



YORKSHIRE CENTRE TIMES



JUNE 1989

CHAIRMAN'S LETTER

Dear Members

This month seems to have been a short month and one in which correspondence is still a little bit quiet. However, now the season is upon us well and truly, I am sure you are all busy polishing and making profits for the Solvol Autosol people.

We have just had the most superb weekend at Harewood, and those of you who attended would agree that the weather could not have been finer for our novices and newcomers and members meeting on Saturday and Sunday.

An excellent turn-out from the Ferraris on Saturday and a good members turnout on the Sunday seeing Steve Allen all the way out from Cornwall in a bid for the FTD Championship.

Sunday also saw competitors having the benefit of three runs during practice, which did delay things somewhat at the end of the day, so all thanks to marshals and officials standing around on the course, looking after us competitors, enjoying the extra runs and the sunshine at the same time.

We hope to gather some more of your views regarding the facilities at Harewood, and our expansion plans for the future, which at present are on the table and ready for discussion in the small committee, which I have organised to forward ideas brought up by members and competitors alike.

We are continuing to have a problem in getting marshals, particularly for Saturday events, and those of you who know people willing to volunteer to help in any way, please let David Dalrymple know, and also bear in mind the possibility of us running more one day events.

Keep the anecdotes coming in to Pat and I look forward to seeing you at Harewood again soon, or reading your comments in the pages of the 'Times'.

Regards

Tim Thomson

COMMITTEE MEETING

8th May 1989

A long discussion with the representative of Harewood Hill Ltd brought out various ideas for improving the facilities at the hillclimb, and developing the course to provide greater interest and use the existing and proposed features to greater advantage.

The Committee recorded their appreciation of the generous donation sent by Arnold Burton to the St John Ambulance Brigade for their work at Harewood.

The possibility of arranging a 'Celebrity' event on the lines of the successful Variety Club hillclimbs was discussed and will be investigated further.

Dennis Carter has been appointed Chief Executive of the BARC and will work with Sidney Offord for the remainder of the season to ensure a smooth handover.

The bottom field near the start will not be open to spectators at any of the meetings in 1989.

EDITORIAL

Although I try my utmost to keep up to date with Centre affairs and events, it seems sad that the Norwich Union Classic Run, which came through Harewood, passed without mention in the 'Times'. If people involved with events will kindly inform me, I will be only too pleased to publicise the Centres activities. You never know, it may even help to get the occasional marshal or two to help on the events.

No information has filtered through yet as to the improvements Tim mentioned that are going to be made at Harewood, but as soon as I hear anything, it will be passed on to the members.

In the near future, the classes committee are to meet to discuss the new RAC class structure and to perhaps, also, tidy up and consider our own Harewood type classes. Yet again, as soon as information is to hand it will be passed on so that members can discuss it in the paddock, or in the pages of the 'Times' prior to the axe-grinding session in November.

May I remind all members that any change of address should be given to headquarters as they print out the labels for me straight from their membership list. If you also let me know I will make sure that the current mag comes to your new address.

It is very gratifying that members are responding to the new look 'Times' and I hope that you will all continue to do so. As I approach my first anniversary as Editor I would like to thank all contributors over the past year for their support and I would still like to see many more articles written by members. We now have almost 500 Yorkshire Centre members, and just think, if 20 of you spent half an hour writing a short article each month, the magazine would be full of interesting articles from a variety of sources and your 'turn' would only come up once every two and a half years! That has to be more interesting than reading ideas and articles written by either Brian or myself all the time! Please think about it and then let's have some action.

Pat Kenyon

Articles for the next 'Times' by 22nd June 1989 to the Editor:

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FOCUS

HAREWOOD HAPPENINGS

There were dramas a plenty at Harewood in the paddock and on the track on Sunday 21st May. We have listed those we know of, if you had a problem or an unusual experience and you are not mentioned, please in future make us aware of what happened to you or your car and we will report it.

TWENTY SECOND ENGINE

Nigel Stansfield and Richard Moorhouse drove Richard's Vauxhall Astra at the Easter Meeting because of an engine problem in their Sprite. The Sprite engine was rebuilt but when it was fired up, it lasted 20 seconds before it seized solid. So much so that they had to saw through the piston to remove it!

EXPENSIVE PAPER WEIGHT

As reported in the last Times, John Oxborough had an engine vibration. It was suggested that it could possibly be a broken crank. This diagnosis proved to be spot on, for the crank had sheared on the last big end pin at the clutch end and the only thing that was transmitting the drive was a large screwed plug. The drilling had probably contributed to the component failure. Luckily the lot did not let go and so a complete engine build was saved.

