



# TIMES



## BARC

DECEMBER/JANUARY 1991/92

### HILLCLIMB DEVELOPMENT

As most of you will know by now, the course at Harewood is to be extended to provide one of the most exciting and demanding courses in the country. To do this, with minimum outlay to the BARC and the Yorkshire Centre, many volunteers are needed and their expertise in a number of areas would be most welcome.

If anyone feels that they can help with possible contacts, materials or working party, in the following areas, Simon Clark would be delighted to hear from you.

- 1 Surveying
- 2 Project Management
- 3 Electrical Design
- 4 Electrical Work
- 5 Drainage
- 6 Plant Hire
- 7 Material Supplies - sand, gravel, hard-core, tarmac, tyres, binding machines, kerbing, paint, cabling etc.
- 8 Painters
- 9 Gardeners and plant supplies

Simon N Clark  
 Design & Fittings Ltd  
 Sandbeck Way  
 Wetherby  
 West Yorkshire  
 LS22 4DN

### HAREWOOD HILL LTD

Harewood Hill Ltd, the company who own Harewood, have indicated they may consider forming a new share class of undefined status should the interest be worthwhile.

If you are interested in acquiring shares please send your name and address to me indicating approximately how many £1 shares you would be interested in (minimum 100). There is absolutely no commitment to buy, this is purely research.

Replies to:  
 Simon N Clark  
 Design & Fittings Ltd  
 Sandbeck Way  
 Wetherby  
 West Yorkshire  
 LS22 4DN

ARTICLES FOR THE NEXT EDITION OF THE 'TIMES' BY FRIDAY 17TH JANUARY 1992, PLEASE, TO THE EDITOR:-

MRS PAT KENYON  
 4 LESLIE ROAD  
 HILLSBOROUGH  
 SHEFFIELDD  
 S6 4RB  
 TEL: 0742 340478

### ATTENTION ALL MEMBERS - THE ULTIMATE CHALLENGE, IN SHEFFIELD!!

So you think you can drive! Now the opportunity for marshals, mechanics, team helpers and drivers is here. You are all invited to enter an indoor Kart race meeting where you will have your chance to race against your favourite (or otherwise) drivers, assuming of course that the drivers enter.

The track is indoor with full bar facilities available for the spectators but only available to drivers after they have finished racing. This venue must not be confused with any of the poor imitations that I understand exist, the current lap record at Trax is 46.23 seconds and is not for the faint hearted! Regular drivers competing here include Richard Dean (F3000), Jason Elliott (F3), Dave Buttigieg (Karts), Steve Wardby (Renault Clio Champion), Kelvin Burt (BTCC/FVL) and of course Chris Seaman (Who?). Notable by his absence from this list is Sheffield's own Brian Kenyon, but I'm sure this will be remedied in February.

The format of the evening is as follows - signing on with complimentary coffee between 6.15pm and 6.30pm, this is immediately followed by a drivers briefing and then onto practice. Race suits, helmets and gloves are provided free, but you are welcome to use your own if you prefer (full face helmets only). Everyone will have 6 minutes practice followed by the racing. All competitors will start in four heats of four laps each, there are normally eight karts on the grid for each race. Points are accumulated during the evening and the 16 highest points scorers go to two semi-finals of six laps each, with the first four from each semi going forward to the final which will be eight laps followed by Champagne and Trophies for the first three and a trip to the bar for everyone else!

Thanks to the generosity of an anonymous sponsor the cost has been kept down to £30 (Cheques payable to 'Trax' please), entries will be accepted on a first come first served basis.

Where is it? Trax Karting and Leisure, Olive Grove Road, Sheffield, 2 Telephone 0742 731721. When is it I hear you ask? Tuesday 4th February 1992, mark it firmly in your diaries and send your cheques to:-  
 Chris Seaman (that's the elderly Brabham one from Sheffield)  
 Seaman Photographer Ltd  
 193 London Road  
 Sheffield  
 S2 4LJ  
 Tel: 0742 585695

Bolton  
2.11.91

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Dear Pat

I would like to add my voice to recent arguments for the retention and possible revision of the Touring and Marque Sports Cars classes. Whilst shortage of entries can no doubt be blamed partly on 'hard times', I believe that many would-be entrants are discouraged by their lack of competitiveness against the very highly developed cars which have been taking the honours in recent years.

Roy McNeill is absolutely right when he says that new people should be encouraged to enter the sport, and these classes represent the only avenue for an enthusiast to dip his toe in the water, without a very large investment. His point about spectators being able to relate to some of the cars they see is also important, we need some classes that are relatively slower to make the fastest cars look fast. Variety and well turned out entries is what makes for interesting spectating.

