



OCTOBER 1988

CHAIRMAN'S LETTER

Dear Member

This edition of the 'Times' carries a report of our major Hillclimb of the season, at which the Harewood Championship placings were decided. The weather took an unfortunate part in the proceedings and undoubtedly had some effect on the results. It did, however, show that some drivers take to water more like ducks than others.

The weather also, I'm sure, had an adverse effect on our gate, which appeared disappointing for this climax to our season.

Our Sponsors were entertained to their 'thank you' luncheon and to them and those who could not join us on the Sunday, I would like to say how grateful the Centre is for their support. Some of them have been with us for a long time now and I hope that you will try to use the services of the companies who advertise in the Harewood programme, at the same time letting them know where you saw their name.

On the question of sponsorship, if you can suggest, or better still persuade, some likely candidate to join in the scheme, please let sponsorship co-ordinator, Simon Clark, know and he will let them have details of the 1989 package.

The September event also saw the end of season Barbecue in the barns at Stockton Farm. Organised, as ever, by Michael Kempley, this was, once again, a most enjoyable evening with excellent food and entertainment. Many thanks to Michael.

Our marshals and officials have come to the end of another long Hillclimb season and the Centre's thanks go out to them. It is through their efforts and devotion of so much time that the Harewood Hillclimbs are run so efficiently. Thank you very much to all of you.

Our next major event is the Harewood stage of the 1988 Lombard RAC Rally taking place at 10.00am on Sunday 20th November. A large crowd is assured and so all the marshalling help that can be mustered will be needed. David Dalrymple will be pleased to accept your offer!

Finally, another reminder to you not to forget to book your tickets for the Dinner Dance on Saturday 3rd December.

Yours etc.

Jim Johnstone

COMMITTEE MEETING

5th September 1988

Plans are moving with a view to extensive rectification work to the Rally Stage before November's Special Stage day on 20th November 1988.

The Yorkshire Centre will host a Centre's Conference on Friday 23rd September as part of the Council's policy of improving their dialogue with the members 'in the field'. (This took place in the barn as arranged. Ed.)

Any interesting (and particularly amusing) photographs will be welcomed by the editor of 'Startline' (the other BARC Magazine) for possible publication.



1988 Harewood Hillclimb Champion
Andrew Tymkewycz

TIMING

The organisers would like to apologise for the long delay at the last Harewood meeting. This was due to a competitor demolishing the timing equipment at the finish which then needed to be temporarily rebuilt, re-set up and realigned in order that the meeting could continue. The Timekeepers and the Clerk of the Course managed to effect a repair in a fairly short time. The damage, however, will necessitate a total replacement of the finish light box during the winter.

CHAMPION APPEARANCE

I'm sure that all competitors, marshals and officials appreciated the appearance of Andrew Tymkewycz at the Finals meeting at Harewood, for although Andrew wasn't able to compete, a stripped hub nut being the problem, he did take the trouble to drive all the way from Edinburgh to be with us on the day.

FOCUS

BAD DAY FOR TVR's

Two TVR's were in trouble at Harewood on Saturday and Sunday. During practice, John Simpson's oil pump ceased to function. This was repaired overnight but come Sunday, the cars electricians went on strike and defied all attempts to rectify them, thereby ending a fraught week-end for John.

Fellow TVR drivers Richard Jackson and Tony Abrams were likewise in trouble when during Sunday practice their gearbox failed which necessitated a speedy return to base for the offending item to be replaced. Although the repair was made in some haste, they were unfortunate to miss the dry runs in the morning and so were handicapped somewhat with two wet runs, but at least they got a drive.

PIST'N BROKE

There was considerable mechanical carnage in Class 16 at Harewood, when first of all, in practice on Saturday, Peter Riley's March dropped a valve causing Peter's immediate retirement from the event.

Another to suffer mechanical problems was Chris Seaman's FVA engined Brabham when on his first practice run, the engine went 'pop' as he changed from 1st to 2nd gear accelerating away from the startline. Chris insisted on having photographs taken of the rev limiter to prove that he had not over-revved but over-revved or not, there was an extremely large amount of alloy fragments both in the inlet box and the exhaust. A genuine case of pist'n broke!

POST OFFICE v B.A.R.C.

Not content with going on strike, which in itself was causing considerable organisational problems for the Harewood meeting, the Post Office decided to throw a further spanner into the organisational works by holding on to the competitors and marshals final instructions from Friday until Monday before franking them 2nd class and despatching them on their way - 2nd class???? NO, they were supposed to be franked 1st class and sent on their way on the Friday!

So, anyone experiencing difficulties with the September 25th meeting, please direct your anger at the Post Office and NOT the BARC.

