



October/November 1987

EDITORIAL

Well, there doesn't seem a lot to be said this month that isn't mentioned elsewhere by our other contributors. As you will all know by now the twenty fifth Anniversary Harewood proved to be an excellent day. The action on the track could not have been better, the final Guyson USA Championship run-off of the year proving to be the best seen for a long time.

Commiserations must go to young Sean Gould who was so close to taking his first championship win, but the fighting last run from Ray Rowan was again proof that he is currently the "King of Harewood". Throughout the classes the action was fast and furious, the competitors rising to the occasion in fine style to produce a meeting to remember. Well done to each and every one of them. There was a rumour abounding that Tim Thomson had talked to the Guyson contenders at the Barbecue and asked them to specifically make the meeting more exciting than usual and that is the reason that just five one hundredths of a second covered the first five cars at the mid-point in the class runs from the over 1600cc racing cars. Well, that's Tim's story and he's sticking to it. The crunch will come when we ask him to reproduce the same next year!

As you will see from this edition of the "Times" there are still plenty of Centre events on the agenda for the rest of the year. We may have finished the Harewood Hillclimbs, but that does not curtail the activities of the Centre. Your Committee have worked very hard to stage events such as the Dinner Dance, the November Club Night and the Lombard RAC Rally stage at Harewood, please do all you can to return their enthusiasm and effort by supporting these events.

Finally, I would like to correct a typing error which appeared in the last edition of the Times. We published a letter from Boris Hardcastle regarding practice at Harewood and unfortunately misinterpreted one of the comments. We should have said "I would contend that this method of awarding extra practice does comply with the regulations as published". Apologies to all concerned for the error.

Once again our correspondence column is fairly small. Please write to us on your pet subject, the address is 3, Swift Park Grove, Spennells, Kidderminster, Worcestershire, DY10 4HN.

Robin Boucher

CHAIRMAN'S LETTER

Dear Member,

Well, we've now passed the twenty five year mark at Stockton Farm and are beginning our move into the next quarter of a century by laying out our plans for the 1988 season.

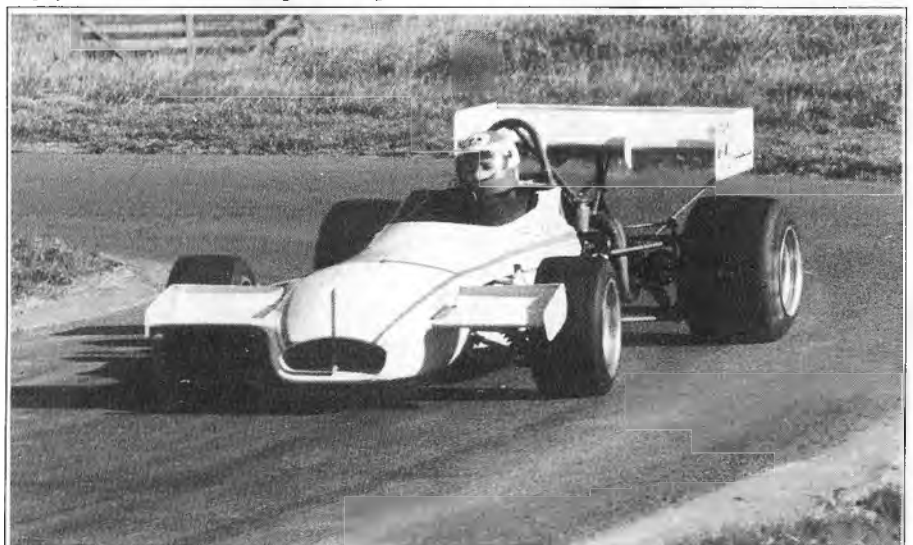
The twenty fifth Anniversary Harewood Hillclimb was a very hectic affair for many of us, but the general opinion seems to be that it was successful and, above all, an enjoyable occasion from both the competitive and organisational points of view.

The pressure began building up as early as July, when it became apparent that we would experience an oversubscribed entry for this event, which had become the final round of the three National Hillclimb Championships. This resulted in the decision to accept more entries than usual, so as to disappoint as small a number of competitors as possible and meant that there could be no third practice runs. This, Guyson USA Championship contenders, be assured, was a "one off" and was done precisely for the reason just given and not for the small financial gain attributable to the thirty or so additional entry fees. It is intended to return to the third practice run offer in 1988.

So many people worked very hard to ensure the success of the weekend that it is not possible to mention them all. However, in addition to your Committee, I would like to thank Mike Kempley for his efforts in organising the Barbecue and I'm sure that everyone who attended will agree that it was the best yet and a most enjoyable and entertaining evening.