YOU CAN'T WIN 'EM ALL

Christian Mineeff has of late dominated the One Make and Novices FTD, but unfortunately he was unable to compete this year in the ultra quick Stratos. The engine had recently been rebuilt and had run successfully on the dyno but when it arrived at Harewood, it lapsed on to 5 cylinders, a stuck valve which was impossible to cure in the paddock, being the cause of his problem.

POWER OF THE PRESS

It would appear that the 'Times' was a little premature in stating that Tim Smith had purchased a Renault Turbo and that at the time, Tim did not own such a vehicle. After being told by Bobby Fryers, we quote 'hey Tim, have you seen PAT'S PAPER, she says that you have got a Turbo'. Tim did no more, he went out and by the end of the day he had bought one!!!!

CAR CARNAGE CLASSES 1 and 2

Richard Casey's weekend was curtailed when pulling out of Orchard and through the Farm, a doughnut let go. It appears the transmission gets a lot of stick as first gear on the Imp is far too high.

Gremlins struck Class 2 competitors Brian Pitcher and Jonathan North's Minis. Jonathan retired with transmission problems and Brian's car, which incidently will be up for sale at the end of the year, stuck a leg out of bed, so whoever purchases it will no doubt get a rebuilt engine. Brian has obtained a Class 5 Rover engined device for next season.

CAR CARNAGE CLASSES 4 and 5

Bobby Fryers was sharing Tim Smith's Renault Turbo at Harewood for after Aintree they found not only a stripped distributor drive on the Imp but a cracked piston. 1200cc Imp pistons are not stocked by your local dealer!

Newcomers Gareth and David Hughes' Class 5 Anglia showed a remarkable reluctance to pull out of corners. The engine appearing to die. They retired after practice. Perhaps a new fuel pump may cure its ills.

CAR CARNAGE CLASS 6

Steve Openshaw spun on his own oil coming in to Farmhouse, Steve regained the track, drove round to the exit of Farmhouse but then noticed his oil warning light was on and cut the engine. Unfortunately the car remained on the track and three-quarters of a sumpfull of oil was deposited on what must be the quickest corner at Harewood. The racing Silkolene oil that Steve was using at the time defied the attempts of the marshals who, using copious amounts of cement, just couldn't get it to absorb the oil. The source of the oil leak would appear to be a blown sump gasket and oil filter gasket and in my opinion this must mean that the engine is building up pressure within the sump. On checking the car over at home after the meeting, Steve discovered that the front brakes were binding somewhat. This cannot have been helping his times.

CAR CARNAGE CLASS 8

The shared TVR of Richard Jackson and Tony Abrams expired in practice and was not seen for the rest of the day the reason for which is unknown to your Editor.

John Yardley's Marcos pulled into the paddock pouring out steam and smoke. The problem was a collapsed piston but as John sometimes uses the Marcos in Drag Racing and at those events runs it on Nitrous Oxide, the block has 'O' rings set into the top, the engine will now require sleeving but it is debatable whether enough meat will be available for the 'O' ring seat. If this is the case, John has an expensive piece of scrap on his hands.

CAR CARNAGE CLASSES 10, 15 and 16

His Westfield's engine, having shown a remarkable reluctance to start at the Easter meeting, Adrian Ward was rejoicing in a trouble free weekend until, as they say, it came off in my hand - the gear lever that is.

Ian Scott didn't get a drive in the Megapin at the Sunday meeting when on the Saturday event, whilst it was being driven by Martin Graham a gear box problem arose and having unsuccessfully tried to locate a bearing, Ian had to scratch from Sunday's event.

Steve Owen effected a speedy head gasket replacement on his BDA engined OMS and completed the event without a recurrence of the problem.

Peter Varley was seen stripping the transmission on his Cosworth engined Pilbeam. His efforts were obviously unsuccessful for as Peter has said, 'we are not here'

OWN GOAL

Norman Pemberton has three loves in his life (he perhaps has more but he doesn't tell us about those), his PVT car which he races and hillclimbs and his Austin Sprite which he also hillclimbs and probably more important than either of those, his love of football and in particular Liverpool Football Club. Now perhaps you may recall that on the day of the Novices event, there was a little thing called the FA Cup to be decided between Everton and Liverpool. Norman was split between competing or being at Wembley. He had, I might add, some highly desirable seats at Wembley.

Norman eventually compromised and decided to compete at Harewood and to watch the match on the tele after his runs. He was on the start line when the marshals told him Liverpool had scored, the now ecstatic Norman punched the air and inadvertently let up the clutch. Before the start line marshals had chance to re-set him, he was gone, singing his way to the top. For penance, he was sent down to the start having been given a re-run, it was after all the Novices event.