LUCKY BLACK CAT

As everyone will know, to have a black cat cross your path is considered to be a good luck omen, but for the small farm cat which decided to run across the track as Brian Kenyon was heading through the farm buildings on one of his practice runs, it could be forgiven for thinking that it was anything but lucky. Brian stamped on the brakes, locked up and nudged the cat which then picked itself up and tried three times to jump over a small wall but kept sliding back down Tom and Jerry style. It finally made it over the wall and into an outbuilding, whereupon the somewhat bemused marshals, who wondered what Brian was playing at, came down and verified that the cat was A OK.

As the next day Brian improved his Championship position from 9th to 2nd, perhaps it is lucky to have a black cat cross your path!

SATURDAY NIGHT VANDALS

The Clerk of the Course at Harewood on September 24th/25th has reported that damage was done on the course late on Saturday night.

All the connections were pulled out of the junction box at Orchard Corner thus putting the PA system out of action and 2 competitors starter batteries, left down at the start on Saturday after practice, were totally ruined.

If anyone knows who the culprits are, the Clerk of the Course, Boris Hardcastle, would be delighted to hear from you.



Tim Smith

Photo by David Scatchard

TIM'S SWOLLEN HEAD

Well it was, after the hook on the breakdown vehicle swung from a pole being erected on Friday night and hit the unfortunate Tim Smith (of organising fame) on top of his head. The force of the blow knocked Tim to his knees and with the wound emitting a considerable amount of blood, a trip to hospital was necessary. The wound required four stitches but this did not deter Tim who was on duty at Harewood both Saturday and Sunday. Although sporting a lump the size of a cricket ball, Tim said that he didn't even have a headache to contend with.

STOLEN

After practice at Harewood on September 24th, Dave Ruddock drove home to York and later popped out to the pub leaving his spare wheels fitted with 'wet' tyres, helmet, racing overalls etc. on the back seat and in the boot of his Granada. After half an hour in the pub, Dave drove home; on the way he noticed it had become draughty in the car - a rear quarter light had been knocked out. It was then that he noticed the loss of his equipment.

As the Quip Rally was in the area at the time, Dave assumes that it was some yobbo who follow rallies around with a view to stealing from service barges, stricken cars etc. So if you are offered an Everoak RSK or a set of Revolutions painted blue and fitted with 'wet' tyres at a ridiculously cheap price, don't hesitate to contact Dave.



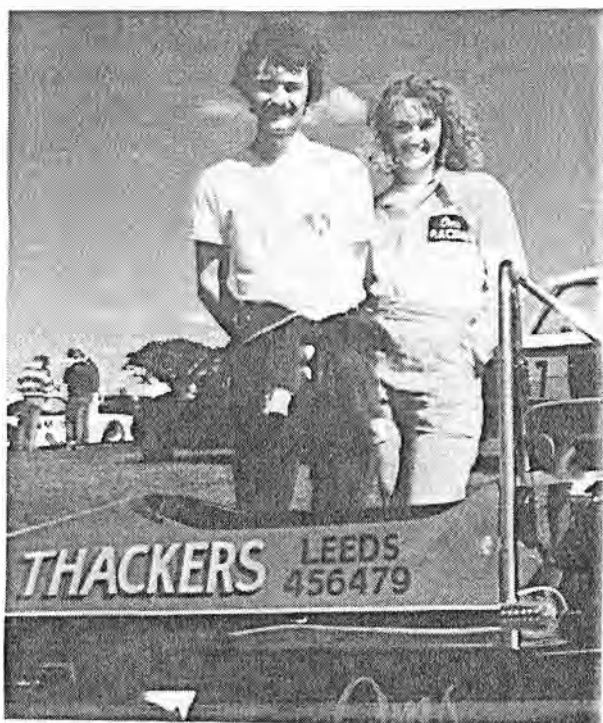
Dad and his lad; Derek and Steve Openshaw

DEREK'S RETIREMENT

Derek Openshaw has decided to retire. No, he won't be getting a gold watch or a bus pass because he isn't that old yet, but having competed for a season sharing his son Steve's Austin Healey Sprite, he has decided to hang up his helmet and return to the role of team manager and sponsor.

STEVE JOINS THE ROLY POLY'S

What, you might ask, are we talking about? As Steve Openshaw doesn't qualify as a Roly Poly being neither fat, female nor a dancer, but he did, at Donington, at a recent MG Car Club meeting, roll his Austin Healey Sprite. It appears that Steve was fast being caught by one of the quick men approaching Redgate, he moved over to let the chap through, but unfortunately lost it and wound up upside-down in the Redgate sandtrap. Fortunately, Steve was uninjured and the car not too badly damaged - a windscreen, side windows and a front n/s wing should put things, more or less, to rights.



Winners of the Scrutineers Trophy, Steve and Lynn Owen



Bev Fawkes,

Photo: Frank Hall

FOR SALE: BIG AND HAIRY

Delyth isn't selling husband Bev but their Ultima is for sale. Anyone wishing to buy their Ultima, see their advert elsewhere in the magazine.

