



EDITORIAL

Another season is now under way and it looks like being even more competitive than in past years. Our Easter Sunday event at Harewood certainly proved that point and I think the competitors enjoyed their weekend. We were perhaps a little disappointed not to attract quite as many entries as hoped for, but as they say, "Every cloud has a silver lining". The slightly smaller than usual entry meant that last year's practice problems totally disappeared with most competitors appearing to manage at least three training climbs on the Saturday. Our ever efficient team certainly spirited the meeting through on the Sunday (Do they really know how hard they make the commentator's job with this ultra-efficient running!!), to such an extent that everyone was given the opportunity of a third class run to count towards the awards. Yes, it really was a great value for money meeting, well done to everyone. As you will see from our report, the competitive action was also as intense as ever, providing a great opener to what will be an historic Harewood season.

Our September meeting will mark the 25th. anniversary of the course, a notable landmark in the history of the venue. As you can imagine you Committee are not prepared to allow this important occurrence pass without the appropriate celebrations. It is hoped that several well known names from the past will be present at Harewood in September, while many other exciting festivities are planned.

The Harewood year continues on May 10th, when we play host to the Guyson USA British and Bratt British Leaders Speed Hillclimb Championships. Needless to say the event will attract all the leading Speed Hillclimbers from the four corners of the mainland and the competition as the championship pacemakers battle for more National points is sure to produce a great event. Please support your Centre and join us at Harewood for this very important meeting.

I am pleased to report that we have received a letter from a potential sponsor of the digital time displays which were mentioned in the last edition of "The Times". This letter has been passed to the Committee who are at present discussing the project and investigating the cost. We hope to

have more news on this subject very shortly.

I have also received two other letters, which I presume were intended for publication within The Times. These have not been reproduced, but before the authors complain, I must point out that they have both been passed on to the appropriate quarters. I feel that letters containing personal attacks on Club officials serve no purpose if printed. If there is a grievance, and in both cases there were, constructive suggestions will certainly help and we shall be pleased to print this type of letter within The Times.

Please do not let the above cases stem the flow of correspondence to The Times. We really do want to hear from you regarding the Centre and it's activities. Keep your letters coming to 3, Swift Park Grove, Spennells, Kidderminster, Worcestershire, DY10 4HN.

Robin Boucher



The Harewood celebrations will remember cars such as the Brabham Quattro

CHAIRMAN'S LETTER

ANNUAL GENERAL MEETING
MARCH 24th. 1987

This meeting marked the completion of my first year in the office of Centre Chairman. I must confess to having experienced a strong feeling of trepidation when I left last year's meeting and to wondering just what I had taken on.

However, I need have had no worries. The Officers and Committee of this Centre form a strong and supportive team and I was therefore able to ease into the job with all the help I needed.

So, my particular thanks to the Officers and Committee members for their efforts over the last twelve months. The results of those efforts are, I believe, well evident now.

Whilst I do not feel that members holding office should be singled out for comment, there is one amongst our number who, by any standard, carries a tremendous work load for this Centre. He puts in long, late night and weekend hours behind the scenes, to ensure that Harewood and the Centre finances are kept on an even keel. I know that I speak for all the Officers and Committee when I say a special thank you to our Treasurer, Denys Townsend, for all his hard work.

I turn next to hillclimbs at Harewood. It is my wish to restore the events at Harewood to the premier position they once enjoyed in comparison with other venues. This means not only attracting full entry lists - we are already achieving that - but also the drivers in the top echelon of Speed Hillclimbing.

We were fortunate in 1986 in being able to stage two rounds of the Guyson USA British Hillclimb Championship

and this gave us the opportunity to begin to improve things for the competitors. An encouraging response has been received and further moves are afoot for this season, when we intend to offer more competitors the opportunity of a third practice run at our two day meetings. A new digital timing display is also under review.

The signs are that we are getting there, with more of the leading competitors wanting to come to Harewood to compete, as opposed to just having to come for their championship points.

Whilst on the subject of Harewood, I am sure that most of you will be aware that the course is twenty five years old this year. The first event was held on September 16th. 1962 and it is our intention to mark the occasion well.

The income and expenditure account shows a substantial income from sponsorship during the last financial year and our Sponsorship Co-ordinator, Simon Clark, reports a good response to his overtures this year. More sponsors are always very welcome and Simon will be very pleased to furnish full details of the Centre's offerings. The Yorkshire Centre is extremely grateful to its sponsors, this being an area in which it is particularly fortunate. Our thanks go to all Centre sponsors, large or small, for their valuable contributions.