The Centre was honoured by the presence, for most of the Sunday, by the Deputy Lord Mayor and Deputy Lady Mayoress of Leeds, Councillor Les Carter and Mrs. Carter. The Deputy Lord Mayor certainly seemed to enjoy the day and, having been conveyed up the course by Club Steward and ex Centre Secretary Harry Mason, asked if he could have another run, but this time without the ladies so that Harry could put his foot down! Unfortunately he had to be content with presenting the awards for the meeting, during which he displayed considerable interest in our sport together with the fact that he had very quickly grasped the basics. The Centre is very proud to have been granted this Civic recognition by the City of Leeds and hopes that the link can be maintained and strengthened.

It was very pleasing to see so many faces from past events at Harewood, all helping merely by their presence, to make the occasion a special one. It would be impossible to list them all, but we were particularly delighted to see Ted Booth, (who was a competitor in large Fords on all types of events, even before Harewood Hillclimbs began and who commented at Stockton Farm in the early years) and Peter Meldrum who was the undisputed "King of Harewood" with his supercharged Lotus Allard in the mid sixties, with wife Judith, who travelled all the way from Jersey specially for the occasion. Mike MacDowel, a former hillclimb champion and Harewood regular was also on hand as was Peter "Rhubarb" Smith and his wife Diane (Peter won his class at the first Harewood with a Speedwell GT). We were also pleased to see Michael Groves, the Chairman of the B.A.R.C. Council and Peter Cunnell who is the Council's Treasurer, the latter



Chris Seaman was his usual entertaining self at the anniversary Harewood

"working his passage" by marshalling at the Paddock Exit on the Saturday. It was also good to see our old friend Sidney Burton, the motor sports correspondent of the Yorkshire Post and the opportunity of making Sidney work was not lost as he very kindly presented the Yorkshire Post Trophy to Ray Rowan who had set the best time of the season at Harewood.

I think that one of the most welcome individuals present at the twenty fifth Anniversary of hillclimbing at Harewood was Arnold Burton. It was through Arnold's foresight and considerable generosity that the hillclimb course came into being. We have a great deal to thank him for and are so pleased that he joined us for the occasion.

A big thank you to all the people who brought along their interesting classic motor cars. What about the XJ13 Replica and the fabulous GT40? This was the first occasion on which the XJ13 had turned a wheel and that Brian Wingfield had agreed to debut it in public at Harewood speaks volumes for his generosity and, I suspect, for the persuasive powers of Steven Smith who arranged his visit. Our marshals had a particularly busy week-

end and, as usual, they excelled themselves. We really do have a fine team at Harewood and the Harewood Marshals Association, which provides a large proportion of this team, is to be congratulated on its' progress. Keep at it lads.

You cannot fail to have noticed that a new sponsor was with us for this final meeting of 1987. Mobil Oil Company Ltd. put a lot of effort into the promotion of the event and assisted us both financially and in terms of Mobil products given to the class winners. We are grateful to Paul Turner of Mobil for their presence and to competitor Mike Kerr who made the introduction. We hope that they will be back.

Last, but by no means least, a special vote of thanks to our season sponsors for their support through what has been a largely successful 1987 for the Harewood Hillclimb. We sincerely hope they will return in 1988 and would welcome any suggestions they may have for improving their package.

The next important event on the Centre's calendar is the Harewood stage of the 1987 Lombard RAC Rally. As

advised in the August/September edition of the "Times", the first car is due at Stockton Farm at 0600 hours. About 150 marshals are required to man this event, which is under the control of Stage Commander Don Staveley. Offers of help should be made to David Dalrymple (Details elsewhere in this issue).

Mike Kempley has negotiated a sponsorship arrangement with Charlie Browns motor accessory group for the RAC Rally stage and so has once again ensured that financial support and wide publicity will be obtained. Thank you, once again Mike!

The Yorkshire Centre Annual Dinner Dance and awards presentation is fast approaching and winners of Annual Trophies, not presented at Harewood in September, should keep the first Saturday of December free and send their ticket application to Tim Thomson on the form provided with this "Times".

It has certainly been a very hectic two months and the respite before the winter planning will be very welcome.

Jim Johnstone.