In the very early days of Harewood and other local events using BARC Yorks classes; fairly standard road cars on road tyres could be class winners. Racing tyres, let alone soft compound slicks were not available then.

It was not long, however, before leading contenders cars became of a specification very different indeed from that of their production counter parts, leaving nowhere to go for the hopeful beginner.

My view is that these classes should be open to only genuine road registered cars, driven to the event, run on road tyres of strictly limited width, perhaps with some sort of handicap applied based on model acceleration figures or previous driver/car performances. Other restrictions to help keep costs down could be:-

- a minimum ground clearance
- original induction system type and choke sizes

no LSD unless a standard O/E fitment  
Those wishing to modify further with all the necessary 'cutting about' of their cars can be accommodated in the faster classes.

As a competitor on and off for many (very many) years, always in these lower divisions, I do have an axe to grind, but believe there are many who will share with the jist of my views.  
Yours faithfully  
David Gould

**BARC YORKSHIRE CENTRE  
COMMITTEE MEETING  
4 NOVEMBER 1991**

The lease of Harewood Hill was discussed and various suggested revisions, which will be relevant to the development of the site, were approved for presentation to the Council.

We are still planning a Kart evening, and a provisional booking has been made for February in Sheffield.

The reorganisation of the operation of the Committee and the running of the Centre's events was again the subject of a long and constructive discussion.

C Chris Seaman	1	31	51	61	61	51	61	61	31	51	51	31	41	50:	91	50:	1	
C Brian Kenyon	1	31	61	51	61	61	51	31	01	01	41	31	38:	01	38:	2	2	
C Peter Herbert	1	01	61	41	01	61	41	51	31	41	61	01	01	30:	01	30:	2	
M Boris Hardcastle	51	01	31	61	61	31	31	31	31	51	31	31	43:	61	37:	4	4	
M John English	1	51	61	61	31	51	31	31	01	01	31	31	40:	31	37:	4	4	
M Graham Wride	1	61	31	31	51	31	31	31	51	31	01	31	40:	61	34:	6	6	
M Penny Townsend	1	61	61	31	31	31	31	31	31	31	31	31	42:	91	33:	7	7	
C Don Williams	1	31	01	51	01	31	51	31	31	41	41	31	36:	31	33:	7	7	
M David Dalrymple	1	51	51	31	31	31	31	31	31	31	31	31	40:	91	31:	9	9	
C Sam Reach	1	31	01	31	61	51	31	61	31	41	41	31	43:	61	31:	9	9	
C Pat Kenyon	1	31	31	41	01	31	31	51	01	01	31	31	30:	01	30:	11	11	
C Jim Godwin	1	31	01	41	41	31	31	31	31	31	31	41	36:	61	30:	11	11	
C Peter Read	1	01	51	31	01	61	01	01	31	61	51	01	01	20:	01	20:	13	13
M Harry Mason	1	01	31	31	31	31	31	31	01	01	31	31	27:	01	27:	14	14	
C Tony Briggs	1	01	31	31	31	31	31	31	31	31	31	31	33:	61	27:	14	14	
M Anne English	1	31	31	31	31	31	31	01	01	01	31	31	27:	01	27:	14	14	
C Leon Rachellier	1	01	01	31	01	61	31	51	31	51	01	01	01	25:	01	25:	17	17
C Chris D Seaman	1	31	01	01	01	61	01	61	01	01	01	31	21:	01	21:	18	18	
C Roger Allen	1	01	41	51	61	51	01	01	01	01	61	01	01	20:	01	20:	19	19
M Tim Smith	1	31	31	31	01	01	31	31	01	01	01	01	15:	01	15:	20	20	

Please address any queries about the above results to Boris Hardcastle, 8 Hunger Hills Avenue, Horsforth, Leeds, LS18 5JT  
Tel:0532 584903

**HAREWOOD REMEMBERED  
A REVIEW OF THE  
1991 SEASON**

PETER HERBERT

The true significance of the year of hillclimbing at Stockton Farm that has just come to a close may not be known until plans for the 1992 running of the course are revealed. However it is possible that 1991 was the final season of the hill as we know it. What is certain is that the season which has just ended was one of changing fortunes. New talent came to the fore, established talent often had a hard time. Whilst the weather varied between gas Mk10 heat and wind and rain, the like of which has rarely been seen outside a Sunday afternoon screening of 'The Cruel Sea'.

