



# TIMES

**BARC****JUNE 1991**

## CHAIRMAN'S LETTER

Dear Member

My apologies for the lack of a Chairman's Letter last issue, now is the time to bring you up to date with the happenings at Harewood.

It is disappointing to note that entries are still down, and also gate attendance is not looking too strong. We have now restructured the Committee to take into account promotion of events, and a simpler organisational structure, in order that total effort can be put into re-affirming to those no longer attending at Harewood, that we are making changes and trying to go along the lines of our development programme as outlined last year.

Although times are difficult, other venues are reporting over subscription still, and therefore we should have a good crack at getting more competitors to meetings and increasing the gate attendance for the spectators. The meeting on 8th June should be very interesting, we have had several responses from ex-hillclimb champions, some of which will be attending in their original machinery! This will lead to a very interesting day and hopefully there should be a good report in the next issue of the Times, along with some historic photographs. The likes of these people may never meet in one place again for a long time.

A special class at the end of the day has been added to the programme where all ex-champions will have a run up the hill in which ever machine they have entered, purely for record purposes. Please note the date in your diary and come along, you are guaranteed a superb day.

I note there is some interest regarding Club Nights and confirm that a Noggin & Natter to start things rolling would be suitable. Anybody wishing to organise the first one, please let me know some details and we will publish the event.

Mike Kempley and I are organising a barbecue on the evening of Saturday 20th July at the RAC Leaders Meeting. It will be for marshals, officials and competitors and the cost is £4 to include food (chicken

+ salads etc) and a disco. The start will be 7.00pm until midnight and tickets are available from Mike on 0532 886441 (H) or myself on 0756 799911 (W).

Look forward to seeing as many of you as possible on 8th June.

Tim Thomson

## EDITORIAL

After a rush of articles for earlier editions of the Times, we now seem to have a drought. Many thanks to the contributors to this one but please will members put on their thinking caps, put pen to paper and write something. You will see that there is a results list for the meeting on Saturday 18th May but no report. Brian and I were not at the meeting and no one has sent in an article about it so unfortunately I can't let you know what happened.

I am delighted to see that there is a very good entry for the Jim Thomson Trophy Meeting on June 8th. A worthy memorial for a very generous and charismatic person who is very much missed on the hillclimb scene. We can only hope that a good dry day ensures a good day's hillclimbing.

As you will have read in Tim's letter, there is to be a barbecue on Saturday 20th July, the evening before the RAC Leaders Meeting, in the Barn at Stockton Farm. Tickets are £4 each and it is hoped that many competitors, officials and marshals will come along to make it a very enjoyable evening.

Pat Kenyon

ARTICLES FOR THE NEXT EDITION OF THE 'TIMES' BY MONDAY 17th JUNE 1991 PLEASE, TO THE EDITOR:-

MRS PAT KENYON  
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## BRIGHT SPARK

Troubled all day by a flat battery, John Lambert was amazed to find that they had been charging the battery for over three hours without a fuse in the charger. To round John's somewhat chequered day off, with FTD well within his grasp, he let it slip away.

Ah well, as they say John, 'You win some, you lose some!'

## SMASHING TIME

Elated with their first and second in class, the Read-Allen Racing Team loaded their Mallock and set off on their long drive back to Essex, only to hear loud crunching noises from behind the tow car.

Yes, you've guessed it, they'd left the nose cone off and had run over it! Indeed they had a smashing time.

## WITH A SONG IN HIS HEART

Harewood Club Steward 'Bing' Crosby was delighted to inform everyone in the paddock that at the grand old age of 70 he had just become a great grandad, his granddaughter gave birth to a son three weeks earlier.

Our hearty congratulations to all the family.

## ELIGIBILITY CHECKS

A few people who were present at the May Harewood may be aware that eligibility checks were made on the three leading Class 4 Marque Sports Cars, the 'Spridgets' of Pat and Brian Kenyon, Chris Seaman and Martin Brobyn. The three leading Formula Fords were also checked, the Tim Mason/Ian Stringer car, Roger Kilty's and the John Bennett/Stuart Abbott car.