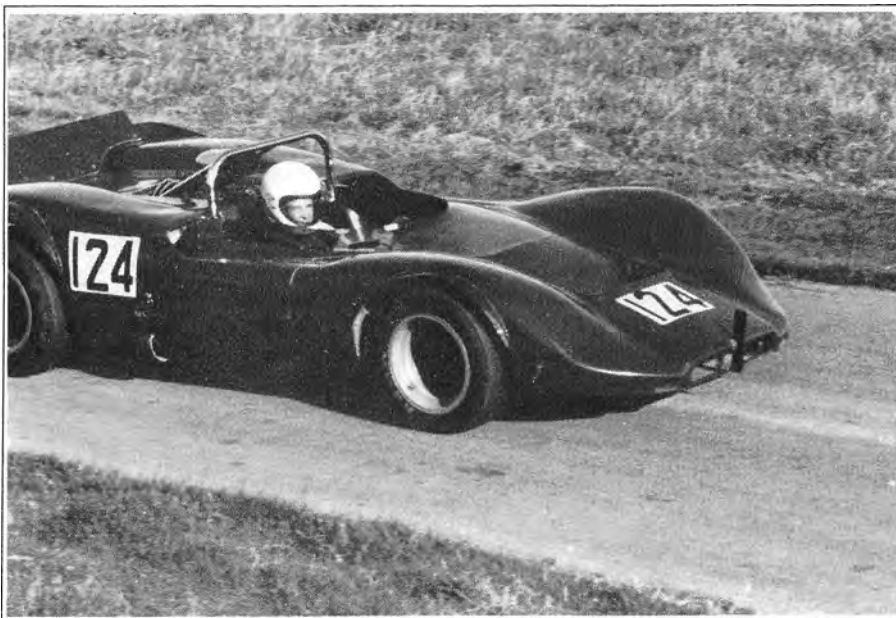
CELEBRATORY HAREWOOD

The Yorkshire Centre of the BARC could not have celebrated twenty five years of competition at the Stockton Farm venue in better style, the Mobil 1 supported meeting producing an event where hundredths of a second really did matter. A nail biting final Guyson USA British Hillclimb Championship run-off of the year looked like providing, in front of many drivers who had made their name at Harewood over the years, a first win for the find of the 1987 season, Sean Gould, but it was not to be, for the current "King of Harewood" refused to concede defeat, Ray Rowan throwing everything into his last ascent with David Render's Toleman to snatch the honours by a mere six one hundredths of a second.

Despite the fact that the event was the final round of the Bratt British Leaders Hillclimb Championship, the meeting ran to B.A.R.C. classes and thus the small Marque Sports cars set the proceedings underway at 10.00a.m. (yes ten in the morning!). Brian Kenyon is obviously an early morning person for the class record holder, as expected, powered his Sprite to the head of the four driver class, but he was kept on his mettle by wife Pat whose final ascent failed to match the winning time by less than three quarters of a second. The perennial battle between the Lotus Elan mounted Des Richardson and Brian Lee continued in the next Marque class, once more the former in command, his spirited second ascent extending his

earlier slim advantage to 0.85secs. John Yardley's Marcos Ford led the large capacity Marque Sports class at lunchtime and further improved in the afternoon, but it was not enough to take the spoils, for an all out attack of the hill by George Whittaker ensured that the intrepid Morgan +8 pilot emerged ahead with four one hundredths of a second to spare after a nail biting afternoon session.

Bob Dayson had every reason to throw caution to the winds and take the 1600cc Mod. Sports car class, for a maximum points score would give him second place overall in the Bratt British Leaders Hillclimb Championship. His task was far from easy thanks to a superb effort from Paul Simson and the slightly less developed Caterham, the local man harrying Dayson on both runs, finally to concede defeat by just 0.07secs. An excellent second run from Dayson's co-driver Tim Barrington made it a one/three in the class for the Cougar Developments Caterham, also ensuring that in his first year of competition the enthusiastic "Apprentice" secured the award for the highest placed newcomer in the Bratt British Leaders Hillclimb Championship. With Tony Bancroft's Porsche troubled by a severe vibration and missing the second run, the unlimited capacity Mod. Sports record holder was unable to lay his usual challenge to Paul Tankard's mighty TVR Tuscan, although he did hold at bay the beautiful sounding Lancia Stratos of Christian Mineeff. Undaunted by the slight lack of competition, Tankard attacked hard on both runs, getting to within 0.29secs of Bancroft's previous best as he took a comprehensive win.



The rumbling McLaren of George Tatham enlivened the Harewood atmosphere



Andy Tymkewycz set the only record of the day at Harewood

It was the first runs which decided the 1600cc Clubmans class and it couldn't have been tighter, former Formula Ford hillclimber Mike McDermott snatching the spoils, his Mallock U2 Mk20 getting the better of Phil Price's Connaught Engines backed Mk18/21 by just two one hundredths of a second, the latter in turn just over half a second clear of Peter Green's Centaur which along with the fourth placed Morris Hutchinson's version stopped a total U2 rout in the division.

