

BARC

YORKSHIRE CENTRE TIMES

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Issue No. 6



Chairmans Letter

We are now into the competitive Speed Climb season with the Easter meeting at Harewood behind us.

Taking the weather into account, which wasn't quite bad enough to bring our insurance cover into play (!), I think Denys Townsend, our treasurer, is reasonably happy with the financial outcome. It certainly did not turn out to be the financial disaster we feared when we saw the conditions on the Sunday morning.

The size of the crowd which turned up in those conditions leads me to wonder how many would have come in better weather. I feel that this shows the value of publicity and I am very anxious that we get the message about Harewood to an increasing number of potential spectators. The important message to transmit appears to be to explain exactly what a Speed Hill Climb is.

There are still many people who think that a Hill Climb is an attempt to slither up a muddy bank. So our existing publicity outlets will continue with special efforts being put into local radio, T.V. advertising, as you will have read in the last edition of the 'Times', is to be used for the July meeting.

I would like to see much more effort going into the grass roots areas such as locally displayed posters etc. Anyone who would like to receive and can usefully arrange to have posters displayed will be most welcome. Please 'phone me on Leeds 431372 during office hours.

It looks very much as though we shall be running a stage of this year's R.A.C. Rally at Stockton Farm. This is very good news, but only from the purely motor sporting stand point but also as an important revenue earner. Details later when confirmation is received.

At the annual Committee Dinner recently it was my pleasant duty to present Chippy Stross with a rose-bowl in recognition of his 26 years service as a Yorkshire Centre committee member. For once, Chippy admitted to being rendered speechless! but he recovered quickly and, in typical fashion, offered his services whenever the Centre felt it needed the benefit of his experience.

The Centre is in urgent need of a Competition Secretary. The present gap in the organisation is causing an undue work load to be spread onto other shoulders and, should anyone be interested in becoming involved in the Centre's competition activities, I and the Centre Officers will be pleased to hear from them and to explain what is involved. It is an important, but not too onerous position.

Yours sincerely,
Jim Johnstone.

JUNE CLUBNIGHT

As usual on a Wednesday, the June Clubnight will take place on the 11th and is billed as an evening of 'Motoring Fun'.

As the 'Fun' is to be organised by Simon Clark it will no doubt turn out to be just that!

All members are invited, nay enjoined, to attend at Stockton Farm (the Hillclimb course, of course) where signing on takes place from 6.30 pm onwards.

Editorial

The letter from Miss Linda Vaughan in the last issue of the Times has obviously sparked off some interest as the Times has received two detailed replies to the questions and comments she raised.

Jim Johnstone, our Chairman has written what must be seen as the 'official' Centre line on the matters whilst Malcolm Pittwood has covered much the same ground but added his own idea of a movable Clubnight with the days altering from Tuesday one month, Wednesday the next, then Thursday and back to Tuesday on the fourth month, would this help attract more attendance? Comments please.

Malcolm then goes on to give more details of his own particular branch of the sport, sprinting - well worth taking a look at this letter.

Harping on at the lack of contributions once more.....A copy of the BARC Northwest newsletter contains an Editorial by Geoff Cogan in which he makes the point that I regularly try to get over that it only needs a few small contributions from the membership to make the monthly Times, newsletter or whatever so much better. Geoff illustrates this by pointing out that with 160 members of the NW Centre each could write an article or contribute a news item and at the rate of one such each month it would be 15 years before you would have to do so again! The Yorkshire Centre is much bigger than the NW Centre so just think how long between articles for each of you out there. Think about it.

