



# YORKSHIRE CENTRE TIMES

Nov 85  
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FIRST CLASS EDITION



## Keeping up with the Times

Most of the feedback from the membership of the Yorkshire Centre concerning the 'Times' has been, in the main favourable. However, the amount of material coming in has been variable to say the least; what has been received has always been welcome and very very interesting - not to say controversial sometimes.

To overcome the problem of the past year there is to be a series of subtle alterations on the 'Times', whilst keeping the present format. The major of these is the adoption of typesetting, to benefit the appearance and legibility of the magazine.

It has also been decided that a formal timetable for the production of the 'Times' will be adopted and further details of this will be published in our next issue.

A further departure for the 'Times' is the inclusion of a classified Sales and Wants Section. At present short adverts of a personal - not that type of advert - sale or want will be accepted at no charge; this however may change if the whole thing threatens to run out of control. So if you are having a garage clear-out over the winter let the 'Times' have a list of stuff you wish to sell, with prices and a 'phone number' and we will include it in the next issue.

Business advertisers can also benefit from the new look as we are offering a service for them also. Taking the form of inserts to the 'Times' commercial advertising is now available, either we will do the whole job or you can supply the printed matter and we will ensure that it is included with every copy sent out - don't forget that 650 copies of the 'Times' go out every issue. Commercial rates available on request. The first such advert is enclosed with this issue.

All these changes still do not exclude any of the Centre membership from their obligations to contribute to the 'Times' - there is still not enough material coming from those 650 members out there - a point I had made much of in the past.

## Next Clubnight

The next Clubnight will take place on January 8th 1986 at the Ossett Post House - just off junction 40 on the M1. From 7pm onwards there will be a picture quiz organised by Brian Kenyon. Ladies please note - there will be a non-motoring section for you to compete in if you so prefer.

Don't forget the Annual Dinner Dance which takes place at the Parkway Hotel on Saturday 7th of December. Some tickets may still be available even at this late date - contact Mrs. J.M. Bennett on Harrogate 56579 to find out if you wish to attend.



## Gachot: his lot at Paddock

One of the favourites for the overall honours at the recent Formula Ford Festival, Bertrand Gachot gets it all wrong at Paddock Bend. Gachot was very lucky to walk away from this enormous accident, which says volumes for the strength of the Van Diemen RF85 chassis. Jonathon Bancroft's Batemans Opticans RF85 just kept ahead of the carnage in this semi-final chaos and Bancroft went on to take a fighting second place in the final but could not quite match the pace of Johnny Herbert in the Quest.

Photos: Paul Boothroyd/PBP.



Dear Readers,

When the "Times" was first conceived it was the intention of the Centre Chairman, Simon Clark to write a brief note each month to try to keep the membership informed of the deliberations of the Committee and its plans for the future. As so often happens these days, the need to earn a crust intervened and the "Chairman's Letter" fell by the wayside. I have volunteered to pen a "Vice Chairman's Letter" to fill the gap.

At the October committee meeting most of the financial information for the Harewood season was in and treasurer Denys Townsend reported that there has been a steady increase in spectators this season. This was largely due to the efforts of Jimmy Johnstone who has been working hard on the publicity front.

The committee is still concerned at the difficulty in attracting marshals to Harewood, particularly for Saturday practice and there is a very real danger that we will be forced to run Sunday only meetings in 1986 if more marshals are not found.

The classes sub-committee is to hold its open meeting shortly (details elsewhere) and look forward to hearing from you all about the changes you would like to see.

Two informal sub-committees have been set up to discuss further improvements at Harewood, as and when finances permit. The first, chaired by Simon Clark, is to look at improvements to benefit competitors and spectators and to improve general amenities. The second, chaired by Boris Hardcastle, is to look at improvements to make the meetings more efficient and easier to run.

If you have any ideas or suggestions for improvements you would like to see please contact Simon on 0937 64554 or Boris on 0532 584903 and let us know.

Finally, on a personal note I would like to thank everyone who has competed, marshalled or officiated at Harewood this year for creating such a pleasant and successful season.

Boris Hardcastle.