NO DELIVERIES AT CRICKET MATCH

Due to the postal strike and late delivery of the September magazine, the Club Night at the Cricket Wicket Centre had to be cancelled. Hopefully, organiser Graham Wride, will organise another evening there sometime in the future.

HAREWOOD AWARDS

Anyone who has won an Annual Harewood Award, and is not going to the Dinner and Award Presentation, please contact John English on 0423 - 865134, and if the award has been engraved, he will bring it to the Classes Forum.

CENTRE'S CONFERENCE

As soon as we have any knowledge of what transpired at the Centre's Conference held at Stockton Farm, Harewood on Friday 23rd September, we will inform the members.

BEDROOM ANTICS

Normally, this august magazine does not delve into the bedtime activities of its members but one story does bear repeating.

Lynn Owen's heart raced when husband Steve told her to sit up in bed and stretch out her legs!!!! Steve then leapt out of bed, grabbed a tape measure and measured the length of her legs for the seating position of the latest OMS he was designing!!!!



THE MAGNIFICENT SEVEN

Well, not really! It's nine if you count all the bodies. The extras being Ladies Champion Pat Kenyon and FTD Champion Charles Wardle. The others are from L to R: Back Row; Roger Kilty, Tony Bridgen, Jon Collinge, Mike Kerr, Charles and Overall Champion Andrew Tymkewycz. Front Row; Peter Needham, Pat and Brian Kenyon. Missing from the Top Ten are Allan Warburton, Phil Price and David Park.

Photo by Allan 'David Bailey' Staniforth

HAREWOOD CHAMPIONSHIP TOP TWENTY

POSN.	NAME	POINTS
1	Andrew Tymkewycz	90.74
2	Brian Kenyon	85.70
3	Jon Collinge	85.11
4	Allan Warburton	84.96
5	Peter Needham	84.08
6	Tony Bridgen	84.05
7	Phil Price	82.86
8	Roger Kilty	82.80
9	Mike Kerr	82.68
10	David Park	82.29
11	John Casey	81.24
12	Peter Green	81.22
13	John Hanline	81.09
14	Leon Bachelier	81.02
15	Charles Wardle	80.31
16	Martin Brobyn	80.17
17	Brian Lee	80.11
18	Ken Bailey	79.60
19	Dave Whitehead	79.48
20	John Yardley	78.96

104 drivers scored 78.86 or less.
There will be a full breakdown in the next 'Times'.

FTD CHAMPIONSHIP

POSN	NAME	POINTS
1	Charles Wardle	46
2	Sean Gould	38
3	Tim Thompson	25
4	David Gould	24
5=	John Lambert	17
	Chris Seaman	17
7	Peter Varley	15
	Dave Whitehead	15
9	Rob Welch	13
	Steve Allen	13
11	Peter Harper	11
12	Alex Graham	10

12 competitors scored 8 points or less

THE ANDREASON TROPHY (Highest Placed Lady)

Best 5 scores to count		
POSN	NAME	POINTS
1	Pat Kenyon	77.55
2	Lynne Whitehead	71.67
3	Sarah Hutchinson	32.57
4	Juliette Nix	25.52
5	Delyth Fawkes	6.51