The Marque cars were checked for suspension pick-up points and interior trim while the car of Pat and Brian Kenyon was singled out to have its engine capacity measured.

The Formula Fords' carburettors, inlet manifolds and ports were checked.

All the above vehicles were in compliance with the rules and were given a clean bill of health.

Post meeting eligibility checks used to be a regular occurrence at all Harewood events but in the last few years the organisers have not availed themselves of such checks. Indeed the last car (the 1600 Ford Cortina of the late Richard White) to have its engine stripped was over 20 years ago.

It is to the benefit of all competitors that the organisers have reinstated eligibility checks, hopefully the checks will continue and will encompass all classes.



You can't fault Brian Kenyon's line around Quarry, or can you? Answer on the back page.

Photo:  
David Mylroi

Sheffield  
27.5.91

Dear Editor

The May Harewood must rank as one of the most enjoyable and satisfying events that both Pat and I have competed in, for not only did I set a new class record, after a fantastic struggle with my class rivals, but Pat also set her fastest ever time at Harewood - a time, which I might add, would probably have secured for her a class win last year.

Equally satisfying was the outcome of the scrutineering eligibility checks. As you will see elsewhere in the magazine, the car was checked for suspension and items of trim but more importantly, the cylinder head was removed and the capacity of the engine was checked and found to be in full compliance with the rules ie standard stroke, +60 thou overbore.

Pat and I were extremely pleased that our car had been singled out for this check as for over a year, we had been subjected to malicious rumours concerning the capacity of our engine and the legality of our car. Perhaps now our detractors will have the good grace to apologise and we can get on with some enjoyable hillclimbing again.

We must add that we were treated in an exemplary manner by the scrutineer concerned and we must congratulate the organisers for their determination in seeing that the rules are applied and complied with.

Yours sincerely

Brian and Pat Kenyon

Dear Pat

I would appreciate you publishing in the 'Times', my apologies to my fellow competitors, marshals and the organisation team for the liberal coating of oil on the track at Harewood on Sunday.

I felt worse about the spillage than the mechanical damage, and sincerely hope it did not create significant problems during the later runs. In my defence I can only blame weariness (I had flown in from a business trip to Ecuador on Saturday afternoon) for initially I had a differential/gearbox failure until the smoke engulfed me!

Initial examination indicates a gearbox fault causing it to jump out of second gear, which resulted in No 1 con rod desiring some fresh air via the block. The rebuild has commenced and we hope to be back ere long with, I trust, no further recurrence.

Again my sincere apologies.

Best regards

Archie Inglis

## NEW LOOK COMMITTEE MEETINGS

The BARC Yorkshire Centre Committee are to continue holding their meetings at the Parkway for the present. They will start the meetings promptly at 7pm and finish by 9pm when, it is hoped, members will meet with the committee for a general chat and discussion.

The committee are looking for new venues and hope to have 'roving' meetings, covering many parts of the County, in order to allow members, from many areas, to get together for a chat.

Next committee meeting is Monday 1st July 1991 at the Parkway Hotel, Otley Road, Leeds and the committee hope that many members will come along at 9pm.

The Stewards, seen here casting envious glances over the Ferrari Testarossa, were overheard to say 'Bing, if they give us a rise in pension, I'll have one of those' 'Yes, Bob, I'd swap my bus pass for that any day'

Photo: Anne Paterson



# HAREWOOD HILLCLIMB

## MEMBERS CHAMPIONSHIP MEETING

19th MAY 1991

### LOCAL BOY DOES GOOD

PETER HERBERT

To the obvious delight of both wife Lynn and himself, Steve Owen took his first ever FTD at the BARC Yorkshire Centre 19th May Members Championship Meeting. Driving his self built OMS 950, this was a proud day for the Leeds constructor, Harewood being where Steve began his hillclimbing career.

A fast dry track greeted competitors as Chief Paddock Marshal of the day Tim Bendelow released intrepid drivers onto the course for practice, and it was soon clear that times were about to tumble as a result of some intense competition.

