



**TIMES**



**JULY 1989**

**CHAIRMAN'S LETTER**

Dear Members

What a superb month we have had since my last letter. The weather could not be finer plus some good record breaking events.

We have had some interesting correspondence regarding my thoughts of previous times, and you will note from the content of the issue you are about to read that some of these ideas are already being dealt with.

It is interesting to note the amount of technical detail some of you have gone to, to express your point, and I find this most encouraging.

At the time of writing I have had an excited telephone call from one of our South Yorkshire Committee Members, who has expressed the possibility of a new venue in his area. This all sounds very exciting. More details I am sure will follow in the ensuing months.

I hope you are enjoying the Yorkshire Centre 'Times' as much as Pat seems to be enjoying editing it, so please read with interest and continue to send the letters in.

Regards

Tim Thomson

**EDITORIAL**

My thanks to all who have contributed to this months magazine, keep up the good work. The suggestion that someone might like to provide material concerning the early days of Harewood has born fruit. Jimmy Johnstone has sent entry lists from the first meeting, Scrutineer Mr Harrison has sent photographs of the first Harewood and Bobby Fryers has sent an entry list from the early seventies. This material will provide the basis for an article which we will probably produce during the winter months when information and events are rather thin on the ground.

Tim is right in his letter, I do enjoy editing the 'Times' but it does become rather hard when we have to write five out of the eight pages produced. To keep the magazine lively and topical we need more input from the members.

Pat Kenyon

**Articles for the next 'Times' by 20 July 1989 to the Editor:**

**Mrs Pat Kenyon  
4 Leslie Road  
Hillsborough  
SHEFFIELD S6 4RB  
Tel: 0742 - 340478**

**NORWICH UNION CLASSIC**

The criticism of the committee concerning the lack of pre publicity for the Norwich Union Classic was a little unfair. The event was to be a secret one with only marshals present as otherwise there would have been environmental and insurance difficulties. Boris has been kind enough to send a few photographs of the event, one of which we have published.



John Hartley in his Austin Healey 100

*Photo: Boris Harcastle*

**PASS ON NEWS**

Many Yorkshire members attend events at Baitings, Scammonden, Isle of Man, Blackpool as well as RAC Championship rounds, venues which, for various reasons, your editors do not attend. Surely at these events there must be many interesting happenings both in the paddock and during the competition that involve BARC Yorks members so why not send some information for publication, it all adds variety to our magazine.

**SHAP WELLS**

Any competitors who want regulations for the new hillclimb at Shap Wells on 22nd/23rd July 1989 can get them from:-  
Mrs Margaret Malcolm  
15 Kilworth Height  
Fulwood  
Preston PR2 3NU

The venue is 2 miles South of Shap village and is easily reached by leaving the M6 at Junction 39. Good support for this venue could help the club finance improvements there and give another urgently required speed venue in the North of England.

# FOCUS

## £1000 PRIZE

As you will read elsewhere in the magazine, John Yardley recently had a shot at winning £1000 in the Street Rod Finals. John unfortunately failed to pick up the bag of gold but it just shows the sort of money that is available in some forms of motor sport!

## GO FASTER MOD

Suspension wizard and veteran driver Allan Staniforth has recently found a modification which makes his Quest Terrapin quicker up Harewood. You put a younger driver in the car! namely son Darell who, after very limited experience in the car, has turned in a quicker time than Allan has managed even with his vast experience. We might add that Allan provided this information and was very proud of No 1 son.

## STRAIGHT OUT OF THE BOX

Martin Brobyn came an extremely creditable second in the tense class 2 battle at the last Harewood. His finishing position was all the more worthy in that it was only the second time his 'new' Mini had turned a wheel. Martin had started the project at the end of last year and had had the body shell grit blasted which blew so many holes in it that the firm stopped the operation before completion in the fear that Martin wouldn't have anything to collect, but after much welding and replacement of panels, he has now turned out a very tidy car which I am sure, given further development, will continue to give John Casey and Michael Holroyd food for thought.

## CAR STICKERS

Chief Paddock Marshal Alan McKinney would be grateful if any of our members have a surplus of car stickers i.e. the sort that oil companies, tyre companies, component suppliers or racing teams give out at race meetings or shows. Alan passes these on to youngsters interested in motor sport and as his stocks are dwindling if anyone can help by passing some on to him, he would appreciate it.

## THRASHED

Allan Warburton was overheard in the paddock saying that Leon had 'thrashed' him at the June Harewood meeting but that he had given Leon instructions that this was not to happen at the Midland hills as it would damage Allan's Midland Championship chances. Whether Leon takes note of this is another matter. We await the next episode with baited breath.

## THE RIGHT STUFF

Some competitors, when they have a problem at a meeting, retire. Not so Peter Needham, for when he put his car off in the gravel at Quarry Corner, displacing his rear axle, bending tubes and bending shock absorber mounts, he set to and repaired it ready for his second run. Unfortunately the story does not have a fairy tale ending as Peter was third in class on the day but Peter gets 10 out of 10 for his efforts and indeed he is made out of the right stuff.

