



EDITORIAL

As you will glean elsewhere in this edition of the Times, our National Championship speedclimb at Harewood on May 10th. provided a most entertaining event for competitors and spectators alike. The general response from competitors regarding the changes in format to the Harewood events has been a most encouraging one. It is nice to know that the efforts of the Club and it's officials are appreciated by the drivers who certainly benefitted as they achieved more driving time than ever before over the weekend.

One of the most popular new moves regarding Harewood has been the instigation of the excellent trophies for the fastest roadgoing cars at each of our events. One Scottish competitor who had ventured south with his compatriots for a non-competitive visit to the hill in May was so enamoured by the excellence of the trophy on offer at the meeting that he immediately decided he must compete in the future as he would love one of the superb models gracing his mantelpiece. For a long time many people within the sport have been worried by the fact that little has been done by organisers to attract new blood into hillclimbing. The instigation of the roadgoing award at Harewood during the season has certainly filled the gap in the North of England. It is a move which other organisers might like to follow.

Although the hillclimbs are attracting our normal excellent following, the Club are still struggling to attain a reasonable support at social events. Mind you, the Yorkshire Centre of the B.A.R.C. are not alone in this area, it appears to be a National trend, which is unfortunate. Our postbag in the last month has been rather empty, so perhaps those members who have some ideas for social events may like to write to us with their suggestions.

In the meanwhile, please support the June social details of which are included in this edition of the Times. Remember, the editorial address for all your comments (and indeed any articles which members may like to pen) is 3, Swift Park Grove, Spennells, Kidderminster, Worcestershire, DY10 4HN. Please write to us! The Times is here to help you to help your Club to proceed in the direction required by the members.

Robin Boucher

CHAIRMAN'S LETTER

Dear Member,

The 1987 Harewood Speed Climb season started with a very successful meeting on Easter Sunday. The now customary smaller entry (occasioned by the unfortunate clash with Loton Park and the early season "didn't quite make it" brigade), put on an excellent day's sport in front of a very large crowd.

On May 10th. it was the Yorkshire Centre's turn to stage a qualifying round of the Guyson USA and Bratt British Leaders Hillclimb Championships. What a wonderfully exciting day of speed hillclimbing the cream of the sport provided - for a disappointingly small crowd.



With his Pilbeam not ready Jim Thomson fielded this Corvette Stingray at Harewood

The sporting details of the Easter meeting were covered in our last edition of the Times, a report of our National Championship meeting being included in this edition. I would like to take this opportunity to thank all those marshals, officials, and especially the scrutineers who, by working to the new arrangements, have enabled practice to begin earlier and the congestion in the paddock to be relieved. This has allowed the taking of an extra practice run by eighty competitors and puts Harewood at the forefront of the hillclimb scene.

Both meetings ran very smoothly, finished on time and were the subject of many compliments from competitors. One of the leading championship contenders told me that "it was the best Harewood ever". I am sure you will agree that this is solid justification of your Committee's decision to make the organisational changes.

Support on spreading the word to "Joe Public" regarding our events at Harewood is always welcome and anyone willing to assist by displaying or distributing posters, or any other form of promotion, should make their offer to me on Wetherby (0937) 66407.

Still on the subject of Harewood, the digital timing display is now on order and should be in place for the two

meetings to be held on Saturday and Sunday May 30th/31st.

Please don't forget to support the Club Nights, details of which are given in this issue. They are usually light-hearted, always enjoyable and in every case, someone goes to a lot of trouble to put them on. Please make their efforts worthwhile by coming along to these events.

Yours Sincerely,

Jim Johnstone

RECORD HOLDER ROUTS SINGLE SEATERS

The third round of the Guyson USA British Hillclimb Championship at Harewood on Sunday May 10th, produced what can only be described as a superb grand finale to one of the best championship hillclimb events witnessed for a long while. The championship section proved a nail biter as Martyn Griffiths staged one of his last run charges in an effort to deprive Ray Rowan and David Render's sports racing Pilbeam of the major honours. It was a challenge from the single seater driver which failed by a meagre 0.04secs during a run-off which in all honesty could have been taken by any one of six drivers, the competitiveness being proved by the fact that only a little over a quarter of a second separated the next four home, even the sixth placed man being less than 0.6secs down on Rowan's winning effort.

