



BARC

JULY 1992

CHAIRMAN'S LETTER

Dear Members

Well, the new hill has opened. The Gods were kind as the sun beat down on us throughout the whole weekend ensuring a very relaxed and jovial atmosphere was enjoyed by all.

We enjoyed a massive contingent of Ferraris together with a competitive and representative entry on both days culminating with a Hill Record for 'Old' Chris Seaman.

My special thanks go to the contractors Houseman & Falshaw for all their efforts in creating an excellent surface which was ready ahead of time, also to all the competitors and marshals who gave so freely of their time in setting up tyre walls and equipment, also to Paul Stringer who engineered the project very thoroughly with his team at Martin J Male and last but by no means least the committee and the council without whose support it never would have started.

It now remains for the public, the sponsors and the competitors to pass judgement and if first impressions are an indication, we have a winner.

I trust you all enjoy returning to Harewood many times and assure you that a warm welcome awaits you.

Centre Chairman
Simon Clark

HAREWOOD TROPHIES

*Would anyone knowing the whereabouts
of the Wood Cup or the
Glenn Garnett Trophy
please contact
Pat Kenyon
0742 340478*

BARC YORKSHIRE CENTRE OFFICERS & COMMITTEE 1992

CHAIRMAN HON SEC.

Simon N Clark
John M English
32 Farfield Road
Knaresborough
HG5 8HB

VICE CHAIRMAN HON TREASURER HON COMPETITION SEC

J Richard Hardcastle
Peter Varley

HON SOCIAL SEC COMMITTEE

Tim C Bendelow
David Naylor
Antony J Hodgetts
Ivor Pashley

Chris G Seaman
0742 585695
Tim D F Thomson

Jim Johnstone
David Dalrymple
John Staveley

*Articles for the next edition
of the Times by 4th July 1992*

please to the Editor:-

*Mrs Pat Kenyon
4 Leslie Road
Hillsborough
Sheffield
S6 4RB*

Tel & Fax 0742 340478

WANTED

Person to take over responsibility
for promotion and publicity
for the Harewood Hillclimb
*People with experience
in sales and promotion
would be ideal
Anyone interested contact
Simon Clark*

NEW DAWN

PAUL NUTTER

At last the moment we've all been waiting for has arrived. No, not my debut attempt at report writing but the first use of the extended course at Harewood. With the may weather being unusually warm and sunny, the scene was set for an excellent day's racing. The day opened with a short ceremony on the startline after which the competitors had to indulge in a convoy run round the course before lining up to kick off properly.

The Novice and Newcomers Meeting was a round of the MGCC Moss Norwester Speed Championship and the Castrol Ferrari Challenge and these classes boasted nearly half the total entry. It was a pleasure to see such a large collection of these fine exotic supercars. The Ferraris were nice to look at too!

Practice commenced with the drivers getting used to the new section and trying to discover the right line through the Esses and Chippy's bend. (Is there a right line through here!!! answers on a postcard to.....). Country Corner also caught out a few drivers as you approach it far quicker than before.

The class runs began with the small Touring Cars being merged with the sole Spitfire of Dave Kitching and it was the Marque Sports driver who took the honours 1.46sec clear of Mini men Carl Austin and David Milner. Carl making a late run into 2nd after breaking a CV joint exiting Orchard.

Due to non-starters John Garnett in Class 3 had an immense task on his hands with fierce competition from his shadow but he responded with a storming run of 62.84 in his cunningly disguised Landrover.

The two litre Marque Sports Class was weakened when Mark Richard's TR7's engine decided it didn't fancy a day out at Harewood and promptly bent eleven out of sixteen valves barely a mile from his home. So it was John Dignan who took the class in 72.14 well clear of the Frames' Morgan +4.

The Formula Ford class was won by Stuart Abbott in the Van Diemen RF86 being just under two seconds clear of Tony Briggs in his Sparton FF81 with Julian Glass a very close third in the Merlyn Mk30.