## ALLAN'S PRAYER

Allan Staniforth was overheard to say 'If God came out of the clouds right now and granted me one wish, I wouldn't ask for fame or riches, just a 38 second run up Harewood'.

## NO NEWS IS BAD NEWS

Because of our problems after Brian's throttle sticking and subsequent 'off', we were not at Harewood for long on Saturday of the June meeting. This severely curtailed our time available for collecting the paddock gossip so if you think that the Focus is a little thin this month, you will have to bear with us.

## BRIAN'S BUMP

Usually when the extra practice runs are given out on the Saturday, although we may have signed on and qualified for them, we do not bother with the extra runs available but at the last Harewood meeting we collected our extra tickets and Brian was in the first batch up the hill while the course was still wet and greasy. Up to the Farmyard, no problems were encountered, but Andrew Jackson put the kiss of death on Brian's run by telling a competitor new to the venue 'if you want to know how to drive up Harewood, watch this driver coming up now'. No sooner had Andrew got the words out of his mouth than Brian was skating off the track with the throttle jammed, the brakes locked on, knocking over a pole which had held the Vauxhall advertising board and ending up in the gravel. By this time Andrew had decided that he had put his foot in it, a typical case of the Murray Walker syndrome.

The end result was one severely bent rear axle, a bent wheel and half shaft and a badly dented rear wing. Pat and Brian returned home post haste and Brian had the axle off by 2 o'clock ready for the replacement to be fitted. Unfortunately, the spares were kept in a lock-up garage, of which Brian rents three, but to complicate matters, Brian had lost the keys. As they had the type of door lock which shoots rods out behind the frame, he could not gain access to the required part and had to wait three and a half hours until the owner of the garages returned home. This meant that instead of returning to Harewood on the Saturday evening they returned early Sunday morning.

Like all good fairy tales it had a happy ending and Brian achieved his fastest time for well over a year.

## DAVRIAN ROVER

At a recent Curborough Sprint we bumped into Brian Pitcher, one of our regular competitors in his Mini in Class 2. Brian explained that not only had the Mini engine got a rod poking out of the side of the block, it had broken the gearbox as well so he is hoping to have his Davrian ready for the next Harewood. Obviously this beast will be far more potent than his usual Mini.



Brian Pitcher exiting Orchard Corner

## LETTERS

Dear Boris,

Just a short note of thanks to you for your help and co-operation after Brian's 'off' at Farmhouse during Saturday practice at the June Meeting.

Thanks also to the marshals at Farmhouse and the enthusiastic Incident Officer Martin Frost.

Regards

Pat & Brian Kenyon

Dear Pat

Just a few lines to let you know how I got on at the big Street Machine Race at York Raceway, near Pocklington on Sunday June 18th, run over the quarter mile.

In fact I didn't do as well as last year - the engine developed a misfire which, because it had gone so well last Sunday at Harewood I put down to the extreme heat altering the pressure in the Nitrous bottle and it wasn't 'till the lunch break, before the first official eliminator round, that I cured it. As it was, I only put the power up to 500 bhp but was beating a 7 litre supercharged Stingray until I switched the Nitrous on and that caused the clutch to slip and all I could do was coast in a second behind the Stingray.

The event saw the return of Nick Mann's Rover V8 powered Morris Minor but the new driver could only do a 12.5 second run, a time that I've beaten, and nowhere near Nick's record of 11.5 seconds.

The race could have been marred by a bad accident when one of the previous title holders driving a 7.7 litre - yes, seven and three quarter litre - Ford Pop, flipped it at about 120 mph when he switched the Nitrous on. He did a double roll in mid air and crashed into the side embankment, off the track. Fortunately he got out unharmed.

The race was won by a 7.15 litre Cobra running on an unknown amount of Nitrous at a new record of 11.2 seconds.

I have now decided to give up trying for this event! I'll stick to hillclimbing.

