



# TIMES



APRIL 1989

## CHAIRMAN'S LETTER

Dear Member

Several years ago I was approached by Simon Clark, then the Centre's Chairman, and asked would I like to sit on the Yorkshire Centre Committee to air my views regarding competitor input.

After due deliberation I decided that instead of sitting on the sidelines and mumbling regarding the goings-on, I would take an active interest and help Simon in his plight to turn the Yorkshire Centre into one of the most respected and well supported motor clubs in Great Britain.

Since that day I have seen a great amount of input from our Committee, all of whom are volunteers, all of whom have full time jobs, and give a lot of their spare time to the smooth running of the Yorkshire Centre.

Following Simon's efforts and hard work seemed to be a big job. However, when Simon retired as Chairman and was elected to Council, Jimmy Johnstone took on the Chairmanship and has maintained the input required and kept up an increasing standard within the Centre.

My thanks, as I am sure yours, go to Jimmy for the past three years he has put into the Yorkshire Centre as Chairman, and for all his hard work for Harewood to make a venue which is now constantly over-subscribed and regarded as one of the best spectator venues in the country.

This is all a hard act to follow, as you are aware by previous correspondence in the Yorkshire Centre Times, we are far from perfect. We have already addressed the subject regarding the timing gear which will be completely overhauled, as mentioned before, and we are also planning ways of increasing the facilities and the general appearance of Harewood, from both spectator and competitor viewpoint.

On arrival at Harewood this season you will notice that we have, along with our landlords, invested in new road surfacing, and indeed extra roads in the trailer park. This will be a substantial benefit during those wet meetings.

At the recent AGM we had a very low attendance but a very large input from all those concerned. This is still disappointing, knowing the number of members we actually have to the few who are actually attending our social functions and our Centre meetings. Distance is always the problem, however more input is required to the committee for direct consideration.

Some of those points raised during the AGM were the provision of extra roadways in the paddock, which is an ongoing discussion with our landlords, Harewood Hill Ltd, due to the fact that the farm is operational and used for grazing when not used for speed hillclimbing, or other speed events.

It was requested that perhaps more emphasis be given for attractions to gain spectators for the venue. This is the subject of the small working committee set up by myself to look into the future of Harewood, and how to attract more people, as I am sure you are aware in the past we have had several famous names, large attractions and the Radio Aire Road Show.

As a result of this meeting the committee will be installing, sometime during the season, a speed trap for the first 64 feet off the start line, which is a benefit to some competitors, and will be well known to those who already attend Prescott in the Midlands. For this time, a small fee will be charged. However, the number of people I have spoken to have found it beneficial, even if it is just for paddock chit chat.

Also, from a further point raised, the committee will be looking into the organisation and the suitability of other venues to spread its wings, so to speak, and find out whether there is genuine interest in the Centre for other such events.

From these items mentioned in my letter you will see that the list tends to grow from day to day, and as already mentioned, with my team of volunteers it is a question of time and when these problems, or suggestions, can be addressed. However, you can be assured that any problem brought to the Committee's attention will get a proper airing at each committee meeting, and a proper response will be given.

May I take this opportunity to confirm that the result of the Annual General Meeting was the re-election of a full committee, the officers and members are outlined in your report.

My final comment is regarding all our other volunteers, who, during the season, give up their spare time to be marshals, officials and valued helpers in setting up Harewood, and express the Committee's deep appreciation of their efforts and continuing support of the Club.

Regards

Tim Thomson

## EDITORIAL

I would like to add my welcome to Tim as our new Chairman and I am sure that I shall get the same support from him as I had from Jimmy. Chairman of a Centre such as ours is a very difficult task and I hope all members will support Tim in his new job.

My thanks to all the contributors of articles for this edition of the 'Times'. You really have excelled yourself this time and if any article sent to me has not appeared, it will most certainly be in the May edition. As we have no hillclimb in April and no reports to write for the next 'Times', input is still needed to keep the magazine lively and interesting.

Our next hillclimb is the two day Novices and Members meetings on May 20th and 21st. I feel sure that there must be a few members who would like to come along and help on one or both days with the marshalling of the events, so if you are interested, give David Dalrymple a ring on 0943 - 609821 and offer your help.

Pat Kenyon

# FOCUS



Nicky and Peter

Photo: *Pat Kenyon*

## PETER AND NICKY

I am sure that all members would join with us in congratulating Peter and Nicky Needham on their marriage at Embsay on Saturday 11th March.

Peter and Nicky turned up the day after at Harewood to watch at the practice day and after a week at home, left for a skiing holiday honeymoon.

## A BIT OF A DO

At the evening reception after Peter and Nicky's wedding, many of the local hillclimbers were in evidence. John Smith (who shares the Jaguar with Charlie Saunders) was earnestly drinking the health of the happy couple. In the early hours of the morning, when they retired to bed, the first wide flight of stairs were negotiated easily but the second narrower flight gave John problems and gravity was seen to take over as he rolled back down the stairs from whence he had come. John obviously suffered few ill effects as he turned up at the practice day to spectate, looking like a Yeti's armpit, and although I have not seen a Yeti, I am led to believe it is not a pretty sight.