HAREWOOD CHAMPIONSHIP 1988

POINTS SCORED

DRIVER	In class order							LOW SC.	TOTAL
	3/4	22/5	12/6	17/7	21/8	25/9			
Andrew Tymkewycz	17.28	18.50	17.76	18.60	18.60			17.28	90.74
David Ruddock	16.49	17.49	17.07			17.31			68.36
Tim Smith	12.91	14.33	15.62	15.56	16.18	14.92	12.91		76.61
Michael Holroyd	12.72	13.69	12.96	13.70		14.28			54.63
Martin Brobyn	14.48	16.05	16.47		16.41	16.76			80.17
John Casey	14.79	15.84	16.69	16.74		17.18			81.24
Brian Pitcher		13.11	14.61		14.53	15.13			57.38
Barry Tordoff		11.10	9.72	11.12	10.33	9.71			51.98
Geoffrey Harkness	9.57	10.81	11.04	11.26	10.15	10.92	9.57		54.18
Jim Godwin	3.10		4.28	4.21					11.59
Jonathan North	10.91					15.77			26.68
Richard Hargreaves	10.36	13.11	13.73	13.59	15.68	17.19	10.36		73.30
Rod Stanniland	8.39	10.32	9.90	10.29		10.61			49.51
Bobby Fryers	13.81	15.52	15.41	15.75	16.00	16.18	13.81		78.86
James McDonald		11.97							11.97
Andrew Collinson		6.46	6.72						13.18
Martin Boast	2.25	4.24	4.44	5.80	5.98	5.82	2.25		26.28
Mark Kershaw		10.70							10.70
Ken Overend			7.90	7.64					15.54
David McPherson	8.49								8.49
Mike Kerr	13.37	17.31	17.47	18.18		16.35			82.68
Archie Inglis		4.84				5.15			9.99
Ian Stedman	1.41	4.37		8.30	7.45	9.69			31.22
Andrew Stedman				7.25	8.46	7.74			23.45
Brian Kenyon	8.59	16.92	17.51	16.73	17.50	17.04	8.59		85.70
Paul Greaves	14.02	15.58	15.87	15.86	16.14	15.41	14.02		78.86
Richard Moorhouse	11.94	15.10	15.04	15.40	15.31	15.11	11.94		75.96
Steve Openshaw	11.80	14.61	14.77	0.0	14.68	15.19	0.0		71.05
Nigel Stansfield	8.51	14.40	14.48	13.55	13.17	14.12	8.51		69.72
Pat Kenyon	13.59	14.35	15.58	15.37	15.69	16.56	13.59		77.55
Derek Openshaw	0.0	8.69		5.91	7.53	9.21			31.34
Robert Walker	2.34					9.06			11.40
Des Richardson	12.92	16.35	15.91		15.62	15.83			76.63
Brian Lee	13.43	16.06	15.77	15.89	16.48	15.91	13.43		80.11
Simon Lindley		6.71	7.63	9.04		8.68			41.75
Richard Jackson		15.78	16.00	12.56		7.78			52.12
George Whittaker		14.85	15.70	16.06	15.40	16.24			78.25
John Yardley	10.49	15.24	15.36	15.91	16.41	16.04	10.49		78.96
Nigel Ellis	12.98		15.04						28.02
Tony Abrams	13.17	14.96	15.02	10.11	7.85	6.94	6.94		61.11
Nick Vandervell	10.99		10.11		11.15				32.29
John Simpson	6.45	8.43	8.56	9.67	7.62		6.45		40.73
Don Williams	5.05	9.46	8.08		9.87				32.46
Leon Bachelier	13.10	0.0	16.55	16.85	16.95	17.57	0.0		81.02
Graham Oates	13.18		15.71	15.47	15.51	15.97			75.84
David Hutchinson	4.31		11.31	11.45	11.50				38.57
Sarah Hutchinson	4.68	0.0	11.22		9.77	6.90			32.57
Julian Atkinson		7.28	7.41						14.69
Paul Simson				16.38					16.38
Paul Tankard	14.46	0.0	16.80						48.16
Peter Needham		16.20	16.07	17.22	17.27	17.32			84.08
John Smith	11.57	14.19	14.62	13.55	14.74	14.75	11.57		71.85
Charlie Saunders	12.05	14.61	14.46	15.15		14.22			70.49
John Oxborough	10.50	14.37	13.79	14.72	14.08	14.53	10.50		71.49
Alistair Crawford		4.97	5.21						10.18
Bob Dayson				14.88		15.42			30.30
Phil Price	14.12	17.52	17.41		17.29	16.52			82.86
Peter Green	14.81	16.34	16.53	16.66	15.54	16.15	14.81		81.22
Peter Harper		17.69	17.10	17.78		16.57			69.14
Allan Warburton		16.57	16.76	16.74	18.16	16.73			84.96
Joe Ward	12.00	14.40	14.66	15.03	14.54	14.53	12.00		73.16
Paul Rendle		0.0	14.12	6.38					20.50
John Bateman		0.0	12.98						12.98