It came as no surprise to see that most prolific of competitors Peter Harper again in charge of the premier class for Clubmans cars, the ever forcefully driven Vision being the only machine in the class to crack the 40secs barrier. Richard Mallock, making another of his welcome but rare appearances on the hillclimb scene gave his all, but failed by just over a fifth of a second to join Harper in the 39secs bracket, making the meat in the Vision sandwich as he headed home Rob Welch's Battle, Hayward and Bower version by a little under half a second.

A wee sortie south paid off yet again for Alex Graham whose Team Scottish Farm/Essport Mallock BDA again took the 1600cc sports racing car class. By the end of the day the former Scottish Hillclimb Champion had secured the class by 0.6secs from the press-on regardless Bob Prest whose fiery style was enough to just get the better of the Martley Power Tools Mallock BDA of prolific Midland winner Barry Goode.

David Grace entertained the crowd with a typically blasphemous commentary as his regular co-driver Jim Robinson attacked the hill with the Mallock Hart in the large capacity sports racing class, but "His Graceness" tips failed to elevate his compatriot to the winner's circle. Having seen his first time discounted when the superb Pilbeam DFL lost a timing strut, John Lambert fought back to head Robinson by a fifth of a second, but even he could find no answer to the Worfield Garage Mallock Hart of an on-form Peter Blankstone who led on both runs, finally emerging with a comfortable half second plus advantage.

The Harewood Hillclimb Championship title was up for grabs as the Formula Fords took to the hill, the three leading contenders in the series all appearing in the division. Class record holder Jon Collinge made his play on the first runs to narrowly lead with the Pacer, but he failed to better the time on the second ascent. This was to drop him to second, ahead of Roger Kilty's Sparton, but just astern of former Porsche driver Tim Mason who threw everything into the final ascent, the Merlyn slipping ahead of the first run leader by just 0.04secs, almost matching Collinge's record, but more importantly, securing the championship title after a season long battle with his Formula Ford compatriotes.

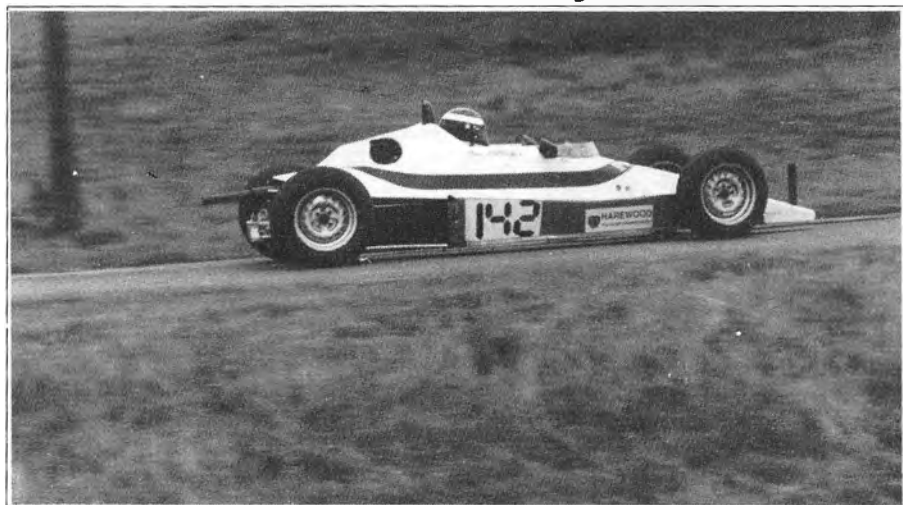
It was down to hundredths of a second in the 500cc racing car class too, for after a disappointing first climb when engine problems intervened Dick Foden took the Trakstar by the scruff of the neck and threw it at the hill, failing by just two one hundredths of a second to match the opening and winning time set by co-driver Phil Jefferies, the win ensuring that the latter claimed third place overall in the Bratt British Leaders Hillclimb Championship chase.

The 1100cc racing car class could not be described as dull for one minute with any one of at least four drivers capable of taking victory. Phil Kidsley recovered from a first run off with the turbocharged

Brabham Cosworth to take the lead on the second climbs, but minutes later an all out onslaught by Tony Tewson saw the Shire Pilbeam slipping ahead by one tenth of a second, an effort which was to secure victory and also assure that the Midlander achieved his ambition of a maximum points score in the Bratt Leaders Championship as he claimed fourth place overall in the series. Richard Homer never gave up the fight with the Bliss Delta, his final effort failing to match the runner-up by only a tenth of a second, in the process usurping the first run leader, Kidsley's co-driver Paul Squires, by just under a quarter of a second.

The 1600cc single seater class was a total Adrian Hopkins/Chris Seaman affair with the optician ahead on the first runs and placing the Sark through the 39secs barrier on the second. In his efforts to fight back with the venerable Brabham BT30, the ever so enthusiastic Seaman revolved out of contention, but his second place was safe as he still headed Peter Varley's Glossop Superalloys March/Pilbeam by well over a second.

