



TIMES



BARC

OCTOBER/NOVEMBER 1991

EDITORIAL

Now the season has concluded, items of news will be less easy to glean so any news or views from you, the members, will be gratefully received. As Peter Herbert was busy sunning himself in France, I was extremely grateful when David Bailey offered to step into the breach and write a report on the Harewood Final. You can see the fruits of his labours later in the magazine. My sincere thanks to David and to all our regular contributors, without you, the magazine would be about as interesting as reading the telephone directory.

BARC ANNUAL COMPETITIONS 1991

1	Chris Seaman	50 points
2=	Brian Kenyon	38
2=	Peter Herbert	38
4=	Boris Hardcastle	37
4=	John English	37
6	Graham Wride	34
7=	Denys Townsend	33
7=	Don Williams	33
9=	David Dalrymple	31
9=	Sam Roach	31
11=	Pat Kenyon	30
11=	Jim Godwin	30
13	Peter Read	28
14=	Harry Mason	27
14=	Tony Briggs	27
14=	Anne English	27
17	Leon Bachelier	25
18	Chris G Seaman	21
19	Roger Allen	20
20	Tim Smith	15

ANNUAL COMPETITION WINNERS

The Pearce Trophy	Chris Seaman (MG Midget)
The Pearce Consolation Award	Boris Hardcastle
The Firth Bowl	Pat Kenyon
The Ken Lee Trophy	Brian Kenyon/ Peter Herbert
The Chippy-Iola Vase	John & Anne English

ARTICLES FOR THE NEXT EDITION OF THE 'TIMES' BY FRIDAY 29TH NOVEMBER 1991, PLEASE, TO THE EDITOR:-

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CLASSES FORUM

OLD GOLF HOUSE HOTEL
NEW HEY ROAD
OUTLANE
HUDDERSFIELD
(JN 23 M62)

SUNDAY 10TH NOVEMBER

9.45am FOR 10.15am

TO DISCUSS ANY MATTERS CONCERNING THE BARC
(YORKS) CLASSES
AND OTHER RELEVANT MATTERS.

If you are interested in hillclimbing and sprinting, Harewood or the Yorkshire Centre of the BARC, you should try to attend the Classes Forum as there are many exciting and new developments on the horizon.

Just to whet your appetite, Simon Clark, who is one of the Yorkshire representatives on the main BARC Council, will be available to give members an update regarding progress on the new course at Harewood.

The classes committee policy regarding the Marque and Touring will be under discussion. There is also a possibility that the RAC may have re-considered their Modified Production categories and an update will be provided to members.

As usual, any other matters regarding the organisation and the running of hillclimbs at Harewood will come under scrutiny.

These are just a few of the items that may be on the agenda, if you feel that you have any burning questions you would like answering, make sure you are there.

Members unable to attend, please send your comments and suggestions to the Chairman of the Classes Committee, Chris Seaman, 193 London Road, Sheffield, S2 4LJ. Tel: 0742 585695

ANNUAL DINNER AND AWARD PRESENTATION

PARKWAY HOTEL
OTLEY ROAD
LEEDS

SATURDAY
7TH DECEMBER 1991

TICKETS £16.50 EACH

FROM TIM THOMSON

(See enclosed ticket application)

HAREWOOD HILLCLIMB CHAMPIONSHIP

TOP TEN FINAL POSITIONS

Pos	Name	Points	
	The Glenn Garnett Trophy		
1	Richard Hargreaves	85.40	£500
2	Tim Mason	83.14	£200
3	Roger Kilty	83.12	£100
4	Christopher Seaman	82.70	£80
5	Martin Brobyn	82.02	£55
6	Michael Moore	79.41	£50
7	Colin Wright	79.07	£45
8	John Garnett	78.89	£40
9	Geoff Harkness	76.74	£35
10	Neville Alderson	75.09	£30

FTD AWARDS

The Wilson Trophy			
1	Steve Owen	45	£400
2	John Lambert	36	£200
3	Bill Wood	28	£100

LADIES AWARD

The Harewood Ladies Trophy			
	Pat Kenyon	69.60	£50



THE HAREWOOD HILLCLIMB CHAMPION

Richard Hargreaves clinched the Harewood Hillclimb Championship in classic style with a stunning run of 48.98 seconds in his Sierra Cosworth on Sunday 29th September.

Richard has put in consistently good performances at every event this year and thoroughly deserves the title of Champion. He has broken the class record twice and has finished more than two points ahead of his nearest rival in a very closely contested championship.

SID HANSON

Sid is one of the fixtures and fittings of any Harewood event and without him Harewood would just not be the same and although Sid has now officially retired as Chief Scrutineer, he will still be coming to events to assist the members of his old team.