## HOT AND BOTHERED

A week or so before the Easter meeting, Richard Moorhouse and Nigel Stansfield started the engine on their Sprite after having removed the alternator and fan belt and although they only ran the engine for a short period of time it would appear that a ring picked up as they were engulfed in clouds of oil smoke, so their Easter meeting was contested in Richard's Astra GTE road car.

## JOHN'S LARGE VIBRATOR

After missing a gear in practice, John Oxborough had to abort his first timed run and tour gently to the top of the hill. His Jaguar engine was giving him a severe vibro-massage - could be the missed gear has fractured the damper or unbalanced the clutch. It's not unknown that a 6 cylinder engine could run with a broken crank but for John's sake we hope that is not the case.

## MISFIRE BLUES

Norman Pemberton's Sprite suffered from a misfire all day at the Easter Harewood and believing it was a plug problem, he kept changing plugs and on his last run resorted to coasting down the hill and pushing the car to the start so as not to soot up the plugs. The misfire persisted until Farmhouse at which point the car expired and Norman ended his day on a piece of string behind the tow truck and at last the culprit came to light - a shattered rotor arm.

## NOISE TEST WARNING

It would appear that the RAC has got wise to competitors 'adjustment' of their rev limits as the noise test at the Easter Harewood was conducted at 8 metres from the trackside. This meant that competitors were unaware that their vehicles were being checked and indeed some exceeded the 91 dB(A) required, and verbal warnings were issued. No doubt if anyone offends consistently, further steps will be taken.

## PLEA FOR HELP

As part of my work as a childrens librarian I have been writing to famous people asking for a signed photograph and a letter indicating their favourite childrens book.

Among others, I have had replies from John Nettles, Terry Wogan and Anneka Rice but the first to come back has caused me a problem. It was from Jonathan Palmer and the book he recalls is one called 'Speed Six' by Bruce Carter published in the 1970's and we haven't got a copy in the library.

Can anyone out there help? If you have a copy and would be willing to part with it I can be contacted at work on York 655631 or at home on York 760108.

Thank you

June Scatchard

PS In case you are interested, John Nettles favourite was Rupert, Terry's was Wind in the Willows and Anneka's was Heidi!

## PRACTICE DAY AND MARSHALS TRAINING DAY

Sunday 12th March

A large number of newcomers to hillclimbing were trying their hand at the practice day. The morning runs were run on a dry but dusty track but after lunch it rained and the course remained wet for the rest of the proceedings.

Some of the driving was a little on the enthusiastic side but drivers were to benefit from attending the practice day for come the Easter meeting, they had smoothed their act out somewhat.

To test the capabilities of the officials in the Control Bus and the marshals on the course, an exercise was set up with Ian Scott supposedly crashing within the Farm Buildings out of sight of the Bus. Ian was to have knocked off all four wheels and to add to the excitement, the car was to be on fire. Also out of sight of the bus, at the top of the hill, yet another car had crashed and to add to the organisers by now considerable problems, the idea was that the Doctor also died on the way to one or both of these crashes. Unfortunately! they couldn't "kill off" the Doctor as the second Doctor had had to leave the site due to a genuine call and that part of the proceedings had to be scrapped. All this was neatly sorted out and the cars commenced practice again.

The first car up the hill was Ian Scott. Ian got to the second corner, lost it in a big way and went backwards into the hedge giving the marshals yet more training but this time of a more genuine nature.

Brian Kenyon

## NEW HILLCLIMB FOR NORTH WEST

After an RAC inspection, the proposed new hillclimb venue at Shap in Cumbria has been confirmed for use this season.

There is a certain amount of work to be done on the hill but the two Clubs who are planning to use the venue will be able to complete the work before the first event on the weekend of July 22nd/23rd. Longton & District Motor Club and Lancashire Automobile Club have combined their efforts to ensure that the venue will be a success for spectators and competitors alike.

The track will be half a mile long, with three demanding corners which will make it a driver's course rather than a sheer power event. Both clubs are including the two events this year in their respective club championships and they will also count towards the SD34 Group series and the ANWCC series.

Longton & District MC will be organising the July event and the Lancashire AC event will take place on September 23rd/24th.

Shap Wells is close enough to the border to attract competitors from Scotland as well as the usual band of English drivers and, as both events are two day competitions, a good sized entry can be accepted by the organisers.

Accommodation, food and drinks, toilets etc. are already available as the road being used is the driveway to the Shap Wells Hotel. Both clubs are also grateful to the farmer who uses the land on either side of the driveway who has given permission for spectators to use his land.

David Russell

## OBITUARY DAVID EASTHOPE

It came as a great shock to learn of the sudden death, at the age of 49 as the result of an asthma attack, of David Easthope.

One of the stalwart members of the Yorkshire Centre committee during the late 60's, David's long term connection with the Centre was cemented when he presented the trophy bearing the name of the travel business he built up in the city of Leeds, the Traveleads Trophy. The criteria for winning this annual award were typical of those characteristics displayed by David in his approach to Centre affairs.

He not only had a number of constructive ideas, he backed them up with a level of commitment rarely seen in amateur sporting circles. I am sure that all those members and competitors involved in the very muddy conditions, at the 1969 Harewood Hillclimb which followed the Barbon meeting, will remember as vividly as I the sheer hard work put in by David to salvage the meeting. He rushed about, with his 'walkie talkie' radio creating order out of the chaos.