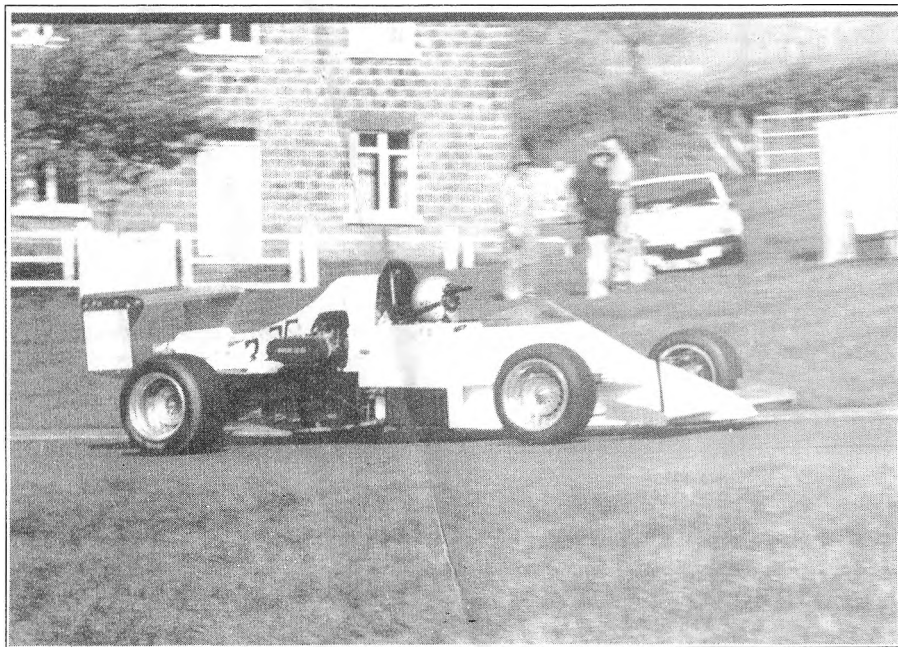
Only four up to 1600cc Sports Racing cars appeared of which the Team Scottish Farm/Essport Mallock BDA of Alex Graham held sway by over three quarters of a second at the half-way point in the contest. Alex proved slightly slower on the second climb, but it didn't matter, although he did come under close scrutiny from Barry Goode, who following a disappointing opener in the Martley Power Tools Mallock charged hard on the second climb to close to within 0.29secs of the former Scottish champion. The unlimited capacity sports racing cars brought forth the only two Pilbeam MP43s in captivity, local man John Lambert fielding his potent V8 Cosworth DFL powered machine which had taken second FTD at the Easter event and Ray Rowan at the wheel of David Render's Hart powered version. Lambert did not enjoy

Robinson in the class. It is believed that the two runs were the first sub 40secs climbs by a lady driver at Harewood and it was not surprising to find that the excellent performance netted the Hillclimb and Sprint Association "Man of the Meeting" award.

The up to 500cc racing car class was again dominated by the Trakstar Rotax, class record holder Dick Foden setting the initial pace, leading co-driver Phil Jefferies by 0.04secs after another climb at record pace. Foden marginally trimmed his opening effort on the second climb, but Jefferies, desperate to take the win and maximum Bratt British Leaders Hillclimb Championship points, hurtled the machine up the hill at almost unbelievable pace, taking a further three quarters of a second off his compatriot's new mark for the class to ensure that he retained joint leadership of the Bratt supported Championship at the end of the third round. The Trakstar left the rest of the class a little breathless, although Steve Owen went well on his home hill to snatch third place with his O.M.S., 0.4secs ahead of John Corbyn's Jedi.

A close battle in the 1100cc racing car class finally went the way of Richard Homer's pretty Delta, but he was kept on his mettle throughout by the Shire Pilbeam of former Leaders Hillclimb Championship runner-up Tony Tewson. Homer led the way on both runs, but could afford no mistakes as his winning margin of 0.18secs proves. The unique turbocharged Brabham BT28 remains a difficult car to drive due to the very small power band, but Phil Kidsley showed that it is still a force to be reckoned with, driving his heart out to take third place, just a further 0.37secs down on Tewson and a second clear of co-driver Paul Squires.