Calendar

- May 31st**
Spring Bank Holiday Meeting Practice Day - Harewood
- June 1st**
Harewood National Speedclimb
- June 2nd**
Committee Meeting
- June 11th**
Clubnight - 'Motoring Fun'
- July 7th**
Committee Meeting
- July 9th**
Clubnight- Gymkhana
- July 20th**
Harewood National Championship Meeting - a qualifying round of the Guyson USA British Hill Climb Championship
- August 4th**
Committee Meeting
- August 13th**
Clubnight
- August 17th**
Harewood Members Speedclimb
- December 6th**
Dinner Dance

PERAMBULATIONS INTO THE PAST

Some elder of the Centre, who wishes to remain anonymous for the obvious reasons, has brought to the notice of the 'Times' a series of photocopies of articles extracted from the May 1961 issue of the Yorkshire Centre Circular. Perusing this ancient document the Editor has decided that as many of the names therein are still attached to the Centre it would be interesting to reproduce the report on the Spring Sprint of that year.

It would be superfluous to add more and the report is reproduced below - but note the angles on the cars in the pictures!

The Spring Sprint

Hudson Road Mills

Sunday 30th April 1961

For the twelfth time we have promoted a sprint meeting at the Hudson Road Mills of Messrs, Montague Burton Ltd., in Leeds we applied for, and were granted a permit to accept 100 entries. In the past we have always placed a limit of 75 on the field knowing from experience that this was the maximum number who could comfortably be given three runs within a reasonable time. At the same time it has always gone against the grain to have to turn members away and so the increase was decided.

We were rewarded by a full entry and, to accommodate them all within 3½ hours, we decided to use a modified version of the course where all runs ended just outside the paddock and spectators cars were accommodated on what used to be the finishing straight.

In the past we have always been exceptionally lucky with the weather at Hudson Road and have never had a really wet event. Frequently the thought has been voiced, what would happen when Jupiter really pluviussed, and on this occasion these questions were all answered. The heavens opened, but a larger crowd of spectators than usual watched some exciting dicing which passed off without undue alarm and excursion with only one short delay when the showers, of tropical intensity, found their way into a polythene bag protecting a terminal box and shorted out the timing apparatus.

From the start the course lay up the usual straight for 400 yards or so, kept straight on past the old first corner and swung left and down hill at Canteen

fast snaking chicane was introduced on the fastest part of the straight just before the first left-hand corner. A measure of low cunning went into this artificial measure in that it could be taken fast enough to arrive too quickly at the sharp left hand corner and, the faster it were taken, the more difficult the corner became because the more awkwardly placed was the bolide.

By far the largest entry in any class came in the small touring cars with a total of 24. This class was divided into two halves by the process of putting all front wheel drive cars in one class and all rear wheel drive cars into a second class. The other classes were all reasonably well supported with, as usual, the weakest entry in the large sports cars.

One surprising entry was Mike Wheatley in a four eyed Super Snipe, however he sold this the day before the event, and turned up in a 3.8 Jag, borrowed for the occasion which he proceeded to conduct with very considerable verve, as depicted in the "Motoring News" photograph above, to score a convincing victory in his class from that wily old Jaguarian, Hughie O' Connor Rorke. Mike's driving can be summed up as "spirited" and he is certainly not at all adverse to having a real go and giving the cash customers their full value for money.

No less than six of the largest products of the car section at Dagenham were on parade for their class and they mixed-it with great abandon. Alec Richardson was 0.5 second ahead of Derek Clark who was delighted, for once, to lead his old rival, Ted Bowers Booth.

Another star performer was Derek Scott in his 1.5 Riley. Derek has been breathing very hard on this conveyance and was well rewarded with a time three seconds ahead of the next

Riley and 2½ seconds quicker than Ken Oldham's Brabham converted Herald/Climax. The "Motoring News" block re-printed alongside shows Derek in action.

Practice remained dry and about half the first runs had been completed before the taps were turned on. This meant that the latter, and more potent, half of the entry made their first runs in pouring rain and left Harry Ratcliffe's much modified Minor 1000 with f.t.d. at the end of these runs. The rain persisted through the second runs but dried up slightly towards the end of the afternoon. Many of the third runs were made on a drying track with slippery and hair raising results.

Campbell Dawson of Richmond had had a very slippery ride and after the second run loaded his Lotus II on to its trailer. Some fast talking on the part of Jimmie Blumer and "Yesterday" Williams resulted in his having one last bash which gave him f.t.d. with 36.18 seconds.