The unlimited capacity single seater class was purely amazing, just five one hundredths of a second covering the first five cars at lunchtime. Even more incredibly the two leading drivers were Roy Lane and Max Harvey, the pair battling for second place overall in the Guyson USA British Hillclimb Championship, and they could not be split, having recorded identical times. It was the 1987 Guyson Champion Martyn Griffiths who cut loose in the afternoon, powering the Chase Web Offset Pilbeam through the 37secs barrier to lead the way on a hill which is not amongst his most favourite. Harvey and Lane both failed to improve, but retained second and third places respectively, the advantage to the latter on aggregate, while again by dint of the morning climb, Tim Thomson held down fourth place a mere one hundredth of a second adrift and in turn just 0.03secs clear of David Gould who headed home son Sean by 0.15secs. The final Guyson Championship run-off of the year looked like being a cracker.



Jon Collinge did well in the Formula Ford class and the Harewood Championship

The Harewood round of the Mobil 1 Maestro Challenge provided a slight shock for the seasoned campaigners within the series as Peter Cox flung his version up the hill, clipping the 52secs barrier in fine style on both runs to take the award by just over half a second from Jenny Birrell who once again left the male contingent battling behind her. Just one record fell during the day and that went north of the border as Andy Tymkewycz spirited his amazing Sunbeam Sport through the 49secs barrier to take the first of the touring car classes by the proverbial country mile from Michael Holroyd's Cooper S which was not seen in the afternoon. Nicky Porter returned to Harewood to help celebrate twenty five years of competition on the hill and promptly showed that he has lost none of his skills, a press on opening climb in the Cooper S proving good enough to hold at bay current circuit racer and Harewood record holder Nigel Clegg by 0.15secs to take the intermediate touring car division. The form book ran true in the final touring class, the rapid Escort of George Swinbourne needing just one climb to take the division by over six seconds from Mark Welbourne's Peugeot 205GTi, the latter managing just one climb after co-driver Rachael Breakell suffered a slight moment with the "French Flier" on her second ascent.

Bobby Fryers was determined that the Midlander's challenge would be quelled in the 1300cc special saloon car class, emphasising the point with his opening climb in the Solo Stiletto which put the silverware out of reach of the rest. The Imp Californian of Andrew Parffrey led the chase, but although getting the better of Ian Fidoe by the best part of half a second thanks to an improved second run, failed to match the regular Harewood competitor by 0.6secs. And finally there was Mike Kerr who again romped the Mobil Tiga Skoda to a comprehensive victory in the unlimited special saloon car class, taking the spoils by well over four seconds from Doug Bruce's Capri as he celebrated his success in securing the Bratt British Leaders Hillclimb Championship title with two runs which were within half a second of his own class record, conditions being just too cold to allow a successful attempt at the first sub 40secs climb of the hill by a saloon when he appeared for the second run right at the end of the day.



The versatile Phil Darbyshire appeared in the Maestro Challenge round



Harewood regular John McCartney helped to celebrate the venue's twenty fifth anniversary

The final Guyson USA British Hillclimb Championship run-off of the year was indeed a cracker with several overall finishing positions within the series still at stake. For the second event in a row Jim Thomson made the cut with his Guyson Pilbeam, but on this occasion was denied a point, pipped to tenth place by Chris Cramer who made a welcome reappearance on the scene and produced two tremendously dedicated runs with his March 782 Hart. John Hunt needed seventh place in the run-off to rob the absent Chris Dowson of eighth place overall in the Guyson series and held that position at mid-way. His second run produced no improvement and was to see the AWS Pilbeam slipping to ninth in the run-off, 0.14secs down on the fourth fastest qualifier Tim Thomson who was unable to quite match his earlier class time with the Guyson Pilbeam and slipped to eighth in what was a fiercely contested championship section indeed. Roy Lane was looking for second place overall in the Guyson Championship and looked in good shape having qualified the Steel King Pilbeam DFL in second place, but he too failed to match his earlier mark and paid the penalty, annexing Thomson by just 0.02secs, but this was to be seventh, as in his efforts to retain tenth place overall in the series Chris Knapman cut loose with the QED Ralt Hart. It was a brave climb by the new "Award of Merit" Champion, but although he pipped Lane by 0.03secs to equal Harvey's time, he lost fifth place on aggregate and sixth was not enough to ensure that he carries a permanent number next year. To snatch second place from Roy Lane in the overall table Max Harvey needed to head the Warwick race car preparer and be no lower than fourth in the run-off at the end of the day. Max