The 1600cc racing car class marked a welcome return to the fray by Allan Staniforth, sharing the wheel of Clare's modified Van Diemen FF car and he showed that he had lost none of his old flair by actually ensuring that his offspring knew her place! A fine collection of the by now almost infamous Harewood Formula Fords was also on hand and provided some splendid speed hillclimbing, class record holder Tim Mason being forced to climb his Merlyn inside the mark which he had established at the Easter event to hold off concerted challenges from Jon Collinge and Roger Kilty. At the head of the class the first runs saw the Minwall Design GRD of Phil Ducker and Adrian Hopkins' Becktronics Sark neck and neck, with the ever amazing Chris Seaman just a further 0.03secs in arrears with the Brabham BT30 FVA. Hopkins found a fair chunk on the second run, but so too did Seaman, the two finishing the



Allan Staniforth made a welcome return at Harewood

Once again, in an effort to allow the Guyson Championship contenders a little extra time to prepare for their points scoring runs at the end of the day, the class running order deviated slightly from the accepted norm at National meetings. We commenced with the Clubmans cars and it was a system which undoubtedly worked.

The first category of the day produced two sub 40secs climbers, Rob Welch who achieved the target for the first time at Harewood with the Battle, Hayward and Bower Vision and the similar machine of Northern speed exponent Peter Harper. Although Welch produced his very best form on the hill, Harper always held the upper hand, finally taking victory with a full second to spare, having produced a run in the 38secs range which only just failed to qualify the pushrod powered car for the Guyson run-off.

a good day, his first run being untimed as he began his climb prematurely and his second "banker effort" only bringing him through to fourth place. Rowan in contrast was flying on the hill he loves, the current Harewood outright record holder taking half a second off the class mark on his opening climb and then bursting through the 37secs barrier on his second to take a clear-cut win and lay challenge to the single seater racing cars which were to follow later in the programme. Local exponent David Grace recovered well from a first run fail in the Jim Robinson Mallock Hart to rush through the order into second place during the afternoon, getting the better of Peter Blankstone's on-form version by 0.15secs. Despite suffering from a violent bout of "flu" Margaret Blankstone astonished many, posting two 39secs runs in the Worfield Garage Mallock Hart to follow home Jim

day in that order and separated by just one hundredth of a second, but the class fell to Ducker who again looked extremely neat and tidy as he powered his GRD to victory with a fifth of a second to spare.

Although Harewood is not his favourite hill, it was Martyn Griffiths who set the pace with the Chase Web Offset Pilbeam when the unlimited capacity single seaters took to the hill, leading on both runs to finally run out ahead. It was a close thing however, for the second run from a travel-weary Charles Wardle saw the Broadshot Pilbeam Repco improving in leaps and bounds, beating the 37secs barrier and only failing to match the reigning Guyson USA Champion by 0.03secs. Roy Lane is certainly striving to tame his mighty Steel King Pilbeam DFL and is achieving the task well as he proved by claiming third place, 0.15secs ahead of the very comfortable looking David Gould and a fifth of a second only astern of the hard-trying Wardle. Current Championship leader Max Harvey claimed fifth place, a half second clear of local man Tim Thomson whose Guyson Pilbeam narrowly failed to beat the 38secs barrier and only just fended off the Ralt Hart of Chris Knapman who retook the lead in the RACMSA British "Award of Merit" Hillclimb Championship.



Ray Rowan did it again at Harewood, this time with a sports racing car

The up to 1300cc Special Saloon Cars followed, with Scottish speed exponent Harry Simpson always in control. His opening run in the Imp would have been enough to secure maximum Bratt Leaders points, but his second effort put the result beyond doubt as he stormed through the 43secs barrier, to within half a second of Dave Whitehead's record. A fine second run from John Tuckett-Good brought the Imp Californian driver to within one second of the Flying Scotsman, an effort which proved good enough to hold off his compatriot Andrew Parffrey (who pipped Bobby Fryers' Solo Stiletto by a whisker) by a fifth

of a second, to claim a well won second place. Once again the unlimited capacity Special Saloons were thin on the ground, there being no real challenge to Mike Kerr who cantered the Mobil Tiga Skoda to victory, retaining joint first place in the Bratt Leaders Championship with Phil Jefferies as he headed home Roger Jones' Scirocco (taking it's third runner-up position in as many events) by well over five seconds.

