested to know what constitutes "Doing well".

I have attended all the Harewood rounds and have done well enough to come first on three occasions in class 10 and first in class 13 on one occasion. On my first visit to Harewood I came seventh, why do these class wins not qualify for a place in this event? Does this not constitute "Good enough"?

This is not a personal complaint against any member of the committee, but against the system and the lack of communication which would appear to be present. Mr. Townsend failed to realise that I had been first in any class 10 event at Harewood this year.

*Peter Needham
Embsay*

MORE CORRESPONDENCE

My sincere thanks to my many friends in motor sport for their good wishes during my recent illness.

I am delighted to say that I am now on the mend and look forward, hopefully, to be competing again next year.

*Pat Kenyon.
Sheffield.*



Tony Bancoft ended his Harewood season with two record breaking runs

SEPTEMBER CLUB NIGHT

PISTOL SHOOTING

A very interesting, enjoyable and competitive evening was put on at the Boroughbridge Marine Shooting Club on Wednesday September 10th. thanks to the efforts of John English.

Before being allowed onto the range the twelve lucky applicants were put through a very thorough training course under the guidance of one of the experienced and very competent members of the club.

Great emphasis was placed on safety and under the supervision of another club member the "Competitors" were put onto the range in groups of four.

Competition was very keen and several of our members found their niche quite quickly, Harry Mason emerging as the "Hot shot" of the night.

The evening was so absorbing that matters were not concluded until after closing time, resulting in a dry night!

There is a possibility that John could organise another such evening and if that is offered it is something which should not be missed.

Thanks to John and his friends at Boroughbridge for a most enjoyable evening.

Jim Johnstone

SALLY-ANN HODGETTS AND STEPHEN JOHNSON

Sally and Steve were married on Saturday September 20th. at Bramhope Methodist Church, which meant that they and Tony had to miss the last Oulton Park meeting as "Management" vetoed an attempt to fit both events into the weekend. The couple later departed for a honeymoon in Crete (not Newquay for a walking holiday as

Sally had been led to believe) and Tony is gradually recovering from the shock of being presented with a bill for **BOTH** receptions which were taking place at the Parkway at the same time.

The day concluded with a very cheerful party and another low-flying demonstration from "Phil the Bill".

MEMBERS CLASSIFIED ADVERTISEMENT

FOR SALE

Reynard SF78 FF2000 with or without trailer. For sale due to change of plans. Suitable for sprints/hillclimbs or pre 81 FF2000 racing. Reasonably priced. For full details ring Brian Kenyon on Sheffield (0742) 340478.

CORRESPONDENCE

HAREWOOD HILLCLIMB

With the conclusion of yet another successful year of sport at Stockton Farm may I offer my thanks and congratulations to those organisers who made it all work. Especially those who proved that one day events are a practical possibility:- saving a night under canvas! (August meeting).

On a critical note, when are we going to have a road-going class (Road tyres, taxed, tested etc.) to encourage new blood without the expense of racing tyres etc. It works in Scotland! Please consider it Messrs. Johnstone and Cb.

*A. Hall
Cramlington*

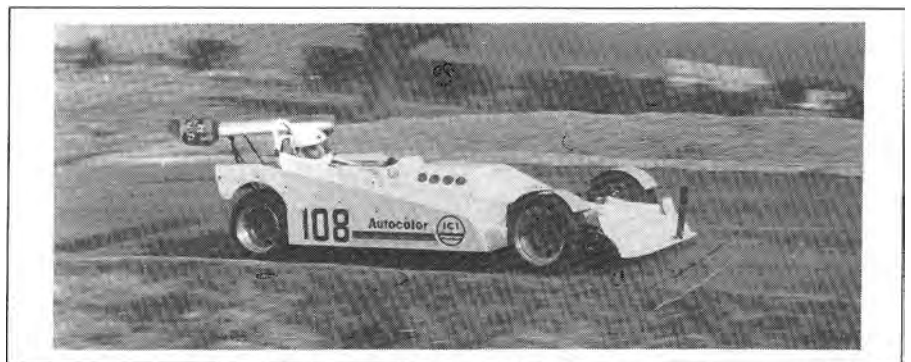
EVEN MORE CORRESPONDENCE

Two visits to Harewood on crutches have proved to me that it produces the ultimate in knackerdom in the shortest time of anything I have yet tried. In consequence, my efforts to say "Thank you" to everybody who sent cards, get well messages and even the cards I dare not show the nurses, following my slight faux-pas at Wallsey, have a lot of gaps. So this is a thank you to everybody, even Phil "Burglar" Bennett, who with consummate skill destroyed my credibility with the nurses by addressing his card to "The Antique Racing Driver". The trouble was, the nurses immediately knew who to give it to..... Three months in plaster - only another one or two to go, see you in the beer tent in due course.