Bill Wood	7.80	15.10				15.85		38.75
David Abbott		12.29		13.35		13.18		38.82
Clive Wooster		0.0						0.0
Andrew Parffrey		15.18		15.98		17.07		48.23
John Tuckett- Goode		13.49						13.49
Keith Hope	6.66	9.64		12.21				28.51
Alex Graham	15.30							15.30
Bev Fawkes	8.75				11.19			19.94
Delyth Fawkes	2.72				3.79			6.51
Jon Collinge	14.74		18.10	17.38	17.57	17.32		85.11
Tim Mason	15.50	17.71	16.85					50.06
Roger Kilty	15.23	17.32	17.22	17.41	13.31	15.62	13.31	82.80
Tony Bridgen	15.30	17.46	18.05	17.49	15.75	11.70	11.70	84.05
Pat Donnelly	0.0	16.78	16.71		16.66	16.49		66.64
John Harline	12.82	15.81	16.58	15.92	16.47	16.31	12.82	81.09
John Wilkinson	10.00	15.47	16.32	16.27	15.28	14.16	10.00	77.50
Paul Stringer	13.11	15.66	16.26	15.77	15.27	15.53	13.11	78.49
John Bennett	11.57	15.71	16.26		16.24	15.87		75.65
Ken Bailey	12.46	16.20	16.21	15.69	15.66	15.84	12.46	79.60
David Park	14.48	17.01	16.14	16.51	16.52	16.11	14.48	82.29
Colin Wheeler	13.71	16.46	15.17	15.69	15.13	14.90	13.71	77.35
Julian Ackerman		12.96	14.53	13.73	13.72	13.94		68.88
David Bailey	9.60	12.50	13.79	13.83		13.02	9.60	67.87
Tony Briggs	12.44	14.15	13.60	14.00	14.34	14.21	12.44	70.30
Jerry Paterson		12.00	11.93	11.66	7.99	11.39		54.97
Jason Leach	7.09	0.0	0.0	15.10			0.0	22.19
Michael Parker					13.31	13.84		27.15
Brian Key					14.00	13.49		27.49
John Corbyn	12.88							12.88
Steve Owen	11.77	13.58	16.15	16.16	15.74	16.58	11.77	78.21
Andrew Jackson	7.67	0.0	11.91		13.50	13.88		46.96
Ian Scott	0.0	12.41			11.71	12.49		36.61
Martin Pieraccini	12.93							12.93
Chris Seaman		16.00	16.57	16.75	17.02			66.34
Dave Whitehead		14.80	16.56	16.44	15.83	15.85		79.48
Peter Varley	12.63	15.45	16.25	15.54		15.59		75.46
Lynne Whitehead		13.77	15.28	14.75	14.41	13.46		71.67
Richard Williams		14.28	14.79	14.34	14.54			57.95
David Montague	10.61		13.91	14.04	13.67	14.17		66.40
Alan Barnett		9.60	10.89	10.48		10.80		41.77
Derek Goodall	10.81	14.28		14.08				39.17
Peter Riley	10.17	13.62		13.86	14.54	15.59		67.78
Simon Harratt		11.40		11.33				22.73
Charles Wardle		16.38	16.32	16.97	16.63	14.01		80.31
Tim Thompson		16.59	16.20	16.18				48.97
David Gould			16.12	16.22	16.55	12.85		61.74
Sean Gould			15.86	15.71	16.12	16.84		64.53
Ken Snailham		14.55	15.12					29.67
Rob Welch		14.46	14.73	14.53				43.72
John Lambert	5.60	15.19	14.60	15.32	15.15	10.84	5.60	71.10
John Payne	5.88		9.50		10.46			25.84
Steve Allen		15.51		15.55				31.06
Jim Thompson		14.98		14.52		9.18		38.68
Stuart Nix	8.20	11.19			11.98	7.92		39.29
Juliette Nix	6.13	9.23			10.16			25.52
John Bailey	7.92							7.92
Paul Harris	5.10	10.44		11.95	12.00	12.43		51.92
David Russell	8.85							8.85

Any mistakes or queries must be notified to

John Staveley

Championship Co-Ordinator

40 Birkdale Drive

LEEDS

LS17 7RU

by 18th October 1988.

After this date all scores will be deemed to be correct

LOMBARD RAC RALLY HAREWOOD HILL SPECIAL STAGE SUNDAY 20th NOVEMBER 1988

We require more marshals to run this very important event. Please give us your support and bring along a few friends. We shall also require assistance on Saturday/Sunday, 12th/13th November with the setting up of the stage. Please ring the Chief Marshal, David Dalrymple (0943) 609810 and let him know how many will be in your party.

Don Stavely
Stage Commander.

MARSHALS TRAINING NIGHT WEDNESDAY 9th NOVEMBER 1988 PARKWAY HOTEL, LEEDS at 8.00pm

All Senior Officials and Sector Marshals please attend. All other marshals will be most welcome.

The evening will involve final training by John Richardson - The Regional Safety Officer for the RAC Rally.

All queries to: John Stavely
40 Birkdale Drive
LEEDS LS17 7RU

EDITORIAL

We now have an up to date mailing list for the 'Times' and for some members this issue will be their first since joining the BARC earlier in the year. Should anyone want a past copy of July, August or September, please let me know.

This is the fourth issue since taking over as Editor and initial feedback was highly favourable but advice, comments or criticism are welcome if we are to continue to improve the 'Times'.

More input from the members would be greatly appreciated as you must be aware that it is impossible to know all that is happening throughout the paddock and the Centre. During the winter months we are entirely dependent on you, the members, informing us of changes of car, weddings, births etc., so come on, please send in articles, letters etc. to tide us over the winter months.

My apologies for the lateness of the magazine but as Harewood was near the end of September it was thought better to have some of the Championship positions in this edition, even if it meant being a little late, rather than wait another month.

Pat Kenyon

THANKS TO MARSHALS AND OFFICIALS

Now that another season of Harewood Hillclimbs is at an end, we would like to thank all marshals, officials and the large number of people who work behind the scenes before an event, for their efforts which have resulted in yet another successful season.

In particular we would like to thank the team which spends many hours each year setting up and 'pulling down' the venue before and after each event, often working into darkness.

Special thanks must also go to our new team of Timekeepers, led by Ted Heath, who, through sorting out most of the gremlins in the system, have ensured consistent timing throughout the season.

