

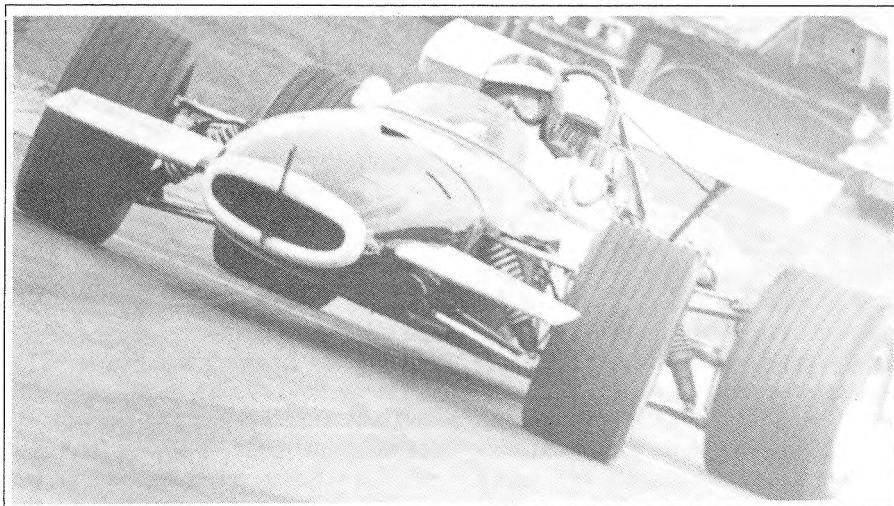


June 1987

## EDITORIAL

As you will see from this edition of The Times the final Harewood event of the year will be a round of the Guyson USA, Bratt British Leaders and RACMSA "Award of Merit" Hillclimb Championships, replacing the event which was rained off at Wiscombe Park in April.

This means that our last event of the year will be a most spectacular meeting. As you know it is the meeting at which we will be celebrating twenty five years of speed hillclimbing at Stockton Farm. Already your Committee have made plans for several special events on the day and we can promise you that it will be an event to be remembered for many years to come.



*Harewood is fun for everyone*

We are hoping to attract to the September Harewood many drivers who have made their name at the venue over the years, some of whom have not been seen on the current speed hillclimb scene for quite a while. This in itself makes the event a must for enthusiasts, but with the Harewood Championships boiling up into a grandstand finish and the meeting now guaranteed to attract all the leading hillclimbers due to the National Championship status, it will be an all action day to put it mildly.

It is always nice to be able to congratulate a Centre member on an outstanding performance and even more so when it involves Allan Staniforth. The recent Isle of Man Sprint saw Allan winning the Hillclimb and Sprint Association "Man of the Meeting"

award. Hold on a minute I hear you say, surely he isn't competing much these days. That's true. Allan actually secured the award for his efforts as paddock marshal, his quips over the P.A. during the day keeping the competitors on their toes as well as supplying more than a little humour. Mind you, the competitors were heard to verbally protest to the Clerk of the Course at one point. Apparently they were having difficulty getting away from the start due to the fact that when they got to the line they were still in fits of hysterics at Allan's comments. Well done Allan, can we have some more please?

The above story is true, but proves that at the end of the day people are in the sport of sprinting and hillclimbing to enjoy themselves. If you haven't been

## CHAIRMAN'S LETTER

The hot news of the moment is that once again the Yorkshire Centre is to host a round of the Guyson USA British Hillclimb Championship at the September meeting.

This most welcome news means that the 25 year celebrations will have a very special flavour. As they say, "Watch this space" for details of this very special weekend.

Whilst on the subject of the 25th. anniversary, may I commend the special tie which has been produced to commemorate the occasion. Simon Clark will be pleased to take your order. Full details may be found elsewhere in this edition of the Times.