We are sure that many competitors will have been grateful for Sid's help, advice and assistance in interpreting the Blue Book's many complex rules and regulations which are particularly daunting when you are a novice.

Although we are sure that Sid would have wished to continue in his present position, had the RAC allowed it, perhaps now he will have more time for socialising.

We wish him well in his 'retirement' and look forward to seeing him at Harewood for many years to come.

LETTERS TO THE EDITOR

A letter has been received from Richard Hargreaves concerning the Harewood Final but Richard has asked for it to be withheld until publication of the following letter from the Clerk of the Course.

Leeds
6 Oct 1991

Dear Pat

Now that another season of Harewood hillclimbs has reached a successful conclusion I would like to thank all the officials, marshals and last but not least the competitors who have all contributed to the season's sport.

On another note I understand that some of the competitors in the Harewood Championship were disappointed because we did not present awards down to tenth place at the prize giving following the September meeting. If that was the case I must apologise, as Clerk of the Course, the decision was entirely mine. If we had presented all the Harewood awards the prize giving would have been extended by at least a further half hour and I felt that after a long, cold, wet day there would be few people left by the end to witness the awards. I was obviously wrong and I apologise to those competitors who were disappointed. I hope that it has not soured your enjoyment of Harewood too much and I look forward to seeing you all again next season.

Yours sincerely
Boris Hardcastle

APOLOGIES/THANKS

JOHN GARNETT

My apologies, after my accident, to the Nottingham Sports Car Club and to all the competitors and officials who were present at the 15th September Curborough Sprint, for delaying the meeting for most of the afternoon, and allowing only one timed run to be completed.

My thanks to the Race and Rally Rescue Team for their prompt action and their expertise in extracting me from the car and for looking after me until the County Ambulance arrived. Also to the marshals and breakdown truck service who expertly loaded my car into the transporter.

My special thanks to Pat Kenyon who accompanied me to hospital in the ambulance and to John Rushton who brought the car and transporter back home to Settle.

I am writing this letter having just arrived home from hospital on 3rd October, after two operations and nursing a fractured vertebra in my back. My stay in hospital (Burton General) was made a lot easier with my wife Pat staying for the first traumatic week and all the visitors I received, some travelling great distances to see me.

Finally, thank you to all the people who sent cards and to all those who helped out who are not mentioned above.

Hope to see you all soon

John

MARTIN BROCKHOUSE

We have been informed that Martin crashed his car at Scarborough and sustained a broken arm.

We wish him a speedy recovery and look forward to seeing him at future events.

SAVE THE REAL CARS - A PLEA FROM THE HEART

ROY McNEILL

Following on from Brian Kenyon's recent comments in the Yorkshire 'Times', I have been inspired to put pen to paper again. Touring Cars and Marque Sports Cars must survive if our sport is to survive. If the paying public are to stand any chance of understanding our sport they must be able to relate to the first cars they see, and they are the Touring and Marque cars. These two categories are a good starting point for many newcomers and like most I'm sure, I started climbing in a 'bog' standard car until the lust for more power and speed took over.

The two categories must also remain separate from each other for the interest to continue. If they were merged I'm sure you would end up with a bias, the Spridgets would dominate the lower division, a Lotus something or other would rule in the middle class, while the higher division would be the domain of the smooth talking Richard Hargreaves in his Sierra Cosworth which, let's face it, is faster than many Mallocks!

I'm sure the powers that be at the RAC MSA must all drive around in sports cars as the recent change in the class structure has killed off Touring cars. The Modified Production cars regulations are so restrictive that only a mildly tuned Touring car is allowed which is hardly any match for even a badly driven Seven derivative.

On the subject of Seven's, it is really beginning to concern me how they are starting to take over the sport. At a recent Loton Park the first three classes were won by these cars all using different engine sizes. This surely cannot be good for our sport. If we are not careful soon hillclimbing will be dominated, especially at National level, by Seven types, Mallocks and single seaters only. This will leave the spectator bored, confused and the novice competitor with nowhere to start unless he or she has an endless supply of money. We could be on the slippery slide unless something is done to keep a good variety of cars entering events.

The answer cannot be to increase the number of classes as some events already run with 25 classes. The Touring/Marque classes are basically sound but could return to a 'road legal' category and even return to road type tyres. This would maybe slow the cars down a little and hopefully encourage more entries from people in their road cars. Again for the sport to remain healthy we must encourage new people to compete. It would hopefully keep costs down a little and possibly encourage some of the quicker drivers to progress up the ladder to bigger and better things.