The Centre is also indebted to its Landlord at Stockton Farm, Harewood Hill Ltd, the directors of which have been helpful, sympathetic and constructive in their financial assistance and administration of the site in the best interests of our sport.

Now a very important word of thanks to the marvellous body of marshals who stand out in all weathers and for long hours, to ensure that a full

day's sport is always possible at Harewood. The formation of the Harewood Marshals Association has played an effective part in getting the marshalling strength up and appears to be generating a camaraderie among our marshals, making the job more enjoyable for them.

So, I am confident that Harewood Hillclimb is going in the right direction - what of our other events?

On the social scene, the 1986 Dinner Dance, for the first time under the control of new Social Secretary Tim Thomson, was a great success and I only wish that the same could be said about our monthly Club Nights. A lot of effort by individuals goes into this aspect of the Centre activities and yet only a small number of members turn out to support them. Your Committee feel that these events are an important ingredient of Centre life, providing that relaxed, light hearted and social element, away from the cut and thrust of Speed Hillclimbing. Perhaps we are wrong, but we intend to offer these events during the Summer, with some interesting new additions of a non-motoring nature. Please support these whenever you can.

My final remarks concern the Centre's regular newsletter, the Times. The improvement in both the content and the presentation of this communication cannot have gone unnoticed, more than justifying the decision to put it in the capable hands of Robin Boucher. Robin must be the most well informed observer of the hillclimb scene and he also, of course, acts as our commentator at Harewood events. Another valuable step in providing an improved service to our members.

Here's to a busy and successful 1987 season.

Jimmy Johnstone

HOW THE OTHER HALF OR FROM THE OTHER SIDE OF THE FENCE

Sunday March 29th. saw the opening of the competitive season at the Harewood Hillclimb, the occasion being the annual Practice Day and Marshals Training session. Fortunately the day was blessed with good weather which enabled most competitors to get at least ten good practice runs under their belt in the four hours which were available.

My particular role, as Clerk of the Course for the day, was totally different to my usual activities as a competitor. It was very interesting to learn of the detail that is laid down before a meeting can even commence and also the problems which arise during that event.

Fortunately, there were no major incidents during the day, the meeting running very smoothly with the co-operation of both competitors and marshals. There were only two occurrences where my official role as Clerk of the Course was brought into play. The first involved a competitor who attempted to run the course without a helmet and necessitated explaining the obvious benefits of wearing "A hat" whilst competing. The second incident involved the discussing of tactics with a competitor who had managed to spin on the way down to the start line!

All in all the day was very successful from everybody's point of view and my thanks go to the organisers and officers of the Committee who took a back seat and allowed me to run the show.

The day did spell out the fact that with understanding and co-operation of both competitors and officials, the meeting can, and will, run very smoothly. Certainly if there is ever a chance to again act as the Clerk of the Course at Harewood, I would have no hesitation in undertaking the task.

Tim Thomson

Hon. Competition/Social Secretary

I am sure I speak for everyone when I thank Tim for his efforts at the Practice Day. It is most encouraging that a competitor who is within the top echelon of the sport will also assist on the organisation side. It is a very rare occurrence, but one I know which was appreciated by everyone connected with the Harewood Practice Day. Have we any other competitors within the Centre who feel they would also like to help with organisation. It would be nice to think so.Ed.