Cheers

John Yardley

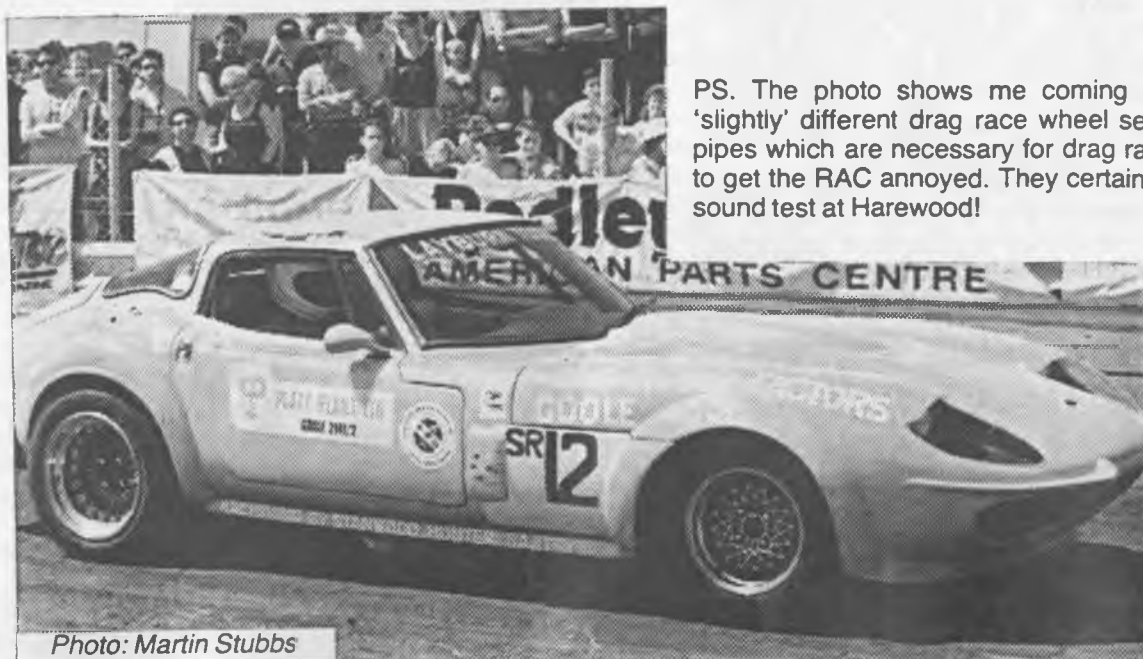


Photo: Martin Stubbs

## KENYON'S COLUMN

First and foremost, it must be made plain, that these are my own thoughts and not necessarily those of the editor or of any other member of the BARC.

### SHORT MEASURE

At the recent New Brighton Sprint the course was shortened after a complaint by one of the single seater drivers. This removed one of the most challenging corners on the track. Des Richardson, who has been a regular competitor at the venue for many years, was greatly upset by this decision. His point was that the RAC Sprint Championship people have in the past, ruined the Isle of Man and Oulton Park events, due to shortening the course. Des has a legitimate and well founded grievance for the course used at the Oulton Park event was hardly worth strapping yourself into the car for. A non-championship event, held the same year, used virtually the whole of the Oulton Circuit which was far more challenging than the RAC version. Surely organisers should be able to use the best course available to test what are supposed to be the top drivers within the sprinting scene. If the course shortening is to continue, they might as well hold every event as a 500 or 600 yards straight line drag - how very very boring this would be! Des is about to write to Jerry Sturman and BK is also going to put in five penn'orth. If you also feel aggrieved by the 2500 yard rule, I suggest you do the same.

### 1991 RAC CLASSES

A great opportunity has been lost by the RAC Speed Events Committee to rationalise and improve the classes used at Speed Events. Through lack of space in this magazine I will expand my theories further as to what they should have done, in the next magazine.

### SPLIT TIMES

At the AGM I asked the committee to consider the use of split times on the course to add interest for spectators and competitors alike. The split I recommended is not mentioned by Tim although I have discussed it at some length with John English. The section of the course that I would like to see timed is from the marshals post entering Quarry Corner to the finish line. This would be primarily a cornering time and far more relevant than straight line drags or indeed any other section of the course with long straights involved. I am sure that the times that would be recorded would ruffle some of the single seater drivers feathers somewhat.

PS. The photo shows me coming into stage with my 'slightly' different drag race wheel set up and open side pipes which are necessary for drag racing yet don't seem to get the RAC annoyed. They certainly wouldn't pass the sound test at Harewood!

## HAREWOOD 11th JUNE

Class 1 had a familiar look about it with the Imp of Andrew Tymkewycz (48.18) taking a comfortable class win in front of Dave Ruddock in the 1071cc Mini who broke the 50 second barrier with a 49.82. John Casey's two runs were separated by one hundredth of a second, his 47.03 proving too quick for Martin Brobyn's new Mini (47.28) who beat Michael Holroyd into 3rd place by virtue of a tie break, Michael having spun off on his first timed run. The top four cars in class 3 were all turbo engined, Richard Hargreaves' highly modified Cosworth Sierra (44.28) and setting the only new class record on the day beating David Bailey's more standard version (49.12) and putting Richard back into the lead of the Championship. The shared Renault 5 Turbo of Tim Smith and Bobby Fryers were split by one hundredth of a second, Tim's 49.86 giving him third place.

Phil Major's 959cc Hillman Imp (50.10) had three seconds in hand over Martin Boast's 1293 Mini GT in the small Special Saloon class.

Doug Bruce, with the Rover engined Capri (43.87), secured for himself a fine victory over the Skoda clone of Bob Claxton by very nearly 2 seconds.