The afternoon's racing opened with Class 1 Touring Cars, and despite a brave challenge from Geoff Harkness, who climbed the Nova in 47.98, Michael Holroyd continued his dominance in his glorious classic Cooper S. Urging the little red and white car up Quarry Straight like Willie Carson, Michael's winning time was 46.66.

Only someone devoid of a pulse could fail to have been stirred by the blinding battle for honours in Class 4, Marque Sports, with three drivers getting below Brian Kenyon's 45.20 record. First Martin Brobyn did a 45.16 in his Midget, then revelation of the season so far, Chris Seaman, did 45.10 in his similar car. However Mr Kenyon remained unimpressed, and driving his Sprite as only he can, stopped the clock at the new class record of 45.04.

Class 2 Touring Cars and Class 5 Marque Sports were merged and Brian Lee had things well in control with a climb of 45.91 in his Elan. Sam Roach brought his RS2000 into second place, a time of 50.92 representing a steady improvement for this promising newcomer.

A very much on form John Garnett set a new record of 43.61 to win the merged Class 3 Touring and Class 6 Marque Sports class, the immaculate Sierra Cosworth beating the similar car of Richard Hargreaves by 0.16. The Reliant Scimitar SS1 of Barry Marsden and Graham Walker languished in an unaccustomed third and fourth places.

The highly competitive Class 7 Formula Fords were headed by Tim Mason's Van Diemen RF85, a time of 43.03 being only 0.2 off John Bennett's record. Roger Kilty's RF85 was second on 43.16, while John Bennett's RF86 was third on 43.29.

Class A Modified Production Cars saw the closest win of the day when Peter Herbert, to his utter amazement, recorded a time of 45.86 in the Westfield SE, to hold off Tim Hutchinson's Midget by just 0.04. The Midget's other driver Bob Walker was third on 46.65. Archie Inglis thought he heard a squeak on Quarry Straight and decided to oil it, from Farmhouse to Quarry, by ventilating Gordon Wright's MG block. We all hope that Ecurie Ecosse Lancs will be back in action again soon.

Leon Bachelier was unchallenged in Class B, the Caterham Seven ascending in 42.26, almost four seconds clear of Mike Donner's fine looking Elan. Class C was claimed by Chris Ellett's Dutton V8 with a time of 45.00, almost a second ahead of Guernsey visitor Bob Du Feu in the immaculate ex-Peter Needham Westfield V8.

Class D Clubmans was honoured by the presence of the Mallock family, Arthur and Ray, in a U2 Mk9. However it was the much younger Mk24 version of the Mallock dynasty that emerged victorious, Peter Read recording 40.49 from co-driver Roger Allen on 40.60.

Bev Fawkes kept the Ultima out of the scenery to hold off George Tatham's rumbling McLaren M12C to clinch Class G, a time of 41.01 being recorded. Classes H, I and J Racing Cars were merged, and Chris Seaman Senior and Darell Staniforth duelled for supremacy. Both dipped into the 39's but it was the faithful Seaman Brabham BT30 that came out on top, 39.33 being the time set.

Class K racing cars saw a narrow 0.05 second victory for Peter Varley's March Pilbeam R26/48 over Pat Donnelly's Reynard SF79, the winning time being 41.42. John Lambert took the large racing car Class L with a time of 39.80 in the Pilbeam MP53, however Steve Owen was limbering up in second place in the OMS with a 40.39 run.

So to the Top Ten Run Off. Chris Seaman was quickest on the first ascent on 39.36 from Steve Owen's 39.63, but on the second and final run Steve gave it everything he had to set a time of 38.88, while Chris experienced the red mist and went off at Quarry, as is occasionally his wont.

A fine day's hillclimbing had come to an end, and the June meetings at Stockton Farm are now eagerly awaited.