Further investigation of the May 1961 Circular brought to light a report on Peter's Perambulations, held on May 2nd that year. The results for this 'Treasure Hunt' event show that no less than 54 crews attempted the 36 mile route, starting from Roundhay in Leeds and finishing at Acaster Malbis, tackling 26 questions for a maximum 160 marks. The winner turned out to be one J.T. Oliver with a maximum score whilst last placed finisher scored 413 marks! There were four retirements and the event terminated finally at the Sun Inn Colton where the landlord had had the foresight to arrange for an extension to his opening hours.





Practice Day

It now seems like months since that cold and wet Sunday, but I hope that all these marshals who attended have at least remembered some of what we tried to teach you.

Most people seem to be of the opinion that it was the best training day for some time and for that we must thank Tim De Dombal, Peter Roscup, Jim Murdock and their assistants for their considerable efforts.

The day was enlivened by a couple of staged incidents and here particular thanks to Charlie Saunders and Joe Ward (sorry your car got filthy Joe!!) for not only allowing us to use their cars but also for becoming 'live?' dummies for training purposes. Joe in particular is deserving of extremely grateful thanks as he allowed us to remove parts of his car and indeed himself without ever flinching (or at least I don't think he did - not visibly anyway!). Even when the ST. JOHNS 'hijacked' him and insisted on taking him to the medical centre he was extremely good natured about it and the fact that his car was somewhat muddier than when he left it.

Rob Welch (who's a brave man!) allowed us to use his new Vision Clubmans car, at lunchtime, for driver extraction purposes - many, many thanks indeed - your efforts certainly allowed some very useful information to be passed to the marshals.

The day came to its traditional close with a fire training session, where at least everyone learn't how the wind can quickly change direction!

Final thanks must go to the organising officials and other competitors for allowing us so much time in which to train the marshals. A very good day and hopefully one which will lead to something even better next year.

A last word to the marshals please remember when attending an incident:

- 1) Always protect yourself
- 2) Switch off the electrics IMMEDIATELY
- 3) Always take at least one fire extinguisher even to a spin (you don't know whats leaking and long grass has been known to catch fire before now).
- 4) Always assess injuries and the situation carefully and COOLY and make a concise report to race control.
- 5) Don't trip over the telephone wire - because a phone which is unconnected will not work!! - this is something which every post should be careful about, most of the leads are tripped over at least once a day.

See you all next year.

Results

Class One

Touring Cars up to 1066 c.c. (F/W Drive)

1. K.N. Lee (Mini Minor)..... 40.63
2. A. Staniforth (Mini Minor)..... 41.04
3. F.H. (B.) Crosby (Mini Minor)..... 41.79

Class One A

Touring Cars up to 1066 c.c. (R/W Drive)

1. H.W. Ratcliffe (Minor 1000 Plus)..... 38.26
2. J. R. Normanton (Austin A.40)..... 40.51
3. G. Holden (Minor 1000)..... 41.95

Class Two

Touring Cars 1067 - 1900 c.c.

1. J.D. Scott (Riley 1.5)..... 40.72
2. K.J. Oldham (Herald Climax)..... 43.06
3. H. Oliver Holliday (Riley 1.5)..... 43.63

Class Three

Touring Cars 1901 - 2700 c.c.

1. A. Richardson (Ford Zephyr)..... 41.47
2. E.D. Clark (Ford Zodiac)..... 41.97
3. E. Bowers Booth (Ford Zephyr)..... 42.35

Class Four

Touring Cars 2701 c.c. and over

1. J.M. Wheatley (Jaguar 3.8)..... 38.58
2. H.J. O'Connor Rorke (Jaguar 3.8)..... 40.88
3. J.D. Cotton (Jaguar 3.4)..... 40.97

Class Five

Sports Cars up to 1066 c.c.