This was typical of the man an attitude which is rare and invaluable to an organisation such as ours.

The sympathy of the Yorkshire Centre is offered to David's widow, Joyce and her family.

J.J.



David Easthope

Photo: Tony Hodgetts

## COMMITTEE NOTES 6th March 1989

Much of the meeting was taken up with discussions on the aftermath of the Cartel Rally special stage and the planning of the first two meetings at Harewood.

There will be a stage of the Tour of Britain at 8.00pm on Friday 29th September at Harewood Hill.



Tim Smith on the Cartel  
Photo: June Scatchard

## RALLY RESULTS

Back in the late 70's, the late Stuart Saddington, then Clerk of the Course of the Mintex International Rally, had the unenviable task of introducing computerisation of the results, courtesy of the FIA. At that time no one was really 'au fait' with combining the two aspects of rallying and computers, so it was decided to approach a computer company to write a programme which could process figures no matter what their context. About a month before this particular event, the organising body realised that whilst the computer company was supplying hardware, software and operators, there was no one in the results team who knew anything about rallying, and so it came about that I received an invitation to become the missing link. Since those days of relative inexperience and ignorance, when we survived on a metaphoric wing and a prayer, I have been fortunate enough to maintain the post of remote results officer every year bar two (once through pressure of work and once when I wangled my way into Rally HQ).

The systems used over the years have ranged from having a remote terminal coupled to the mainframe computer by a telephone modem, through a computer printer only (again connected by a modem) to a system where the results officer and his team of faithful runners were encamped in some hostelry, hotel or forestry commission office not too many miles from the rally route. However, it is fair to say that over the years the technology has generally improved from one event to the next.

This year saw a giant leap forward in both thinking and equipment. With the invention of the Cellnet systems of telecommunication we were supplied with both car phones and car Telefax. These were both fitted into rather basic Transit vans along with a portable(?) photocopier and an equally portable (????) generator. This set-up allowed us total freedom of movement which meant that we could stay on the actual route of the rally and set up station in the middle of a time control or service area. So, armed with ubiquitous Ordnance Survey maps, full road books and a time schedule worked out by our co-ordinator Ann Watson, Results Officer for the whole event, we set off from Otley bright and early on the Saturday morning.

Thanks to the usual high efficiency of the event, the first port of call was a garage for petrol for the van and also to acquire cans and fuel for the generator. These would normally have been acquired the day before, but the electronic gubbins wasn't fitted and working until 10 o'clock Friday night. Onward then to York and the first Time Control opposite Tesco's on the new north York by-pass. We had some difficulty finding this location as my map had no trace of this new road (no, they are metric ones honestly!) but a delve into the road book soon gave us the right location. Now then, would the new technology work out in the field? Pick up the phone, ring Rally HQ: well that bit works, but please send us a text fax. Blimey, the wonders of science. Mind you, this is supposed to be a civilised area - will it work in the forests?

For the first time in many years, I can actually see real rally cars. They may not be flying, but at least they are in sight. We have received the provisional results from the first two stages, in position order and they are being distributed to the competitors as they come in for service. This is perfection; they can take the results and check them while the service crews see to the cars. If they find any errors or disputed figures they can report these back to the Competitor Liaison Officer who is present at most service areas, he can then communicate to Rally HQ and any corrections can be made. Never has life been so good. We managed to have a bite in the cafeteria over the road before the work started so as soon as we have copied enough pages for all runners, we can pack up and move to our next location.

We pack up and move on to High Horcum. If any of you have been on the road from Pickering to Whitby, this is where those idiots jump off a sheer cliff with their hang-gliders and defy gravity. This is the real test for the equipment. Civilisation is long gone. If the radiofax works here it should work anywhere. Relief! It all works a treat. The traffic police are insisting that all rear facing lights and registration plates are clean and legible, but seem oblivious to the fact that our generator and can of petrol are on Forestry Commission land! We receive and copy the bulletin with stage times and overall places to SS6. The other van (there are two out on this job, and we leapfrog each other) has given out times for SS3 and SS4 in Carlton village, above Helmsley. By now, we are beginning to feel relaxed and confident with the equipment, the only problem left is stamina.

I mention stamina because, although we have an eight hour rest schedule allowed for, things are about to start going wrong. We are informed that the generator on the other van is playing up and cutting out at the most inopportune moments - like when it is needed to run the photocopier. Fortunately their next scheduled delivery point is the Market Place in Thirsk, and they should be able to find a hospitable location in some licensed premises - lucky xxxxxxs. However, this could lead to a severe re-organisation of our schedule if things do not improve.

We move south to Pickering then west to Helmsley. Our supplies of petrol for the generator are replenished before we head north to Carlton and the service area before the stage at Riccal Dale. Here we develop our unique system for locating the van. After finding the time control, one member of the team leaves the van and inspects the lay of the land looking for potholes, severe mud, large boulders etc. The second member drives the van on the first's instructions and guidance, whilst the third (yours truly) has the most onerous task of watching the meter on the telephone waiting for the strongest signal from the transmitter. This consists of watching the number of bars illuminated on the hand set and shouting out the number visible. The minimum strength deemed satisfactory is three and by delicate manoeuvring this is achieved, albeit with some temporary loss of signal to strength two occasionally.