## RESULTS

### RESULTS

CL	NAME	CAR	TIME
1	Michael Holroyd	Cooper S	46.66
4	Brian Kenyon	A H Sprite	45.04
2	Merged with		
5	Brian Lee	Lotus Elan	45.91
3	Merged with		
6	John Garnett	Sierra Cos	43.61
7	Tim Mason	Van Diemen	43.03
A	Merged with		
E	Peter Herbert	Westfield	45.86
B	Leon Bachelier	Caterham	42.26
C	Chris Ellett	Dutton	45.00
D	Peter Read	Mallock	40.49
G	Bev Fawkes	Ultima	41.01
H, I & J	Merged		
	Chris Seaman	Brabham BT30	39.33
K	Peter Varley	March/Pilbeam	41.42
L	John Lambert	Pilbeam	39.80
FTD	Steve Owen	OMS 950	38.88

## BARC YORKSHIRE CENTRE COMMITTEE MEETING 13th MAY 1991

### TONY HODGETTS

More than half of the 17 surviving RAC Hillclimb Champions have said they are coming to the Jim Thomson Trophy meeting on 8th June.

The committee is reorganising its structure to make the various operations more efficient and take some work load off key officials.



Success must have been sweet for Steve Owen for to take FTD is a fine achievement, but to do it in a car of ones own construction is doubly so.

Photo: Anne Paterson

## NOVICE & ONE MAKE MEETING

SATURDAY 18th MAY 1991

## RESULTS

CL	NAME	CAR	TIME
1	Merged with		
4	Steve Mallinson	Sprite	47.67
2	Merged with		
5	Sam Roach	Escort RS2000	51.59
3	Merged with		
6	James Edgerton	Morgan +8	47.92
7	FTD		
A	David Hutchinson	MG Midget	46.97
B	Rick Hockney	MGB	46.89
C	Merged with		
G	Don Burt	NG TCR	52.81
D	Phil Hunter	Mallock	47.34
K	Mike Smith	Reynard SF87	44.84
8	Chris Seaman	MG Midget	46.08
10	Simon Clark	Ferrari	46.56
FTD	Stuart Abbott	Van Diemen	43.43

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## DATES FOR YOUR DIARY

June 8th	Jim Thomson Trophy Meeting
June 9th	Harewood Championship Meeting
July 20th	Barbecue at Stockton Farm
July 20/21st	Harewood RAC Leaders Meeting
Aug 18th	Harewood Members Meeting
Sept 28/29th	Harewood Finals Meeting

## 'IN FORM'

Richard Sproston was delighted to receive, from Arthur and Ray Mallock, fully completed commentary forms. So next time you omit to fill in your form, because you think you are far too famous to bother with such items, remember the Mallocks.

# RAMBLING ON

MITCH ELLIOTT

Outside circumstances would appear to make this years competition low key, hopefully the latter part of the year will allow a few events to be entered.

April 6th saw preparation being made for the Tour of Lincs Rally, had it not been for this Phil and I would have been preparing for the White Peak Trial.

In the best tradition the Peugeot was finished about 1.00am, the car and driver having arrived at about 3.00pm on Saturday afternoon from Southampton. Just the seat and the belt to fit and the decals to put on he had said, the damned seats took hours, the standard seats were being used and had to have the mechanisms locked up. About 11.00pm we started on the decals, The Peugeot Challenge Handbook is very specific so they were fitted with the aid of a tape measure.

The alarm went off at 3.30am on Sunday morning, the late finish the night before meant that we had to scrutineer that morning. Phil arrived just as the sun was coming up.

We were well prepared we thought (how wrong we were !) generator, welder, lights and tools filled the hired tranny.

By the time we got to Louth, Paul (the driver) and navigator Aggie (phil's wife, and also her first event) were in the queue for scrutineering.

We all hold our breath as the scrutineer tugged at the battery isolator, it eventually worked, we had trapped the pull cable during our work the previous evening.

A start number of 125 meant that some time had to be killed, eventually time came for them to join the line, at this point Phil and I set off for first service.

Stages 1 and 2 were at Cadwell and about 50/50 loose/tarmac, 'our team' ran on 'knobbles' as opposed to the intermediates, these being the two control tyres for the challenge, both being of Dunlop origin.