*Allan Staniforth
Pateley Bridge*

THE 1987 RACING CAR SHOW

The sport of speed hillclimbing will be well represented at the racing car show in 1987. Taking place once more at the Alexandra Palace, the show, which last year featured very little other than circuit racing machinery, will contain a current hillclimb car in the central display. The car is one which is well known and has been successful at Harewood during 1986. Representation at the show, which takes place in January, can only help boost the image of our rapidly growing sport. In addition hillclimbing and sprinting will also be represented on one of the major stands which could do much to enhance the image of a form of motor racing which is often misconstrued by the public.



Harewood would not be the same without Joe Ward

FORTHCOMING EVENTS

THE BRITISH AUTOMOBILE RACING CLUB (YORKSHIRE CENTRE)

ANNUAL SPEED EVENTS FORUM Sunday November 9th. 1986.

The annual speed events forum will again be held at the
OLD GOLF HOUSE, OUTLANE, HUDDERSFIELD.

The meeting will commence at 10.00a.m. With the compliments of the
B.A.R.C. coffee will be served upon arrival.

This is your chance to air your views on matters relating to the Yorkshire
Centre classes and the eligibility rules. Remember loud enough voices may
sway the day so if you are happy with what we are doing please come along
and say so, otherwise we may change something about which the silent
majority are happy!!!!

THE MEETING IS OPEN TO *EVERYONE*

A cash bar and snacks will be available at lunch time. Anyone wishing to
partake in the full Sunday lunch is asked to please make their own
arrangements directly with the hotel.

Please put onto paper any comments you may have and forward them to Chris
Seaman before the meeting. This will enable an agenda to be compiled and
will also allow Chris to ensure that the right people are present at the forum to
answer questions and queries.

Your comments and suggestions should be mailed to:-
Chris Seaman, 193, London Road, Sheffield, S2 4LJ.

The Old Golf House Hotel is situated at New Hey Road (Rochdale Road),
Outland, Huddersfield (Telephone 0484 79311). The hotel may be located by
leaving the M62 at junction 23 if approaching from Manchester, or from
junction 24 from the Leeds direction and thence following the signs for
Rochdale.

**THIS IS A MOST IMPORTANT MEETING, ESPECIALLY FOR
COMPETITORS. WE WOULD LIKE TO RUN OUR EVENTS TO
CLASSES WHICH BEST SUIT YOU. EVEN IF YOUR ARE HAPPY
WITH THE SITUATION, PLEASE TRY AND ATTEND FOR YOUR
VOTE COULD BE VITAL.**

HAREWOOD'S CHAMPIONSHIP FINALE

Our final Harewood event of the year certainly produced a grandstand finish to the National Championship year and also our speed events season at the venue. Being a round of the three major National championships, in addition to providing the final outing for Harewood Championship contenders and the third venture of the season onto a hillclimb course by the leading competitors within the newly instigated Maestro Challenge, the entry list for the meeting certainly read like a "Whose Who" of British Speed Hillclimbing.

rounder Phil Darybshire and former single seater hillclimber Nigel Sillence, the latter's progress on the second runs being interrupted by red flags on a couple of occasions.

It was back to the regular hillclimbers for the second contest of the day which featured the Clubmans cars, all of which seemed a little under the weather on the first climbs and surprisingly we failed to see the hoped for sub 40secs ascents. Things were much better in the afternoon, possibly lunch (of the solid variety?) helped and

debut of John Lambert's fabulous Pilbeam MP43 sports racing car, now fitted with a 3.6 litre engine and it was a first appearance which more than made a mark on the Harewood scene. John's second all action climb during the over 1600cc sports racing car class saw the record reduced by no less than 0.3secs, thanks to a marvellous run in just 37.73secs. Never one to give up, David Grace chased in furious style with Jim Robinson's Mallock Hart, his second run being a tremendous effort which only missed the old class record by a tenth of a second, placed him ahead of the class winner's co-driver Peter Kaye, but more importantly scored a fistful of points in the Harewood Hillclimb Championship, enough in fact to see him bursting through the table to claim the closely contested series with his last run of the year at the hill. It is rumoured that the capturing of the title may just have been celebrated with a little liquid refreshment at the end of the day, but of course you can't believe all the rumours you hear, can you?