1. J. Johnstone (Healey Sprite)..... 39.13
2. P.J. Smith (Healey Sprite)..... 40.03
3. J.M. Wheatley (Healey Sprite)..... 40.11

Class Six

Sports Cars 1067 - 1900 c.c.

1. L.S. Stross (Porsche Super 90)..... 39.05
2. D.M. Brown (Porsche 1600)..... 39.22
3. Dr. K. Kaye (Lotus Elite)..... 39.87

Class Seven

Sports Cars 1901 - 2700 c.c.

1. E.C. Booth (Frazer Nash Le Mans)..... 37.70
2. E.J.B. Mitchell (Austin Healey 100S)..... 38.36
3. G. Bewley (Triumph T.R.3a)..... 38.70

Class Eight

Sports Cars 2701 c.c. and over

1. H. Spence (Frazer Nash Shelsley)..... 37.16
2. B.H.T. Redman (Jaguar XK150)..... 39.95
3. R.M. Bateman (R.M.B.2)..... 42.26

Class Nine

Sports/Racing Cars up to 1500 c.c.

1. C.B. Dawson (Lotus II Le Mans)..... 36.18
2. K.D. Jones (Lotus 7a)..... 36.54
3. R. Dawson (Lotus II Le Mans)..... 38.22

Class Ten

Sports/Racing Cars 1501 c.c. and over

1. J.P. Chapman (Chapman Mercury)..... 36.56
2. A. Lanfranchi (Elva Courier)..... 38.48
3. M.J. Wayne (Elva Courier)..... 38.60

Awards

F.T.D. — C.B. Dawson 36.18

1st Class Awards: K.N. Lee; H.W. Ratcliffe;
J.D. Scott; A. Richardson;
J.M. Wheatley; J. Johnstone;
L.S. Stross; E.C. Booth;
H. Spence; K.D. Jones;
J.P. Chapman

2nd Class Awards: A. Staniforth;

J.R. Normanton;
K.J. Oldham; P.J. Smith;
D.M. Brown; E.J.B. Mitchell;
R. Dawson.

3rd Class Awards: G. Holden; J.M. Wheatley.

"Unmodified Awards": J.C. Thomson;
P.A. Jarman.

The Editor
Yorkshire Centre Times

Dear Sir

I read Miss Linda Vaughan's letter in issue No. 5 with interest and also a certain sense of relief that there is someone in the membership with enough spirit of enthusiasm to say what she thinks. Thank you for letting us know your views Linda!

On the question of Club Nights, and in particular holding them on Wednesdays, I am sure the Committee would be happy to consider changing the day if there is sufficient support from the members. If anyone else has views on this I hope they will make them known.

The venues are varied mainly on the grounds of the type of event and often arranged in the area in which the organiser lives, for obvious reasons. I would however challenge Linda's assertion that the venues are "usually at some out of the way place". (May - The Parkway Hotel, Bramhope April-AGM at the Parkway, March - Stockton Farm, February - The Post House Hotel, Ossett - for people south of Leeds etc.)

If Linda feels that she would like things changed may I suggest that she offers to organise a Club Night at a venue and on an evening she thinks is appropriate? The Committee welcomes offers of this kind and will give support and assistance to most reasonable suggestions. These events are not as difficult to organise as is often thought.

I was interested to read Linda's thoughts on holding racing tuition at Harewood. There would be a whole jungle of problems to overcome with the Planning Authorities, Local Residents and, of course, the financial arrangements if a complete circuit were to be considered and I really think that this would be out of the question.

But a "Hill Climb School" would not be new. Roy Lane has run courses, very professionally presented, at the Prescott course. I have not heard how that venture is faring or what kind of response it received.

Assuming all the difficulties to which I have referred were to be overcome we would be back to two key questions. First, whether sufficient demand would be generated. I personally feel that it would not.