In the low lettered RAC classes, far more modifications should be allowed, particularly for saloon type cars. For instance, suspension should be free to allow Escorts and the like to four or five link their rear ends. Lightening of certain body panels, wheel arch extensions and possibly perspex windows, rear seats and trim could be removed, and engines, transmissions and axles should be allowed to be modified but only using parts originally

available by the car manufacturer ie an Atlas instead of an English axle. These cars would still look like the cars the spectator knows but have a chance of being competitive against the now quicker and lighter sports cars. But I think we must resist a return to the silhouette type Special Saloons of old, as they have effectively been lost by the latest class changes there is no point in resurrecting them again. The quick ones are still quick in Sports Libre anyway.

I think the rest of the lettered classes are basically OK, but I stand to be corrected by competitors in them. The sport must have a natural progression upwards so that somebody can start with their road car and slowly modify it before going the whole hog and jumping up to Modified Production, from there they can move to possibly Clubmans before progressing even higher into single seaters, money permitting.

Please remember these are my own thoughts on a class structure and are not designed to knock anybody in the BARC at Harewood or Gurston Down, if anything they are aimed at the RAC MSA and obvious bias against real cars. Perhaps classes A, Band C should be renamed Modified Sevens! If you have any further thoughts, I'm sure Pat would love to fill the 'Times' with your comments.

On a lighter note what seems to be happening to Touring Cars in Yorkshire is opposite to what is happening at Gurston Down. For instance the June Gurston had six entries in Class 1, fifteen in Class 2 and six in Class 3 but the Marque Sports Cars could only muster four cars for the whole three classes. At Gurston we regularly see seven Mk1 Escorts and five Mk2 Escorts but not one Spridget!

Perhaps it's time to encourage an expansion of car types at each venue. How about a Harewood/Gurston challenge? One round at Harewood and one round at Gurston, to start with anyway, the only competitors eligible would be championship regulars, no 'ringers'. It would encourage members of the same club to visit a different hill and could become a good biannual social event, especially in the beer tent the night before. Richard Hargreaves has proved that you can be competitive on your first visit to a venue and on his second visit he smashed the record. Judy and I gained only our second ever McNeill one-two on only our second visit to Harewood. Even if you only make one long trip a year then make it a Harewood if you're a South West member or a Gurston if you're a Yorkshire member.

On my second visit to Harewood I felt as though I'd been going there for years so I know the Northern crowd are a friendly lot, and since this last recession all the 'Yuppies' have died out down south, we might all sound like Children's TV presenters, as I was once told, but we're not a bad bunch you know. So as they say, 'Come on down or up' as the case may be.

**GUYSON BEADBLAST BRITISH HILLCLIMB
CHAMPIONSHIP AND HAREWOOD FINAL
29 SEPTEMBER 1991**

DAVID BAILEY

The final meeting of the year at the Stockton Farm course was significant for more than one reason; not only was it going to decide the runner up position in this year's Guyson Beadblast Championship (Martyn Griffiths having already clinched the title despite there being one round outstanding) but there was also our very own Harewood Hillclimb Champion to crown. Not to be overlooked was the debut of Mike Pilbeam's latest creation - the stunning Vauxhall engined MP62. Who better to pilot this rapid machine? None other than ex-hillclimb champion Alister Douglas-Osborne. Oh yes, a certain David Bailey was also to make his debut, picking up his pen in anger for the first time, as chief scribe for the 'Yorkshire Times'.

All the ingredients were there for an absolutely cracking finale to the 1991 season. Apart from, that is, the weather. So often the deciding factor in many previous events, the rain was waiting in the wings to play a crucial role in more ways than one. The meeting also enjoyed support and backing from the main Volkswagen Audi dealer - Massingberd, who, apart from providing the FTD Trophy, also had a course car on hand, a display of new cars and a bouncy castle! The latter, unfortunately, because of the conditions, having to be abandoned.

The meeting commenced with the Class A Modified Production cars. This was very much a husband and wife battle with Ian Blenkinsop snatching victory away from Sarah in their shared BDA engined Westfield SEi by the narrowest of margins - 0.15sec, recording a best time of 51.80sec. These two being over 1.25sec clear of third placed Sandy Moran in his Vauxhall Nova.

With Leon Bachelier's Caterham Super 7 a non-starter in Class B, it looked as though this year's RAC Leaders Sprint Champion, Graham Oates, would have things all his own way. Unfortunately, nobody appeared to have informed Nick Fetcher of this fact and the Caterham 7 driver (making his first appearance at Harewood) pushed the Europa very hard closing to within 0.11sec of Graham's opening run time of 50.89sec. A further 0.5sec adrift was a hard charging Bill Bristow also piloting a Caterham 7.