Peter Hunt brought the first hillclimb Metro 6R4 to Harewood at Easter

JOE NEARLY WARDS 'EM OFF

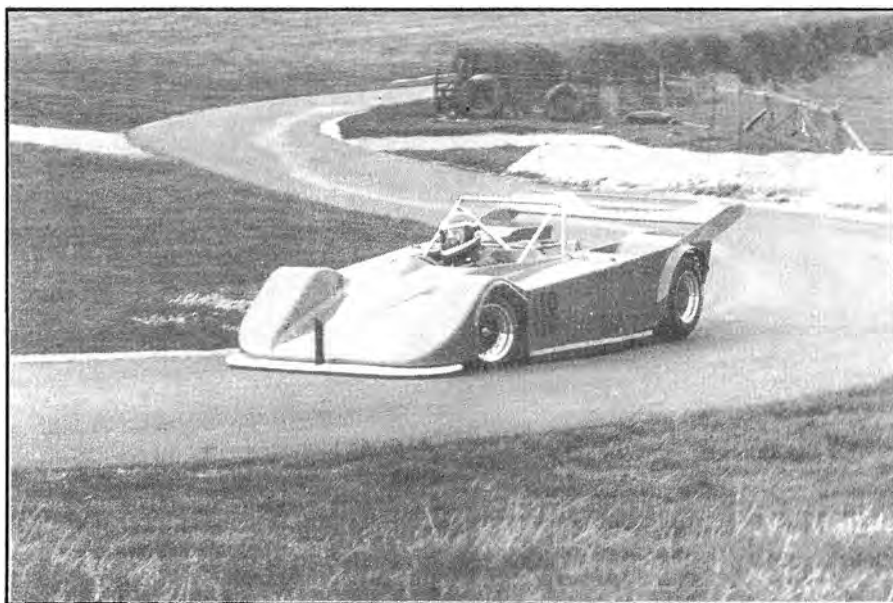
Just under one hundred competitors descended upon Stockton Farm for the first round of the Harewood Hillclimb Championship on Easter Sunday, contributing to a more than entertaining meeting which, aided by a sharp shower of rain, very nearly produced a more than surprising result in the top ten run-off for Harewood FTD Awards Championship points. For the second year in a row at the Easter event FTD fell to the B.D. Engineering Pilbeam BDA of Gillingham driver Barrie Dutnall, but only thanks to a fine opening climb, the second of his three scheduled competitive assaults of the hill ending with an accident at Farmhouse Corner which caused considerable damage to the single seater. The top ten run-off proved intriguing as a sharp shower descended halfway through the first runs, leaving 'the newly constructed Ward WD8 of Joe Ward in command. He held off all challenges until the very last climb of the day which saw John Lambert, who had narrowly missed FTD in the class runs, producing a superb climb in the Pilbeam MP43 DFL sports racer, reading the difficult track conditions superbly to take what was a hard worked for but comprehensive victory in the championship section.

The first Touring Car class of the day was destined to produce just one timed climb, that of Kyle Gibson with his Fiat Sport Coupe, but the newcomer was in trouble with gear selection and although he collected the class award, the time was not as representative as hoped for. The ex Terry Tattam Mini Cooper S of Brian Pitcher initially led the next of the Touring Car divisions, but only until the second runs, when David Farrer got into his stride and rocketed to the head of the class, finally claiming victory by well over four seconds with his final climb of the day. One of the most convincing wins of the day came in the large capacity Touring Car class as George Swinbourne rocketed his Escort to the finish, finally holding just under five seconds in hand over former sports racing car driver Geoff Breakell who overcame a gear stick problem which afflicted his Audi Quattro.

It was anticipated that Harry Simpson would set the pace in the up to 1300cc Special Saloon car class, but Bobby Fryers had other ideas and opened with a splendid sub 44secs climb in the ex Charles Barter Solo Stiletto. Simpson trailed by just over half a second at the end of the opening runs and that is how it stayed, for although Fryers was unable to beat the 44secs barrier on his remaining climbs it mattered little as Simpson's rapid Imp was not seen again, settling for second place just over a second clear of

his Scottish compatriote Brian Innes who also recorded but one time as his Mason Stiletto developed a drive-shaft problem on the second climb and was also not seen again. Unfortunately Doug Bruce ran alone in the over 1300cc Special Saloon Car class, but still gave his Capri its head despite the lack of opposition, while in the up to 1500cc class Brian Kenyon easily disposed of the attentions of Paul Greaves Midget and amused himself by having a "pot" at his own class record, a mark the Sprite driver failed to emulate by only 0.31secs. The first runs from the 1500 to 2600cc Marque cars produced plenty of excitement as Allan Templar suffered a moment at Quarry and his fellow Lotus Elan drivers Brian Lee and Des Richardson recorded identical times to jointly lead the division. Templar recovered well to come through for a secure third place, but whilst Lee found a little on the second run, Richardson produced a hesitant start. Lee could not capitulise on the third climb as Richardson went for the class win, but it was not to be, for despite a hard trying effort he failed to match the time set by his sparring partner on the second run, finishing the day a mere 0.06secs in arrears. The opening run from John Yardley's Marcos proved good enough to capture the final Marque sports car class, which from his point of view was just as well perhaps as he suffered an "off" on the second climb. Richard Jackson was also caught out on the second run and although, like Yardley, he reached the top at the third time of asking, could not emulate his opening ascent and thus the TVR driver was forced to accept second place, three quarters of a second down on Yardley and ahead of Nigel Ellis who enjoyed yet another fine day at Harewood with his remarkably rapid Gilbern Invader.