We headed for first service at Manby, eventually they turned up and went straight into stage 3, service was after 4. Second lap of stage 3 it all ended in tears, a hard assault on a bank put paid to the radiator (just about the only thing we didn't have in the van). The radiator was too badly damaged to allow stage 4 to be attempted so that was it, we loaded up and went home. In the impact the plastic front had flexed and pushed the fan into the radiator which in turn had made contact with the oil filter.

Plenty to do before the next event, as the car was staying in Lincoln, June will see us out on the Dukeries and we hope that if everything goes to plan, this year will end over the channel on the Tour of Flanders.

One Tuesday recently I answered a phone call at work around 1.30 in the afternoon. A familiar voice said 'Do you fancy being our guest speaker tonight?'. The caller, one Andy Storer is vice chairman of the 750 Motor Club and founder of the North Midlands Centre. 8.30pm saw me on the A1 heading to the Angel at Blyth, the speech was written in my head as I travelled. I managed to keep everybody entertained (I think) for about 45 minutes but was relieved when it was all over. The following evening was again spent, in part, on the A1, the destination Horsforth for the pre-meeting in readiness for the GP in July. Harewood was well represented with Bob Wright also present and Graham Brautigan who I remember being there last year in, I believe, a stewards capacity. The meeting was called and chaired by one Les Bentley who I think has had hill-climb connections in the past.

## UPDATE OF COMMITTEE NAMES

The next issue of the 'Times' will have an update of committee names and their various jobs on the committee.

## BARC ANNUAL COMPETITIONS 1991 CURRENT POSITIONS AFTER MAY MEETING

NAME	10	30	31	18	19	TOT	POS
	/	/	/	/	/		
	3	3	3	5	5		
John English	5	6	6	3	5	25	=1
Chris Seaman	3	5	6	6	5	25	=1
Denys Townsend	6	6	3	3	3	21	3
Brian Kenyon	3	6	5	0	6	20	=4
Graham Wride	6	3	3	5	3	20	=4
B Hardcastle	5	0	3	6	6	20	=4
D Dalrymple	5	5	3	3	3	19	7
Sam Roach	3	0	3	6	5	17	8
Anne English	3	3	3	3	3	15	9
Peter Read	0	5	3	0	6	14	=10
Jim Godwin	3	0	4	4	3	14	=10
Pat Kenyon	3	3	4	0	3	13	=12
Peter Herbert	0	3	4	0	6	13	=12
Roger Allen	0	3	5	0	5	13	=12
Tony Briggs	0	3	3	3	3	12	=15
Harry Mason	0	3	3	3	3	12	=15
Don Williams	3	0	5	0	3	11	17
Leon Bachelier	0	0	3	0	6	9	=18
Tim Smith	3	3	3	0	0	9	=18
Chris G Seaman	3	0	0	0	6	9	=18

# MY FIRST HAREWOOD

ROY McNEILL

At the end of last season at my local hill, Gurston Down, we had a new face in amongst the regulars in our class, some guy from up north called Richard Hargreaves in his Sierra Cosworth. Now this guy had the nerve to get within a couple of tenths of a six year old class record on his first ever visit to the hill, what made it even worse was that the rest of us hadn't got within 2½ seconds of it all year.

All through the winter I was determined to gain some revenge for us SW members and make the long drag up the M1 and visit Harewood. An opportunity arose in the calendar and the Easter Saturday BARC/CCC event was entered. Now the last time Judy and I visited Stockton Farm was back in 1986 when we were both co-drivers on the RAC Rally (yes we did both finish) and neither of us could remember anything apart from the railway sleepers!

We strolled in late on the Friday afternoon to have a look at the hill, but where was it, all around was flat. Then suddenly as we passed the double decker bus there it was, the ground dropped away and before us lay proof that God must have been a hillclimber at heart. No wonder Hargreaves was so quick at Gurston.