The control bus window swung open for business on ten occasions, once for pre-season practice and nine times for competitions, six of which counted towards the Harewood Hillclimb Championship. The introduction by the RAC of a new class structure was to have a significant effect upon entries, even though it had little effect upon the outcome of the Championship. Indeed it was the traditional Harewood Formula Ford, Marque Sports and Touring classes that dominated the top ten finishers. Yet sadly the absence from the hill of such stalwarts as Doug Bruce and Steve Openshaw (Capri V8) and Leigh and Terry Whiteman (Fiat 600 Alfa) was testament to the manner in which innovative and entertaining Special Saloons have been rendered uncompetitive overnight by the sport's governing body.

But enough of the politics, what of the racing? Let's look at the classes individually in the order in which they generally appear in the programme. A programme, incidentally, that in context and presentation continues to set a standard unsurpassed at any other venue in the country.

With the defection to circuit racing by the Casey's, and Martin Brobyn's move to Marque Sports, the domination by Minis of the small

Touring Car scene was no longer total. When not merged with the corresponding Marque Sports class the Harkness brothers' Nova enjoyed considerable success, Geoff in particular proving very quick. However, on the occasions that Michael Holroyd's immaculate classic spec Cooper S showed up, he showed everyone that a determinedly driven Mini is still a class act.

The mid-range Touring Car division proved a breeding ground for some exciting new talent, and impetuous student Sam Roach put in some splendid displays in his RS2000 MkII. But on their occasional forays from deepest Dorking, Roy and Judy McNeill set the pace in their fuel injected RS2000 MKI, whilst the hard charging Allan Templar was always good value in the Toyota Corolla GT.

Settle domiciled Sierras were the focus of the large class, Garnett versus Hargreaves, Cosworths at dawn. Initially the less experienced John Garnett held sway over established front runner Richard Hargreaves, a hint of desperation creeping into the latter's normally immaculate driving style as the duo traded class records. Then Richard secured backing from Jim Russell Racing and seemed to move up a gear, shattering the class record to make it his own, and finally winning the Harewood Championship. Few who witnessed it will forget Richard's Montague Burton trophy drive that put him amongst the very best during the top ten run off.

Small Marque Sports, the long time undisputed domain of one of hillclimbing's most successful partnerships, Brian and Pat Kenyon, was subject to quite a shake up with the arrival of Mini ace Martin Brobyn and Chris Seaman the younger. Both these drivers dipped below Brian Kenyon's long established record, with the mark finally falling to Martin. However the revelation of the class was the able Seaman, the diminutive burglar alarm engineer leaving his fellow Spridgeteers for dead whenever the rain arrived.

Harewood specialist Brian Lee dominated the middle Marque division in the yellow Elan he drives to events from his Leeds home. Indeed Brian was never beaten, which may encourage him to try other venues.

The larger Marque Sports Car grouping was more open. When they appeared, John Yardley played Mario Andretti to son Tony's Michael Andretti, the pair trading ever quickening times in the mighty Marcos Mantula. No match for Rover V8 grunt, Don Williams's V6 Gilbern Invader was generally closest pursuer, and class pace setter when the Marcos stayed at home.

Formula Ford was as competitive as ever, and the Van Diemens of Tim Mason and 1990 Champion Roger Kilty were only narrowly pipped by Mr Hargreaves for the 1991 Harewood title. John Bennett, the class record holder, was always on the pace when entered, while Stuart Abbott, Mick Moore and the Pacer of Jon Collinge showed well.

The first of the new RAC classes, small Modified Production cars, usually developed into a battle between the well campaigned Midjet of the Hutchinson family and the pushrod Ford powered Westfield of Peter Herbert. However the regulars were blown into the weeds whenever Davrians came to town, no match for Mark Britt and the canny Harry Simpson. The BDA Westfield of the Blenkinsops was also a force to be reckoned with.

Next class up was Caterham country, Bob Dayson and Leon Bachelier enjoying some fine dices. Yet in their absence there was a variety of pace setters including the 'Maestro' and 1991 Leaders Sprint Champion Graham Oates in the Europa, Mike Donner's beautifully prepared Elan and Paul Nutter's enthusiastically conducted Escort.

Chris Ellett's Dutton Phaeton generally had the legs of the larger Mod Prod class, although Haydn Spedding's fine old E Type remained a force to be taken account of, as did Tony Bancroft's often temperamental Porsche Turbo. Mike Kerr's yet to be sorted BDx engined Westfield was an interesting late season contender, and its progress in the hands of spannerman Dave Twilton, a hillclimb novice, gave the patron cause for thought.

Clubmans Sports Cars twice set times good enough for FTD and were always amongst the quickest cars on the hill. Flanagan and Allen, perhaps better known as Peter Read and Roger Allen, regularly made their pilgrimage from Essex worthwhile, the Mallock conducted with considerable verve. Popular Scots 'Uncle' Bill Wood and daughter Lesley were also very effective pilots from afar, while good old Joe Ward had a fine season in the Ward WDBM.