In the small Marque sports cars Brian Kenyon was rewarded after an overnight rebuild. He had bent his rear axle on an advertising hoarding when the throttle jammed on the Sprite entering Farmhouse Corner in practice on Saturday. An obviously psyched-up Brian returned to set his quickest time for 18 months (45.86) to move himself into third place in the Championship. Paul Greaves recorded his fastest time (47.11) to take second spot in front of a lack-lustre Pat Kenyon.

Brian Lee recovered to take the middle Marque class (45.82) after a 1st run trip over the gravel at the aptly named Quarry Corner. John Yardley's rebuild to the 3 litre supercharged engine in the Marcos paid dividends, his 44.28 easily heading Richard Jackson's TVR by over 3 seconds in the over 2600cc category.

Leon Bachelier (41.71) turned the tables on Allan Warburton (41.78) in their shared Caterham 'Brick' in the first of the Mod-sports categories but Allan still holds on to second place in the Championship ratings. Bob Dayson's similar but larger engined car (42.69) secured class 10 from Tony Bancroft's Porsche (42.71). Peter Needham (42.76) did well to take third after damaging his car at Quarry on his 1st run, much welding and tube straightening being required on the Westfield.

It was Peter Read's (43.70) turn to win the class although things were not made easy for him by Phil Price (43.87) in the Clubmans B category. In Class 11A it was strange to see Peter Harper in the 40 second bracket for although Peter (40.00) was trying very hard he could just not get into the 39's. Tim Barrington was 1.29 seconds adrift of his co-driver with John Allen applying pressure in the Mallock with a run of 41.63. Classes 12 and 13 were merged and yet again the small engined car took the spoils. Bob Prest's 41.59 doing the business.

Formula Fords were all strangely off record breaking pace despite the superb weather and track conditions. Tim Mason (44.14) used his Merlyn to good effect and headed the more modern Van Dieman of Tony Bridgen (44.28) and John Bennett (44.34). They were followed by Ken Bailey (44.40), Redvers Arnold (44.48), Colin Wheeler (44.79) and David Park completed the 44 second men with a 44.82 proving how close things are within this class.

This event was a round of the Phoenix Food 500 Challenge and Jedi's made up the bulk of the class with designer / constructor John Corbyn in a secure 1st place with his time of 42.39. Mark Wilson's OMS (44.13) stopped a Jedi rout and although being 2 seconds behind the class leader he had a similar amount in hand over Ian Blunt (46.38).

Richard Homer (42.26) seems to like Harewood for he has now scored two consecutive wins in Class 15 while David Smith (43.60) in his Sidewinder successfully fended off the challenge of Wigan Vicar Barry Whitehead (43.69)

In the up to 1600cc Racing Cars Dave Whitehead (39.63) was the only man to break 40 seconds but the 2nd to 7th were all in the 41's with Roger Kilty's HS88/1 (41.16) recovering well after a failed 1st run to head the March of Martin Brockhouse (41.38). The rest of the 41 second runners were David Montague (41.59), Steve Owen (41.64), Derek Goodall (41.73) and Darell Staniforth (41.96).

In the large single seaters Ray Rowan showed his undoubted class, his 36.76 easily outpacing the shared Pilbeam MP53 of John Lambert (38.07) and Peter Kaye (38.38).

Although well away from the record, the 'T' Types were involved in a close tussle. Local driver Alistair Naylor's TB (53.55) being eased into second by Brian Sayers TC whose 53.26 won him the pot.

The Maestros were the last class of the day, their grassy excursions and tyre smoking cornering entertaining the crowd. Paul Northall's neatly driven example (51.94) just outpacing ex rally driver Bob Bean (52.00) with Tony Ornstein (52.57) third.

The Top Ten run off lacked sparkle but was dominated by Ray Rowan's handling of the Roman. Ray was probably using the event as a warm up for the RAC round at Harewood on July 9th and if he is in this form, I can't see anyone touching him.

Brian Kenyon

### RESULTS

CL	NAME	CAR	TIME
1	Andrew Tymkewycz	Hillman Imp	48.18
2	John Casey	Cooper 'S'	47.03
3	Richard Hargreaves	Sierra Cos	44.28
4	Philip Major	Hillman Imp	50.10
5	Doug Bruce	Ford Capri	43.87
6	Brian Kenyon	A H Sprite	45.86
7	Brian Lee	Lotus Elan	45.82
8	John Yardley	Marcos GT	44.28
8	Leon Bachelier	Caterham	41.71
10	Bob Dayson	Caterham	42.69
11B	Peter Read	Mallock	43.70
11A	Peter Harper	Vision	40.00
12+			
13	Bob Prest	Mallock	41.59
14	Tim Mason	Merlyn	44.14
15A	John Corbyn	Jedi 1/88	42.39
15	Richard Homer	Delta T824	42.26
16	Dave Whitehead	Chevron B49	39.63
17	Ray Rowan	Roman IVH	36.76
	Ray Rowan	Roman IVH	36.61

FTD

## WANTED

Required urgently, six inch nails, rubber bands, string, sellotape, in fact anything which could be used to secure into place the battery on John Lambert and Peter Kaye's Pilbeam. Anyone with suitable items, contact them in the paddock at the next Harewood.