The hillclimbs on May 30th/31st. saw a mouth watering collection of Ferraris present on the Saturday. It is gratifying that the owners of these prestigious cars retain their enthusiasm for the Harewood course and I am sure that we all look forward to their visit next year. The Sunday event was as competitive as ever and, despite delays to some of the Top Ten contenders, the meeting finished on schedule. Another tribute to the hard working team of Officials and Marshals.

The next Harewood event will be the July Club Night, our unique Gymkhana. Please read the notice in this edition of the Times and get along there for some fun!

July 19th. sees the next speed hillclimb at Harewood and I hope that we may see some entries in the Classic Car category that weekend. There are some fabulous historic cars competing in the Midlands and their owners have expressed a wish to have classes available at Harewood. They may be a bit thin on the ground in July, but are expecting to field good numbers in August and September. I believe that this will make a very interesting and worthwhile addition to our events and I hope everyone will make the newcomers welcome. I for one am looking forward to seeing some "real" cars storming the hill.

*Jim Johnstone.*  
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*Robin Boucher*

### INVITATIONS

B.A.R.C. (Y) Members have been invited to compete in the Silver Jubilee Hillclimb at Baitings Dam on August 10th.

and

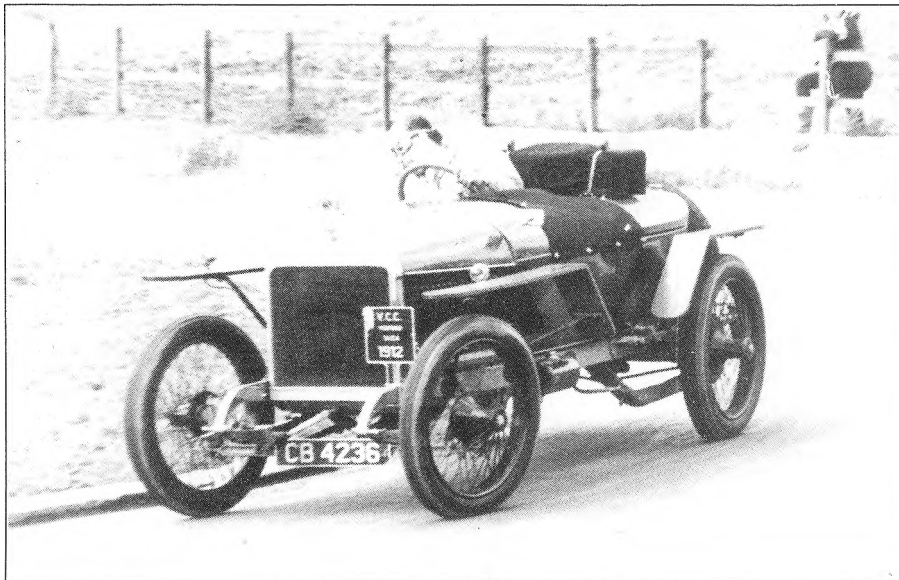
the Curborough Sprint on September 13th.

For regulations please send a S.A.E. to

Denys Townsend,  
61, Market Place,  
Malton,  
Yorkshire,  
YO17 0EX.

# TIM TOPS THE TABLE

Will 1987 be the year of the Formula Fords at Harewood? It certainly looks that way at present for the "Low budget" machines are more than making their presence felt amongst the leading positions in the Harewood Hillclimb Championship. With this very competitive series reaching the mid-point on May 31st. we felt it appropriate to take a slightly closer look at the standings and perhaps put our neck on the chopping block and point towards the possible eventual winner (Talk about being brave!!!).



*Will the Classic Cars return to Harewood?*

It is often said within the world of motorsport that consistency reaps dividends. This is particularly true in the case of Midlander Tim Mason at present, for the Formula Ford driver has enjoyed three remarkable meetings at Harewood thus far, his best time at each of the events showing a difference of just 0.07secs between the fastest and slowest. Tim opened the season in devastating form by taking nearly three quarters of a second off the class record in April, followed this up by further reducing the mark by 0.05secs at the first of the two May events and trimmed another 0.02secs off his best on the hill at the meeting just three weeks later. Three records in three events, a superb start for the Redditch driver which has taken him to the head of the Harewood Hillclimb Championship at mid-point in the series, but despite his superb form, the lead is a very tenuous one indeed.