Sports Libre was not always well supported, and poor Jim Godwin often found himself alone in the small capacity division. When the Sylva Striker did have company it was often of the calibre of Bobby Fryers' Solo Stiletto or Mike Lee's ultra quick Mallock, something Jim would cheerfully have done without. Tom Hammonds was always a spectacular favourite in his hissing and chattering stable of ex-works Quattros, joining George Tatham's rumbling McLaren and Don Burt's NG TCR in the larger class on occasion.

The four Racing Car classes generally provided FTD. Glyn Sketchley, Mark Coley and Ian Blunt were usually to the fore amongst the 500s, although the Jedis were pushed hard by Dave Butlin's OMS. Steve Owen creations were also on the pace in the 1100 division in the hands of wife Lynn and Peter Green, but were no match for Mr Jedi, John Corbyn, or the Hi-Tech of Phil Jefferies when they appeared.

Chris Seaman Senior and Darell Staniforth had some electrifying tussles in the 1600 class in Brabham and Quest Terrapin, but neither managed an FTD this season, despite the former using more than his fair share of the track in coaxing the old girl to the summit. The honour of most outright wins fell to Steve Owen, the Leeds OMS constructor's unflustered style taking him to three victories, one more than former RAC Hillclimb Champion Charles Wardle in the Repco powered Pilbeam. For John Lambert it was a character building year, his turbocharged Pilbeam's long distance wheel throwing record still the talk of the Quarry marshals post. Ray Rowan still holds the outright hill record, an achievement that may stand for all time should the course be extended.

So there you have it, another season consigned to the memory bank. I'm missing it already.

THE INCLUSION OF ANY ARTICLE IN THIS PUBLICATION DOES NOT IMPLY THAT THE CLUB, ITS OFFICERS, ITS EDITORIAL STAFF OR ANY OTHER MEMBER SHARES ANY OPINION EXPRESSED THEREIN.

**RAC MSA SPEED  
EVENTS OPEN DAY  
SATURDAY 26TH OCTOBER  
BRIAN KENYON**

Pat and I undertook the long trip down to Colnbrook to see if any changes were likely to be made regarding the class system etc. What follows is a quick precis of the discussions.

Jeremy Bouckley of Shenstone & DMC put forward proposals to reduce the cost of competing in the RAC MSA Hillclimb Championship:-

1) to limit each venue to one visit per year, this proposal to come in force in 1993

The committee were non-committal but many people present thought the point had some merit.

2) to limit tyres to be used on the day to one set, to come into force in 1992

A good idea but would require strict policing, yet again no firm commitment from the committee.

3) to reduce the capacity of racing and sports racing cars to 2 litres for championship purposes, this to be implemented in 1995

Very little comment, most people present not committed to the classes that would be affected.

4) to ease licensing restrictions throughout the European Community to enable competitors to pop over to the continent for the odd hillclimb etc and to encourage people to join in the European Championship

It was thought that this should be allowed to develop under its own steam.

5) to enable disabled drivers to have more competitions available to them and also to provide viewing areas for spectators with disabilities

Well supported by all present but ultimately in the hands of individual clubs.

During the discussion on tyres, someone proposed a control tyre to be supplied by a single tyre manufacturer and to be used by everyone in sprints and hillclimbs, except those in the road tyred classes. This was strongly opposed by the floor and a member of the committee pointed out that the RAC MSA was in enough trouble with the Monopolies Commission as it is. The idea was not supported.

Mr G Turner of the Morgan Sports Car Club had the following items for discussion:-

1) members of the above club are concerned that Westfields competing seem to have a wide variation of specification, ie no two are the same and they appear to be prototypes

The committee expressed concern over the matter and would consider it in their later deliberations

2) dogs at speed events, there should be a total ban

The committee seemed quite happy with the present regulations as per Blue Book

3) Mr Turner expressed concern over the effect of the introduction of fire-proof overalls for all speed event drivers, this would obviously deter the once a year type competitor. He further proposed a one day speed event licence to help the occasional competitor.

The committee's position was that although they had sympathy with his points, their insurers, or a coroner, would not take kindly to someone being burned no matter whether he was a regular competitor or a first timer and unfortunately a universal rule has to apply.