## CURBOROUGH IN THE WET 6th October '85

As a gesture of thanks to Robin Boucher for his efforts in running the RAC Sprint and Hillclimb Championships, Ray Rowan very kindly offered him a drive in his Toleman at Curborough in the end of season MAC Clubbie meeting. This usually turns out to be a fun day where virtually no-one drives his/her own car. This year there was far fewer hillclimbers that usual, but to uphold the honour of the Yorkshire Centre I very gladly accepted the offer of a drive in a Chevron B48 BDA owned by a friend Stuart Ridge from Ross-on-Wye. This was to be my first experience in an open wheeled car so I was very apprehensive. Practice went reasonably quietly, the only real casualty being David Render in the ex Tim Thomson, ex Martin Bolsover Pilbeam Sports Racer with which he met the Armco and retired for the day to watch the Grand Prix at Brands on the telly. Anyway, at lunch time it rained - gosh how it rained. I had never driven a competition car of any sort in the rain before! Wet tyres were duly affixed to the corners and off we went to the start area. "How many revs do you suggest?" I asked my mentor who knew such things. "Oh, just drive as you find it!" came the reply. Very helpful. Ah well here goes; very gingerly off the line and take second. Hold second to the chicane and then down to first. So far so good. Round the hairpin and here is the straight. Stuart had said the

night before that we used all the gears on the straight, and we had in the dry practice, so I decide to try in the wet. It worked! No incidents no panics and fourth gear over the line. However - the record for the class is in the 29s and my first run time in the wet was a very slow 50.63 but good enough for sixth at that point. Even Stuart had spun it! The organisers decided that the weather was atrocious and so called a drivers meeting to see how many wanted to continue. There was enough so off we went again. This time we were not so clever. Coming out of the Chicane I decided to change down to first and as the clutch engaged so the grip at the rear disappeared. Round I went to point the wrong way down the course. Not having a reverse gear I drove across the infield and returned via the straight with egg all over. Stuart managed to keep the car on the island to record third in class and I was demoted to eighth out of ten - at least not last!!

Thanks to the M.A.C. for putting up with a lot of selfish drivers who wanted to play even in those dreadful conditions and commiserations to Mark Joseland whose means of transport for the day broke down in a monsoon-like downpour somewhere near Rugeley - well done the family Dayson in its repairs. Mind you if I had a garden shed like Bob's I could probably mend things like that.

## B.A.R.C. YORKSHIRE CENTRE ANNUAL AWARDS 1985

PEARCE TROPHY  
*J.R. Hardcastle*

PEARCE TROPHY  
RUNNER-UP AWARD  
*M.J. Frost*

PEARCE CONSOLATION  
AWARD  
*D.M. Dalrymple*

KEN LEE TROPHY  
*J.M. English*

CHIPPY IOLA VASE  
*D.N. Townsend*  
*Miss A. Corner*

FIRTH BOWL  
*Mrs. B.C.M. Mason*

TRAVELEADS TROPHY  
*H.C. Mason*

RONALD HUDSON  
MEMORIAL TROPHY  
*G. Wride*

JOHN BINDLOSS  
MEMORIAL TROPHY  
*Miss C. Staniforth*

PHILPOTT HAREWOOD  
MARSHALS' TROPHY  
*B. Woodhead*

DEREK CLARK  
MEMORIAL TROPHY  
*J. Johnston/D.N. Townsend*

And what of our trusty commentator? Well at half time he decided that discretion was the better part of valour and put the Toleman back in its box. However, he had done enough to take second in Class - not bad for a part timer who could not actually put a date on his last competitive drive in a big single seater.

Other pot hunters of note included Dave Whitehead (1st) Marc Cramer (2nd) Bob Dayson (1st), Rob Welsh (1st), Richard Homer (1st) F.T.D. by other than a Racing Car Peter Harper OVERALL F.T.D. Roy Lane.

A good friendly club atmosphere exuded throughout the day, and even photographer extraordinaire Seagoon was seen to have left his lair to fill his lungs with fresh air. It goes without saying that he could only survive till lunch time before he had to return to the comforts of Sheffield!