and the Chase Web Pilbeam held that position at mid-point, but just when he needed an improvement one was not forthcoming and he finally missed the target by one place thanks to another all out effort by the 1987 Harewood FTD Awards Champion Charles Wardle who having suffered practice problems responded when it mattered with an all-out effort in the Broadshot Pilbeam to claim fourth place in the run-off with his opening ascent. Wardle could so easily have been third, for his best time exactly matched that set by a well fired up David Gould, the latter claiming the position on aggregate, by all of 0.05secs! It really was one of the best run-offs for years. Without doubt the star of the top twelve was the H.S.A. "Man of the Meeting" Sean Gould who in his first season of motorsport really has the established stars on the run, leading the way at mid-point following a tremendously fiery, but well controlled opening climb in the Gould. Sean refused to be ruffled by the pressure and seemed to have done enough to take his first win when he went 0.01secs quicker on the final run, but not so, for Harewood record holder Ray Rowan is a difficult man to beat in Yorkshire.

Lying in sixth place only at the mid-point Rowan attacked furiously with David Render's new Toleman (the car which had taken him to victory at Craigtantlet). Sean, who by this time knew he had secured tenth place overall in the championship, was hardly able to watch. It was close, oh so close, but the hill record holder made it, with 0.06secs to spare. And what of Martyn Griffiths? Well, knowing that Max Harvey needed fourth place he didn't push the Chase Web Offset Pilbeam too hard on the first run and consequently held twelfth place. By the time he came to the line for the last run he knew that his compatriot had not secured the vital fourth place in the run-off and really went for victory, his on the limit plus ascent ending with a spin at Orchard. Martyn retained the FTD mark thanks to his earlier class run, but as he said later "When was the last time Martyn Griffiths set FTD and finished twelfth in a run-off". Come to that, when was the last time the first three home in a Guyson run-off were non-Pilbeams? The twenty fifth anniversary Harewood certainly produced a day to remember in more ways than one.

HAREWOOD, SEPTEMBER 27th.

F.T.D.

Martyn Griffiths 2.8 Pilbeam MP53/04 Hart 36.81secs

GUYSON USA BRITISH HILLCLIMB CHAMPIONSHIP, ROUND 16.

1. Ray Rowan	2.8 Toleman TG87 Hart	36.84secs
2. Sean Gould	2.8 Gould 84D Hart	36.90secs
3. David Gould	2.8 Gould 84D Hart	37.02secs
4. Charles Wardle	5.0 Pilbeam MP47RB Repco	37.02secs
5. Max Harvey	2.8 Pilbeam MP53/04 Hart	37.30secs
6. Chris Knapman	2.6 Ralt RT4 H.C.S. Hart	37.30secs
7. Roy Lane	4.0 Pilbeam MP58 DFL	37.33secs
8. Tim Thomson	2.8 Pilbeam MP50 Hart	37.35secs
9. John Hunt	2.8 Pilbeam MP57/01 Hart	37.49secs
10. Chris Cramer	2.3 March 782 Hart	38.08secs
11. Jim Thomson	2.8 Pilbeam MP57 Hart	39.23secs
12. Martyn Griffiths	2.8 Pilbeam MP53/04 Hart	39.50secs

H.S.A. "MAN OF THE MEETING"
Sean Gould

Brian Kenyon	1.3 Austin Healey Sprite	46.13secs
Des Richardson	1.6 Lotus Elan	45.76secs
George Whittaker	3.5 Morgan +8	44.90secs
Bob Dayson	1.6 Caterham Super 7	42.77secs
Paul Tankard	4.7 TVR Tuscan	40.67secs
Mike McDermott	1.6 Mallock U2 Mk20 Ford	43.83secs
Peter Harper	1.7 Vision B86H Ford	39.78secs
Alex Graham	1.6 Mallock U2 Mk20 BDA	40.41secs
Peter Blankstone	2.0 Mallock U2 Mk27 Hart	39.12secs
Tim Mason	1.6 Merlyn Mk20A Ford	43.35secs
Phil Jefferies	0.2 Trakstar ZK86 Rotax	41.87secs
Tony Tewson	1.1 Shire Pilbeam BDJ	41.39secs
Adrian Hopkins	1.6 Sark I1H BDA	38.89secs
Martyn Griffiths	2.8 Pilbeam MP53/04 Hart	36.81secs
Peter Cox	2.0 M.G. Maestro Efi	51.81secs
Andy Tymkewycz	1.0 Sunbeam Sport	*48.52secs
Nicky Porter	1.3 Mini Cooper S	46.93secs
George Swinbourne	1.6 Ford Escort	45.85secs
Bobby Fryers	1.2 Solo Stiletto	43.30secs
Mike Kerr	3.9 Tiga Skoda Rover	40.65secs

* Indicates that a new class record has been established

CORRESPONDENCE

During the course of the last Harewood meeting someone left a green nylon car cover on my trailer which is the big "Hazlewood Trailers" machine. If anyone wishes to claim the cover would they please contact me on 0543 490391.