Mr T Hook, of BNRDA (British National Drag Racing Association) made the following points:-

1) the requirement regarding ignition kill switches could be dangerous on drag race vehicles as fuel could continue to pour into the super-chargers which would hydraulic and blow them into orbit. Further to this they wish to be consulted by the committee discussing nitrous and other exotic fuels

The committee stated that they are to revue all aspects of drag racing including a possible ban on 'run what you bring'

Mr T Johnson of Brighton and Hove Motor Club raised the following points:-

1) circuit breakers and three point seat belts, could the rule be clarified regarding road going cars

Circuit breakers will not be required on standard road going taxed and insured vehicles.

Mr K Schollar raised the following item:-  
1) eligibility scrutineering at speed events

The committee seemed to think that it was adequate at present, the body of the meeting took the opposite view, in fact when a vote was put to the assembled throng, there was only one person who was happy with things as they presently stood. The committee in reply said that the tightening up of eligibility would cost the competitor more as more manpower would be required. Brian Kenyon made the point that eligibility checks have been made at Harewood and will be made in the future without any increase in the scrutineering staff required, the point being that when the initial scrutineering is over, other than re-scrutineering after an incident, the scrutineers are available at any time to check any car. The committee were unable to take this on board and insisted that it would cost more.

Mr M Dorsett  
1) proposed exclusive saloon car classes in the RAC Championship speed events

Class 1 Saloons Group (N) type running on road tyres with limited modifications excluding turbocharged and four wheel drive cars

Class 2 Modified Group (A) type, tyres free and including cars excluded from class 1

This caused considerable debate as virtually everyone present was concerned with the domination of the production type classes by Lotus, Caterham, Westfield types.

The committee seemed to think there was little or no problem despite all the protestations of those present and the many letters that they had received from people who were not available on the day. Brian Kenyon suggested that classes should be adopted for the 'Locaterfields' and that the problem of class uncompetitiveness was not solely the province of the saloon car but also of the 'proper' sports car and that they should be separated from the kit car types. The committee reiterated, after questioning by BK, that there would continue to be twelve classes in their championship, and no more!. BK asked why, the stated reason was that it was

# JIM GODWIN'S

PETER HERBERT

Plucky Yorkshire Centre Member and intrepid Sylva Striker driver Jim Godwin emerged from the shadow cast by all those nasty Westfields to take a surprise but worthy outright victory in the Hillclimb and Sprint Association's final sprint of the season at Curborough on October 20th. Qualifying for the run-off by dint of winning the 1300 sports Libre class, the Rossendale computer engineer secured the Alan Payne Memorial Trophy by improving upon his qualifying time by the greatest margin. In a field that included Roy Lane - Tiga C2; Barry Lines - TVR Tuscan; Roger Thomas - Westfield-Vauxhall; and Sarah Blenkinsop - Westfield - BDA; the diminutive Sylva was hurled through Curborough's tortuous infield with some commitment, so proving that cheap and cheerful can come out on top in an imaginatively conceived competition.

The legendary Ron Taurenac, himself competing in Murray Rainey's very original Cooper 500 presented the awards at a jokey little ceremony presided over by Russ Ward. Some of the most worthy recipients were the competitors in the pioneering disabled class, their enthusiastically conducted hand controlled cars as various as a Metro, Sierra, BMW 325i and Porsche 911. Although the admirable Godwin carried off the biggest of the silverware, even lowly third place men like your trusty reporter received beautiful little mounted metal steering wheels.

Nice to see an event where, despite the class he or she is in, a competitor has a chance of the premier award. An idea worth a try at a Harewood meeting perhaps?

impossible to cater for more at the two venues that had one day meetings.

Mr J Bowman suggested clarifications and re-wording of the Blue Book aimed at tightening up on the kit car modifications. Mrs Pat Kenyon asked if the committee could clarify what was a Lotus, Caterham Westfield etc as there seems to be considerable doubt as to their original specification.

The committee would consider the above matters but except for some small amount of manoeuvring there was little that could be done in this area.

Mr Ben Boulton suggested that cars in the 1100cc racing car class could be split by year or engine type. This did not receive a great deal of support as it was thought that the present situation was just one of natural progression.

A member of the RAC stated that the Blue Book would be late in 1992 and that we should start the new year using the old book.

4000yds/metres; this will be the new maximum length for sprints in the RAC Championship. It appears in the eyes of some, the man responsible for this change of direction by the RAC was Ken Ayres, but I know and I hope you all know, that the person requiring the kudos is Graham Oates who circulated a petition and got many, many hillclimb people to support the abolition of the 2500yd rule.



Jim Godwin rounding Farmhouse Bend

Photo: Anne Paterson

I know it's a Mini Cooper S  
I know it's the Historic Rally IoM (1991)  
I know the navigator's side has been damaged  
**BUT** can you believe the sponsor and the occupants!!  
- Yes, the small print shows two men of the same vintage as the car.  
[Max Harvey and Martyn Griffiths]



Cartoon courtesy of Nik Aveyard, with helpful hints to his fellow Class 4 rivals.