# B.A.R.C. (YORKSHIRE CENTRE) ANNUAL COMPETITIONS 1989

The series of competitions for some very handsome trophies continues in 1989. These competitions are open to all Yorkshire Centre Members who take part in, or organise, or assist at our Centre events. In order to score points within any of the competitions it is essential that you enter on the form below.

The competitions are:-

## THE PEARCE TROPHY

Marks are awarded to competitors and marshals on the scale below for all speed events, the Scarborough Weekend and competitive motoring Club Nights where at least one month's notice has been given. The final markings to decide the awards will be based upon three events less than the total number organised during the season, the lowest marks being discarded.

Each member may gain 6 marks twice for acting as Principle Organiser. Also, each member may gain 5 marks twice for acting as Deputy Clerk of the Course, Chief Observer, Chief Marshal or Secretary of the Meeting.

## THE PEARCE CONSOLATION AWARD

Awarded to the person placed highest in the Pearce Trophy competition who has not won any other award during the season.

## THE FIRTH BOWL

Awarded to the highest placed lady in the Pearce Trophy competition.

## THE KEN LEE TROPHY

For competitors only. Marks are awarded on the same scale as in the Pearce Trophy for all competitive events.

## THE CHIPPY-IOLA VASE

For couples either competing, marshalling or organising together on nominated events on the same basis as the Pearce Trophy. All nominated events count for the award.

## MARKING

Marks are awarded as below:-

Acting as a principle organiser on an event	6 pts
Acting as a nominated assistant organiser	5 pts
Acting as a marshal at an event	3 pts

On two day events, marks may be gained by organisers and marshals on both days, but organisers may only gain marks for organising on one day only.

## COMPETITORS

1st in class (subject to four entries)	6 pts
2nd in class (subject to four entries)	5 pts
3rd in class (subject to four entries)	4 pts
All other starters	3 pts

If less than four entries in class, marks will be based on last in class getting three, next highest four and so on. Marks will only be credited in respect of events taking place after the entry form has been received. There will be retrospective marking for the Practice Day and the Easter Sunday meeting only. It is however acceptable to hand in the entry form when you come to the start of an event.

Competitors or marshals will only be eligible to win one of the awards in the same year (e.g. the winner of the Pearce Trophy cannot also win the Chippy-Iola Vase).

## ADMINISTRATION

Current positions within the different competitions will be published in subsequent editions of the Yorkshire Centre Times. Marking records will be maintained by, and any queries should be addressed to:-

J.R.Hardcastle,  
8, Hunger Hills Avenue,  
Horsforth,  
Leeds,  
LS18 5JT.

# B.A.R.C. (YORKSHIRE CENTRE) ANNUAL COMPETITIONS 1989

## ENTRY FORM

(Please detach and return)

I wish to enter the 1989 Annual Competitions

I am usually a:- **COMPETITOR**  
**MARSHAL OR OFFICIAL**

Delete as necessary

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

POST CODE \_\_\_\_\_

MEMBERSHIP NO. \_\_\_\_\_

Please return to:-

J.R.Hardcastle, 8, Hunger Hills Avenue, Horsforth, Leeds, LS18 5JT

The great thing about time controls is that cars may not enter early and so we know what time the first vehicle is due. This way we can wait as long as possible to get the most up-to-date bulletin possible before asking HQ to transmit. We have the timing down to a fine art by now and know to wait until ten minutes before first car to be sure that we are ready. Unfortunately, the clocks at the time control do not match those at Rally HQ and the first car goes through five minutes before we expect him and we fail to give him (and car two) the results sheet. However, for the third car we are ready and the system swings into action; it is decided that as there is a service area up ahead, the best thing to do is to walk up to it with the results sheets for the two cars we have missed and guess who draws the short straw. Right, it's me. At 21.30 hours, in February, it is very dark in the forests and no one thought to bring a torch! However, thanks to all the auxiliary lights of the cars that are trying to knock me down, I make it to the service area and deliver the goods.

By heck, but it is cold. It is eleven o'clock and we have been on the go for fifteen hours - thank goodness we knock off in a few minutes. But what is this? Can we fit in another drop at the Fox and Rabbit before bedtime? We have twenty minutes to get from Carlton to the Time Control at the pub. We will have a xxx good try.

Blow me, the car park is full. There is a space over the road. Our luck is not with us again as we miss the first car through, but we catch the rest. This time there is no point chasing him as he is going straight into Wykeham Forest for two stages. He will have to wait for the half-way results at Scarborough. We are quite proud of ourselves as we have just proved that we can set up our mobile office in under two minutes - the timetable allows half an hour! - Sorry lads, do you mind going down to Scarborough? We have just heard that the super larger photocopier and collater that was scheduled to be in the Corner Cafe is not there and all small copiers will be needed. Looks like bedtime will be non existent.