Jon Collinge is also a Formula Fordster in form this year and like Mason has been under the old record on each of his three outings at Harewood this year. At the first two events Jon, despite a most enthusiastic driving style, just failed to match Tim, but he gained revenge on

May 31st. with a superb climb which headed the championship pacemaker by 0.09secs and ensured that he placed his name in the record books. The battle is really on, for the third result by Jon proved that despite his record breaking form this season, Tim is certainly not safe, the second placed man in the championship now just 0.64pts down on the leader, a situation which could well be reversed in just one event.

Just to ensure that the rest of the classes do not get a look in at the top

They say there is no substitute for experience and that is one thing which Brian Kenyon does not lack. The Sheffield Sprite driver has been around on the hillclimb scene longer than most and matures with age as he has proved this year. The little Marque Sports Sprite approached the class record on several occasions during 1986 and it looked only a matter of time before Brian finally trimmed the mark. He didn't quite make it in April, but choosing his moment to perfection posted the fastest climb ever of the hill by a car of that category at our first Guyson Championship round in May. Having finally breached the barrier, there was no stopping him on May 31st. for he reduced the mark by a further 0.3secs, his excellent points score putting him within challenging distance of the third placed Kilty within the Harewood Hillclimb Championship table.

David Park has also been enjoying a good season at Harewood and waving the Formula Ford flag well. Having just failed to beat the old class record on his first two visits to the hill, he also was flying on May 31st, less than half a second down on class winner Collinge, his eighteen plus points score bringing him through to fifth place in the championship table, only just over one point down on Kenyon.

One of the finest sights at Harewood must be Peter Harper in full cry with the ultra-rapid Clubmans Vision. Peter never gives anything less than a 100% effort on the hill and is striving tooth and nail to secure the class record. He hasn't quite made it so far, but is a decided threat to the mark as he proved on May 10th. with a climb which left him just 0.36secs shy. Peter's near record breaking climbs have brought him through to sixth place in the



*From the Harewood archives, but who is it? Answers on a postcard to the Chairman please.*

championship table, but he is under considerable pressure from another of the Harewood "Golden Oldies".

There can be no doubt that Chris Seaman and the Brabham BT30 are one of the integral parts of Harewood these days, their performances consistently shocking the members of the 1600cc racing car class, especially those who are fielding much more modern chassis and engines. Chris has been in remarkable form this year, seldom much more than a second away from Barrie Dutnall's Pilbeam BDA class record, while on May 31st. the Sheffield photographer came close to causing a minor sensation. A typically all action climb resulted in the Brabham failing to match the record by only 0.36secs, a amazing effort which helped Chris immeasurably within the Harewood Hillclimb Championship, assuring that he reached the mid-point in the championship trail in a brilliant seventh place, just 0.12pts down on Peter Harper. It really would be remarkable if Chris ended the year within the top six overall of the series, but on present form that looks possible.

Paul Goldman has forsaken his Mallock U2 for a Centaur this year and is certainly making his mark in the 1600cc Clubmans category. At all three Harewood events he has set a rapid pace, usually not much more than a second away from the record and these consistent performances have brought him through to eighth place overall, just ahead of John Lambert who has handled his mighty Cosworth DFL powered Pilbeam well in the over 1600cc sports racing car class, to such an extent that he trails Goldman by only 0.18pts, but he in turn is less than a point clear of Peter Green, the second Centaur driver completing the top ten in the championship at the mid-point.