The 500cc single seaters were in amazing form, carving the class record to pieces. The division looked like being fought out between the 250cc Trakstar of Phil Jefferies and John Corbyn's Jedi and that was the position at the end of the first runs, Phil ahead by 0.05secs. Both went faster on the second run, but Phil still held the advantage, although it had been reduced to just 0.03secs, but even that was good enough for second place only as Dick Foden (sharing the Trakstar) hurtled up the hill at tremendous pace, rocketing into the lead by no less than 0.6secs, finishing the day having reduced the old record for the class by a massive 1.78secs!

There was no stopping Richard Homer in the up to 1100cc single seater racing car class, his Delta Hartwell well in command as he fended off the attentions of the McBeath brothers by well over a second. The latter two once again staged a fine personal scrap with Simon getting the better of Andy by a fifth of a second to claim the runner-up position in the class, whilst elder brother completed an excellent first year of National Championship hillclimbing by



Harewood regular Dave Whitehead is the 1986 Leaders Hillclimb Champion

By way of a slight break from what now appears to be standard hillclimbing tradition we commenced the meeting with the Maestro Challenge brigade, who, as one might expect, provided a closely contested division. It was perhaps a little surprising that John Chalmers, the overall Challenge leader and the winner of the hillclimb rounds at Wiscombe Park and Prescott failed to set the pace, finally being forced to settle for sixth place, although this failed to lose him the advantage at the head of the series. A splendid second climb from Keith Hancock produced the winning run, coming from behind to take the spoils by nearly half a second from first run leader David Cutler. In his efforts to improve on the second climb Brian Colligan fell off the road at Seaman's (Sorry, Quarry!) and thus was forced to settle for third place, just ahead of all

it was Peter Harper who set the pace, rushing his Vision to victory with 0.3secs in hand over John Istead, the latter, like the victor, breaking the 40secs barrier to overcome first run leader Allan Warburton who surprisingly was unable to match his opening time after the lunch break.

Strangely only four up to 1600cc sports racing cars appeared, the battle for victory raging between the BDA powered Mallock U2s of Roger Gregory and Alex Graham. Roger was taking part in his last Harewood event prior to retiring from the sport (Not permanently we hope) and turned in a determined couple of drives which saw him going out on a high note as he eclipsed the former Scottish hillclimb champion by 0.29secs.

Our final event of the year saw the

securing a well deserved third place overall in the AWS Group Leaders Hillclimb Championship.

The favourite also emerged ahead in the 1600cc single seater racing car class, for the second climb from Barrie Dutton's Pilbeam saw him approaching his own class record thanks to a fine sub 39secs ascent. The 39secs barrier was also breached by Chris Seaman and Phil Ducker on the second climbs, the GRD driver coming through well to snatch second place from the former by just 0.06secs after a great tussle.

Having surrendered the Guyson USA British Hillclimb Championship title to Martyn Griffiths at the previous week's Doune, current Harewood hill record holder Ray Rowan was determined to take the final round of the series and set off in fine style. The Toleman driver, having trailed the new Harewood FTD Awards Champion Charles Wardle at the end of the first runs, attacked well on the second, posting what was destined to be the only sub 36secs climb of the day. It was an effort which removed Martin Bolsover's record for the division from the books, but was half a second short of the hill record. Wardle's amazing first year in single seaters has seen him laying a real challenge on the National scene and once again he maintained the pressure on the pacemakers, holding on to take a splendid second place, 0.4secs down on Rowan, but with a similar margin in hand over the new champion Martyn Griffiths who fought well and held off Tim Thomson by a quarter of a second.

The Whitehead family capped a splendid season on the hills by taking a one/two in the 1300cc special saloon car class, Dave being very close to the class record on his second climb in the Chrysler Stiletto whilst Lynne, not to be outdone, also produced a fine second effort which resulted in a one second improvement on the earlier time and put her ahead of John Tuckett-Good. Dave had of course already secured the AWS Group Leaders Hillclimb Championship title before our final Harewood round, but Lynne added to the family joy by ensuring with that fine second place that she captured the Ladies section within the series, cause for a slight celebration one might

surmise!

With Mike Kerr's Mobil Skoda missing due to an accident at Prescott and Bob Claxton's Stelrad Firenza unable to run at Harewood due to a blown head gasket it was one of our regular supporters George Swinbourne who secured the over 1300cc special saloon car class. His dashing second climb in the Escort gave him over a second in hand over Bev Fawkes whose well driven Gilbern fended off a strong challenge from the Rover powered Dolomite Sprint of Phil Sully.