After two hours in Scarborough, it is decided not to publish a complete twenty page bulletin at half way but merely stage times and one portable copier will cope. We can go and get some sleep. There is a cottage in Dalby Forest (no name, no pack drill) which we reach during the third round of the Bruno fight. I decide to stay in the van until it is over so I get to bed at about four in the morning. Lying in a cold damp bed I realise that we have woken the ducks on the farm and they are right outside my window. I get to sleep about five. At seven I hear voices downstairs. Apparently, a mobile phone has broken or failed to materialise. As our van is in the vicinity could we possibly go up to the Fire Tower and let the Time Control use the phone in our van. Off we go again.

We stay at the Fire Tower as this location is used for another Time Control where we are due to hand out more results. We stay until 12 noon as we have to move to York for our next drop. The only way out is down the white to Ebberston. Unfortunately, this is also the way into the service area for barges and we all meet on this single track road. We go west to Thornton-le-Dale then south to Malton. Then on to the A64 and to York. We make up more time than we anticipated so sit and relax. The first car is not due until 13.26. Ooops! Nobody told us that 13.26 is the time OUT from service so we look a little silly with no information as the cars arrive. On the phone, no time wasting, we want a bulletin NOW. Saved! We are able to give the teams a bulletin that, along with the others issued on Sunday, give them all the times up to SS32. There are only 35 stages on the event so at the last holding control in Bradford, there will only be three stage times to check before the Finish.

Foolishly, we begin to relax. After all we have been on the road for twenty nine out of the last thirty one hours and we are beginning to feel it. The phone rings. We are instructed to pack up and head for the A1 as there is a possibility that we may have to do a drop at Harewood House. We load the gear on board and shoot off round the ring road. On to the A64 and head west. At Tadcaster the phone rings again but this time HQ tells us to go home via HQ to drop off the van and its equipment. A small diversion to Garforth to collect a car means we get back to Bradford at about four. After dropping off a partner in Burley-in-Wharfedale I am home at about five-thirty.

Bliss. A nice hot bath. My brain is still active so I have a bite to eat and then back to Bradford for the Prize Presentation. This, of course, runs late so I eventually get to bed at after midnight.

Isn't rallying fun. (???????) But I'll be back next year for sure.

Tim Smith

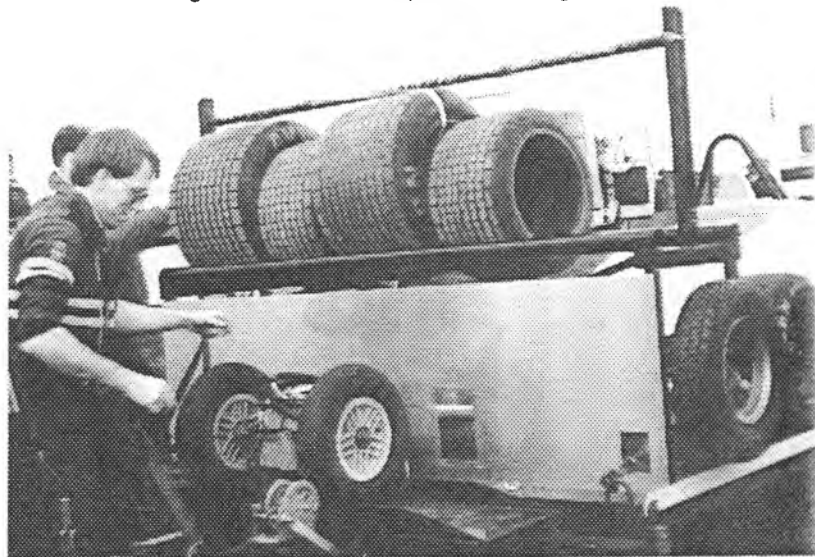
## HELPER REQUIRED

### For Roger Kilty

Due to pressures of work and family life, the fellow who has helped me to run various cars over the last two seasons has had to withdraw from the scene, unfortunately at rather a late stage relative to the start of the '89 season!

I wondered whether there may be members who might be interested in getting more closely involved.

Whilst assistance with car preparation would be nice on an occasional basis, my real need is for someone to come along to events and help with running the car.