AINTREE ANTICS

As usual, many familiar BARC faces were in evidence at the Aintree Circuit Sprint on May 13th. Richard Casey coasted into the paddock with a dead engine. His face was a picture of despondency. He said to father John 'the engine just stopped on the straight'. On further investigation, it became apparent that the sole cause for the engine's malfunction was that Richard had failed to put any petrol in the car!!

Bobby Fryers' Imp, likewise, stopped in practice, but his problem was a sheared distributor drive. He shared John Casey's Mini and on one of his runs the engine cut out. This caused Bobby's heart to sink and he said 'I could almost see the court writ dropping on the door mat!'. Fortunately, it appears that this has happened before for no apparent reason, and there was no cause for concern.

One minute Richard Hargreaves was, figuratively speaking, steaming down the straight, the next minute he was literally steaming down the straight. About 300 yards from the finish line, Richard's Sierra Cosworth engine blew the head gasket, which built up pressure, popped out the front core plug which lodged itself in the timing belt, which of course objected to this and split asunder whereupon the valves and the pistons intermingled. Richard's time was very little slower although his terminal speed was down to 76 mph from 125 mph so he was obviously on a HOT run!

Richard had driven on the road and it was obviously unable to progress any further under its own steam. Fortunately for Richard, John Garnett, who competes in his Metro 6R4, had come to spectate and had been at the venue for 10 minutes. John offered to return to Settle, pick up his trailer to tow the stricken Sierra home necessitating a round trip of 3 hours and then another hour and a half to return home. This was a wonderful gesture on behalf of John and it just goes to show what a friendly sport we are in.

Parts were urgently sought, those required being 10 valves, 3 pistons, head skimmed 14 thou (maximum 15 thou). head gasket & head bolts etc for Richard had to be up and running for the Barbon Manor event the following Saturday and our Championship round at Harewood on Sunday. It was noticeable that Richard towed the Sierra to Harewood, a case of once bitten twice shy.

FTD man Peter Harper left the circuit before prize presentation as he was faced with the long trip to Ingliston for an RAC Sprint Championship round on the Sunday. Unfortunately, Peter's ancient tow vehicle cried 'enough' on the dual carriageway by Asda, about a mile from Aintree. The vehicle defied all attempts to restart and Peter had to be relayed home. This was a bitter blow for Peter as there is no doubt that he would have come away from the Ingliston event with a bag full of points.

Returning home from the Aintree Sprint, Pat and Brian Kenyon were feeling extremely pleased with themselves, Pat having equalled Brian's previous class record and Brian, despite four or five attempts to select top gear on both his timed runs, with a new class record. Their euphoria was suddenly shattered when Brian said to Pat 'the Toyota engine's blown' as the caravan and trailer dramatically slowed, then smoke and what appeared to be steam emitted from the rear of the vehicle. Then all of a sudden the cause identified itself when the trailer near side tyre blew in spectacular fashion. Although we were in the centre lane of the motorway, the fellow motorists showed remarkable presence of mind and allowed us to make the hard shoulder without any histrionics. The force of the blast had blown the wing off the trailer, shattered the wheel arch on the Sprite, dented the door and knocked the trailer ramp stabilising bar loose. Fortunately for Pat and Brian, John Harden of the organising team at Aintree was following and he retrieved the wing and assisted in the changing of the wheel. Many thanks John.

George Swinbourne was seen at Harewood collecting a part for his clutch for his Escort's BDA engine. The reason for this was that at Aintree the tarmac is extremely grippy and you have to use more revs than normal to get a clean start. George normally doesn't do a burn-up on his way to the line but this time decided to pop in a couple before lining up, but unfortunately the clutch did not like the treatment and George spent the afternoon spectating. There must be a moral in this somewhere!

The famous, or is it infamous, Fastest Vicar in the West, when tackled by BK on the oily state of his engine and car, told him that as the car runs on Methanol and this burns without an obvious flame, the oil would make any such occurrence obvious by smoking etc. If you expect me to believe this Barry, you have another think coming!

RILEY'S RECORD

Well known Class 16 single seater driver Peter Riley, who is presently preparing a car for Class 17A - the up to 2000cc category, has taken time off to go record breaking co-driving with June Laird (team captain) and Jim Laird (navigator).

The route took them through all 32 counties of Southern and Northern Ireland in a time of 19 hours, 44 minutes including four border customs checks, one military check, five refuelling stops and the observance of the national speed limits by tachograph. Averaging 37 mph, the roads in Southern Ireland, even those referred to as trunk routes, seemed to suffer from a distinct lack of 'Paddys' and the towns are just as bad. The route started in the north of Co Antrim and finished in Co Down and the record has been confirmed by the Guinness Book of Records.