# UPHILL STRUGGLES

PETER HERBERT

Sitting at the top of the hill in heat more appropriate to a timed ascent of Mont Ventoux than Harewood, new helmet jammed against the headlining, I idly speculated on the wisdom of the farmer's wife who had chosen to hang her washing to dry by the track where it passed between the farm buildings. A well driven Pilbeam could seriously damage her whites and as for a smokey Anglia.... Strange the thoughts that cross the mind before the start of your first hillclimb.

A certifiable car nut since my first pram ride, I had decided to take the plunge before the onset of old age destroyed what modest reflexes I possessed. Alright, I had done a couple of seasons road rallying twelve years ago, but this was different. This was motor racing, in daylight, with people paying to watch. This was scary.

My first move had been to enrol at the Prescott Hillclimb Drivers School in April. There, set in a 1920's time warp where well groomed and spoken gentlemen in blazers administer the Bugatti Owners Club between walls from which Prince Bira and Raymond Mays gaze down, Roy Lane and Russ Ward introduced us to the noble art of hillclimbing. Between anecdotes which included how Pardon Hairpin got its name and where Mike Smith had stripped the track surface with aviation fuel when crashing his helicopter, the jovial Lane showed us the right lines as we first walked then drove the hill. Unfortunately, the course was abandoned after only two solo runs when the snow descended on the Cotswolds, but I had seen enough to want more. Not only was the hill a joy, so were the people.



Despite commentators suggestion to the contrary, an open sunroof is not an illegal aerodynamic device on Peter Herbert's Peugeot.

As at all hillclimbs, there were a wide variety of personalities and machinery at Prescott that wet and snowy day. Over lunch in the Quattro Restaurant, named no doubt after the four holes in the roof that allowed fresh snow to descend into the soup, videos of our morning climbs were played back to us, and the action looked depressingly slow in the poor conditions. There were hoots of derision as a 308GT4 sailed off at Ettore's in terminal understeer, whilst a wag in an XK120 observed on seeing his performance on screen that he had driven quicker up his drive; adding wryly that of course his drive was a little longer.

A six month old 205 GTi 1.9 was acquired just four weeks before the big day. The previous owner had the foresight to fit 215/50 P7's onto the little red Peugeot's 15 inch alloys so preparation was limited to yellow taping the earth lead, sticking an 'on-off' sign to the ignition switch and building a timing strut. Experiments with a spring mounted strut that could be projected through the beam seconds ahead of the car were not a success.

To experience a thorough indoctrination I entered both days of the Novices and Members weekend in May and the weather was perfect. This of course placed me at a severe disadvantage as I had only been up a hillclimb in snow. My six fellow competitors in Class 3 looked as if they meant business, and we all eyed each other as the numbers and struts went on. However as the day progressed and the ice broke I found to my considerable relief what a good set of blokes they were.

Having spectated at Harewood for more years than I care to remember, and with little idea of my relative ability, my target for Saturday was to ascend in under 60 seconds. My first mistake happened before I even reached the start line. Sitting with my window open behind Tony Yardley as he lit up his Escort's back tyres was a dumb move rewarded by a mouthful of gravel. Sitting on the line I was a wreck, my left leg shook. Why was I putting myself through this when I could be home watching synchronised bear baiting on Grandstand? Then the light turned to green and I was off. I did everything wrong in a mad panic to reach the top. Into bends too quickly, out too slowly, locked up under braking, missed a gear. Yet to my amazement I was under my target, 57.73. I couldn't wait for my next run. This time I was more relaxed, smoother, I had to be seconds quicker; but no, 57.26 was disappointing. Granted a third practice run I was a little braver through Quarry, 56.21. The times were coming.

The afternoon was for real, and friends who used to think hillclimbing was either going up Everest or bouncing a bath tub on knobby tyres up a muddy bank had arrived to watch me. Terror returned.

There is something about eating an egg sandwich in the open air that Egon Ronay will never fully appreciate, and lunch in the paddock beneath a warm sun whilst shooting the breeze with fellow competitors is what hillclimbing is all about. We all had a chuckle as we recalled what appeared to be an oriental waiter legging it down the hill to the farm yard as we awaited our third practice runs, and the ensuing delay until his capture by brave marshals.

The afternoon went well, a 55.76 and a 55.24 netting me 4th in class. David Bailey's fastest climb however only occupied 50.26 seconds of his afternoon, whilst the closely matched Sunbeam Lotus of Bell and Lowson were close behind the Cosworth on 51.31 and 51.83, so I was well adrift. Still it was only my first attempt and just for fun, and if turbos and twin cams were banned I would have won my class.

That night I gave a lot of thought to what 5 seconds looked like, and over and over again I went up that hill looking for places to save time. What was I doing, this thing was for fun right?