Roger requires help

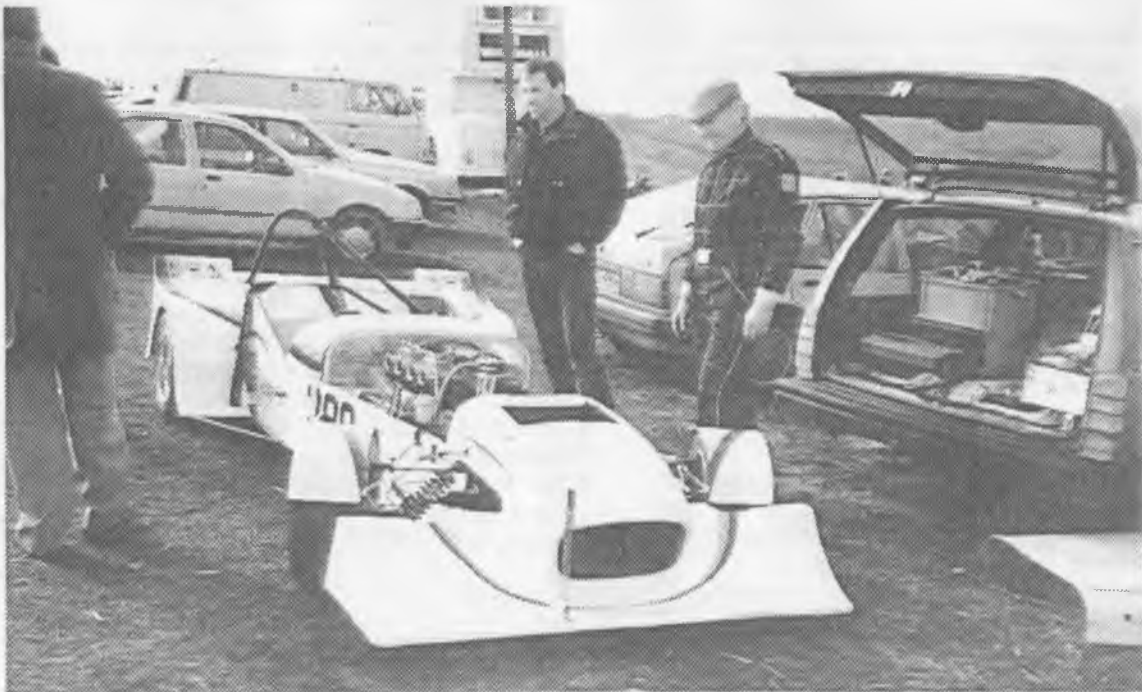
Photo: Pat Kenyon

I'm using the HS 88/1 again this year and expect to do about 16 events, concentrating on the Warecrete Championship, the Harewood Championship plus various NSCC and Longton rounds. The venues will therefore range from Pembrey, Colerne and South Cerney in the south, New Brighton and Isle of Man to the west and Ingliston to the north, with numerous events at Harewood and Curborough etc. mixed in.

Enthusiasm, reliability and a sense of humour are the requirements - mechanical knowledge / previous experience would be ideal but by no means essential. The rewards would (hopefully) be an enjoyable season, getting an inside knowledge of running a moderately sophisticated single seater and expenses paid trips to some of the far off venues.

If anyone is interested, please ring me at home on 0274 - 869747 any evening.

Roger Kilty



Leon Bachelier's white liveried 'brick'  
Photo: Pat Kenyon

Mods now include:-

Engine back a further 9 inches, making a total of 19 inches further back than standard, gearbox now under left armpit.

Front brakes changed to lightweight motorcycle disc and 2 pot caliper.

Rear brakes changed from drum to disc as per front.

Radiator cut to half size and now in side of car.

Already reasonable body part re-moulded by Warburton and fibreglass of tissue weight produced.

Rose jointed steering and fabricated steering arms.

Smaller oil tank and filter.

Total weight saving so far - 54 lbs. Regrettably diff housing and gearbox case already in aluminium.

6 point harness now - something about Warburton's excursion experiences in Mallocks. He also wants a drivers seat! 1989 is looked forward to as a year of relearning the car and hills, and taking even more sarcasm from modsports competitors.

## DEVELOPING A CATERHAM BRICK

By Leon Bachelier

Having decided that I should grace the single seaters with my presence in 1989, I started the process of selling the Caterham Super 7 Brick when, rather short sightedly, I shared the car with Allan Warburton of clubmans notoriety at the last Harewood in 1988. I was not only beaten into second place but Warburton broke the class record and got into the top ten run off.

The above episode obviously stopped me selling the car since comments about the current owner driver would have been hard to live down. The answer was to be conned by Warburton into sharing in 1989, but with the car being developed still further towards the clubmans type vehicle which most of my associates in the mod sports class say it is already!

Doug Bruce 'topping up'  
for a class win

Photo: Pat Kenyon



# ROGER BEATS THE KILTS OFF THE SCOTS

Roger Kilty scored a highly popular victory at the Easter meeting on Sunday 26th March and in so doing, pushed down into third place last years winner, Scottish driver, Alex Graham. Peter Needham, who was co-driving for the day on Joe Ward's Ward WD8M secured an extremely creditable 2nd FTD in a car he had never sat in before the event. In Peter's words "the Ward WD8M is extremely user friendly'. Owner - constructor Joe rounded off a highly successful day for the team by securing himself 4th FTD in the run-off.

After heavy rain the previous evening, the practice runs were completed on a surface somewhat akin to a skid pan, this being due to a fair amount of mud being carried out of the paddock and onto the track but fortunately by the first timed runs, conditions had improved dramatically and all timed runs were completed on a dry track. With Classes 1 and 2 merged, Michael Holroyd in his newly acquired car created quite an upset by beating John Casey. Michael feels that he can effect a considerable improvement on his time given more experience in the car while John Casey is thinking of converting his Mini from its present 10 inch tyres to 13 inch with the hope that this will enable the use of better compounds. Both Michael and John were in the 48's respectively 48.07 and 48.25. Jonathan North, his Mini smoking somewhat after a winter rebuild, was 2 seconds adrift in 3rd.

Unbeaten since he arrived on the scene with a Sierra Cosworth, Richard Hargreaves continues to make inroads on the gap to the class record, his 45.40 giving him the best points score of the day. Chris Day having been transferred from the mod-sports class into Class 3 in his Renault Alpine A310 saloon car? was Richard's closest pursuer on 52.57 and Antony Bell's Sunbeam Lotus was 0.25 second down on Chris.