No doubt Peter will want to continue record breaking with his Class 17A car when it is completed.

HAREWOOD NOVICES AND ONE MAKE MEETING

Saturday 20th May

Although this is effectively two meetings on one day my own personal view is that the Novice section is the premier part of the proceedings. It therefore warmed the heart when two novices competing in Formula Fords, which as you know is one of our most competitive categories at Harewood, took 1st and 2nd FTD.

The first two classes were amalgamated and with Michael Holroyd sportingly standing after his win at Easter, Brian Pitcher (50.28) took 1st in class with his black & gold Cooper 'S'. For once other makes got amongst the Minis with Howard Parker's Talbot Samba Rallye over 6 seconds in arrears, and he was a little over a second over 3rd place man Andrew Dagless' 1100/1300 Morris.

As is the norm now, a Ford Sierra Cosworth won class 3 with David Bailey's silver/blue example setting a time of 50.26 which was quicker than the time achieved by Mike Kerr on the Sunday in a similar car. Second and third places were taken by Lotus Sunbeams with Antony Bell's just .52 in front of Douglas Lowson's similar example.

In the Special Saloons Martin Boast had an extremely successful weekend, his 54.54 keeping comfortably ahead of his class opposition. Class 5 was taken by Michael Palmer's Vauxhall Magnum 2.3, his 51.66 shading Andrew Turvey's well modified 1600 Ford Fiesta (53.04).

Class 6 was a one horse affair with Norman Pemberton's Austin Sprite getting into the very low 49 second bracket. Norman was getting in very valuable practice prior to the Sunday event. It was TR3A versus MGB in class 7, the TR proving very nearly 4 seconds quicker than the 'B' with a 54.90.

Class 9 had the Hutchinson Midget in control of proceedings, with Tim's 49.33 demoting co-driver for the day Robert Walker into second (49.92). Tim had tried to run the Midget on fresh air on one of his practice runs and found that it went better with petrol in the tank! 50.12 put Iain Anderson's Series 4 Lotus 7 into 3rd place. Adrian Ward (51.82) was unopposed in class 10.

Clubmans 11A and 11B were merged with Jane Price's class 11B Mallock proving quicker by very nearly 2 seconds than Trevor Longstaffe's Centaur. Another unopposed driver was John Garnett in his pristine Metro 6R4 who recorded a best time for the day of 47.62.

In the scrap for class supremacy, Formula Ford drivers John Wilkinson and Colin Wright consistently lowered their times throughout practice and the event, John's 45.07 was not only quick enough to secure him the class but also saw him take a very creditable FTD. Colin Wright with a 45.59 was not far behind and took 2nd FTD. Paul Stringer was a second adrift from Colin.

In class 15 Robin Hunt's Vixen with a 43.67 was over 2 seconds ahead of Martin Graham driving Ian Scott's Megapin. In class 16 David Wharton-Baumforth's Quest 86 (46.90) was very nearly 4 seconds ahead of Peter Sudborough's Van Dieman RF85.

Class 18 was the first of the One-Make categories and it was the exotica in the shape of the Ferrari's. Quickest on the day was John Swift's 308 GTB on 48.06, Tim Blackburn also 308 mounted but a GT4 close behind on 48.41 and our own ex-Chairman Simon Clark's 328 GTS with a time of 49.03. On handicap positions were changed somewhat with Richard Chester first, Juliet Horne second and Christopher England third.

Class 19 Lancia Cars had the shared Delta Integrale of John and Sandra Starkey, John being very nearly 5 seconds quicker than his lady compatriote.

Paul Watts' slick shod Morgan +8 proved quickest of the Morgan cars, his 46.69 being quite close to the C. Jones record of 46.17 and the less powerful Morgan +4, with its 2200cc engine, of Stuart Adamson second with 48.93 just ahead of Barry Long's 3500cc Morgan +8. On handicap Stuart Adamson took the spoils, John Lloyd's 4/4 with its 1598cc engine was second and third was the similar engined car of David Birch.

The MG Class was very poorly subscribed even though Brian Kenyon had tried to elicit support from the MG Car Club. The Kenyon car being the only vehicle within the class Brian's 46.20 secured him 3rd FTD from a strangely off the pace Pat Kenyon.