*Bob Dayson
Rugeley*

Please don't consider this letter as sour grapes - more a newcomer's views aired.

I planned my first year in motor sport based on my "home" venue Harewood, Scammonden and Baitings Dam - nothing over ambitious you understand. I entered all the Harewood meetings except May and my times are now some ten seconds better than the practice day in March! To say I was disappointed to have my September entry refused (Class eight, Gilbern Invader MkII) was an understatement. On seeing the programme and noting a number of non-regular entrants accepted I was left feeling extremely dismayed. Where did I go wrong? Brian Kenyon's letter in the August/September Times has very valid points, especially number five.

However, I shall be back next year, striving to knock off another ten seconds in the season! That's if my entries are accepted.

*Don Williams
Huddersfield*

HAREWOOD ENTRIES

The twenty fifth Anniversary Harewood Hillclimb posed considerable difficulties for those charged with the task of selecting entries for that meeting.

Two hundred and twenty applications for entries had been received by the closing date and they continued to arrive for up to two weeks after that. In anticipation of this problem, a decision had been made to accept more than the customary one hundred and fifty for this meeting and, if necessary, to withdraw the opportunity of a third practice run, so as to

minimise the number of disappointed competitors.

In fact, one hundred and seventy eight entries were accepted and so there were twenty eight over the "norm". This was the result of a genuine attempt to accommodate as many competitors as could reasonably be coped with, in the light of experience at the same meeting last year when many people were disappointed.

The "Selection Committee" were instructed to ensure that, after those competitors registered in the Guyson USA, Bratt Leaders and "Award of Merit" Championships, priority was to be given to competitors in our own Harewood Hillclimb Championship and then to Harewood regulars. This latter qualification involved examination of entry lists to see how many times an entrant had competed at Harewood in 1987.

All those entry applications from drivers registered in the three national championships, **WHOSE ENTRY WAS RECEIVED BY CLOSING DATE**, were accepted. All entries received after closing date were refused.

Having said all that, several would be competitors were disappointed. We are very sorry, but there is a limit to the number which can be satisfactorily accommodated and strenuous efforts were made to use a fair and reasonable system. Those people who applied late really have no justifiable complaint, as warnings about the pressure for entries were given in previous editions of this publication and by the Chairman at the prizegivings after both the July and August hillclimbs.

This problem is not peculiar to Harewood and is indicative of the growth in the popularity of Speed Hillclimbing, which is to be welcomed. The Yorkshire Centre of the B.A.R.C. will continue to use its' best endeavours to maintain fairness in the event of this unenviable task having to be undertaken again.

Jim Johnstone.

CLUB NIGHTS

As members will have realised, no Club Night took place in either September or October. Lack of interest from members and pressure on the Committee caused by the forthcoming Harewood Hillclimb were the underlying reasons.

However, there is to be a NOVEMBER CLUB NIGHT. This will take the form of a briefing for the Harewood Hillclimb stage of this year's Lombard RAC Rally and is being organised by Stage Commander Don Staveley.

The Club Night will take place at The Parkway Hotel, Otley Road, Bramhope Leeds on Tuesday November 10th. We would ask all members to arrive at 7.30p.m. in time for a prompt start at 8.00p.m. please.

This evening should be regarded as a "must" for those intending to marshal on our stage and will also be an instructive evening for other members.

It is a considerable coup for the Centre to once more be invited to run a stage on this most prestigious event and the briefing will provide a unique opportunity to learn just what is involved in putting on such an event. Who knows - having attended the briefing, you may want a slice of the action?

Jim Johnstone

NORMAN LEWTAS

It is with deep regret that we have to inform our members of the recent death, after a short illness, of Dr. Norman Lewtas at the age of 69.

Norman was known to competitors and officials at Harewood through competing with his 100,000+ miles Ford Escort RS2000, from which he derived great pleasure.

Norman was one of Sheffield's most eminent former hospital consultants and founded the speciality of neuroradiology - the diagnosis of abnormalities of the head and spine. In a distinguished career

sultancy career which spanned twenty seven years Norman rose to seniority at both local and national level. He became Vice-President of both the Faculty of Radiologists and the Royal College of Radiologists.

Norman will be sorely missed from the paddock at Harewood as he was a true sportsman and a fine gentleman.

The Times would like to offer condolences to Norman's widow Dorothy and his two children.

Pat Kenyon.