In Class 4 Bobby Fryers won by a country mile. This class seems to lack competitive cars and indeed any of the first 6 of the Class 1 and 2 cars scored a time which would have gained them second place.

In Class 5, Special Saloons 1301cc and over, Doug Bruce was another easy winner in the Rover engined Capri with Archie Inglis' 1430cc Ford Anglia second.

In the first of the Marque categories Brian upheld the Kenyon honour from the hard charging Paul Greaves whilst Brian's wife Pat practiced her "come dancing' routines both in practice and on her first class run but got her act together on her second run and secured 3rd.

Colin Elstrop (51.65) was Brian Lee's nearest pursuer in Class 7. Brian with a first run spin was holding a secure last in class but put the record straight on his second run with a 46.59.

Things were a little closer in the large Marque class with John Yardley's Marcos and Nigel Ellis's Gilbern Invader separated by just 0.12 second. With an injection of MG Midgets who were contesting a round of the MG Car Club's Sprint and Hillclimb Championship, the Mod Sports up to 1600cc was well supported with the now white liveried Caterham Super 7, which Allan Warburton is sharing with owner Leon Bachelier this year, in 1st and 2nd and Graham Oates' matt black Europa a secure third.

With John Oxborough in trouble as reported in FOCUS, Perry Brewer in the ex-Peter Needham Westfield was a comfortable class winner from Rick Hockney's MGB.

Class 11B was contested by 2 pairs of drivers in 2 Mallocks, the Roger Allen, Peter Read Mallock taking 1st and 2nd respectively.

Class 11A was a close fight with "novice' Clubman driver for the day Peter Needham beating regulars Joe Ward, Paul Goldman and Des Richardson by a second and a half with less than a second separating Joe, Paul and Des.

Class 12 and 13 were amalgamated and the 1600cc Mallock of Bob Prest was 2nd behind the larger engined similar car of Alex Graham. The two Metro 6R4's in the class didn't make any impact on leading positions but one did hit the gate at Orchard with, fortunately, little damage.

As is usual at Harewood, the largest class of the day was the pre 84 Formula Ford cars and it was the most modern car within the class, the Van Dieman of Tony Bridgen (44.40) and John Bennett (44.85) that took the top two placings, with Tim Mason, having now thankfully recovered from last years road accident, proving as competitive as ever in 3rd on 44.98. Redvers Arnold was the sole driver in the 45 second bracket and Ian Stringer led the plethora of other drivers with 46.01.

As this was a round of the Phoenix Food 500 Owners Championship, a competitive field of cars were entered but unfortunately the only non-Jedi car failed to arrive so Jedi's took 1st to 7th with constructor John Corbyn proving quickest.

Class 15 and 16 were merged and the red HS88/1 of Roger Kilty and the similar coloured Argo of Derek Goodall and David Montague were 1st, 2nd and 3rd, Roger's 40.85 had a winning margin of 2 seconds. As the only runner in Class 17, Trevor Ware won the class with a 51.36!

## TOP TEN CHAMPIONSHIP RUN OFF

With Leon Bachelier electing not to run in the top ten, there were just 9 cars:-

NAME	CAR	1stRUN	2ndRUN	POS	PTS
Leon Bachelier	Caterham 7	n/s			
Joe Ward	Ward WD8M	42.60	41.95	4	7
John Corbyn	Jedi	42.59	42.78	9	2
David Montague	Argo	42.44	42.19	5	6
Derek Goodall	Argo	42.79	42.50	7	4
Allan Warburton	Caterham	42.94	42.57	8	3
Bob Prest	Mallock	42.52	42.48	6	5
Alex Graham	Mallock	41.27	41.12	3	8
Peter Needham	Ward WD8M	40.94	41.34	2	9
Roger Kilty	HS88/1	40.64	40.62	1	10

## RESULTS

CLASS	NAME	TIME
1 & 2	Michael Holroyd	48.07
3	Richard Hargreaves	45.40
4	Bobby Fryers	44.71
5	Doug Bruce	46.07
6	Brian Kenyon	47.13
7	Brian Lee	46.59
8	John Yardley	47.41
9	Allan Warburton	42.70
10	Perry Brewer	45.46
11B	Roger Allen	44.63
11A	Peter Needham	41.78
12 & 13	Alex Graham	41.87
14	Tony Bridgen	44.40
15A	John Corbyn	43.14
15 & 16	Roger Kilty	40.85
17	Trevor Ware	51.36
FTD	Roger Kilty	40.62



## LETTERS TO THE EDITOR

Dear Editor

I presented to the Committee, at our Classes Forum in November, a draft set of regulations to once again accommodate a 'Classics' Class at Harewood. I have to date, not received a response to my suggestion, although there was an assurance in a recent 'Times' that it was being given consideration.