There is still a long way to go before we crown the 1987 Harewood Hillclimb champion, but on present form it does look likely that the series winner will come from the increasingly popular Formula Ford class. The category, which brings single seater hillclimbing within the reach of the average compet-

itor, has proved a tremendous success, attracting excellent support and producing times which were hitherto thought impossible on a relatively low budget. The battle for the championship title is sure to generate even more excitement within the class at our remaining events. With an 0.64pt lead, Tim Mason holds the upper hand at present, but, as he proved at the last event, Jon Collinge is not giving up without a fight and could well overcome the initial leader by the end of the year. With Roger Kilty and David Park also in great form the Formula Fordsters are looking set to take the top placings in the championship. That is of course unless Brian Kenyon has other ideas and he probably does. Having broken the Marque sports car record on his last two appearances at the hill, Brian has marked himself as the leading contender from outside the Formula Ford class. His efforts at the remaining rounds will be titanic, but can he usurp the single seaters? Whatever the outcome the championship is boiling up to what should be a most fitting final round. There could be no better way to celebrate twenty five years of speed hillclimbing at Harewood, the September event promising to be a nail biter from start to finish.

Finally, as promised we put our neck on the chopping block and forecast the eventual championship winner. It is

certainly going to be close, but a "gut feeling" says that maybe, just maybe, Tim Mason's excellent start to the season may have been enough to stand him in good stead. Jon, Roger, Brian et al will probably disagree. Only time will tell, but the competitive battle for the Harewood Hillclimb Championship 1987 will ensure that the remaining rounds this year provide some spectacular action on the hill.

#### HAREWOOD HILLCLIMB CHAMPIONSHIP 1987 POSITIONS AFTER ROUND THREE, MAY 31st.

1.	Tim Mason	56.28pts
2.	Jon Collinge	55.64pts
3.	Roger Kilty	54.77pts
4.	Brian Kenyon	54.45pts
5.	David Park	53.41pts
6.	Peter Harper	51.64pts
7.	Chris Seaman	51.52pts
8.	Paul Goldman	50.75pts
9.	John Lambert	50.57pts
10.	Peter Green	49.65pts
11.	Mike McDermott	49.41pts
12.	Bobby Fryers	48.81pts
13.	John Yardley	48.43pts
14.	Leon Bachelier	47.43pts
15.	Richard Jackson	47.30pts
16.	Colin Wheeler	46.95pts
17.	Brian Lee	46.28pts
18.	David Wall	45.55pts
19.	Julian Ackerman	44.71pts
20.	Charlie Saunders	43.90pts



*It would be nice to see David Hepworth back at Harewood in September*

## CORRESPONDENCE

After competing at Harewood on May 31st. I feel compelled to comment upon two conflicting aspects of the organisation.

The marshalling, both on the track and in the paddock, was up to its' usual excellent standard, in particular the effort put in to clear up an oil spillage

which ran the length of the course. Scrutineering was exceptionally efficient and the cars were called up and marshalled to the start so effectively that there was time to spare before lunch. The way in which this extra time was used was the one thing that ruined the whole day. Just after the second practice runs had been completed

there came an announcement:- "We can accept twenty five cars for a third practice run, shared cars cannot be accommodated. There may be time for a second batch of twenty five, but cars will be taken on a first come, first served, basis. Could we have twenty five competitors at race control now please".



The ensuing sight in the paddock was reminiscent of a school bus queue, as grown men ran, pushed and jostled their way to the bus. Spectators must have thought it was some new game. Race control got its' twenty five competitors, who received additional practice. For this additional run, no extra charge was levied and no allowance made during the competitive runs, even though just one extra run can knock 2-3 seconds off your times as familiarity with the course grows. One look at the results will prove that!

I feel, as do many competitors who were there, that it is a great bonus to be able to have an extra run, but this should be allowed at the end of the day. It should then be allocated on a far fairer basis (i.e. the twenty five best improvers during the day or the twenty five best turned out vehicles etc.). This is the way extra runs have been given at all the other events I have attended and putting them at the end of the day does not affect the competition in any way.

The method employed on Sunday May 31st. is not acceptable, doesn't comply with the regulations printed for the event and with people running across a busy, crowded paddock was potentially dangerous. Hopefully we will not see this repeated in the future - any spare time being devoted to more sane pursuits like sun-bathing or polishing the car.