## RAMBLING ON MITCH ELLIOTT

Despite the lack of 'uphill motoring', this year so far has been busy. Unfortunately the rallying has ceased for this year, the crew having run out of money, with the season ending at the Borders Rally, the Tour of Flanders has had to be shelved for this year. My only competitive outing so far this year has been a Production Car Trial. Quite a good day out was had and I was pleased to come away with 4th overall in a field with several 'good' entries. This was done in a very 'hybrid' Mini just restored to roadworthiness having been 'bent'.

The Golf has been sold so next year will hopefully see different car and class, this year being a temporary respite.

On my own club front at Lincoln, things are busy, we have over the last couple of years got involved in local shows, at one event this year, as well as the usual display, we sponsored one of the jumping classes. I see this as useful PR work, talking of which, we are heavily into PR'ing around 200 miles of Lincolnshire in readiness for running the Inter-Association Navigational Challenge on behalf of the RAC. We feel very lucky to be given the opportunity to run what is Navigational Rallying's top event with teams from all over the UK expected. After a while, one gets to know what the postman has to endure, the knack of getting from gate to letterbox and back without leaving parts of essential clothing between clenched snarling teeth is soon mastered.

A club member on the bike side sprints a Kawasaki in one of the 'street' classes and I went along to the recent George Brown Memorial Sprint held at nearby Blyton Airfield. Main attraction was 'Nero' and 'Super Nero' brought along and paraded by George's son, and what a wonderful noise they made too. A full and varied entry ranged from an immaculate (and fast) 1924 Douglas through to modern (and blindingly fast) drag bikes. A varied entry of sidecars and three wheelers was also present including well known Morgan racer Bill Tuer, who was also riding a Lawrence of Arabia Brough Superior.

Quickest run was a 'modern' Suzuki drag bike with a 9.8 sec, 158 mph run, close behind was 7 times NSA Champion Dave Houghten with a mid 10 second run. Sadly the day was soon to end, Dave Houghten lined up for his second run, a superb 10.1 sec, 142 mph run bode well for a good day's competition. For a reason not yet disclosed, rider and machine parted company on the slow down, Dave succumbing to his injuries shortly afterwards. The irony was that he had come out of retirement for the event and Classic Bike was present doing a profile. Out of respect, the rest of the meeting was abandoned.

Blyton is a disused airfield which also hosts a junior moto-x course(s) and First Time Racing and Rallying are also based there. It is one of a number of venues that I am sounding out as possible 4-wheeled speed event venues.

Are there any members who remember the old Nettleton Mine Hill? The road still exists but subsidence and landslip has taken its toll, information would be appreciated [Tel:0522 - 792194 (H)]. I believe it was last used in the early sixties.

I am sure I have bored everybody by now so I will sign off.

## FOR SALE

WARD MK 8 CLUBMAN  
Hillclimb/Sprint car  
All steel 1700cc Holbay engine  
Quaife/magnesium box  
In excellent condition and ready to race  
Lots of spares inc panels, spare wets  
Price £7000

## REYNARD SF79 SINGLE SEATER

Fitted with 1600 all steel Holbay engine  
8 and 10 inch wheels with Avon low profile tyres  
This car is in very good condition having recently undergone complete rebuild with quite a few new parts  
Price £5500

Contact Joe Ward, 'Greenacres', Middleton,  
Pickering, North Yorks, YO18 8NU  
Tel: 0751 73680

## FOR SALE

CHRIS ELLETT'S METRO ROD  
DUTTON V8

RAC Leaders Hillclimb Class C  
Championship winning car  
Sold with 290 bhp V8  
£4500  
or less engine  
£2500

Includes spares and trailer  
Price negotiable  
Ring: 0244 345842 for full spec

## WANTED

TRAILER

Suitable for MG Midget  
Extremely Cheap!  
Ring Nik or Julie on 0532 529112

## FOR SALE

Four flat topped 1600cc Ford Pistons +60 thou  
Very good condition  
£30

Tel: Peter Herbert 0325 3774656

## FOR SALE

Sam Roach's Mk2 Escort 2.0 (Class 2)  
Several 1991 Harewood class wins  
Full specification, very good mechanically,  
sound shell  
£1500 or offers

Contact Sam or Peter Roach for full details  
0532 661071



Sam Roach's Mk2 Escort powering up Quarry Straight

Photo: Anne Paterson

# SPEED CLASSES FORUM

10 NOVEMBER 1991

Present: S N Clark (in the Chair), C G Seaman, B  
enyon, J M English

3 members attended

The meeting started at 10.30am

Mr Clark addressed the meeting and explained about the possibility of the track extension.