To secure second place overall in the AWS Group Leaders Championship Bob Dayson really needed to win the up to 1600cc modified sports car class and was in no mood to be trifled with. He did enough on the first climb to take the honours with his Caterham 7 and then attempted to celebrate by "Levitating" his steed to the top in double quick time. He did just that, except for the fact that he was not on the appropriate black bit when he crossed the finish and the time was discounted. It didn't matter however, for although Paul Turner gave everything with the smaller engined Clan, Bob remained safe and secured a well deserved runner-up position in the National Championship. In taking fifth place astern of Eric Humphreys and the very impressive Nigel Roscoe (a man to watch in 1987), Graham Oates clipped the marque sports car record with the Elan whilst Brian Kenyon, despite a misfire due to a cracked distributor cap so nearly clipped his own record for the smaller capacity marque machines with the Sprite.

The final class of the day saw Tony Bancroft record breaking, cracking not only the 41secs barrier but also Ken Snailham's previous best for the class and that looked like the winning run at lunchtime. Not so, for Paul Tankard was obviously well fortified after the break and attacked furiously with his TVR Tuscan, astonishing everyone as he improved dramatically and usurped Bancroft's new record by a further 0.18secs. The Porsche driver was not to be outdone however and fought back, snatching back the initiative with 0.08secs to spare after another more than entertaining on the limit climb.

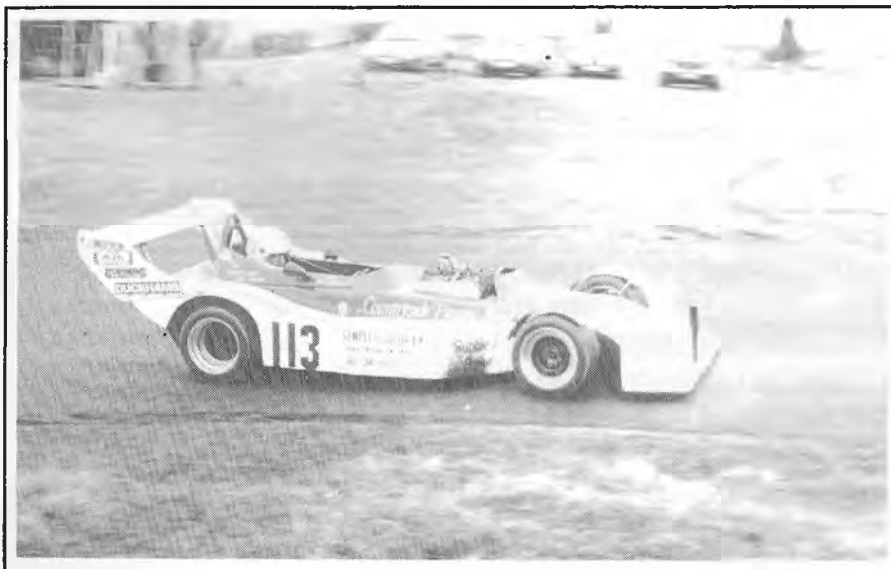
The final Guyson USA Championship run-off of the year failed to produce another sub 36secs climb, Ray Rowan securing the honours with his opening effort in the Toleman at 36.11secs. His second climb was not much slower and one did get the impression that had the opening ascent not clinched maximum points that maybe, just maybe, he did actually have a little in hand. Charles Wardle continued his amazing progress, for having spun on the approach to Orchard on the first run, he staged a fabulous fight back to place the Pilbeam Repco into second place, just 0.22secs down on the hill record holder and 0.11secs clear of David Gould. David charged like fury in the points scoring section to come through well for third place. Martyn Griffiths, despite having clinched the championship, was still giving everything, but made a mistake on his second climb and was forced to settle for fourth place, 0.29secs clear of Tim Thomson who never gave up, exactly



Delyth Moore and Bev Fawkes have been regular Invaders at Harewood in 1986

equalling his qualifying time. Autosport's Marcus Pye enjoyed a day at the wheel of David Gould's car and produced a superb performance, for not only did he eclipse the Pilbeam Repco of Chris Dowson to take a magnificent sixth place, but also trailed owner Gould by less than three quarters of a second, a drive which earned him the Hillclimb and Sprint Association "Man of the Meeting" award. Like his co-driver Martyn Griffiths, Max Harvey was finding the going a little difficult at Harewood and made a mistake on the second climb, slipping to eighth, but he managed to fend off Roy Lane's Pilbeam. The twenty times Harewood winner, following a moment at Quarry Corner during the class runs, was fighting hard to hold off the championship sponsor Jim Thomson by a tenth of a second. The runners in the championship section were completed by John Lambert, sliding the Pilbeam sports racer around in almost frantic style, but unable to repeat his earlier class record breaking climb, whilst poor Alister Douglas-Osborn's troubled season ended as a spectator. Having qualified in sixth place after just one run in the Pilbeam, Alister was denied any further part in the meeting when John Hunt unfortunately suffered a slight accident at Quarry Corner, the resultant damage proving beyond repair in the paddock.