Brian Kenyon



John Swift in his delectable Ferrari 308 GTB

Photo: David Scatchard

RESULTS

CLASS	NAME	TIME
1 & 2	Brian Pitcher	50.28
3	David Bailey	50.26
4	Martin Boast	54.54
5	Michael Palmer	51.66
6	Norman Pemberton	49.20
7	Alistair Ferguson	54.90
9	Tim Hutchinson	49.33
10	Adrian Ward	51.82
11A & 11B	Jane Price	47.04
12 & 13	John Garnett	47.62
14	John Wilkinson	45.07
15	Robin Hunt	46.37
16	David Wh-Baumforth	46.90
18	John Swift	48.06
19	John Starkey	52.50
20	Paul Watts	46.69
21	Brian Kenyon	46.20
FTD	John Wilkinson	45.07

HAREWOOD MEMBERS MEETING

Sunday 21st May

On the previous day there was a considerable amount of mist and indeed drizzle first thing in the morning although the weather was sunny and warm for the rest of the proceedings. The Sunday event was held under superb weather conditions which should have meant that records would tumble.

Class 1 had a 1988 look about it with Andrew (Tinklybits) Tymkewycz breaking the record in practice but not quite achieving the same feat in the timed runs but his 48.14 gave him the highest points score of the day. Martin Brobyn (49.16), his own class 2 car not yet ready, had the audacity to beat David Ruddock in David's Cooper 'S' although Martin's task was assisted somewhat as David had to run after the oil had been dropped and he had to live off his first run time of 49.66.

The immaculate green Cooper 'S's of Michael Holroyd and John Casey were locked in their usual close tussle, Michael's 46.91 proving over half a second quicker than John's best. With mechanical problems decimating the class, Denis Cope with his Cooper 'S' snatched 3rd and also secured for himself the Road Going Award.

Richard Hargreaves (45.10) is still some way from Mike Kerr's record although over 5 seconds ahead of his nearest pursuer Antony Bell, Lotus Sunbeam, on 50.61 who had Mike Kerr's Sierra Sapphire Cosworth just 0.04 in arrears.

As reported elsewhere in the magazine, mechanical problems wiped out class 4 and Martin Boast with an almost identical time to his Saturdays of 54.62 took an unopposed victory. With the Mike Kerr / Rob Grant Escort not yet ready, John Meredith's sports racing based Skoda Coupe (41.81) had just over three seconds in hand over Doug Bruce's more conventional Capri.

With Pat Kenyon off the pace on Saturday, it looked as though Brian Kenyon and Paul Greaves would have a relatively easy time of things in the Small Marque Sports Cars but Pat must have been lulling the aforementioned two into a false sense of security. Pat led after the first runs when Brian had a large sideways grassy moment exiting Orchard and the commentator was heard to remark 'perhaps he's gone to collect a dozen eggs from the farm' but all was to be rectified on the second runs when Pat was to be put in her place. Unfortunately the best laid plans of mice and men sometimes go astray. Pat had popped in a quickie of 46.84 and the contest was over after Steve Openshaw had dropped the oil at Farmhouse. Although taking an unusual line around Farmhouse to miss the oil, Brian's 47.02 secured him second but not the sought after first place. Paul's first run time of 47.87 made sure he kept his third place. Saturday winner Norman Pemberton was 4th setting his quickest time to date of 48.59.

In the middle Marque category, Brian Lee's well modified and well driven Lotus Elan Drophead overwhelmed Andy Norfolk's MGB, Brian's 46.80 being over 10 seconds quicker.

George Whittaker's 46.48 will have probably put him in the lead for the Appleyard Trophy, which is an award for the quickest Marque car over the season. Both in the 49 second bracket, Don Williams and Simon Clark battled it out, the Gilbern keeping the upper hand by three tenths of a second over Simon's gorgeous red Ferrari. I think all Ferraris should be RED, don't you?



John Yardley had an expensive Harewood when a piston blew on his supercharged Ford V6.

Photo: Derek Hibbert

In class 9 Allan Warburton's first run time of 41.60 was not too far adrift of the class record of 41.33 but Leon's time of 43.07 was not as quick as he can usually manage. Barry Heath with the smallest engined car in the category was in a somewhat breathless third on 46.05.

In the mod-sports over 1600cc, Tony Bancroft's fiersome looking Porsche 930 Turbo came and saw but did not conquer Peter Needham's new Westfield, straight out of the box, which with a time of 42.24 was quicker by over a second than Tony. John Oxborough's now repaired E Type was third with 44.62.

Class 11B has usually been a competition between the Mallocks of Jane Price / Ross McCartney and Roger Allan / Peter Read but up popped Mike McDermott, Mallock Mk 20, and spoilt their fun, his 43.99 being quicker by a second than second place Roger Allen who likewise had very nearly a second over Ross McCartney.

Like old wine, Joe Ward and his Ward WD8M seems to be maturing and Joe secured for himself a highly popular victory in the Clubmans Class A category. Joe's 41.24 being quicker than Bill Wood's best of 41.55 and Des Richardson's 42.37.