It was a pity that Mr Wardle chose the prizegiving of the September meeting to criticise the timekeepers for delays, as a matter of record, the major timekeeping delay of the meeting, and indeed of the whole season, was caused by a competitor who inadvertently demolished the finish beam. This had to be re-built and realigned before the meeting could continue.

Despite what you might think, Mr Wardle, we are slowly improving Harewood in every aspect and once again we would like to thank everyone who has made this possible.

J R Hardcastle
J M English
(Clerks of the Course, Harewood Hillclimb)

ANNUAL DINNER and AWARD PRESENTATION

SATURDAY 3rd DECEMBER 1988

**PARKWAY HOTEL
Otley Road, Leeds, 16**

Reception 7.00pm for Dinner 8.00pm

TICKETS £15 each

EVENING DRESS

DANCING TO 2.00am

There is a maximum of 240 tickets so buy as early as possible. Send your cheque, payable to BARC Yorkshire Centre, to Tim Thomson, PO Box 18, Otley, LS21 1RD.

Tables are for 10, 12 or 14 and the last date for reservations is 25th November, but REMEMBER, NO MONEY, NO TICKETS!!

HAREWOOD CHAMPIONSHIP FINAL

Sorry, but this report is written mainly from the results as we find it extremely difficult to obtain paddock chatter, compete and watch the whole of the event.

The weather played a part in the proceedings in that all the classes up to Class 17 managed a run in dry conditions and Class 17 would also have had dry conditions had it not been for a competitor attacking the timing equipment at the top of the hill and other competitors spinning.

In the Touring Cars up to 1150cc, Dave Ruddock's 1071cc Mini, on first run times had a comfortable 3 seconds in hand over Michael Holroyd but in the damp second run conditions only a second separated them. In the Touring Cars 1151 to 1500cc with Nicky Porter entered, John Casey knew he had to pull out something special - this John did and achieved his quickest time of the season at 47.09. Martin Brobyn also responded to the Porter threat and also achieved his quickest time of the season (47.51). Nicky had to content himself with third place on 47.81, just in front of Jonathan North's 48.50. Nicky, by his own admission, was driving some of the corners 'threepenny bit style'.

The threat to Richard Hargreaves' unbeaten run this season didn't materialise for although George Swinbourne was entered in the RS1600, a porous block necessitated a change of car and a more standard 2 litre Pinto engined car was substituted. Nonetheless, Richard closed to within three-quarters of a second of Mike Kerr's Class 3 record. Bobby Fryers took Class 4 in his Solo Siletto Imp he was sharing with Tim Smith. Tim was revelling in a more powerful car than his usual Class 1 Imp. Mike Kerr had yet another easy class win in the Mobil Tiga Skoda. Bob Claxton's similar Skoda was unable to challenge Mike but Doug Bruce recorded a time of 45.00 seconds in his Rover engined Capri to secure himself 2nd place, Doug at last managing to put the cars engine problems behind him, in what for him, has been a fraught and wasted season.

With rain forecast for the afternoon, Brian Kenyon in the small Marque Sports Car class knew that to improve his chances in the Hillclimb Championship he had to make his first run time count. Brian erred on the side of caution and recorded a time of 46.63, which although way away from the class record time, subsequently proved to be enough to secure second place in the Championship.

Brian's wife Pat has been struggling somewhat at Harewood this year but she came good at this meeting to secure herself second place with a time of 47.11 from a somewhat lack-lustre Paul Greaves who recorded 48.26. In the middle Marque category the usual battle ensued between the Elans of Brian Lee and Des Richardson, Brian's time of 46.39 was 0.08 quicker than Des. With half the entry in Class 8 suffering car problems, George Whittaker made most of the opportunity, his Rover engined Morgan (45.62) easing the supercharged Marcos of John Yardley into 2nd place(45.82).

In Class 9, Leon Bachelier had 2 seconds in hand over Graham Oates Europa and likewise Graham had a 2 second buffer between himself and Roy Hunt. In Class 10 Peter Needham recorded his quickest time of the year (41.06). Peter has gradually clipped his time this year and with a few more mods over the closed season, he could well be under the Tony Bancroft record. Bob Dayson's now larger engined Caterham does not seem to have the pace it had with the 1600cc engine but he managed to hold off the advances of John Smith's E Type.

Class 11B was the usual Phil and Peter show, Phil Price's Mallock securing him first place from Peter Green's Centaur. Peter is now retiring the Centaur in favour of an OMS. Breaking the Class 9 record at the previous meeting had obviously boosted Allan Warburton's confidence which he then built on to become one of the few men this season to beat Peter Harper and both men elected not to attempt the wet runs in their Clubman's Class 11A cars. In Class 12 Andrew Parffrey (Mallock) squeezed between the shared Vision of Barry and Terry Goode, Barry taking the class. In Class 13 the shared Mallock of David Grace and Jim Robinson lacked opposition and David's 37.68 earned him the class.