Tony Bancroft was, as usual, Porsche mounted in Class C for the larger capacity Modified Production cars. Only it wasn't his usual car - this time sharing Nigel Garland's immaculate 3.0RS. As things turned out, Tony coasted to a comfortable victory, covering the course in 48.43sec, some 1.5sec clear of the car's owner, who, in turn, was given some very close attention by Tony Lambert's Ferrari 308, being only 0.03sec further adrift after his second run, their first times being identical.

The Class D Clubman Sports Cars were next up. This was also the scene of another interesting pairing. Namely Joe Ward and Peter Needham in the former's Ward WD8M. In the end, Peter had to give best to Russ Pickering's vividly hued Vision chassis, Russ topping the time sheets with 47.54, Peter being 0.5sec further back in 2nd place.

Class E was won in convincing style by Bobby Fryers' Stiletto, his 53.02sec climb being some 5sec clear of his nearest challenger in the form of Bob Walker's MG Metro.

There followed the first amalgamated classes of the day, the 2 Sports Libre classes being merged. What an interesting and intense battle it was, poor Deryk Young's 'small' engined Vision being hurled into the depths of a class which consisted of cars with much larger capacities and power outputs. One of these being another interesting shared drive which was to make its mark on the weekend. 'Uncle' Bill Wood was making his debut in Jim Robinson's 2.5 litre Pilbeam MP43C, Bill 'enjoying' (if that's the correct description, given the conditions) considerably more power than he's previously experienced. The car's owner was made to work very hard for a class win, a time of 47.78 being just 0.09sec clear of Bill who was revelling in the difficult conditions. Tom Hammonds Quattro 'popped and banged' its way to third in class with a time a further 0.5sec adrift in 48.25sec. And what of Deryk Young? A splendid effort of 48.77sec saw him clinch 4th spot.

The up to 500cc racing cars in Class H was decimated by non-starters, only three cars eventually appearing. With the only OMS chassis entered, victory went to David Butlin in a time of 51.20sec. This left Glyn Sketchley 0.5sec adrift as a first run spin meant that only his second run counted. Mike Fitzsimons' Jedi being the only other finisher.

Class I saw Bob Dayson debuting in an OMS chassis. Despite a first run excursion, Bob set a very creditable 53.32sec climb. The battle up front was fought out between the two Hi-Tech drivers - John Greenwood and Phil Jefferies. The ex-Trakstar getting the nod (despite a troubled practice and a fail on his first run) with a time of 47.48sec. His team-mate being over 2secs further adrift.

After a couple of non-appearances due to engine problems, Chris Seaman 'the elder' (or should that be 'the hairier?') hoped that better things were in store for his Class J Brabham BT30. Leading after the first runs, Chris seemed to have things going his own way, that was until Tim Barrington and Peter Harper got their shared ex-Formula 3 Vision 'well wound up' for the 2nd runs. Once the dust had settled, a class victory went to Tim on 48.65sec, his co-driver Peter Harper a tantalising 0.07sec behind in 2nd place. A stunning debut drive in a Pilbeam MP52 saw Simon Durling snatch 3rd on 48.81sec, and what of poor Chris Seaman? He eventually had to settle for 4th place on 48.85sec. The first 4 cars covered by 0.2sec.

Once the damp and windswept crowd had got its breath back after a fabulous battle in Class J, surely this couldn't be eclipsed by the up to 2 litre cars. Or could it? As previously mentioned, Alister Douglas-Osborne was pedalling Mike Pilbeam's newly designed Vauxhall engined MP62. It would be interesting to see if ADO was a little 'ring rusty' after an absence of some time from competitive driving. The field assembled had some class names present; there was Adrian Hopkins, Peter Varley and Dave Whitehead to name but a few. After the first runs, Adrian Hopkins led ADO and Dave Whitehead, these three being the only drivers out of a field of 13 cars to dip below 50sec. The stage was set for a nail biting 2nd and final run. Dave Whitehead trimmed his initial time to 48.65sec. Could ADO do likewise? Not only did

he improve his time, he annihilated it - knocking off over 1.5sec with a time of 46.61sec. Could Adrian Hopkins find a reply? The current Class J record holder twitched and slithered his way to the top of the climb for the clocks to stop at 47.21sec. It was an improvement but not good enough. So a debut victory went to Alister Douglas-Osborne followed by Adrian Hopkins and Dave Whitehead. No doubt this victory marked the first of many for the new MP62 chassis. Special mention must be made here for Colin Wheeler who, against much more powerful opposition, tiptoed his FF2000 Delta to 4th spot with a very creditable time of 49.85sec.