Classes 12 and 13 were poorly supported affairs. Andrew Parffrey getting the better of Bob Prest by over a second and the big beastie of George Tatham was 2 seconds in front of John Garnett's 6R4.

The top four in the Formula Ford cars seems to have developed a set pattern with the shared Van Dieman RF84 of Tony Bridgen and John Bennett and the similar but 6 years older chassis of Redvers Arnold and Tim Mason's Mk 20A Merlyn squabbling over the lead of the 21 car class. The day belonged to Tim Mason in the Merlyn, his 44.19 easing out Tony on 44.34 and John's 44.49. John's quickest time was set on the second runs and he was one of the few to improve although by this time, the effects of the oil spillage had diminished somewhat. Redvers Arnold did two remarkably consistent times considering the slight change in conditions with a 44.55 and a 44.60. Fifth was previous days FTD winner John Wilkinson who improved his time from the previous day while in 6th spot was David Park.

Richard Homer (42.94) doesn't venture up to Harewood very often but when he does he is usually extremely competitive with the Delta T824. Alex Tyson having recorded a fail on his first timed run came back to record 43.42 in front of Andrew Jackson's 45.13, both in OMS's.

40.91 was Dave Whitehead's time in the up to 1600cc racing cars but Martin Brockhouse put in a challenge with a 41.71 which kept him in front of David Montague in the Argo on 42.27.



George Whittaker showed a clean pair of heels to his adversaries.

Photo: David Scatchard

New for this year class 17A, the up to 2000cc. had a close battle between the converted Formula Ford cars of the Nix's, Stuart and Juliette, and Pat Donnelly's similar Reynard. The finishing order was a close one with Stuart's 42.42 being 0.42 quicker than Pat's best and Juliette recorded 44.07

Although it had been Barbon the day before, few of the large single seaters took the opportunity to drop in at Harewood on their way home. Those that did gave good value and it was local drivers Tim Thomson (who was the only man of the day to dip into the 37 bracket) and John Lambert (38.83) who firmly established themselves in 1st and 2nd ahead of Rob Welch (39.16).



John Lambert qualified 2nd for the top ten run off but did not fare so well in the actual runs.

Photo: David Scatchard

The top ten was incident packed, in the first runs John Lambert recorded a fail when his battery came loose, his second run of 43.04 saw him drop down to 9th position after he had missed a gear and toured to the top of the hill. Jim Thomson's second run also ended in a fail when, cresting the rise into Country, he experienced wheel and tyre problems. Steve Allen who was the next man up the hill got a little further than Jim but his quick approach to Orchard was his undoing and he executed a neat 180 degree spin, but his first run time secured him third in the run off. Rob Welch had a similar moment of reckoning at Orchard when he clipped the gravel bank and with the run ruined, trickled to the top. Yet again, his first run time was quick enough for 2nd. With FTD and run off victory already in the bag, Tim Thomson had little to prove but gave it 100 per cent and brought his time down to 37.43 which was the quickest time recorded all day.

So ended an enjoyable weekend.

Brian Kenyon

RESULTS

CLASS	NAME	TIME
1	Andrew Tymkewycz	48.14
2	Michael Holroyd	46.91
3	Richard Hargreaves	45.10
4	Martin Boast	54.62
5	John Meredith	41.81
6	Pat Kenyon	46.84
7	Brian Lee	46.80
8	George Whittaker	46.48
9	Allan Warburton	41.60
10	Peter Needham	42.24
11B	Mike McDermott	43.99
11A	Joe Ward	41.24
12	Andrew Parffrey	40.66
13	George Tatham	44.31
14	Tim Mason	44.19
15	Richard Homer	42.94
16	Dave Whitehead	40.91
17A	Stuart Nix	42.42
17	Tim Thomson	37.81
FTD	Tim Thomson	37.43

HAREWOOD HILLCLIMB CHAMPIONSHIP

POS	NAME	POINTS
1	Allan Warburton	34.36
2	Richard Hargreaves	34.16
3	Tony Bridgen	33.68
4	Michael Holroyd	33.56
5	Tim Mason	33.25
6	Brian Kenyon	33.19
7	John Bennett	33.08
8	John Casey	32.75
9	Roger Allen	32.70
10	Redvers Arnold	32.39
11	Leon Bachelier	31.96
12	Pat Kenyon	31.56
13	John Wilkinson	31.46
14	David Park	31.43
15	Brian Lee	31.21
16	Paul Greaves	31.15
17	Peter Needham	30.74
18	Ken Bailey	30.63
19	Colin Wheeler	30.48
20	Ross McCartney	30.24

WANTED

Photograph for Simon Clark's Competition Licence. Anyone with same, please contact ex-Centre Chairman and sometime competitor Simon.