As in the previous two classes, the first climb would have decided the up to 1600cc Modified Sports Car Class, but Bob Dayson did not stand on ceremony and relax, powering the Cougar Developments Caterham to within striking distance of his own class record on the second ascent. A fine scrap raged for second place between Dayson's co-driver Tim Barrington and the Seba Developments Caterham of Leon Bachelier, the latter, on home ground, coming through to snatch the position by under half a second as the former came under pressure from Paul Turner's Clan. The class was also enlivened by a spirited display from Brian Kenyon who although unable to match the leading Mod. Sports cars threw his Marque Sports Sprite at the hill to such good effect that he eclipsed his own record on both runs, the second of which clipped the

For the second Guyson USA Championship event in succession, Peter Blankstone made the top twelve run off cut, but the Worfield Garage Mallock Hart was destined to take twelfth place despite a mid 38secs climb. Chris Knapman could have so easily been fourth with his Ralt, for he completely missed out the 37secs range on his final climb, only to see the time disallowed as he was not fully on the tarmac over the finish line and thus he was the second of the runners not to score, his first attempt leaving him in eleventh place. David Grace in contrast enjoyed a happier championship section, hammering Jim Robinson's Mallock Hart through the 38secs barrier on both occasions, his on the limit efforts taking tenth place, less than a fifth of a second astern of John Hunt who professed himself a little disappointed at only having made ninth with the AWS Pilbeam, but at least he had broken the "Harewood bogey" which had afflicted him in the past couple of years. There were several very close battles during the Guyson run-off, Chris Dowson finding a touch on the second climb to annex Hunt by just 0.02secs, but he in turn could so easily have been seventh, for he only failed by a whisker to match Tim Thomson's opening climb in the Guyson Pilbeam, the local driver being robbed of a second bite of the cherry due to a broken gear.

Max Harvey beavered away well with the Chase Web Offset Pilbeam, but could not quite break the 37secs barrier and was destined to finish sixth, in the process dropping to equal second place in the overall championship table. The battle for the next three places was titanic involving Charles Wardle, Roy Lane and David Gould (Chris Knapman too but for the disallowed time). It was Gould who finally claimed third place with his opening run at 36.84secs, his second attempt, which many people thought may have been a challenge for outright victory, being slightly slower due to a marginal mistake at Quarry Corner. Wardle and Lane were separated by just 0.05secs after the opening climb and both improved on the second, the former finding just a little more than the Steel King man, but it was not enough to deny Lane fourth place, Harewood's most prolific winner hanging on by 0.02secs and trailing Gould by a mere 0.12secs. Having qualified in third place Ray Rowan literally hurled the sports racing Pilbeam at the hill on his opening ascent, and certainly stirred the crowd, producing the FTD mark at that point 36.55secs. In contrast Martyn Griffiths exactly equalled his qualifying time (the fastest in the class runs) to hold third astern of Gould by 0.06secs. Rowan again gave everything on his final ascent, but like Gould failed to improve and so the meeting closed in the best possible way, with a Martyn Griffiths last run charge. It was a great

effort from the champion and obviously very close to the leading time, but as he flashed over the line he had required just 0.04secs longer than Rowan who held on to take victory and also inherit the lead in the championship by just one point from the tying Harvey and Gould.

SNIPPETS

Ray Rowan had even more incentive than usual to win our May Championship event at Harewood, for he had forgotten to bring the F.T.D. Trophy with him. He certainly managed to get himself out of trouble, but it was hard work. Bet he doesn't forget it next time!

Martyn Griffiths telephoned the day after our championship event with a little chuckle asking "Was the last run O.K. did it keep the spectators entertained?". Yes, Martyn just what we wanted to provide a grandstand finish to a great event, but next time do you think you could make it one hundredth of a second one way or the other, not four?

Having spent the first part of the season wearing overalls marked "Chief Mecpanic" Allan Staniforth was not too far removed from a personal best time upon his return to Harewood. What is they say about maturing with age?

CALENDAR OF EVENTS MAY

- 30th. Novices and One Make Speed Hillclimb
Harewood Hill
- 31st. Members meeting.
Harewood Hillclimb.
Round three of the Harewood Hillclimb Championship.

JUNE

- 1st. Committee meeting
- 10th. Club Night. The auto-test has regrettably been postponed and replaced with a "Noggin and Natter" at the Harewood Arms. See separate panel.

JULY

- 6th. Committee meeting
- 8th. Club Night. Production Car Trial. Full details in next month's Times.
- 18/19th. Harewood Hillclimb.
Round four of the Harewood Hillclimb Championship.