On to Class L and with not only the runner up position in the Guyson Championship, but also the Harewood FTD title to be decided, a tense battle was guaranteed. Unfortunately, a few non-starters reduced the field but size isn't everything (or so my doctor always told me) and with Ray Rowan holding a commanding lead after the first runs in the difficult conditions, from Roy Lane and Rob Turnbull, the main title race looked to be decided. An interesting debutante to the class was the appearance of David Grace behind the wheel of Martyn Griffiths' Pilbeam. A first run fail due to a flat battery ensured that the 2nd run time of 47.41sec was the only one to count. Enjoying their own private battle, Steve Owen pipped John Lambert with a 49.80sec 2nd timed run. Ray Rowan went slightly slower on his 2nd ascent and with Roy Lane improving to 46.25sec to consolidate his 2nd place, Ray's first run of 45.59sec won the class with Rob Turnbull claiming 3rd place on 47.32sec.

Next up was the merged classes of 1 and 4. As it happened, this was incidental as Michael Holroyd (the only entrant in Class 1) didn't appear. Two very consistent runs saw Chris Seaman the younger (or the non-hairy version) clinch victory with a 50.50sec run. This was some way in front of the now class record holding Martin Brobyn, who recorded a best time of 51.99sec. What of the Kenyon's? I hear you ask. Well, a first run indiscretion by Brian saw Pat leading at the end of the first runs. Pat, a model of consistency, recorded a second run time 0.01sec within her first time, whilst Brian couldn't quite get it together trailing by 0.13sec at the end of the day.

The next batch of runners saw another amalgamation, this time it was Class 2 with Class 5. This proved to be very much Elan country with Brian Lee claiming a relatively easy victory with a 53.30sec run, over 2.5sec in front of 2nd placed Alan Templar whose Toyota Corolla was conducted with its usual press-on-style.

The unlimited capacity Touring and Marque Sports Cars were also merged and with a stunning run of 48.98sec seeing Richard Hargreaves annihilating the class. The battle was down to 2nd place. This was eventually decided in the favour of Peter Garland's Morgan +8 with 51.24sec ahead of Tony Yardley in the shared Marcos Mantula on 51.84sec.

To round off the final class runs of the day we had Harewood's very own Formula Ford Festival. What do you mean, the best is saved until last?! But, of course, I'm biased!. With John Bennett a non-starter, the fight came down to the protagonists of Tim Mason and Roger Kilty. This time it was Roger who poked his nose in front, rounding off the year with a win

on 50.12sec just pipping Tim on 50.37sec. Jon Collinge made a welcome return by claiming 3rd place in 50.50sec.

And finally, the climax of the day; the Top Twelve run-off. Due to the day's poor conditions, there were a few interlopers lining up for the final runs of the day. These included Peter Needham in the Ward, Alister Douglas-Osborne in the new Pilbeam, Tim Barrington and Peter Harper in the ex-F3 Vision. Although the rain having by now ceased, the track was still quite slippery. Those spectators and competitors who stayed behind to watch those final few runs were treated to a tremendous display of car control from all concerned.

When the clocks stopped, FTD went to Ray Rowan on 43.46sec, 2nd David Grace (making his debut in the Martyn Griffiths Pilbeam you may recall) on 44.46sec, 3rd Roy Lane 44.87sec, 4th Rob Turnbull 45.61sec, 5th Alister Douglas-Osborne (continuing the fairy tale beginning for the all new MP62) on 46.04sec, 6th Peter Needham 46.50sec, 7th Jim Robinson 46.59sec, 8th Adrian Hopkins 47.13sec, 9th Tim Barrington 47.86sec, 10th Peter Harper 48.62sec, 11th Steve Owen 48.67sec, 12th Malcolm Wishart 49.12sec.

Some impressive performances in the above times were recorded, particularly worthy of note was Peter Needham who eclipsed some powerful machinery to post a fabulous 6th overall.

Well, that's the end of my first report for 'The Times' and I hope you've enjoyed reading it and that it hasn't been too heavy going. I'm not too sure what's the more difficult task, writing a report on the meeting or actually competing in it! Anyway, I enjoyed writing it and I now appreciate the hard work Peter Herbert has to put in!

RESULTS

CLASS	NAME	TIME
A	Ian Blenkinsop	51.80
B	Graham Oates	50.89
C	Tony Bancroft	48.43
D	Russ Pickering	47.54
E	Bobby Fryers	53.02
F&G	Jim Robinson	47.78
H	Dave Butlin	51.20
I	Phil Jefferies	47.48
J	Tim Barrington	48.65
K	A Douglas-Osborne	46.61
L	Ray Rowan	45.59
1&4	Chris Seaman	50.50
2&5	Brian Lee	53.30
3&6	Richard Hargreaves	48.98
7	Roger Kilty	50.12
FTD	Ray Rowan	43.46

REBIRTH OF A CENTRE

The BARC Midlands Centre has now established itself on the sprinting scene with an event last year and two extremely enjoyable events this year at Curborough. They have obviously got the bit between their teeth as at the prizegiving they announced an even more ambitious programme for 1992.