Sunday was another gorgeous day, and Class 3 was swelled to eight. In practice I played myself in with 55.75, improved with a 55.16, then disappointingly did another 55.16 on my third run. However there were things to be tried during the afternoon. Using a lot of kerb into Orchard and backing off later into Quarry I managed 53.98 on my first afternoon ascent, however I was slower on my second with a 54.05. Apparently most people were on their second climb due to oil at Farmhouse, although I honestly didn't notice it. (Ed: it hadn't been spilled when Peter came up!) Once again the Cossies had it, Richard Hargreaves being well clear with a 45.10, with Mike Kerr 3rd in his more standard Sapphire version on 50.65. They were split by the well driven Sunbeam Lotus of Antony Bell on 50.61, the Doncaster driver taking his second runner-up prize in as many days. My 6th place behind the shared Renault 5 Turbo of Smith and Fryers was as much as I could expect, and I went home happy knowing that I had found almost four seconds during the Harewood weekend.

My thanks go to all those who worked so hard to organise such a splendid weekend's motor sport, particularly the guy who arranged the weather. Hillclimbing turned out to be everything I had hoped for and I look forward to June. In the immortal words of Steve McQueen's Le Mans character Michael Delany, 'Racing is life, everything else is just waiting'.

# LETTERS TO THE EDITOR

Dear Editor

I was most interested to read in the April issue of the 'Times' that the Committee intends to install an additional speed trap over the first 64 feet from the start-line at Harewood, the object presumably being to equate an elapsed time of 2 seconds to a mean acceleration of 1G over that distance. Since times are currently recorded to 4 significant figures, it is to be hoped that the Committee will use a value of G also accurate to 4 figures, and arrive at a distance of 64.36 feet (i.e. 64ft 4.3ins) from the start line for the additional timing light. To use the rounded distance of 64 feet introduces an error of almost 0.6% in calculating accelerations as a proportion of G; a similar error in overall timing would correspond to an error of 0.25 seconds in a run of 45 seconds, which I suspect most competitors would find unacceptable.

Whilst on the topic of times, the column headings in the Speed Table published in the programme for each meeting should read 'seconds', not 'm' (minutes) and 's' (seconds). I would guess that even the slowest of us could walk the course in 34 minutes, let alone drive it! The Gradient Profile on the same page of the Programme is really too small to read, even with a good magnifying glass (I've tried). If the distances from the start were to be transferred to the larger diagram of the course, the gradient profile could be enlarged considerably and the letters and figures made legible. I have enclosed rough mock-ups of the two pages to illustrate this. (I have also shifted some of the labels on the course diagram for reasons of clarity and accuracy.)

The Committee has in the past asked for members' views on obtaining more publicity for our events. What happened to the posters we used to have? I volunteered to display them in my home area and, to date, have received one poster, for one event, in 1987! Surely a wasted opportunity!

A final thought! The competitors' information sheet asks for much detail about the vehicle, modifications to it, driver's competitive record etc but not much about the driver. Bearing in mind that the commentary is as much for the benefit of the paying public as anyone, and that probably half of these are women and youngsters who may not wish to know that Hiram Clodfelter's Springlewidge Mk IV(b) now has a turbocharged 2.3 litre Hartsworth engine as well as an extra degree negative camber at the rear, why not ask for a few personal details e.g. occupation, age (over 21 for the bashful), number of years hillclimbing etc? I'm sure that the commentators could be even more entertainingly slanderous when armed with such ammunition.

Yours faithfully

Tony Briggs

Dear Editor

I would like to take this opportunity of thanking the scrutineers for their help and patience; the organisers for their understanding and flexibility; the marshals for their willing and concern; and fellow competitors for their patience during our maiden outing of our new 4-wheel drive Escort.

As everyone was aware during the Sunday meeting, we had various teething problems from major to minor. We hope that our antics did not in any way detract from the meeting and look forward to much more competitive outings in the future.

Regards

Mike Kerr

Dear Tony,

Many thanks for your letter.

It was I who mentioned in the Chairman's Letter the installation of timing of the first 64 feet, and as a competitor, have always referred to the timing of the first 64.36 feet as this, purely as a matter of course.

On the Committee there are two RAC MSA Timekeepers who have the correct knowledge, certainly more than I, to set up this system to accurately measure any such given figure to four figures, and your comments have been noted and your input is appreciated.

On this topic I would be interested to learn whether you feel these first 64.36 feet are of relevant interest to the spectator, as we have discussed now having split times on the hill e.g. to Orchard or Farmhouse Corner.

With regard to the programme and the Speed Table published therein, history has overtaken us and it shows how often these things do not get revised and I thank you for the mention and your suggestions regarding the same. At the present time we do not have the capable manpower to volunteer for this task, and would ask if you would be prepared to deal with this on behalf of the Club, a fact which would be published in the programme and which would also ensure complete accuracy of the diagram.

With regard to your final point, we have been discussing changing a lot of the information given to the commentators and for the programme alike, and changes will be made, possibly for the July meeting when we will try to ensure that more people complete these sheets and hand them in when signing on.