The Formula Ford class was likely to have considerable impact on the final positions within the Championship. Jon Collinge was without a score to drop and his run of 43.99 gave him 17.32 points which was subsequently to gain him third place in the Championship and first in class. The other Championship front runner in this class was Tony Bridgen who, at the commencement of the meeting held second place, threw it all away with an off course excursion and with no time to recover due to the damp 2nd runs, slipped to 6th in the Championship. Within the class, Granville Martin made the most of Tony's indiscretion, his 44.75 just heading Pat Donnelly's 44.82.

The OMS of David Bancroft had a relatively comfortable victory in Class 15A - the up to 500cc Racing Cars. It wasn't quite as easy for the OMS drivers Steve Owen and Andrew Jackson in Class 15 as they had the tremendously powerful turbocharged Brabham of Phil Kidsley and Paul Squires to contend with. The power of the Brabham told, and Steve had to settle for second place with Phil and Paul 1st and 3rd respectively.

With the Brabham of Chris Seaman sidelined with engine problems, Adrian Hopkins' task was made considerably easier in the up to 1600cc Racing Cars. Adrian, who at this meeting was sharing the March/Pilbeam of Peter Varley, held off the Chevron of Dave Whitehead and the fast improving HS88 of Roger Kilty, with a time of 39.68. In Class 17 Sean Gould, who had gone down with an earlier batch of shared cars, with a time of 37.08, held a comfortable lead over the other cars within the class, for unfortunately, by the time the bulk of the Class 17 racing cars got underway, the rain had come, and with track conditions rapidly deteriorating, the best time recorded in these conditions was that of his father David with 42.43 on the first runs. Track conditions improved slightly for their 2nd runs and although far from perfect, Ray Rowan managed a 39.88 with Charles Wardle close behind with 39.91.

In the Maestro challenge, Midland garage owner David Cutler's 53.53 kept him in front of the pursuing pack which was headed by John Hedges 53.58, Kenneth Wills 53.80 and lady driver Jenny Birrell 53.97.

RESULTS

Class	Class	Class	Class	Class	Class
1	Dave Ruddock	49.21	11B	Phil Price	44.60
2	John Casey	47.12	11A	Allan Warburton	39.65
3	Richard Hargreaves	45.14	12	Barry Goode	40.18
4	Bobby Fryers	43.95	13	David Grace	37.68
5	Mike Kerr	41.83	14	Jon Collinge	43.99
6	Brian Kenyon	46.63	15A	David Bancroft	46.73
7	Brian Lee	46.39	15	Phil Kidsley	41.08
8	George Whittaker	45.62	16	Adrian Hopkins	39.68
9	Leon Bachelier	41.92	17	Sean Gould	37.08
10	Peter Needham	41.06	23	David Cutler	53.53
FTD: Charles Wardle		36.37			

FOR SALE **Ultima Mk II**

Successful Sprint and Hillclimb car. Possible sale as rolling chassis.

For details contact Bev Fawkes on 0480 - 812006

LETTERS

Dear Editor,

You will be aware that I have been active this year in the SEDAN PERFORMANCE CHALLENGE based on the Yorkshire hills, including Harewood. In the course of the operation it has become obvious that there are numerous difficulties surrounding class definitions. These difficulties do not apply directly to Harewood, of course, whose definitions are clear and circulated to all competitors with the entry forms.

The difficulties are caused by other Clubs who adopt BARC Yorkshire classes without necessarily publishing or having definitions available. They also perceive a failing in the BARC classes and attempt to fill the gaps in respect of 'Road Going' classes by each defining their own additions. For competitors who restrict their horizons to Harewood or the BARC defined classes this is not a problem, but many BARC members and competitors do look wider afield or compete in road going cars. As the BARC is undoubtedly the premier Club in this region, I believe we owe it to the sport to adopt the mantle of 'leader' and define such classes. Having competed for 11 years, first in Marque Sports and then Formula Ford, I have personally benefited from the adoption by other Clubs of classes pioneered by the BARC.

Some recognition of the need for 'Road Going Classes' has already been acknowledged within the Club by the fact that the decision in principle has been agreed at the last two annual forums and each time deferred for a further 12 months. I believe that this is the year we should actually do it.

Being actively engaged in a campaign to see the adoption of 'common' classes, I shall be formally proposing the addition of those 'roadgoing' classes already having the widest level of support (i.e. those used in the SEDAN PERFORMANCE/AMMC/NSSC Championships) at this year's BARC Yorkshire Forum. It will be noted that the combined 'Marque and Touring Car' and 'Formula Ford' classes are the BARC definitions.

It is hoped that the Committee would consider either supporting such a proposal or, preferably, adopting it as its own.

On a wider basis, it is believed that the RAC MSA would do us all a favour by including these definitions as 'recommended' classes in the Blue Book. In order to assess the level of support that 'common' classes can attract from competitors, I am airing my views and canvassing opinions on as wide a basis as possible to ensure that my views are representative.