Both of this year's events were rounds of the BARC/CCC Championship. The Centre's friendly way of running events has been well received by a fair number of Yorkshire Centre members as well as the more regular southern based championship contenders.

OH I DO LIKE TO BE BESIDE THE SEASIDE

PETER HERBERT

A squeak from the rear tyres, the tail momentarily steps out then grips. A punch in the back, nine on the clock, and it's into second. Nine again and it's time to snatch third, nine yet again and it's into top as Peter Pan's Playground flashed past on the beach side. Eight seven, eight eight, eight nine, a quick glance at the oil pressure, nine. The finish banner passes overhead and it's over. I cruise toward the Black Rock holding paddock.

Welcome to the Madeira Drive and the eighty sixth running of the Brighton Speed Trials.

Ever since watching the event ten years earlier I had promised myself a run at Brighton and now, here I was early on the morning of Saturday 14th September, taking my place in the paddock beneath the famous arches of the terraced promenade. From my 'pit' I soaked up the atmosphere and weighed up the opposition. Pilbeams rubbed shoulders with ERA's, vintage Douglas 500's mingled with state of the art Nortons and Kawasakis. Class 1 was nine strong, although the Austin A40 failed to show up which was a pity. I was counting on at least having the legs of this period piece. To my horror there were two Davrians present, one turbocharged. Having yet to beat a Davrian, I was looking at third place tops. Then there were a mean looking Mini and a low slung Unipower, both with aerodynamic properties better suited to a half mile drag than my Westfield. I resigned myself to total humiliation, and told myself it was being there that counted.

The startline approach was a mess, as Chevrolet engined Escorts jostled with Cobra replicas for a practice run. So I kept my eye on the Maestro, he would know the right time to go. From his delightfully located spot by the entrance to the Gents, newly crowned British Sprint Leaders Champion Graham Oates soaked up the early morning sun, whilst wife Adrienne shocked the black Europa by giving it a polish. Meanwhile my team manager, sponsor and wife Philippa was setting a class winning time for the half mile sprint to the shops, the main reason for accompanying her hero to the south coast.

I chose my practice time badly, lining up behind a Plymouth Barracuda that engulfed me in blue rubber smoke when requested to do a 'burn-out' for the cameras. However there is something basic and satisfying about gunning a car as quickly as possible, along a deserted stretch of straight road, and there was a broad grin beneath my helmet as I crossed the finish line with my foot nailed to the floor. Dirty back tyres had slowed me a little at the start, but to my amazement my time of 23.52 seconds was only beaten by the Davrian of Ken Banks, the local driver being 0.15s quicker.

Over lunch I pondered the possibility of a win. I knew that I could go faster, but could the others? Strange how total despondency can change to supreme optimism in so short a time.

My opening competitive run stopped the clock at 23.10s with a terminal speed of 106 mph. Banks went quicker, 22.55 and 114 mph. Clearly I was being beaten over the final yards of the course. The Davrian's second run was slower than the first. I had just over half a

second to find to win. The twenty thousand strong crowd waited with baited breath. Well, would you believe that they watched closely? OK, we'll settle for idle curiosity.

I gave my final run everything I had. A tyre warm-up, nine-three in second, a crouch behind the screen. I crossed the line at 107 but my time was fractionally slower at 23.14s. What the hell, second wasn't too bad, and at least I was getting a trophy to show for my long journey. Graham of course took Class 2, a 20.38s, 125 mph run securing the Frosts Trophy and the President's Trophy.

Over a quarter mile I could have had that Davrian, perhaps I'll try Weston-Super-Mare next year.

THE TRUTH BEHIND THE HEADLINES

JIM GODWIN

I can reveal that Herbert, P has in fact had to seek refuge in a foreign country (no, not Lancashire) following his insinuation that it takes 50 seconds for me to negotiate Quarry. Suggestions that he will be on holiday in the South of France during the finals are merely a face saving exercise to avoid inevitable confrontation.

It is true that threats have been issued by the Godwin Mafia (Junior Branch). In a re-enactment of the infamous horses head in the bed scene from The Godfather, Peter was subjected to a terror campaign at the Montague Burton meeting when crisps (plain, salted) and sandwich crusts were dumped in his cockpit by Edward aged 5½. Peter was then reduced to a quivering wreck by the unrelenting interrogation from Adam aged 7½ who is at the 'why' stage. Fortunately he escaped the attentions of 'The Boss' a.k.a. Helen aged 2½ who was planning improvements to her playgroup protection racket.