Yours sincerely

Tim Thomson  
Centre Chairman

Dear Pat

Through the columns of the 'Times' I would like to say a big 'Thank You' to Tim Mason who, at the May meeting at Harewood, lent me a set of up to date Formula Ford tyres. They enabled me to get a 45.46 on the day and seventh place. Thanks again Tim.

Regards

Mick Moore

Dear Pat

I think the time has come to put pen to paper after reading the last edition of the 'Times' - June 1989 - when Mr B Kenyon described how 'yours truly' unfortunately managed to spill oil (lots of it) around Farmhouse Bend. I would like to point out that this was most unintentional and, contrary to the remarks some people were heard to mutter, I wasn't bribed (was I Pat?).

Seriously though, I would like to apologise to everyone for stopping on the track, my first thought being to prevent the engine from running its bearing.

May I also take this opportunity of thanking the marshals at Farmhouse and on the slip road who had the unenviable task of cleaning up the oil.

Also, to each and every marshal who reads the 'Times', thank you all for the cheerful way in which you carry out your duties, regardless of weather conditions, thus ensuring we drivers may have our fun.

Yours appreciatively.

Steve Openshaw

## HAREWOOD HILLCLIMB CHAMPIONSHIP

POS	NAME	POINTS
1	Richard Hargreaves	52.21
2	Allan Warburton	51.91
3	Brian Kenyon	51.00
4	Tony Bridgen	50.61
5	Michael Holroyd	50.55
6	Tim Mason	50.32
7	John Casey	49.99
8	John Bennett	49.95
9	Roger Allen	49.71
10	Leon Bachelier	49.58
11	Redvers Arnold	49.12
12	David Park	47.82
13	Paul Greaves	47.71
14	Brian Lee	47.69
15	Pat Kenyon	47.54

The positions from 16th onwards have not as yet been checked by the Championship Co-ordinator but they were published with the last Harewood results.

## FTD CHAMPIONSHIP

POS	NAME	POINTS
1	Rob Welch	16
2	Roger Kilty	13
3	John Lambert	11
4=	Dave Whitehead	10
	Ray Rowan	10
	Tim Thomson	10

Anyone who doesn't agree with their points should contact:-

Championship Co-ordinator  
John Staveley  
40 Birkdale Drive  
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before the July meeting

## HAREWOOD DATES FOR 1989

**RAC NATIONAL MEETING**  
July 8/9

**MEMBERS MEETING**  
August 20

**FINALS MEETING**  
September 16/17

**TOUR OF BRITAIN**  
September 29

## OFFICERS AND COMMITTEE OF THE YORKSHIRE CENTRE OF THE BARC

CHAIRMAN & HON. SOCIAL SECRETARY  
Tim Thomson

VICE CHAIRMAN  
Richard Hardcastle

HON. SECRETARY  
John English  
32, Farfield Avenue, Knaresborough, HG5 8HB  
Tel: (H) 0423 865134

HON TREASURER  
Denys Townsend

HON COMPETITIONS SECRETARY  
Tim Smith

COMMITTEE  
Simon Clark  
David Dalrymple  
Martin Frost  
Tony Hodgetts  
Jim Johnstone  
David Naylor

Ivor Pashley  
Chris Seaman  
David Spark  
John Staveley  
Don Staveley  
Graham Wride

## YORKSHIRE CENTRE AWARDS

There has been a disappointing response this year of entries for the Centre Awards but for a change, it looks as though some of them may be won by competitors. The positions at 21.6.89 are :

### PEARCE TROPHY

- 1 Richard Hardcastle
- 2 John English
- 3 Brian Kenyon
- 4 David Dalrymple
- 5 Graham Wride
- 6 Pat Kenyon
- 7= Leon Bachelier
- 7= Denys Townsend
- 9 Anne English
- 10 Peter Reade

### KEN LEE TROPHY

- 1 Brian Kenyon
- 2 Pat Kenyon
- 3 Leon Bachelier

### CHIPPY-IOLA VASE

- 1 Pat and Brian Kenyon
- 2 Anne and John English
- 3 Carol and Graham Wride

### FIRTH BOWL

- 1 Pat Kenyon
- 2 Anne English
- 3 Jane Price
- 4 Carol Wride

If anyone has any marking queries please contact:-

Richard Hardcastle  
8 Hungerhills Avenue  
Horsforth  
Leeds LS18 5JS  
Tel: 0532 584903

Oops, nearly lost it then!

Drawing by Bob Hewitt



## MARSHAL'S POST

Due to the shortage of marshals at the last two meetings I have been able to do my walkabout, therefore I have been unable to do my interviews for the Marshals Profile slot, hence you will have to wait until next month to find out about Ray Wass' 'windscreen' or even Ken Craven's unexpected hobby.

Marshals are needed VERY, VERY urgently. We are now getting to the point where another meeting in the North of England is very seriously affecting our marshalling strength. Please give some thought to how we can attract more marshals to Harewood - the number of BARC members who marshal on the hill can be counted on one hand - where are the other 400 and odd of you - don't hide your light under a bushell, we need YOU - NOW.