Tim Smith



# RYEDALE BMW MIDLAND HILL CLIMB CHAMPIONSHIP BIRMINGHAM POST TOP TEN CHALLENGE AWARD EVENING Friday 11th October 1985

Seen at the assembled throng were various Yorkshire Centre members collecting their trophies and cash awards. Small Special Saloon Class was won by Dave Whitehead, but sad to see Lynne having to use a stick to get around. Best wishes for a speedy recovery but suggest a return to a proper car - perhaps an RS2000!!

Small Modsports Class went to Harewood Class record holder Bob Dayson (he with the wife who produces exquisite cuisine) whilst the larger category went to ex-centre member Peter "I promise to rejoin the centre for 1986" Garland. Apparently, Peter lent the beast to a friend for a circuit race but friend did not know the difference between fourth and second gears coming down the box and bussed the engine comprehensively. Ah well it needed a rebuild this winter so he is going to squeeze more horses into (out of) the V8 unit.

The Clubmans Class went to our local hero and king of the Clubmans Car throughout the country David Grace. Unfortunately for our hero, he was still at work at 6.45 p.m. on Friday and also had a summons from the Managing Director to attend York Races the following day. Sir Galahad, undeterred, telephoned his great chum Jim Robinson to explain his lack of attendance at the festivities and to present his apologies to his hosts. However, as the phone rang chez Robinson there was a slight unsureness as to who was going to answer the phone and as a result neither husband nor wife actually lifted the receiver. Ah well, such is domestic bliss!!?

The big Sports Racing Class was won by Charles Wardle, long-serving centre member but last seen with a long face at the Harewood Finals bitterly complaining that at the start of the meeting he held two class records and at the end he held none. We shall have to see what he can do with a Pilbeam Repco. Remember Charles the engine is in the back - somewhat like a VW Beetle!!

John Corbyn took the 500 cc Racing Car Division - however he did manage to increase the numbers in the class this year by building and selling (guess what) 500 cc Racing Cars. Mind you, they are very good pieces of machinery - John has been breaking class records up and down the country, mostly Peter Voigt's from 1974. The 1110 cc division was taken by Russ Ward, another Harewood record holder, but then he does hold most of the 1100 cc records in the land.

The unlimited Racing Car section was taken by Alister Douglas-Osborn. Alister is a Yorkshire Centre Member but for some reason does not manage to come fully to grips with Harewood as if it had some kind of bogey for him. However, it was good to see him and John Hunt come up North for the Harewood finals.

In the Birmingham Post Top Ten Challenge Awards it was good to see that 9 out of the top 10 were Yorkshire Centre Members. The only exception was Dave Harris. Dave is a much under-rated driver, but his secret ability came to the fore at the dinner when he was able to demonstrate his plane building technique to his table companions. At one time there must have

been at least 50 missiles airborne at the same time. Winner of the Birmingham Post Challenge Trophy was Harewoodmeister Roy Lane. It is understood that Roy had decided this year that as he had not previously won this pot it was about time it was on his mantelpiece. Maybe he should try for the clean sweep at Harewood in 1986!!

The piece de resistance of the evening was the denouement of the unknown award. At each round of the Midland Championship the H.S.A. panel of 9 jurors voted for their Man of the Meeting. At the end of the year all the votes were added up for the H.S.A. Man of the Year award. This closely-guarded secret was finally disclosed to be a Yorkshireman David Grace and a special trophy for this feat was dispatched to Yorkshire by your scribe.

After the awards had been presented the formal part of the evening was over, but instead of departing for home, most of those present stayed to replenish former hillclimber Max Seivewright's coffers via the bar. Max had very kindly given permission for motor homes and caravans to be parked in the car park and his

hospitality was obviously being returned in full. Cornering Chris Knapman, I discovered why he had not arrived at Harewood for the final. He set off with motor home, trailer and racing car in good order, but en route he managed to sell the lot. You can't complain at that, can you?

Your scribe left the festivities at about 1.30a.m. and was chauffeured home by Tony Fletcher, but there were no signs of the party breaking up as we left. I was very glad I was not driving as it was difficult to put one foot in front of the other.

Tim Smith

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## LETTERS TO THE EDITOR Keep 'em coming!

The Editor,  
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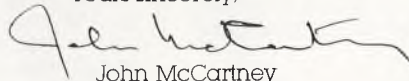
27th September, 1985

Dear Paul,

Having read the recent correspondence re The Harewood Classic Class with great interest and an even greater degree of scepticism re the success of the proposed regulations, I would like to make the following points.