As a matter of courtesy, the results of the questionnaire will be forwarded to the Committee. It would be appreciated if the Committee could consider giving their support to this proposal to the RAC MSA.

Tony Bridgen

This is a copy of a letter sent to the Yorkshire Centre Committee. Anyone wishing to read the whole of Tony's proposals should get in touch with him.

CLASSES FORUM

SUNDAY 13th NOVEMBER 1988

OLD GOLF HOUSE HOTEL

OLD HEY ROAD

OUTLANE

HUDDERSFIELD

(M62, Junction 23 - Scammonden turn-off)

Coffee at 10.00am

**Meeting starts prompt at 10.30am
and will finish at 1.00pm**

**Bar meals and sandwiches are available
after the meeting.**

**Competitors are urged to either attend
this meeting or write to Chris Seaman at
193, London Road, Sheffield S2 4LJ on any
subject concerning class structures,
eligibility etc. If you fail to attend, please
don't gripe if you find that something has
been agreed at this meeting that does not
suit you.**

**This is your chance to air your views so
don't miss the opportunity.**

Dear Editor

I understand there have been mutterings about doing away with the 'Top Ten Run Off'. Now I hope the Top Ten continues as the sight and sound of the big single-seaters and occasionally Clubmans Cars is one of the highlights of the event. I, and many other marshals however, have a 'winge' and that is - why does it take an hour for 10 cars to have 2 runs?

We marshals stand out from 9.00am to 6.00pm with sometimes only half an hour lunch break. I accept there will be delays due to timing problems and accidents, but we attend incidents as quickly as possible (if only spinners) in order to keep the meeting on time and reduce re-runs.

But Please, can the 'Top Ten' be ready immediately the class runs finish?

Surely by the time the last car has completed his first 'Top Ten' run, the rest of them could be ready in the paddock slip-road. - End of 'winge'.

Charles F Jones

ARNOLD BURTON TROPHY

(Highest placed driver in classes 11 - 14)

ALL scores count

POSN	NAME	POINTS
1	David Park	96.77
2	Peter Green	96.03
3	Tony Bridgen	95.75
4	John Hanline	93.91
5	Ken Bailey	92.06
6	Paul Stringer	91.60

Note: Roger Kilty has scored points in Class 16 therefore he is not eligible for this trophy.

HATFIELD OF SHEFFIELD JAGUAR TROPHY

(Highest placed driver in a Jaguar)

ALL scores count

POSN	NAME	POINTS
1	John Smith	71.85
2	John Oxborough	71.49
3	Charlie Saunders	70.49

ALL scores count for the award.

THE BROWNLOW PEABODY TROPHY

POSN	NAME	POINTS
1	Paul Stringer	15.53
2	Peter Speakman	13.25
3	Peter Voigt	5.24
4	John McCartney	2.15

RICHARD SUTHERLAND TROPHY

(Highest placed driver in classes 6-10 who is a BARC Yorkshire Centre member living in, or working in the County of Yorkshire.

ALL scores count

POSN	NAME	POINTS
1	Brian Kenyon	94.29
2	Brian Lee	93.54
3	Paul Greaves	92.88
4	Pat Kenyon	91.14
5	Peter Needham	84.08+
6	John Smith	83.42

+Following Stewards decision on April meeting.

CONGRATULATIONS

Congratulations from the Harewood Marshals Association to:-

Andrew Tymkewycz Harewood Hillclimb Champion
Charles Wardle RAC and Harewood FTD Champion
Pat Kenyon Harewood Ladies Champion
and all the other award winners.

With many thanks to ALL competitors for a greatly interesting season, we look forward to seeing you all again next year.

-If you are thinking of retiring next season, why not come and join us?

Many thanks to you all
H.M.A.

THE PEARCE TROPHY

POSN	NAME	POINTS
1	Boris Hardcastle	40
2	Leon Bachelier	39
3	David Dalrymple	34
	John English	34
5	Chris Seaman	32
6	Barry Tordoff	31
	Martin Frost	31
	Graham Wride	31
9	Tony Briggs	30
	Harry Mason	30

and 16 members scoring 28 points or less.

THE CHIPPY-IOLA VASE

Graham and Carol Wride

THE KEN LEE TROPHY

Leon Bachelier

THE FIRTH BOWL

Mrs Ann English

THE TRAVELEADS TROPHY

This award has not been given due to the lack of non-speed or competitive social events.

Any queries regarding these results please contact:-

J R 'Boris' Hardcastle
8 Hunger Hills Avenue
Horsforth
LEEDS LS18 5JT
Tel: 0532 - 584903

The inclusion of any article in this publication does not imply that the Club, its Officers, its Editorial Staff or any other member shares any opinion expressed therein.

Articles for the next 'Times' by Friday 21st October 1988 to the editor:

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