(Ed: We are pleased to oblige)

FOR SALE OR EXCHANGE

Having completed 10 runs over the Harewood weekend, 8 of which were within three quarters of a second of the class record, on the only two that mattered, Brian Kenyon failed to obtain a reasonable points score for the Championship so he is offering his 3rd FTD on the Saturday event for one point for the Harewood Championship on the Sunday - any offers, please contact him through the columns of the 'Times'.

Dear Pat

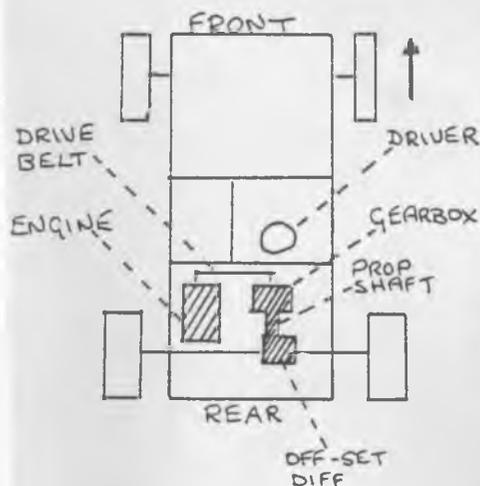
Having read three Yorkshire Times, all three crying out or members letters, I thought I would put pen to paper and contribute my little bit. I have only been a member of the BARC Yorkshire Centre since January 1989 and only competed in one hillclimb ever on 26.3.89 at Harewood. Since becoming a member I have been impressed by the friendly atmosphere and organisation which prevails within the club. I am looking forward to many more hillclimbs at Harewood in the future.

My past competition experience consists of six years of Kart racing and the last two years competing in Formula 750 in the 750 Motor Club PSL 750 Challenge. Perhaps one or two members saw my car - it was the Cowley GT MkIV. A car which was a total height of 30 inches from the ground. Those of you who are interested in the technical side of the car, it had a rear mounted 850cc Reliant engine, mounted back to front, the gearbox was mounted in the same plane as the engine using a two inch wide tooth belt to transmit the drive. A short prop shaft (12 inches long) then drove the upside-down BMC rear axle. A very interesting car but a very old one (1969-70). At best only midfield runner but lots of fun and a lot of work.

Hope this small article fills a little space in the next issue. My thanks also go to the marshals at Harewood. Sometimes I wonder why those people turn up. They get very little thanks for working hard, getting up early, getting home late and often getting rained on. I must admit that I'm guilty for taking marshals for granted. Tell me if I'm reaching my grandmother to suck eggs but on a competitors entry form why not put the additional words 'CONTRIBUTION FOR MARSHALS DRAW' near the entry fee part of the form. Then we competitors can show our gratitude, however small, to the marshals. If some other scheme exists within the club, forget the above. Happy hillclimbing.

Mick Moore

(Ed: Competitors in the past have donated a bottle to the marshals Draw)



1. DESCRIPTION

Open to four seater saloons and two seater sports cars complying with these two definitions in the real sense. Estate cars and car derived vans to be excluded. Cut off date for eligible vehicles to be 31st December 1966.

2. CLASSES

Single class structure, no capacity split.

3. GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

Engines must be in the original position and of original design (including cylinder head) and number of cylinders. Cubic capacity may be increased. Forced induction and fuel injection only permitted if fitted as standard to the vehicle. Wet sump lubrication only.

Chassis modifications are not permitted other than for attachment of competition suspension components.

Bodywork modifications restricted to :-

a) Rear seats may be removed as may front passenger seat. All interior trim and carpets may be removed.

b) Doors, bonnets and boots may be substituted for alloy or fibreglass substitutes providing these are an exact replica of the originals. Bumpers front and rear may be removed. The rest of the bodyshell to be as manufactured - no arch extensions permitted.

c) Engines must be in the original position.

d) Suspension must use original pick-up points and springs.

e) Wheels to be within original bodywork.

f) Tyres to be production as per QP (3.1) of the RAC Blue Book.

g) Transmission must follow the original design.

h) Braking system is free.

i) Fuel tank may be substituted and re-positioned within RAC Safety Regulations.

j) Battery may be re-positioned.

k) Silencing as per RAC Regulations.

Above all, any car not felt to be within the spirit of the regulations may be excluded by Steward's decision.

Archie Inglis

(Ed: This is a copy of the letter sent by Archie to the Centre Committee and on which no action has yet been taken)



Mick Moore's Cowley GT Mk 4 Formula 750 car.