Having walked the hill on Friday we did not bother to do so again on Saturday, just signed on and went through scrutineering. Our only problem of the day was going to be the three Caterham 7's in our class (I hate 7's) but we had fitted Weber Alpha Fuel Injection to our trusty old Mk I RS2000 for this season so we must get amongst them this year. Along with the 25% increase in power had also come the sort of torque you expect from an injected engine making it so much easier to drive than on carburettors.

Practice confirmed what a great hill it was to climb, great fun and so varied. I started well and slowly chipped the time off on each run, as usual Judy started slower but knocked chunks off on each run getting closer and closer to me on each run. For those of you who don't know us Judy has been known to beat me occasionally, much to the amusement of the commentators. I was glad of the third practice run as I had a very quick spin on the right hand Orchard Corner, this meant another walk up the hill at lunchtime, them damn 7's were beating us both!

After lunch we both continued to improve on the timed runs apart from my second run which was slightly slower due to a moment. I steamed into the first half of Quarry but the rear end got away from me under braking which lead to a very fraught few seconds trying to collect it all in time for the finish line.

At the end of the day we finished 4th and 5th in class behind the 7's but ahead of everything else, so not a bad result on our first visit. All in all we had a great day out on a really challenging hill but there is just one problem, I can't work out how to climb it faster without crashing! Hopefully we will be able to venture north again for the August Harewood and the December Baitings Dam appeals to my sense of humour.

Finally a belated congratulations to Richard Hargreaves for driving so well at Gurston last October it was a pleasure to watch, some people just make you sick don't they. Oh my time at Harewood, well about 7 (there's that number again) seconds off Richard's class record, but next time!

STOP PRESS

I've just knocked ½ a second off the old class record on my first visit of the year to Gurston Down, must have had something to do with earning my wings at Harewood.

## BARBECUE

SATURDAY 20th JULY 1991

THE BARN, STOCKTON FARM  
HAREWOOD

START 7.00PM

FOOD AND DISCO

TICKETS £4

From: Tim Thomson on 0756 799911 (B)  
or Mike Kempley on 0532 886441 (H)

It is hoped that many marshals, officials and competitors will come along to this enjoyable social occasion. It is the chance for marshals and competitors to get together for a chat instead of just waving as competitors go down the hill.

# TIMES BOOK REVIEW

## PETER HERBERT

### 'HIGH SPEED' by C H Stagg

"'Yes!' The monosyllable was coldly disinterested, his eyes were almost closed with their narrowing.

'Oh!' she exclaimed. 'Oh!' and there was dreadful hurt in the voice of Edith Rhoades. It was hurt at his coldness, at his frigid acceptance of the thing she had thought would mean so much."

Catherine Cookson? Evelyn Antony? Barbara Taylor Bradford? No, this is the work of C H Stagg, and this is a book about motor racing!

Billy Brice is an American West Coast racing driver of the Twenties disgraced by accusations that he threw a race in return for a bribe. Alienated, unwell and penniless, Brice travels east to the home of the Rhoades Automobile Company in the vain hope of clearing his name and regaining his racing licence. Our hero takes a job as a chauffeur to the lovely Edith Rhoades, daughter of the company president, and when 'The Great Johnson' is hurt in a testing accident, Billy gets his chance to drive the works Rhoades.

Set and probably written in the 1920's, this is one hundred octane corn. There is the mind numbing romance between Billy and Edith, dastardly deeds of sabotage by the crooked Kelly brothers, and ultimately the Big Cup, a five hour race over dirt roads with riding mechanics hanging on tight. Yet there is period atmosphere and suspense with the outcome uncertain until the last page. Rather like Formula Ford in fact.

Thanks go to intrepid Sparton driver Tony Briggs for offering this ripping yarn for review. 'High Speed' is most certainly a collectors item. A collector of what is less clear.

#### ANSWER

The line might be OK but he was going backwards at the time.

## GARAGE CLEAROUT

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£10 each

Telephone Peter Herbert

(Home) 0325 374656

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Success has gone to John Garnett's head.  
John with his FTD Trophy at Aintree.

Photo: Pat Kenyon