The more important and difficult matter with which to cope would be the running and administration of such a scheme. Like most local motor clubs, the Centre is staffed by people who are members seeking enjoyment from their hobby and an escape from their everyday working life. Any venture such as this would fall outside those parameters and would involve all that running a business entails. My personal view is that the Yorkshire Centre, whilst I hope that it is run on business like lines, exists to provide sporting activities of a motoring nature for its members to enjoy. In short it is run by enthusiasts and the specialised, highly

concentrated activity required to run a Hill Climbing Course does not come within that definition.

The Committee are always pleased to hear the views of members on any matter relating to Centre activities so my thanks to Linda for speaking out.

Yours sincerely

Jim Johnstone

Marshals Corner

The season is now well under way and as a result membership has increased to 70. As you will have read in the last issue of the times Joe Ward has been made an Honorary life member in recognition of his efforts at the training day, unfortunately as the article revealing this information was not written by myself you will not be aware that we have also made Charlie Saunders and Rob Welch Honorary members for the year in recognition of their efforts at the training day.

Apologies to both of these gentlemen if, having read the times, they thought we were leaving them out.

Welcome to Joe, Charlie and Rob, we hope that you will be proud to be members of the Association and that you will see your efforts rewarded by a good standard of marshalling this year. If you, or indeed any competitor, have any ideas, criticisms, etc relating to marshalling will you please put them forward. We as an Association hope to go forward in providing not only a safer environment for you to compete in but also an enjoyable one, where mutual co-operation will be to the benefit of us all.

Are there any young budding marshals out there? If there are we are considering forming a junior section for 13-18 year olds, so if you are under 18 and fancy starting a section, hopefully planning your own activities, then contact David Dalrymple or myself at any Harewood meeting.

Finally anyone sighting a UFO in the vicinity of Harewood Speed Climb don't worry it is probably just one of our marshals cabins, gracefully pulverising it's self on the wings of a howling gale.

See you all in June

John Staveley, Chairman H.M.A.

HAREWOOD HILLCLIMB CHAMPIONSHIP 1986 POSITIONS AFTER ROUND 2 — 11th May

Class	Name	Points	Position
2	Nigel Clegg	29.58	1
7	Graham Oates	28.96	2
1	Bobby Fryers	28.87	3
4	Harry Simpson	27.68	4
16	Barrie Dutnall	27.59	5
11B	Arthur Mallock	26.78	6
11B	Mike McDermott	26.47	7
3	Bev Fawkes	25.80	8
14	Bob Cartledge	25.51	9
3	Nigel Ellis	25.32	10
11	Ian Carpenter	24.67	11
14	Jon Collinge	23.67	12
14	Colin Wheeler	23.58	13
2	David Farrer	23.14	14=
6	David Gornall	23.14	14=
10	John Smith	22.49	16
3	George Swinbourne	22.47	17
14	David Pork	21.34	18
11B	Paul Goldman	20.94	19
10	Charlie Saunders	20.47	20

HAREWOOD FTD CHAMPIONSHIP 1986 POSITIONS AFTER ROUND 2 — 11th May

Class	Name	Points	Position
16	Barrie Dutnall	16	1
17	Charles Wardle	10	2
12	Alex Graham	9	3=
17	Tim Thompson	9	3=
10	Charlie Saunders	8	5=
17	Jim Thompson	8	5=
13	George Tatham	7	7=
11A	David Grace	7	7=
11A	Michael Radigan	6	9
7	Graham Oates	5	10=
16	Chris Seaman	5	10=

Russell Spence, an Introduction to F3000

As briefly reported last issue Russell had a rather trying time at the opening round of the F3000 Championship at Silverstone when he put his Eddie Jordan March 86B off during the warm-up session a short while before the race.

In the 'off' Russell was hit by a catchfencing pole which penetrated the monocoque and bruised his arm. Luckily Russell was unhurt other than this and the EJRTeam set about repairing the car, with help from Roger Cowman Racing. Suitably restored to running fitness the March went well with Russell taking the lead at one point before the race was stopped, a car blocking the track at Becketts. At the restart Russell hung back from the leaders, aiming



to preserve his tyres until later in the race and then make a charge. This ploy would undoubtedly work as the lead changed as drivers had to pit for new tyres whilst Russell was confident of making it to the finish on one set.