MARSHALS POST

MARSHALS GOSSIP

Very many thanks to Pat Donnelly (one of our regular competitors at Harewood) for volunteering to marshal for us at the Novices Meeting. Pat turned up and said he wasn't competing until the Sunday and would we like some help - he was very quickly signed on and sent to Quarry. (I bet he has a different perspective of Quarry now!) It is offers of help like this from competitors which really please us, and not only that, it helps the marshals to know that the drivers do appreciate their efforts. Good on you Pat - when you retire (which we hope will be in a good few years yet) you are more than welcome to join us on a more permanent basis.

For those of you wondering why Northern Rescue were not using their regular vehicle at the May meeting - the answer is simple, the engine had blown up!

The Course Controller during the morning of the Novices meeting was Tim Smith who not only did a very able job, but also earned himself the title of 'The Fat Controller' (as in Thomas the Tank Engine). It was suggested that if this theme were to be continued, Graham Wride would make a good Percy - Now who could we have as Thomas and Gordon?

I understand that Paul Marsh, whom we sadly don't see as often as we used to, is celebrating 30 years as a motor sport marshal this year - hopefully we will be able to profile this achievement in a later issue.

On the Friday night of the May meeting I was given the task (amongst a number of others) of fixing the new brush heads to their handles. This I duly carried out and loaded the brushes into the red van. Sometime later, enter John English wanting a brush which he duly removed from the van - what happened at the first stroke? - the head flew off!!!! - exit one very red faced Training Officer.

The fine weather at the Novices Meeting certainly brought them out - and I don't mean flies - Graham Walker was spotted in a Harewood Tee Shirt and Clive Bell was resplendant, in the paddock afterwards, in his shorts!

I think we may have set a new record for the Guinness Book of Records at the Novices meeting - surely the combined weight of Northern Rescue's Richard, Glynn and Steve far outweighed anything a Nissan Patrol has ever carried before?!!!

It was good to see Rob Buchan again at the Novices meeting - Rob used to be one of the regular members of Commandant Hobson's start line crew and because of other commitments, is only able to manage the occasional meeting now.

Chris 'Commandant' Hobson visited us at Easter from his southern base and was seen carrying out a 'tour of inspection'.

Paul Marsh likened the antics of Alan Black, Steve Kingston, myself and himself at Orchard during the hot afternoon of the Novices meeting, as being like metal ducks in a rifle range - 'every time the last car goes past we all fall down on the grass and when the cars come down again we all spring back up!'

One final thought, I don't think I looked like a garden gnome at the May meeting, do you?!!!

This article, because of the dead lines for going to press was written after the meeting on the 21st and before the meeting on the 22nd - so any happenings on the 22nd will have to wait until the next issue, but may I, on behalf of all the marshals, extend a very big thank you to Boris, John and the 'crew in the bus' for running a very slick meeting and for ensuring that, even though we were a bit behind time at lunch time, we got a full lunch break.

John Staveley

MARSHALS PROFILE (2)

If the last profile left you with the opinion that all marshals are big burley chaps, then you could not be further from the truth. We have a number of ladies in our ranks and they get just as involved as the men. Not only that, the range of jobs which they perform are just as diverse as the range available to the fellas, for instance:-

Samantha Varley usually looks after the score board (examinations permitting).

Ann English acts as the Timekeepers Liason (I think this means that she keeps them in order!!)

Carol Wride looks after results production.

Heather Woodhead is a regular member of the start crew along with husband Bruce.

Dorothy Craven is a regular and is to be found, with her husband Ken and son Richard keeping Country Corner under control.

Maggie O'Malley is often to be found at Paddock Exit keeping not only Bob Rae, but also the competitors in order.

Helen Pitchford can be found usually on either Quarry or Farmhouse carrying out the dual function of keeping boyfriend Tim Bendelow under control and waving the red flag.

With a number of other ladies frequently joining our ranks, our own Editor Pat was covered in snow on last years RAC Rally whilst officiating, I can assure any of our Lady readers that they will receive a very warm welcome if they would like to come and join us.

We would also welcome junior members when Alan McKinney (our very able Chief Paddock Marshal) will be pleased to employ them as paddock marshals. This is a good way for younger members to become involved when they are too young to marshal on the course. Anyone from 15 or so upwards will be more than welcome.

This is the way both myself and other marshals started our involvement and it is a good way to meet the drivers and get involved.

HAREWOOD DATES FOR 1989

SUMMER CHAMPIONSHIP MEETING

June 10/11

RAC NATIONAL MEETING

July 8/9

MEMBERS MEETING

August 20

FINALS MEETING

September 16/17

TOUR OF BRITAIN

September 29

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.