*Nigel Stansfield  
Huddersfield*

P.S. Before anyone comments, I was not affected by the third run situation as the whole of Class 6 refused to participate in the stupidity. Besides, it's too far to run all the way from the beer tent.

I write again to argue the cause for the hillclimb marshals. At the May 31st. meeting it was decided to allow a third run, against which of course no-one has any objections at all. There were also several delays which occurred during the day which protracted the proceedings somewhat, again I am sure with very good reason. My objection, and I know that many marshals feel the same way, is that no-one chooses to keep the marshals informed of these decisions and situations as the meeting progresses.

If the organisers are to keep the motivation and interest of this group of people who stay on their feet for nine hours in the day, then surely, bearing in mind that all posts have telephones, and that P.A. systems do not always work, one of the large number of "Chiefs" at the top of the hill could try and keep the relatively few "Indians" better informed and aware of the decisions or problems which change the format or delay the meeting from time to time.

*Peter L. Warnes  
Rochdale*

## CALENDAR OF EVENTS

### JULY

- 6th. Committee Meeting
- 8th. Club Night, Production Car Trial.
- 18/19th. Harewood Hillclimb, Harewood Championship event.

### AUGUST

- 3rd. Committee Meeting
- 12th. Club Night. Details in next month's Times.
- 16th. Harewood Hillclimb, Restricted Event.

### SEPTEMBER

- 7th. Committee Meeting
- 9th. Club Night.
- 26/27th. Harewood Hillclimb. 25th. Anniversary celebrations. Final round of the R.A.C. and Harewood Hillclimb Championships.

## HAREWOOD HILLCLIMB FTD AWARDS CHAMPIONSHIP

1987

### POSITIONS AFTER ROUND THREE, MAY 31st.

- |     |                |       |
|-----|----------------|-------|
| 1.  | David Gould    | 20pts |
| 2.  | John Lambert   | 19pts |
| 3.  | Charles Wardle | 17pts |
| 4.  | Tim Thomson    | 15pts |
| 5.  | Chris Seaman   | 13pts |
| 6.  | Peter Harper   | 10pts |
| 7=  | Joe Ward       |       |
|     | Roy Lane       | 9pts  |
| 9=  | David Montague |       |
|     | Sean Gould     | 7pts  |
| 11= | Peter Varley   |       |
|     | Chris Dowson   | 6pts  |
| 13. | John Hunt      | 5pts  |
| 14= | Bob Prest      |       |
|     | David Grace    | 4pts  |
| 16= | Bill Lord      |       |
|     | Bill Wood      | 3pts  |
| 18= | Alex Graham    |       |
|     | Jim Robinson   |       |
|     | Dave Whitehead | 2pts  |
| 21. | Richard Homer  | 1pt.  |

## THE JULY CLUB NIGHT THE ANNUAL GYMKHANA

(Silly competitions in which cars play a minor role)  
Organised by The Chairman

on

WEDNESDAY JULY 8th. 1987 from 19.00 Hrs

at

The Car Park

STOCKTON FARM, HAREWOOD

(Home of the Harewood Hillclimb)

Don't miss what promises to be a great night out. See some of the very best drivers in the club (well that's what they told me!) trying their hand at some incredibly silly tasks and having watched them why not join in yourself. It's non-damaging and great fun so come along and give it a go.

Following the competition an inquest will be held at The Traveller's Rest, Harewood Avenue for which Tim Smith has already been practising his excuses for not winning the Gymkhana!

## CELEBRATE 25 YEARS OF HAREWOOD HILLCLIMB IN STYLE

Don't be disappointed and lose out on the fabulous Harewood celebratory ties. A very limited number of these items have been produced to mark a quarter of a century of speed hillclimbing at our hill. They are selling fast and will undoubtedly become collector's items. If you haven't ordered yours, now is the time. Please send a cheque made payable to the B.A.R.C. for £5.50 (Includes 50p p&p) to  
Simon Clark, Design and Fittings Ltd,  
Sandbeck Way, Wetherby, LS22 4DN.