Another big accident again stopped the race but not before Russell had run over some debris in the middle of the track, effectively putting Russell out of the points as he was in the pits when the red flag was shown. A poor reward to Russell and the EJRTeam.

Round two at Vallelunga in Italy meant pre-qualifying as there were only twenty starters allowed and some thirty-seven cars entered. Sadly Russell fell foul of an electrical problem during the session and had no chance to put in a good time in the very short qualifying session. Things must surely get better.....

Rumblings from the Inner Sanctum of the Marshal's Caravan

Don't forget the caravan is always there for your use - please come in for a chat or whatever.

Not much to report from the Easter Meeting other than it was wet (again!). Thought from the start line - How about a 10p fine on each competitor running into the (timing) bar - we could have a marshals run into the (liquid) bar from the proceeds?! - No - Oh well just a thought.

The Chief start marshal seems to be getting interested in 'bird' watching lately.

?Where did James Johnstone go with the Radio Aire girls (answers on a postcard - best answer receives an HMA super prize).

The Nature Conservancy Council are to honour the marshals at quarry for saving an endangered species from a firey end - the hedge.

Did anyone see the start crew at the May meeting - They kept falling over everytime they went near to Mike Kerr's Rover/Skoda (Skoda/Rover)!! Actually Mike - can we feed something back from the Marshals here? - Push starting your car is very difficult - as you have to push hard to get it going - and when it does fire up it rushes forward and our little legs cannot keep up with the momentum and we fall over - so please can you

get an alternative method of starting before the next meeting - please - please - please.

Kyle (the fire extinguisher and calor gas magnet) Gibson promises to be 'amongst' you all in his competition car at the June meeting. Good luck Kyle from us all - just remember we will all be watching you.

Rumours (unconfirmed at the present time) persist that Kyle is to be sponsored by a company - not to put their name on his car!!

The start time keeper spent much time wandering about muttering darkly about gloves and Ferraris at the May meeting - something to do with 'You toucha ma car with your dirty gloves' or something.

Where were Paul and Rob at the May meeting? - Could Paul have decided to bury the hatchet and go to France for his holidays? - anyone who knows Paul's feelings towards the French will understand what we mean.

Who demolished the fence at the back of the start at the Easter meeting and bent the gate to the barn at the Practice day - on both occasions using only one breakdown truck and a red van?

Has the tree at Quarry been planted as a permanent monument to the

other permanent fixture at Quarry? - namely Ray the Observer - Someone said the other day that Ray has been coming to Harewood so long that he can remember when Methusela used to compete (or was that Tony Lanfranchi?)

For Sale: 3 pairs of assorted height Wellington boots and 1 pair of Galoshes. Genuine reason for sale - owner getting fed up of having the ---- -taken out of him!!! Apply the Chief Marshal.

Have you heard about Martin Frost and the Breakdown Truck - they've just announced their engagement!!

'THE SPY IN THE CAMP'

Dear Sir

* Letter from Linda Vaughan

As another non-native of Yorkshire, (I came from well south of Watford Gap), perhaps my suggestions may assist Linda.

There **are** racing schools and training days at Northern circuits - Oulton Park, Donnington, Mallory Park and Cadwell Park. One school even holds 'all ladies' courses.

It will depend on the type of transport available to Linda but most club night venues are within reach of Leeds. Is Timble "out of the way" or Ossett? Perhaps a movable club night should be introduced, one month Tuesday, the 2nd - Wednesday, the 3rd - Thursday then repeat.

Harewood is a hillclimb course and could not be easily converted to anything else even if the County Planners allowed a change. Harewood Hill Ltd. will no doubt tell Linda how much a full 'circuit', three times wider would cost. No amount of tuition fees would make such a venture, if it was permitted, economically viable.

If a Roy Lane 'of the north' could be found a hillclimb training course might be feasible. Who would be available to operate such a scheme?