1. Any method of handicapping involves a degree of work by the organisers and I do not think that the method used in the Midlands i.e. handicaps are based on the competitors practice times initially and subsequently on the best previous performance, is any more onerous and is probably less so than the method proposed.
2. As the Midland events Classic Class is vastly successful (and generally oversubscribed) the rules used i.e. cars must have been built before December 31st 1964 (this applies to all major components), wheels must be original width and slicks are banned, would seem to be a good definition. The class is very seldom won by the same car twice as improvements in times are reflected in the handicap but the corrected times are invariably very close as all competitors genuinely feel that they are in with a chance.
3. The Classic Class is primarily a handicap class but some organisers do give a scratch prize which is a further incentive to entrants of faster cars.
4. If a unified class definition is widely used, it encourages a general movement of competitors around the hills, adding variety for the spectators which cannot be bad. The alternative of different regulations for each hill is likely to produce a smaller, more localised and less varied entry.
5. I believe that the largest crowds at both Prescott and Shelsley are for the Classic and Vintage meetings so it is surely worth making every effort to get the class definitions sorted once and for all.

Yours sincerely,



John McCartney



# FORUM

## DECISIONS • DECISIONS

The following decisions were taken at the classes Forum, held at the Old Golf House Hotel, Outlane on Sunday 10th November, 1985.

- 1 In line with RAC policy - pump fuel only will be allowed for clubmans cars.
  - 2 The RAC has decided that cars must operate with silencers from 1987 onwards to conform with more stringent noise level regulations. The meeting agreed that a letter should be sent to RACMSA asking for very accurate details of how the noise is to be measured, at what distances and what deviations should be allowed for atmospheric conditions. We will press for this information to be given before the start of 1986 season so that we may assist competitors in the tuning of their systems before 1987.
  - 3 For 1986 "Kit-Cars" will be placed in the modsports class.
  - 4 Classes will be run to RAC class structure at RAC championship meetings following a ruling by the RACMSA. However, the club will attempt to seed groups of Harewood classes within these classes, i.e., class 14 in class J and we will continue to give awards to our own special classes.
  - 5 The Matra Simca Baghera will be allowed in "Marque" sports cars classes with a maximum engine capacity of 1442cc.
  - 6 Touring cars will be deemed to be models which have been manufactured in quantities of 2000 or more to be specifically mentioned on a list to be prepared by BARC (Yorkshire). Any car not complying with either stipulation may be accepted subject to the decision of BARC Yorkshire Centre.
  - 7 In touring and Marque sports cars no equipment will be allowed in the passenger compartment other than on the specific grounds of safety, i.e., no catch tanks, servas etc. It was agreed that the practice day and Easter meeting would be deemed to be a grace period.
  - 8 The main committee will look into the idea of reinstating a ladies award.
  - 9 It was suggested and agreed that in an attempt to improve the number of marshalls for Saturday duty, anybody who comes with a competitor and signs on to marshall will receive a complimentary spectator ticket for the Sunday.
  - 10 The idea of a "blackboard stating the marshalling requirements be put up" was warmly accepted.
  - 11 Class 11B is to have a more realistic bogey time assessed.
  - 12 A new representative to the classes committee is required for the special saloons category.
  - 13 Class 18 was discussed. It is hoped some new proposals will appear in the next circular.
- Many thanks to all who attended.