The first of the Mod. Sports classes also provided plenty of entertainment for the crowd, Nigel Roscoe spinning his ex Tony Croft Lotus 7 at Country on the first run, leaving Leon Bachelier's Seba Developments Caterham in command. Bachelier improved marginally on the second climb, only to see his efforts exactly matched by Roscoe. Another 0.4secs reduction in time from the Caterham driver placed the pressure on the former Spridget man, but Roscoe responded well, clipping the 44secs barrier to snatch victory by 0.23secs with his last run of the day. With Tony Bancroft a non-starter in the class record holding turbo Porsche, the over 1600cc Mod. Sports car class was a virtual Jaguar E affair. A slight surprise was metered out by Charlie Saunders, for having led the way on the first run, he succumbed to the pressure from co-driver John Smith on the second, but was not to be denied and really attacked on the final ascent, producing a time which even his compatriote failed to match by 0.37secs to take a well earned victory. Three cars appeared in the Clubmans B class and were separated by just 0.57secs at the end of the day. It was class record holder Paul Goldman who held sway throughout, the former Mallock driver now sharing the wheel of Peter Green's Centaur. Former Formula Ford pilot Mike McDermott harried the class winner every inch of the way, the Mallock driver's stern challenge ending with a moment on the last run which forced him to settle for second place, just ahead of Green and only 0.3secs away from the winning time after a fine battle. Surprisingly the normally extremely popular Clubmans A class contained but four starters and with Peter Harper on hand there was no need to look any further for the victor, the Vision pilot producing two on the



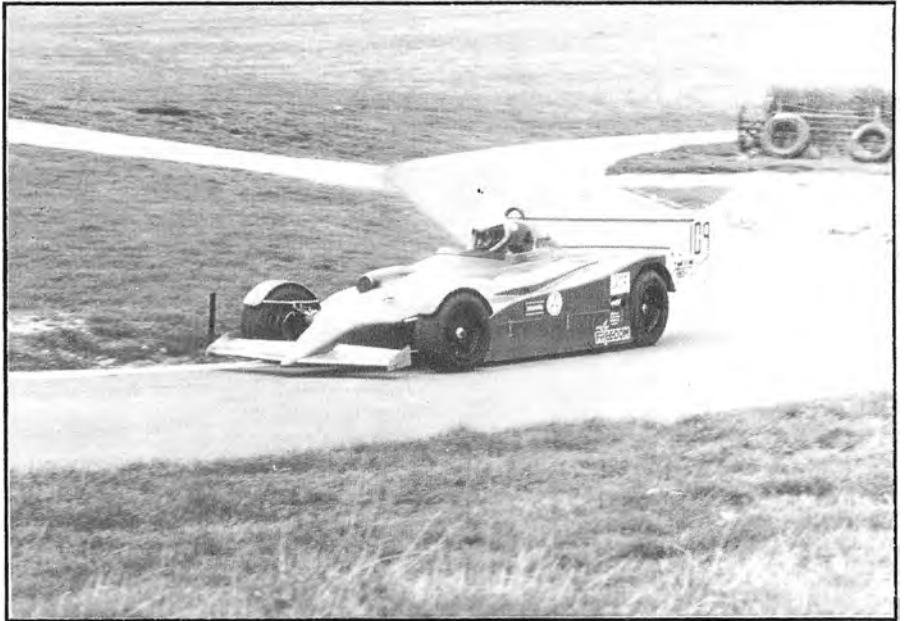
John Lambert nearly secured F.T.D. at the Easter Harewood

limit sub 40secs climbs to head home the rapidly developing, new home constructed Ward WD8 (What happens when he gets to number 40?) of Joe Ward by well over two seconds. With the demise of John Bateman and Paul Rendle due to engine problems in practice, the 1600cc sports racing car class contained but three starters of which Alex Graham took the expected victory with his Team Scottish Farm Mallock BDA. It was a close call however for Bob Prest was on top form with his Mallock BDA and never gave up the chase, closing to within 0.35secs of the former Scottish Champion, in the process heading home the class winners' new co-driver Bill Lord by over a second. With John Lambert's exciting Pilbeam DFL on hand the over 1600cc sports racing car class looked a formality and so it proved. The Cosworth powered machine howled its way to a clear cut victory, well clear of Peter Needham who did well to place his home constructed Lotus 7 copy ahead of Peter Hunt's ever improving Metro 6R4. Lambert's final class climb saw him under 39secs as he challenged for the FTD award, an honour he was finally to miss by less than a tenth of a second.