To attract 'young blood' motorsport has to be affordable which might only be possible if roadgoing cars are given a class, or classes, of their own. Linda should realise that there are no easy ways into motorsport and if she cannot face travelling to Silverstone then perhaps she should choose a different 'sport' in her locality - drag racing, autograss etc.

* Sprint Venue (s)

Has the Yorkshire Centre 'found' a venue for one or more rounds of the BARC Sprint Championship as was suggested at the HQ AGM? How about Melbourne Raceway near York, Elvington, Leconfield or Croft?

* Speed Event Classes

Since early in '85 when proposals were published in the 'Times' there has been no indication of progress towards a nationwide class structure. The North-South division must be broken down if speed events, and the many championships, are to be made worthwhile. At a restricted or club level the sport* has been fragmented for over 20 years and particularly so in the last 10. Many events* have small entries and many qualifying rounds for the less prestigious championships see only a handful of contenders. There may be as many as 9 regional/club championships* in England and Wales this year using a variety of scoring systems and class structures. As you might expect not many gain coverage in the specialist press and with nine champions who could be considered the best in England/Wales? (The Scots have their own championships that are very well supported and

produce a Hillclimb Champion, a Sprint Champion and a Speed Champion in both disciplines.)

I look forward to a time when, for example, a "Super Sprint" event could be held, to which all regional class winners would be invited, to find the outright best. To achieve this classes must be uniform.

Would the Northern clubs be prepared to meet those active in Speed events in the South to "hammer out" a nationwide class structure?

(Note! Most of these comments are aimed at sprinting*)

* BARC Sprint Championship

Would BARC Yorkshire Competitors let me know why so few ever contest the Sprint Championship, in spite of Brian Walker having shown that it can be won by a 'Northerner'?

The next rounds in the '86 BM-Sport BARC Championship are

June 16

Goodwood, Sussex Southsea MC

July 12

Oulton Park, Cheshire MGCC

August 3

Goodwood, Sussex Bognor Regis MC

Malcolm B.Pittwood

For Sale

Former BARC Sprint Champion Dave Bray is looking for serious offers for 'Itsanopel', his 3.5 litres Supercharged Opel Kadett GTE. Dave is going into retirement and wishes to sell his whole equipe. Phone 043-53-2706 to "haggle" with Dave (Note. Dave is a Yorkshireman in spite of his successes coming mainly at Southern events).

MAY CLUBNIGHT

A quiz was held on Harewood Hill Climb questions being set by David Naylor, results as follows:-

1st John Staveley - 29 points

2nd Tim Smith - 28 points

3rd Jim Johnstone - 22 points

John English and David Dalrymple were non starters and Malcolm Lanfranchi failed scrutineering due to a technical problem he didn't know the answers.

CHANGE OF EDITOR

In future the Yorkshire Centre Times will be edited by Robin Boucher who you will probably know as our Commentator at Harewood Hill Climb. Robin is well known in the Hill Climb and Sprinting world and is also the publisher of the magazine Speedscene. All contributions for the Times should in future be sent to Robin at 3 Swift Park Grove, Spennells, Kidderminster Worcs DY10 4HN. Tel: 0562-741399.

HAREWOOD SPEEDCLIMB

- May 11th

No actual report was forthcoming before we went to press but it was reported that one J. Wardle Esq., put up FTD - his first ever, our congratulations; and that a certain Chris Seaman got his Brabham wound up more than ever before and did his best ever run up Harewood.

MARSHALS URGENTLY REQUIRED FOR SATURDAYS AT HAREWOOD

Only an afternoons work

No commitment to come on Sunday

Home in time for tea

No need to sign on before 11

Relaxed atmosphere

**GET AWAY FROM THE REAL
WORLD AND COME TO
HAREWOOD ON STAUDAYS
SERIOUSLY WE DO REALLY NEED
MARSHALS ON SATURDAY**

If you can help please contact
David Dalrymple