Mr Kenyon went over matters discussed at the RACMSA Open Day held at the end of October: visible viewing area, can we provide this facility

logs at speed events, the RACMSA close their eyes to this if they are kept in the backaddock and under control.

Eligibility Scrutineers, the RACMSA say that this will cost extra.

Mr Kenyon said that the gravel traps need smaller stone (agreed to do something about this for the future for the new extension and the old track)

Requests for classes for standard cars, Mr English said that part of the ongoing discussions within the BARC was to provide classes for standard and road modified cars, these will be used in the future on Easter Saturday, and it will be looked into using these at the Novice day meeting. Also it will be looked at to have 2 one day meetings with a novice event the day before the main event.

Allan Staniforth suggested 50 yard markers to all the corners.

Combining Marque and Touring classes, Mr Seaman explained that it was the intention to mix these classes until 1995.

Don Burt asked if we could put together a list of costs of how to start motorsport. Peter Herbert is preparing an article on this. Mr English asked if the centre could use this for information to new members, this was agreed.

It was asked if there could be 3 practice runs on Saturday plus 1 on Sunday.

Under the new arrangement Martin Brobyn asked if there could be more class runs per competitor. Mr Clark said this may be possible, needs to be specified in the final instructions.

A 'school' was suggested, Mr Clark said this may be possible under no times competition type of event, but this would need to conform to the Planning Restrictions.

Target times for the new course, Mr English said that these will be reviewed.

Peter Herbert asked that the Class A bogey reviewed.

Mr Clark thanked everybody for their attendance and left the meeting at 12.25. The meeting continued with Mr Seaman in the Chair.

To be discussed - Classes 1 to 7

Seaman proposed that these be set to 1995 with minor modification, this was agreed. Formula Ford year is moved to 1988.

Touring and Marque cars, wording of the regulations to suit Mr Tarbet's thoughts on mats etc.

Martin Brobyn asked if more cars can be checked for eligibility.

When will the new target times be published? Mr Seaman said these will be reviewed and published in the next available issue of the 'Times'.

Martin Brobyn asked about bogey times for new course, and how they are to be calculated, he has various thoughts on this. Mr English asked if Martyn would join the meeting

when target times are calculated, Mr Brobyn agreed to this.

The question was asked if Westfields and Caterhams would be allowed into the Marque classes, Mr Seaman said no and explained the reasons.

Top ten run offs were raised, the people present were against FTD run offs, other run off types were put forward. Mr Seaman said that this was under observation by the committee. Many competitors did not like the FTD run off at the end, and they were not popular with the spectators. Martin Brobyn suggested all competitors be balloted on this. Meetings with 3 class runs were more popular, or 1 extra class run for all class winners instead of a top ten. It was suggested that a new format be tried on the Novices Day.

Competitors asked for more control on competitors arriving on time and practising on time.

The meeting closed at 13.15

John English

## HISTORIC RALLY THANKS

TIM BENDELOW

As Chief Marshal for the Rally Britannia on Sunday 24th November at Harewood, I would like to thank all those who helped out through the weekend. Firstly, the hardy stalwarts who spent the days before and the day after setting out and cleaning up - you are the real stars; without your efforts we would not have been able to run the event.

Then to all the 'regular' Harewood marshals, those who we see only occasionally, and the new faces - friends of regulars plus those from other clubs (Malton, York, Pennine LRC and a host of others) who were new to Harewood - thank you.

Yet again the Harewood competitors turned out to lend a hand and it was good to see them in a different role - most of whom said they enjoyed the task!

The only problems seemed to be with a Beetle losing a wheel and a Healey holing its radiator during the morning. During the first runs I was at the stopline and was able to chat to the competitors. Most said it was very slippery but enjoyable and only a few complained about the roughness of the stage. It was nice to see the current hillclimb champion Martyn Griffiths co-driving Max Harvey's Jaguar MkII - Max saying that he hadn't noticed the dip between our land and the next door farm. Roy Lane was also out in a Lotus Cortina and enjoying himself, although he lost 35 minutes on a motorway section later in the day dropping him down the order.

My thanks again to all those who came to Harewood to help BARC Yorks run the stages, without you the Duckhams-Heritage Rally Britannia, supported by Moss Europe' could not have run.