The strongest class of the day featured the Formula Ford brigade who more than entertained. Roger Kilty recovered from a disappointing first climb with the Sparton to challenge the existing class record on his second, but such was the pace that he was destined for third place only. Throughout the weekend Jon Collinge had been throwing his Pacer FF80 around with gay abandon and his second climb saw him under Alan Stringer's previous best for the division, but his efforts to further improve ended with a gyration at Country Corner on the third run. The class however belonged in emphatic manner to Tim Mason whose handling of the Merlyn Mk20A was a joy to watch as he set new record marks on each of his three runs, finally claiming victory with over half a second in hand over the enthusiastic Collinge. Former Imp driver Martin Pieraccini made the long trek from Aberdeen worthwhile by taking his ex McBeath brothers Delta to victory in the 1100cc single seater class. Martin took just two of the three runs which were on offer at the slickly organised meeting, claiming the class by just under two seconds from the screaming supercharged Honda powered Side-winder of David Smith, but the Aberdonian's failure to appear on the third run might just have cost him a place in the top ten run-off as he was just pipped to the final qualifying position by the Argo of David Montague from the 1600cc class.

Having won the Easter Harewood meeting in 1986, Barrie Dutnall was looking for a repeat performance this

year and fired his Pilbeam BDA up the hill in fine style on the opening run, stopping the clock at 38.87secs which proved to be out of reach (just) of everyone else at the event. In his efforts to improve on the second climb



Peter Harper scored a convincing win in the Clubmans class

he left the braking just a little too late on the approach of Farmhouse Corner and departed into the barriers causing substantial damage to the hitherto nicely presented machine. Always a man to watch at Harewood, Chris Seaman was again doing marvellous things with his Brabham BT30 and produced three on the limit runs in the 39secs range, finally failing to catch the FTD man by only 0.28secs as he took a convincing second place in the class, a couple of seconds ahead of former Ensign driver Peter Varley who was making an encouraging debut at the wheel of his recently acquired March Pilbeam, but was under a little pressure from Peter Speakman, again working miracles at the wheel of his push rod powered ex Rindt Brabham BT18 and only a further half second down.

The first Harewood FTD Awards run-off of the year looked like providing John Lambert with a golden opportunity of snatching FTD in the sports racing Pilbeam, but the weather decided otherwise and produced a minor sensation at the end of the first runs. Having just beaten a sharp rain shower which descended halfway through the opening climbs it was Joe Ward who led the way in his new home constructed car, following a fine 41secs ascent, while Bill Lord had placed the Alex Graham Mallock into second place ahead of Peter Varley. The rains cost the other six runners (Dutnall being a non-starter after the incident during the class runs) any chance of springing a challenge, but the shower dissipated and the track began to dry rapidly as the cars made their way to

the start for the final onslaught. Peter Varley and Bob Prest both elected to miss the second runs, whilst Alex Graham (who had caught the very worst of the rain on his opening climb) and Bill Lord were also missing due to

a drive-shaft problem. Having spun on the first run, David Montague made no such mistake on the second and claimed eighth place with his Argo. Despite missing the second climb Bob Prest's opening ascent which had taken place just as the rains arrived, claimed seventh, being overcome on the second climbs by Peter Harper who attacked long and hard with the Vision on a still slightly slippery course. Varley's opening run left him fifth, having held third place at the mid-point in the run-off, whilst the sidelined Lord claimed fourth, also by dint of a first run time. The first run leader Joe Ward looked as though he had decided that an improvement was impossible and toured the hill, but the same cannot be said of Chris Seaman who attacked frantically with the Brabham, but still could not match the opening run set by the Clubmans designer/builder, trailing by 0.24secs. It was John Lambert however who had the last say, coping superbly with the brute horsepower of the Pilbeam DFL on a track which was rapidly drying, but still far from ideal. The Yorkshireman showed typical Northern determination and attacked the hill in tremendous style to post a sub 40secs climb which gave him maximum points in the run-off with nearly two seconds to spare, slight recompense for having missed the FTD mark by the skin of his teeth during the class runs.

HAREWOOD. APRIL 19th.

F.T.D.