## 1986 HILLCLIMB CALENDAR

| DATE             | VENUE                     | PROMOTING CLUB    | CHAMPIONSHIP(S) |
|------------------|---------------------------|-------------------|-----------------|
| <b>March</b>     |                           |                   |                 |
| 30               | HAREWOOD                  | BARC (Y)          | 3,4             |
| 31               | LOTON PARK                | HAGLEY & D L C C  | 1,2             |
| <b>April</b>     |                           |                   |                 |
| 13               | PRESCOTT                  | BUGATTI O C       | 2,3             |
| 20               | WISCOMBE PARK             | ASTON MARTIN O C  | 1               |
| 27               | DOUNE                     | LOTHIAN C C       | 3               |
| <b>May</b>       |                           |                   |                 |
| 4                | PRESCOTT                  | BUGATTI O C       | 1,2             |
| 11               | HAREWOOD                  | BARC (Y)          | 4               |
| 17               | BARBON                    | WESTMORLAND M C   | 1               |
| 18               | WISCOMBE                  | WOOLBRIDGE M C    | 3               |
| 25               | GURSTON DOWN              | BARC (SW)         | 1               |
| <b>June</b>      |                           |                   |                 |
| 1                | HAREWOOD                  | BARC (Y)          | 3,4             |
| 8                | SHELSLEY WALSH            | MIDLAND A C       | 1,2             |
| 15               | FINTRAY                   | ABERDEEN D M C    | 1               |
| 22               | DOUNE                     | LOTHIAN C C       | 1               |
| 29               | PRESCOTT                  | BUGATTI O C       | 2,3             |
| <b>July</b>      |                           |                   |                 |
| 6                | SHELSLEY WALSH            | MIDLAND A C       | 2               |
| 13               | GRAND PRIX - BRANDS HATCH | R A C             |                 |
| 20               | HAREWOOD                  | BARC (Y)          | 1,4             |
| 24               | BOULEY BAY                | JERSEY MC & LCC   | 1*              |
| 26               | VAL DES TERRES            | GUERNSEY MC & LCC | 1*              |
| 27               | GURSTON DOWN              | BARC (SW)         | 3               |
| <b>August</b>    |                           |                   |                 |
| 2                | CRAIGLANTLET              | ULSTER A C        | 1*              |
| 10               | SHELSLEY WALSH            | MIDLAND A C       | 1,2             |
| 17               | HAREWOOD                  | BARC (Y)          | 3,4             |
| 24               | LOTON PARK                | HAGLEY D L C C    | 2,3             |
| 31               | GURSTON DOWN              | BARC (SW)         | 3               |
| <b>September</b> |                           |                   |                 |
| 7                | PRESCOTT                  | BUGATTI O C       | 1,2             |
| 14               | WISCOMBE PARK             | BRISTOL MC & LCC  | 1               |
| 21               | DOUNE                     | LOTHIAN C C       | 1               |
| 28               | HAREWOOD                  | BARC (Y)          | 3,4             |

### LEGEND:

- 1 R.A.C. British Hillclimb and Leaders Hillclimb Championship
- 2 Midland Hillclimb Championship
- 3 B.A.R.C. Hillclimb Championship (Provisional)
- 4 Harewood Hillclimb Championship
- 1\* NOT R.A.C. British Leaders Hillclimb Championship

This information is supplied in good faith but the B.A.R.C. (Yorkshire Centre) accepts no responsibility for errors or alterations made without notice.

## Annual Competitions

With only the Sleuths Mug still to come the Annual Competition markings are just about finalised. This month I have adjusted the scoring to take into account the rule that a competitor can only score on a maximum of three occasions less than the total available for the season.

| Pearce Trophy          | Scored |
|------------------------|--------|
| 1 J.R. Hardcastle..... | 46     |
| 2 J.M. English.....    | 42     |
| 3 M.J. Frost.....      | 41     |
| 4 D.M. Dalrymple.....  | 40     |
| T.C.D. Smith.....      | 40     |
| 6 H.C. Mason.....      | 36     |
| 7 D.N. Townsend.....   | 35     |

|                       |    |
|-----------------------|----|
| 8 A.J. Hodgetts.....  | 34 |
| 9 D.A. Naylor.....    | 26 |
| 10 S.N. Clark.....    | 15 |
| 11 Mrs. B. Mason..... | 3  |

| Ken Lee Trophy       | Scored |
|----------------------|--------|
| 1 D.N. Townsend..... | 11     |
| 2 J.M. English.....  | 10     |
| 3 S.N. Clark.....    | 9      |
| 4 H.C. Mason.....    | 6      |
| M.J. Frost.....      | 6      |
| 5 Mrs. B. Mason..... | 3      |
| 6 T.C.D. Smith.....  | 3      |

**Chippy-lola Vase**  
D.N. Townsend & Miss A. Corner

**Firth Bowl**  
Mrs. B. Mason