The situation is as follows. As Class E is so lonely, that nice Mr Townsend lets me play with Class A which means that I have to follow a certain Westfield up the hill. Despite the figure quoted by Peter in his report, I can assure the readers that he is actually having difficulty getting under 145 seconds. This is confirmed by the fact that he doesn't get higher than 2nd gear whilst I approach Quarry in 4th. It is obvious therefore that I have to lift off early to avoid slamming into the back of the yellow peril. This is the true reason why I cannot climb under 50 seconds; although someone who understands these things says it might be something to do with having 50 bhp less than PH.

So hostilities are postponed until next season, eh Peter? The real question is whether you can handle the challenge of my 1992 secret developments - you will just have to wait and see.

CONGRATULATIONS

Congratulations to Sarah (nee Hutchinson) and Bob Walker on the birth of their son, Samuel David, born on 18th July 1991 and weighing in at 7lb 12ozs.

Sarah has given up competition for a while in Dad's MG Midget and Bob now has a lightweight Metro which he is finding a little different from the MG.

**BARC YORKSHIRE CENTRE
COMMITTEE MEETING
2 SEPTEMBER 1991**

The committee is giving much thought to the format and venue of the Dinner Dance to see if it could be made more attractive to members. The aim is to find a formula which will ensure that competitors and marshals all want to come and enjoy themselves in convivial company, rather than it be just another local social event. The arrangements for 1991 are firm, but all possible improvements will be considered for the future.

The committee considered a paper from the Editor of the Yorkshire Centre Times, and will discuss the suggestions at greater length as soon as possible.

A kart racing evening is planned for November with a social evening associated. The 'noggin and natter' on the evening of a committee meeting was attended only by committee members!

The Classic Rally stage at Harewood will be soon after 7am with the return run expected to be at about 4pm.

The committee was pleased to learn that the Council, and members of other Centres, have made complimentary remarks about the quality of the Yorkshire Centre 'Times'

Steady progress is being made with the hill development, and budgets for the work are in preparation.

It was noted that classes can be stabilised until 1995, and this will be discussed and confirmed at the Classes Forum.

14 OCTOBER 1991

The majority of the meeting was spent in a constructive discussion on the organisation of the Centre and its events, and on the development of the Hillclimb site at Harewood.

Many useful ideas were aired, and an action plan was constructed which we will put into effect through the 'off season'.

**THE ANNUAL
PILGRIMAGE**

MITCH ELLIOTT

Early July saw preparations being made once again for the annual pilgrimage to Silverstone. This year the Lincoln club entourage numbered 11.

Six of us set forth on the Wednesday morning, as ever the Cavalier at Collyweston had to endure the onslaught and having wined and dined we continued on our way.

Mid-afternoon saw us 'booked in' to the new officials camp site, having travelled down a day earlier this year it meant that the camp site was relatively quiet. Eventually a spot was selected but not before we had been 'entertained'. Phil had parked the car and got the tent out only for wife Aggie to suggest that the tent would be better where the car was parked, this brought about some fascinating matrimonial discord. We had taken three large frame tents with us, the breeze was 'fresh' and by the time all three were erect 'parascending' had been mastered.

The fourth (and last) tent was due to arrive Wednesday evening. Eventually, at about 8 o'clock a familiar car approached, the occupant one Alan 'Chunky' Challis may be known to some readers, he is a member of (shh, if I

dare say it...) the BRSCC Northern Rescue Unit. He had brought his brother's tent and this turned out to be an ex Eurocamp hire tent, it was huge, the seven of us present at this point had quite a battle to put it up. and it was with relief that the final pegs were driven home.

By this time it was nine-thirtyish and refreshments were called for so we headed into Silverstone Village.

Guinness at £1.95 a pint took some swallowing (no pun intended), the look on Phil's face when Aggie asked for another pint was worth the cost.

Thursday passed quite leisurely once 'the shopping' had been completed, one trolley for the food and two for the drink. About 4 o'clock we had a wander down to the pit lane and all the teams were busy on the cars. The equipment in its own right gets more sophisticated each year, in particular the corner weight gauges and pads. We were treated to about 15 minutes of the Williams team practising wheel changes, even when stood only a metre or so from the car, changes in less than 7.5 seconds took some believing, very impressive indeed.

Anyway I had better get on to the GP, it was, after all, what we were there for. Duties were as last year, the big helipad, working in conjunction with Bob Wright. Friday and Saturday were as lively as usual, the odd hare breaking the routine of watching paint dry. A good sized crowd was in attendance both days and viewed activities under a cloudy sky. Sunday dawned bright and beautiful and a 'good' crowd was already in when we went on duty at 7.00am.