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A VERY HAPPY CHRISTMAS  
TO ALL OUR READERS

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**CARS VISIT DONINGTON**  
**OR**  
**THE BARC 'OKTOBERFEST'**  
**TONY HODGETTS**

We'd heard that they were very big, noisy, very fast and highly spectacular, but we weren't really quite prepared for the sight which greeted us when we rolled gently into the Donington paddock in the small hours of Friday morning for the first day's untimed practice. There must have been the thick end of fl million on display in the murk - and that was just the transporters! Apparently there is more money fighting to get to the surface than in anything other than Formula 1, and the GTCC certainly gives value for that outlay.

The next culture shock was to find that all the Donington pit garages had been carefully carpeted. I kid you not; wall to wall dust absorbent carpets, on which were sitting the most delectable selection of saloon racers you've ever seen. Remember, this championship has a certain reputation for being a bit - er - physical and here was a collection of executive saloons which looked as though they had been prepared for the stands at Motorfair, never mind 'showroom condition'.

The untimed practice sessions were relatively sedate, being obviously the time to find the way round an unfamiliar venue, but on the Saturday it began to heat up. The first sixteen in practice get an automatic entry into the final, but the remainder have qualifying races, and the number of tyres is strictly limited, so the qualifiers have a very tricky calculation (I think they pray for rain, for then the tyre rules change) to ensure that they do not blow their chances. As it happened, there were exactly the number of runners which would be allowed to start, so the Saturday race became rather academic. But somehow, that hadn't filtered through, and the physical side started to come into evidence; this was particularly apparent in the person of Ellen Lohr, who must claim descent from Boadicea, as she dealt with several mere males in very summary fashion, rather like Campesi going for a touchdown. They get entries of 90+ at home which must be frightening!

Before the real racing, the Clerk of the Course gave the customary briefing to the drivers. Now this usually takes the form of a severe bollocking to the errant, by way of warning as to what will happen if they transgress further. This time Dennis Carter was just getting into his stride when he found himself the target of a well aimed bread roll, which was followed by similar missiles in indication that they were big boys and knew how to behave. The light-hearted air continued on the grid, where several mechanics were bent on finding out if it was true what they'd been told about Scots in kilts as the pipe band marched and counter-marched. Then suddenly they were on the pace lap, the light went green and you saw at once why the series draws such crowds and such television coverage.

Steve Soper got the drop on Frank Biela as the mob thundered down into Redgate and managed to keep ahead for twenty laps by dint of using every available inch of road and more, but the big Audi finally got by and stayed ahead - just - to win by less than a second. Someone

commented thoughtfully that the Audi advantage was probably that when it got airborne, the first corner that touched down was driving!

Now there is a ten minute break between the two 25 lap races to allow minor fettling, but there is also a crafty rule which allows a swap to a declared T-car, which then starts from the back of the line, behind those who retired in the first race but managed to start in the original car. If you follow me. The first restart lap was a nightmare for the Judges, as several unexpected cars with long numbers appeared, steaming past slower starters as they sought to get into contention again. But up front the battle was as before, though this time Biela was in command and Soper tried every trick in the book to get by, without success. So the Series Champion Frank Biela's Audi V8 Quattro ran out the winner.

Now some of the things which made for thought. The winner will be handicapped next race by having to carry ballast - Soper was carrying 45kg that day. The series officials were efficient and good humoured, and we all enjoyed ourselves. Most noticeably, every driver who was interviewed made some comment on how well others had driven, unlike the garbage produced by a leading F1 driver recently. Altogether a much more enlightening spectacle which suggests that with proper control and mature participants it's still possible to have close and exciting racing without ill feeling.

The German visitors were very complimentary about their reception and the organisation, and the very large crowd was very appreciative of the whole proceedings; we hope they will be back next year, and if they are, so too will I be! Ten seconds a lap quicker than BTCC.....More, please!!

**WANT TO BE FAMOUS?**  
**PETER HERBERT**

As members may or may not be aware, depending upon whether they can afford to read the magazine, I occasionally have articles accepted by Autosport. 'Will the real Chris Seaman stand up' and a few Harewood reports are my most notable pieces to date, and during the coming winter I have one or two more jems in mind.

My idea is that if any members have any interesting plans for next season, and would like some national coverage, then let me know either by telephone or post and I will try my best to get something in print. Of course there are no guarantees that my articles will be accepted, and inevitably they are chopped and changed, and have the bad gags removed. But over winter, even Autosport must get short of news, so it's worth a shot.

I can be contacted by post at Bianca Cottage, Aldborough St John, Richmond, North Yorkshire, DL11 7TL or by telephone on 0325 374656.

What do I get out of it? A modest fee from Autosport and a massive buzz from seeing my work in print. What do you get out of it? Fame.