The current debate re class revision is pertinent to my submission. At present my Anglia (30 this year!) is classed with 'Donington GT' type vehicles against which it is hopelessly outclassed. Tim Smith's suggested structure does go some way to redressing the imbalance, however the tyre and rim width suggestion I made for Classics (no flared arches and production rubber) is a significant limitation on expenditure which might benefit, for example, those competitors running Minis and Midgets to a lesser stage of tune than the front runners in Touring and Marque. This would allow some closer competition for new competitors or those on limited budgets, and let's face it, there are fewer cheaper alternative motors than the Mini if you can't face flinging your several grands worth of everyday pride and joy up the hill.

As you may have gathered I interpret 'Classic' very loosely, and to be honest, wish only to see as many drivers as possible have a competitive chance. I have merely tabled what I hope is a constructive suggestion which I leave to the Committee for interpretation and modification, to produce a class which achieves this objective.

Yours aye

Archie Inglis

Dear Editor

Just a line to let you know that the infamous RP26 will probably not appear at Harewood this year. It has nothing to do with egg-timers or class distinction but as a result of Julian Ackerman going broody and buying a house and your correspondent attempting the full Monoposto Kent race series where I shall endeavour to elevate myself from the position of 'midfield runner' now that it has been explained to me that the phrase has nothing to do with driving on the green bits! (I have, however, conclusive proof that the co-efficient of friction between close mown grass and slick racing tyres is the square root of b.... very little).

I have many happy memories of Harewood weekends in the company of the Saturday night revellers and on being asked for a report on the weekends sporting activities was reported as saying that three things had been learnt about Yorkshire; the beer is very good, the girls are very pretty and the pavements are bloody hard. All the best to everyone for the 1989 season

David Wall

PS Explain to Robbo that you can always tell a Yorkshireman but you can't tell him much.

Eds. Note: David, perhaps you would let 'The Times' know how your season progresses.)

## FOR SALE

Well known class winning B Class Clubmans Centaur Mk 14 G. Tim Close engine. Ex-Harewood Class Record holder. Immaculate condition.

£3,500 o.n.o.

Contact: Peter Green on Huddersfield (0484) 864934

## LETTERS TO THE EDITOR

Dear Editor

I presented to the Committee, at our Classes Forum in November, a draft set of regulations to once again accommodate a 'Classics' Class at Harewood. I have to date, not received a response to my suggestion, although there was an assurance in a recent 'Times' that it was being given consideration.

The current debate re class revision is pertinent to my submission. At present my Anglia (30 this year!) is classed with 'Donington GT' type vehicles against which it is hopelessly outclassed. Tim Smith's suggested structure does go some way to redressing the imbalance, however the tyre and rim width suggestion I made for Classics (no flared arches and production rubber) is a significant limitation on expenditure which might benefit, for example, those competitors running Minis and Midgets to a lesser stage of tune than the front runners in Touring and Marque. This would allow some closer competition for new competitors or those on limited budgets, and let's face it, there are fewer cheaper alternative motors than the Mini if you can't face flinging your several grands worth of everyday pride and joy up the hill.

As you may have gathered I interpret 'Classic' very loosely, and to be honest, wish only to see as many drivers as possible have a competitive chance. I have merely tabled what I hope is a constructive suggestion which I leave to the Committee for interpretation and modification, to produce a class which achieves this objective.

Yours aye

Archie Inglis

Dear Editor

Just a line to let you know that the infamous RP26 will probably not appear at Harewood this year. It has nothing to do with egg-timers or class distinction but as a result of Julian Ackerman going broody and buying a house and your correspondent attempting the full Monoposto Kent race series where I shall endeavour to elevate myself from the position of 'midfield runner' now that it has been explained to me that the phrase has nothing to do with driving on the green bits! (I have, however, conclusive proof that the co-efficient of friction between close mown grass and slick racing tyres is the square root of b.... very little).

I have many happy memories of Harewood weekends in the company of the Saturday night revellers and on being asked for a report on the weekends sporting activities was reported as saying that three things had been learnt about Yorkshire; the beer is very good, the girls are very pretty and the pavements are bloody hard. All the best to everyone for the 1989 season

David Wall

PS Explain to Robbo that you can always tell a Yorkshireman but you can't tell him much.

Eds. Note: David, perhaps you would let 'The Times' know how your season progresses.)

### FOR SALE

Well known class winning B Class Clubmans Centaur Mk 14 G. Tim Close engine. Ex-Harewood Class Record holder. Immaculate condition.

£3,500 o.n.o.

Contact: Peter Green on Huddersfield (0484) 864934



Richard Hargreaves, Championship Leader

Photo: Pat Kenyon

### HAREWOOD HILLCLIMB CHAMPIONSHIP

First 10 placings subject to confirmation by Championship Co-Ordinator.

1	Richard Hargreaves	16.93
2	Tony Bridgen	16.81
3	Allan Warburton	16.63
4	Brian Kenyon	16.54
5	Roger Allen	16.49
6=	John Bennett	16.36
=	John Corbyn	16.36
8	Tim Mason	16.23
9	Michael Holroyd	16.20
10	John Casey	16.02

### FTD

1	Roger Kilty	10 points
2	Peter Needham	9 points
3	Alex Graham	8 points

Articles for the next magazine by 21st April 1989 please to the editor :-

Mrs Pat Kenyon  
4 Leslie Road  
Hillsborough  
SHEFFIELD S6 4RB

Tel: 0742 - 340478