OFFICIALS

I would like to take this opportunity of thanking all those members and friends of the B.A.R.C.(Y) who have helped us at the Harewood Hillclimbs during the 1987 season. I look forward to seeing you all in the new year and enclose within this edition of the "Times" a marshals availability form for the 1988 season.

As we need as many officials as possible for the forthcoming season, especially on Saturdays, please let me know if you wish a copy of the form to be sent to any of your friends or indeed anyone who you feel may be interested in helping.

I look forward to receiving your completed marshals availability form as soon as possible, but please do not hesitate to contact me if you require any further assistance. The marshal's availability form is double sided so that you may keep a copy for your records.

David Dalrymple
Chief Marshal BARC(Y)

CALENDAR OF EVENTS

NOVEMBER

- 2nd. Committee Meeting
- 10th. Club Night
- 15th. Annual BARC(Y) Speed Hillclimbing Classes Forum
- 22nd. Lombard RAC Rally, Harewood working party
- 24th. Lombard RAC Rally, Harewood stage

DECEMBER

- 5th. Annual Dinner Dance
- 7th. Committee Meeting

A VERY IMPORTANT MEETING

SUNDAY NOVEMBER 15th. 1987

THE ANNUAL BARC(Y) SPEED HILLCLIMBING CLASSES FORUM

will take place in the Conference Room at

The Old Golf House Hotel, New Hey Road, Outlane, Huddersfield.

(Adjacent to the M62 and Scammonden)

Commencing at 10.30a.m. (Coffee served on arrival from 10.15a.m.) and finishing in time for a lunchtime beer (or two!).

Sandwiches and Bar Meals available on the day.

All persons interested in "Speed Events" are invited to **BE THERE.**

Views need to be expressed and comment made for any action to be taken. If you are unable to attend but wish to raise any matters, please drop a line to Chris Seaman at

Seaman Photographer Ltd, 193, London Road, Sheffield, S2 4LJ.

CENTRE ANNUAL AWARDS

FINAL RESULTS OF THE ANNUAL COMPETITIONS BASED ON THE PEARCE TROPHY MARKING SYSTEM

1=	John English	46pts
	Boris Hardcastle	46pts
	Chris Seaman	46pts
4.	Graham Wride	43pts
5.	David Dalrymple	40pts
6=	April Corner	39pts
	Martin Frost	39pts
8.	Paul Goldman	38pts
9.	Denys Townsend	37pts
10=	Alan McKinney	36pts
	Harry Mason	36pts
	David Naylor	36pts
	David Park	36pts
14.	Leon Bachelier	35pts
15.	Tony Hodgetts	28pts
16.	Tim Thomson	27pts
17.	Anne English	23pts
18.	Carol Wride	18pts
19.	Simon Clark	15pts
20=	Charles Clarke	12pts
	Ian Blunt	12pts

and six other members scoring nine points or less.

AWARDS

THE PEARCE TROPHY

(Jointly)

John English, Boris Hardcastle and Chris Seaman

PEARCE TROPHY CONSOLATION AWARD

David Dalrymple

FIRTH BOWL

Miss April Corner

KEN LEE TROPHY

Paul Goldman

CHIPPY IOLA VASE

Denys Townsend and April Corner

TRAVELEADS TROPHY

Graham Wride

HAREWOOD AWARDS

YORKSHIRE POST TROPHY

Ray Rowan

JACK FARRAR TROPHY

Tim Thomson

ARNOLD BURTON TROPHY

Tim Mason

RICHARD SUTHERLAND TROPHY

Brian Kenyon

GUYSON BEADBLAST TROPHY

Charlie Saunders

HADFIELD OF SHEFFIELD

JAGUAR TROPHY

Charlie Saunders

FORD WOODHEAD TROPHY

Jon Collinge

APPLEYARD GROUP TROPHY

George Whittaker

WALLACE ARNOLD TROPHY

George Swinbourne

CRAWFORD ROBERTS ROAD GOING AWARD

Steve Openshaw

TOTAL TROPHY

Andrew Tymkewycz

SCRUTINEERS TROPHY

Dave and Lynne Whitehead

DON'T MISS

THE BARC(Y) ANNUAL DINNER DANCE AND PRIZEGIVING SATURDAY DECEMBER 5th

at

The Parkway Hotel, Bramhope.

Time:- 7.00p.m. for 8.00p.m.

Dance the night away to

The Society Hotshots

(A band with a difference).

Tickets just £14.00 each

Apply now on the enclosed form

LOMBARD RAC RALLY STAGE HAREWOOD, NOVEMBER 24TH.

We shall require considerable assistance both on the day of the event and on the Sunday prior to the stage (Setting-up day) to ensure that the event is a success for the Centre. If you can help (PLEASE) it would be appreciated if the enclosed marshals form could be returned to David Dalrymple as soon as possible.