Thus ended the Harewood season, the meeting taking place in front of another excellent crowd who seemed to enjoy the action from start to finish. We hope so and trust that they will support us in 1987 and also hopefully bring a friend or two.



Another regular Harewood invader, this time former Scottish Champion Alex Graham

R.A.C. CHAMPIONSHIP DATES 1987

GUYSON USA BRITISH HILLCLIMB

April 5th.	Wiscombe Park
April 19/20th.	Loton Park
May 2nd/3rd.	Prescott
May 9/10th.	Harewood
May 16th.	Barbon Manor
May 23rd/24th.	Gurston Down
June 6/7th.	Shelsley Walsh
June 14th.	Fintray
June 20/21st.	Doune
July 23rd.	Bouley Bay
July 25th.	Val Des Terres
August 1st.	Craigantlet
August 8/9th.	Shelsley Walsh
September 5/6th.	Prescott
September 13th.	Wiscombe Park
September 19/20th.	Doune.

WARECRETE BRITISH SPRINT

March 29th.	Pembrey
April 26th.	Curborough
May 10th.	Colerne
May 31st.	Curborough
June 13th.	New Brighton
June 20th.	Ramsey Road
July 4th.	Mallory Park
July 12th.	Pembrey
August 3rd.	Kirkistown
August 22nd.	Oulton Park
August 31st.	Colerne
September 12th.	Brighton
September 26th.	Ingliston
October 3rd.	Weston-s-Mare

We hope this list will help members formulate next season's plans.

CALENDAR

NOVEMBER 12th.

Harewood Marshals Association

A marshals get together and chat at the Parkway, Otley Road, from 8.00p.m.

NOVEMBER 17th.

Lombard RAC Rally Stage
Harewood Hillclimb

DECEMBER 6th.

The Annual Dinner/Dance
Parkway Hotel,
Bramhope.

NOVEMBER CLUB NIGHT

The Harewood Marshals
Association

present

An informal get together
at
THE PARKWAY
Otley Road
on
November 12th. 1986
at
8.00p.m.

The H.M.A. have some new ideas which they would like to discuss and would also like the thoughts of current and prospective members.

The marshals are one of the most important parts of any event. We need your help and suggestions.

The get together on November 12th. although informal will hopefully also be most informative and will allow us to further expand the H.M.A.

EVERYONE WELCOME

FORTHCOMING EVENTS

THE LOMBARD R.A.C. INTERNATIONAL RALLY 1986.

HAREWOOD HILL STAGE - MONDAY NOVEMBER 17th. 1986.

As mentioned in the previous issue of the "Times" we are running a stage of the above event on Monday November 17th.

Signing on will take place at approximately 06.00hrs on the Monday morning, but a working party will be required to prepare the stage on Sunday November 16th. commencing at about 10.00hrs.

We shall of course require a large number of marshals, especially in view of the safety requirements necessary in running a special stage on an international rally where there are a large number of spectators.

I would like to know, as soon as possible please, whether you are available to help us on this most important event, and also whether you will be bringing any friends along to help marshal the stage.

A marshal's reply form is included within this edition of the "Times" and if you can help it would be most appreciated if you can complete and return same to the chief marshal, David Dalrymple, Manora, 30, Manley Road, Ben Rhydding, Ilkley, West Yorkshire, LS29 8QP as soon as possible.

*DAVID DALRYMPLE
CHIEF MARSHAL*

DON'T BE DISAPPOINTED BOOK EARLY FOR THE B.A.R.C. (Y) SOCIAL EVENT OF THE YEAR

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 2a.m. will be accompanied by a late bar. The hotel, which can offer limited overnight accommodation has recently revamped the ballroom. Tickets for the Centre's social event of the year are now available from:-

**TIM THOMSON,
GUYSON INTERNATIONAL LTD.
WESTON MANOR, OTLEY.
Tel:- 0943 4611**