AUGUST

- 3rd. Committee meeting
- 12th. Club Night. Details in forthcoming editions of the Times.
- 16th. Harewood Hillclimb.
Restricted Meeting.

HAREWOOD, MAY 10th.

F.T.D.

Ray Rowan	2.5 Pilbeam MP43 Hart	36.55secs
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GUYSON USA BRITISH HILLCLIMB CHAMPIONSHIP

ROUND THREE

1.	Ray Rowan	2.5 Pilbeam MP43 Hart	36.55secs
2.	Martyn Griffiths	2.8 Pilbeam MP53/04 Hart	36.59secs
3.	David Gould	2.8 Gould 84D Hart	36.84secs
4.	Roy Lane	4.0 Pilbeam MP58 Cosworth DFL	36.96secs
5.	Charles Wardle	5.0 Pilbeam MP47RB Repco	36.98secs
6.	Max Harvey	2.8 Pilbeam MP53/04 Hart	37.13secs
7.	Tim Thomson	2.8 Pilbeam MP50 Hart	37.57secs
8.	Chris Dowson	5.0 Pilbeam MP47RB Repco	37.62secs
9.	John Hunt	2.7 Pilbeam MP57 Hart	37.64secs
10.	David Grace	2.2 Mallock U2 Mk27S Hart	37.85secs
11.	Chris Knapman	2.6 Ralt RT4 H.C.S. Hart	38.06secs
12.	Peter Blankstone	2.0 Mallock U2 Mk27S Hart	38.47secs

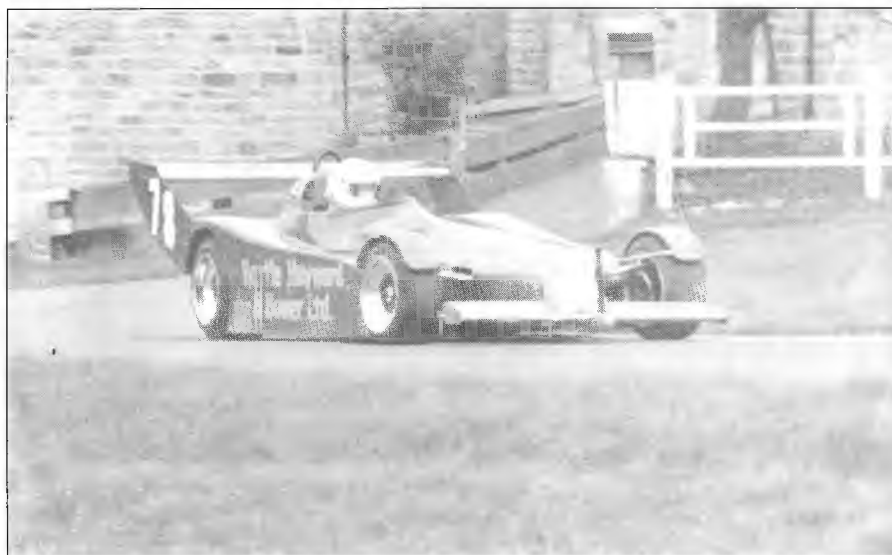
H.S.A. "Man of the Meeting"

Margaret Blankstone.

CLASS WINNERS

Peter Harper	1.7 Vision V86H Ford	38.74secs
Alex Graham	1.6 Mallock U2 Mk20 BDA	40.92secs
Ray Rowan	2.5 Pilbeam MP43 Hart	*36.95secs
Phil Jefferies	0.25 Trakstar ZK86 Rotax	*41.15secs
Richard Homer	1.1 Delta T824 Hartwell Imp	41.17secs
Phil Ducker	1.6 GRD HS85/1 BDA	39.06secs
Martyn Griffiths	2.8 Pilbeam MP53/04 Hart	36.90secs
Harry Simpson	1.0 Hillman Imp	42.63secs
Mike Kerr	3.9 Mobil Tiga Skoda Rover	41.24secs
Bob Dayson	1.6 Caterham Super 7 Twin Cam	41.80secs
Paul Tankard	4.7 TVR Tuscan	40.70secs

*Denotes that a new class record has been established



Rob Welch broke 40secs for the first time at Harewood

STOP PRESS

THE JUNE CLUB NIGHT

Due to unforeseen circumstances the Autotests scheduled for June 10th. have been postponed. The Club Night will now take the form of a "Noggin and Natter" at the Harewood Arms.

EVERYONE WELCOME.