Barrie Dutnall (1.6 Pilbeam MP50 BDA) 38.87secs

**HAREWOOD HILLCLIMB FTD
AWARDS CHAMPIONSHIP,
ROUND ONE.**

1. John Lambert (3.6 Pilbeam MP43 Cosworth DFL) 39.87secs, 2. Joe Ward (1.7 Ward WD8 Ford) 41.79secs, 3. Chris Seaman (1.6 Brabham BT30 FVA) 42.03secs, 4. Bill Lord (1.6 Mallock U2 Mk20 BDA) 42.55secs, 5. Peter Varley (1.6 March Pilbeam R26/48 BDA) 42.79secs, 6. Peter Harper (1.7 Vision V86H Ford) 44.08secs, 7. Bob Prest (1.6 Mallock U2 Mk20/27 BDA) 44.79secs, 8. David Montague (1.6 Argo JM8 BDA) 47.52secs, 9. Alex Graham (1.6 Mallock U2 Mk20 BDA) 71.59secs, Barrie Dutnall (1.6 Pilbeam MP50 BDA) Non Start due to accident in class runs.

CLASS WINNERS

Kyle Gibson (0.9 Fiat Sport Coupe) 76.22secs, David Farrer (1.3 Mini Cooper S) 49.69secs, George Swinbourne (1.6 Ford Escort) 46.47secs, Bobby Fryers (1.2 Solo Stiletto) 43.82secs, Doug Bruce (3.1 Ford Capri) 46.82secs, Brian Kenyon (1.3 Austin Healey Sprite) 46.51secs, Brian Lee (1.6 Lotus Elan) 47.08secs, John Yardley (3.0 Marcos GT Ford) 46.43secs, Nigel Roscoe (1.6 Lotus 7 Ford Twin Cam) 43.89secs, Charlie Saunders (3.8 Jaguar E) 43.55secs, Paul Goldman (1.6 Centaur Mk14G Close) 44.21secs, Peter Harper (1.7 Vision V86H Ford) 39.83secs, Alex Graham (1.6 Mallock U2 Mk20 BDA) 41.11secs, John Lambert (3.6 Pilbeam MP43 Cosworth DFL) 38.95secs, Tim Mason (1.6 Merlyn Mk20A Ford) 43.47secs **Class record**, Martin Pieraccini (1.1 Delta T82/86 Hartwell Imp) 43.33secs, Barrie Dutnall (1.6 Pilbeam MP50 BDA) 38.87secs.
Next Round:- May 10th.



The Kenyons have changed little over the years, Pat is as pretty as ever and Brian..



Peter Speakman again did great things with his Brabham BT18 at Harewood

CORRESPONDENCE

Regarding the proposal to merge the Marque and Touring Car Classes, may I suggest that this idea is held in abeyance for some time, as, during the past two years, both categories have produced sufficient entries in each class (except Class 1) to not require amalgamation.

The number of entries in these classes could be higher, except that many of the prospective entries are seeded out owing to the oversubscribed entry list of the meeting.

What the Committee is proposing will make three extra large classes in place of the well contested and supported classes of the present time. No benefits will be gained, other than the Club will be able to save the price of a 'pot' or two.

I appreciate that a reduction in the number of classes could help the Club, so please give thought to Classes 1 and 15 which now provide hardly any entries at all.

Also, if you really need to limit the number of classes, why keep adding extras i.e. one make classes, which surely defeats the object.

*Pat Kenyon
Sheffield*

After the successful Marshals Training Day in which I was involved as a "Guinea pig" during a dummy incident, the following point came out. When attending an incident, just think of the word "ATTEND".

- A. Assess the situation, switch off power.
- T. Telephone control with details.
- T. Take control of the situation.
- E. Examine driver visually and report to doctor.
- N. Note details of incident for written report.
- D. Dispose of car and incident crew efficiently and report track clear to control.

*David Nayler
Arthington*

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Jaguars proliferated at Harewood over Easter

CALENDAR OF EVENTS MAY

- 5th. Committee Meeting
- 9/10th Harewood Speed Hillclimb, rounds of the Harewood, Guyson USA and Bratt British Leaders Championships.
- 18th. Club Night. Clay pigeon shooting at Felixkirk.
- 30th. Harewood Speed Hillclimb. Novices event.
- 31st. Harewood Speed Hillclimb. Members meeting, a round of the Harewood Hillclimb Championship.

JUNE

- 1st. Committee meeting.
- 10th. Club Night. Autotests. Full details in the next edition of The Times.

JULY

- 6th. Committee meeting
- 8th. Club Night. Another competitive event, this time a production car trial.
- 18/19th. Harewood Hillclimb. A round of the Harewood Hillclimb Championship.

THE MAY CLUB NIGHT

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