I was off duty for the start and watched the opening laps at the Vale from a privileged position, the roar from Stowe grandstands on lap one as Mansell took the lead drowned everything else out. The rate at which he left the rest of the field did not bode well so after half a dozen laps, Pauline and I wandered to other viewing points.

The uproar at the end of the race when Senna stopped must have been heard all over Northamptonshire, we were back on duty by then and didn't immediately know the reason.

We watched the Touring cars at the Vale and for me they were the 'best' of the weekend with good racing all down the field.

The racing has been reported elsewhere so I will end on a few reflections.

The new officials campsite is very good with good washing and toilet facilities. The on-site Butchers and General Groceries being very welcome.

The 'Mansell Orpheous' choir on Friday night over at the public camp site were in good voice (and thanks for the firework display), we did get a bit worried about the distress flare, content as they were falling 'our' way.

The marshal whose wedding was imminent and was paraded through the site trussed by the wrist and ankle to a recovery vehicle jib totally disrobed, even his embarrassment was red.

All the support race Jaguars lined up in the paddock (a lot of money for a one make race).

FAREWELL - BUT HOPEFULLY AU REVOIR

MICK & AURIOL BIRD

Following a lot of joint heart searching - although it has to be said without the use of a scalpel - it is with a lot of sorrow we have come to the conclusion that we are no longer able to afford motor sport as well as do the things we want to do with our family (like having a holiday) both financially and in time.

We would both like to say a special 'thank you' to Pat and Brian for all the help and advice they gave us initially and for their continued support and encouragement, especially to Auriol who was very apprehensive all through her adventure into motor sport!

We have not forgotten the support and encouragement from all those in Formula Ford and wish to thank them also, not to mention the competition they gave us for which it was all about.

Maybe, one day, we will be in a position to join you all again in competition but hope to see you from time to time, if only as spectators.

Meanwhile, we have a:-

CAR FOR SALE

MERLYN MK 30

Good condition

£2,000

plus

One FREE covered trailer
with fitted winch

Goodbye and thank you all

Mick and Auriol Bird

76 Northfield Lane

Wickersley

Rotherham

Tel:07709 - 540308

'HISTORIC' MARSHALS NEEDED

TIM BENDELOW

Further to my article in the September 'Times', I still need a large number of marshals for the Britannia Historic Rally on Sunday 24th November at Harewood.

We aim to run the cars three times - once at about 7.00am, at 4.20pm and again shortly after. We need 80 or more marshals to staff the stage, which will use the Hill's land, with a small amount of adjoining property.

Please contact Chief Marshal Tim Bendelow on (0423) 3405944 to volunteer your service.

YOUR HISTORIC RALLY STAGE NEEDS YOU!

Come and see Clark, Makinen et al driving cars of their era.

MARSHALS POST

Special thanks must go to competitor Jim Godwin who provided soft drinks for the marshals on Sunday 29th September.

The Chief Marshal and myself were happy to receive them and hand them out during the lunch-break.

A very welcome gesture and our thanks to Jim for his generosity

Tim Bendelow

Deputy Chief Marshal

FOR SALE

2.3 CF CAMPER

3 berth

Good Condition

12 month's MoT

Covered-in car trailer

Suits single seater

Contact Paul Harris

Tel:0430 431556

FOR SALE

VAN DIEMEN RF85 MINSTER

Formula Ford class and record winning car

Complete with trailer and spares

Offers over £3000 to Tim Mason

0527 401642

WANTED

DELTA 79, 80, 81

Rolling chassis or complete

Any condition

Will purchase or trade Van Diemen RF85

Tel.Tim Mason 0527 401642

FOR SALE

ROYALE RP29 FORMULA FORD 1600

Very good condition, recent engine rebuild

Complete with loads of spares

including 11 ratios, wheels and tyres,

recent new Varley battery

4 wheel covered trailer with winch

Can be re-painted to colour of choice

£3000

Contact Paul Grime

Home 02572 - 775588

Work 061 - 436 - 2364

WANTED

WEBER 45 DCOE

or DELLORTO equivalent

Contact Mitch Elliott

0522 792194 (H)

0522 552757 (B)

FOR SALE

RENAULT V6 ENGINES

One engine stripped and partially cleaned

£100

One engine still complete

£50

OR OFFERS

TEL: 0484 861556

after 6pm

WANTED

SECOND DRIVER FOR RF86 FF

Successful car, ex-John Bennett

To share with Stuart Abbott

Haggle around £2400 for half share

Contact Stuart Abbott on 0943 878986 or

John Bennett on 0924 405464

WANTED

Lotus twin-cam engine parts

Contact Stuart Abbott on 0943 878986