Details from David Dalrymple, Manora, 30 Manley Road, Ben Rhydding, Ilkley, LS29 8QP.

Competitors, if you have retired or cannot make a particular meeting, why not come and view the scene from a different angle. David Gardner, Pat Donnelly, the Kenyons and many others can't all be wrong.

## STUTTERINGS FROM THE START

Graham Wride

Arrived Saturday morning, keen and raring to go, well it had stopped raining and there was the hope of sunshine.

Go to sign on to be met with the greeting - can you run the start on your own as we are short of marshals. Explain politely that I do need a minimum of 3. A further marshal is posted and one more promised when a volunteer from the bus can be found. This turns out to be Deputy Clerk of the Course, John English, who spent most of the day with us. Thanks for your help John.

Arrive at the start to see that 'Star Wars' had come to Harewood and the cars were to be lined up using a laser beam. This was to replace the bar which has to be lifted and lowered some 800 times a weekend.

During the day I had to think what types of vehicles were competing after being told by one driver who had stalled, that it had a kick start. I thought they only kicked then when they stopped. In going to retrieve a car which didn't make the first corner I found it had a broken chain. Anyway, the day went very well with everyone having at least 3 runs.

Sunday dawned bright and sunny but unfortunately it didn't attract the marshals. We were still short and I had a new team for the day.

Started with a bit of gardening to help the three wise men, or is it the three blind mice or the three blind monkeys - the timekeepers who watch my every move. A Hawthorne bush was blocking their view up the course so together with Don Staveley we gave it a good prune. You have to be able to do everything at Harewood.

Sunday practice runs were soon completed except for Mike Kerr who unfortunately was having teething problems with his new Escort. Eventually he managed his run at reduced pace. Later in the day he tried again leaving the line very rapidly only to come to a stop before Country Corner. He arrived back at the start grinning all over his face exclaiming how quick it left the line! Competitors don't usually smile after not reaching the first bend. However, the strain had been too much for the battery which had broken loose and stopped the car. This, the throttle cable problem and curing an oil leak all meant we saw a lot of this car at the start. Hope you get it running well for the next meeting Mike, it should be worth seeing off the line.

Overall the meeting ran very well with no serious problems or incidents and was completed on time. The weather was fantastic too. See you all in July.

## TRAINING PLANS

Following a number of hiccups we are now getting somewhere - the Training Manual is taking shape (although a diet may soon be necessary!) and some of the training videos may even be ready for the July meeting. We need some help urgently in preparing our own video. Will someone, or better still two people, give up a day or half a day to video parts of our training talk so that we can put together a 'Training Day' on video as soon as possible - we require this facility as soon as we can get it.

## MARSHAL'S GOSSIP

Apologies to Anne (with an e) English for spelling her name without an 'e' in the last edition of the 'Times'. Now, was it John with an 'h' English or Jon without an h!!!!

Paul Pocklington seems to have enjoyed a successful day as the 'thin controller' at the June meeting. Rumour has it that he is making a repeat performance.

Anyone fancy some disco lights? Have a word with Graham Wride - the start marshals have now entered Star Wars. They line the cars up with a laser beam and rumour has it that the next development will be a robotic start marshal - I thought we had some of these already!!!!

Bob (I wash my overalls once every three years!) Wright ran out of petrol on his way to the May meeting, but as usual Bob's luck was high, he had just turned into the garage when the engine stopped.

It has been nice to receive lunch breaks and well timed meetings this year - many thanks to all in the 'bus'.

We have at least one marshal who fancies having a go himself, so if any of you marshals out there want more information contact Chris Seaman - he has been appointed as a sort of teacher for the Yorkshire Centre on matters of competing - don't blame us though if you fall off at Quarry every time!!!!

It is nice to see our regular competitors getting into the groove again. Steve Owen's 'proper engined' single seater seems to have bags of potential and if the Whitehead's polish their Chevron any more I'm sure it will be worn away. As to the Kenyon's, now that Brian has got some stronger knicker elastic, the throttle closes again which is just as well because constant trips into the Farmhouse gravel cannot be too good for the image!!

## WHERE IS HE?

Can anyone throw any light on what happened to Alistair Douglas-Osborne during the last couple of years? It seems the last time he was seen at Harewood was the RAc round in May 1987 driving John Hunt's AWS Group supported Pilbeam Hart. What's he been doing since?

Tim Bendelow

## GREENHILL MEMORIES

Do any of the more senior Club members have photographs or even film of the early days of BARC Yorkshire's (the Junior Car Club) activities during the 1920's and 30's, especially the hillclimbs run up the public road at Greenhill near Pateley Bridge.

I'm sure many of the younger members would be fascinated to see and hear about the early days of the Club. Perhaps someone would be willing to organise a club night around photographs of Greenhill hillclimbs? Any Offers?

Tim Bendelow

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.