Chris Seaman the younger set no alarm bells ringing (pun unfortunately intended) by winning the MG Car class with an impressive run of 65.94 although not far behind was Dave Farrar's 1400 engined car on 66.55. Steve Mallinson put in another sound performance to clinch third place in his shared Sprite whilst Alastair Crawford put in a spirited drive to finish fourth in class.

Class 10 saw the largest entry ever for a UK hill-climb and short course record holder and Centre Chairman Simon Clark looking the favourite in his 328GTS. However it was Christian Mineeff who took the class with a superb time of 66.25 knocking over two seconds off his first timed run. Simon, after leading after the first runs, had to settle for second place with a very quick run of 67.21 whilst John Swift and Sheridan Williams took third and fourth respectively in their 308GTB's.

The RAC classes began with the shared Mini of Bob Wick and Neil Diver taking first and second, Bob's run being nearly a second quicker than Neil's.

A good entry in the Class B Modifieds saw the Westfield of Paul Reynold's take top spot with a time 0.42 seconds quicker than Caterham Super 7 pilot Richard Stevens. Richard's time of 64.32 was however good enough to win him the FTD by a Novice Award.

The over 2 litre Modifieds were merged with the over 1600cc Sports Libre cars and it was Christian Mineeff who took the class in 66.16. This was Christian's second class win of the day, a very rare feat at Harewood. The Sylva Striker of Richard White was in second place nearly one and a half seconds behind Christian.

Class D Clubmans was won again by the evergreen (sorry Joe, evergreen) Joe Ward in his nifty Ward WD8M leaving John Gartside and the Slinns in his wake.

The 500cc Racing Cars of Ian Blunt and John Corbyn contested Class H and it was the latter who prevailed although Ian Blunt had a 'moment' coming up Quarry Straight on his second run slightly damaging his Jedi.

Last but not least were the 1600 Racers and it was Paul Rendle who set the quickest time with a 62.57 effort although old father-time himself Allan Staniforth improved enormously over his first run to finish only a third of a second adrift in the Quest Terrapin.

With the organisers trying a different type of run off there was some confusion over what was happening. Chris seaman returned to the paddock after changing and trailering his car, only to be told that he was in the run-off. However he opted not to run.

In the run-offs John Garnett took the prize with an excellent run of 62.707 beating the bogey by 17.54. John Corbyn was second with a time of 60.93 (beating the bogey by 16.30) with Stuart Abbott third on 64.05 (beat the bogey by 16.19). The star of the run-off though was Paul Rendle

who not only set the FTD and the new hill record but became the first and only man to beat the minute barrier.

And so ends my first (and probably last) attempt at a Harewood report. My apologies if I have missed anything obvious but I did spend over and a half hours away whilst taxiing Carl Austin back into Leeds for some tools and to purchase a new CV joint. All in all, it was a very successful first running of the new course and congratulations must go to all those involved in the planning, organisation and running of the event. It bodes well for the future of motorsport at Harewood. (P.S. Booker Prize nominations have now opened, hint, hint!)

RESULTS

FTD

Paul Rendle Chevron B49 59.90

Novice FTD

Richard Stevens Caterham 64.32

Best Improvement On Bogey Time Run Off

John Garnett Cosworth 62.70

1&4 Dave Kitching Spitfire 70.30

3&6 John Garnett Cosworth 62.84

5 John Dignan MGB 72.14

7 Stuart Abbott Van Diemen 65.70

8 Chris Seaman MG Midget 65.94

10 Christian Mineeff Ferrari 66.25

A Bob Wick Mini 75.01

B Paul Reynolds Westfield 63.90

C Christian Mineeff Ferrari 66.16

D Joe Ward Ward WD8M 62.78

H John Corbyn Jedi 61.58

J FTD

We think you will agree that Paul Nutter's style of writing is similar to his driving - flamboyant and entertaining

Photo:
Anne Paterson



THE FIRST HAREWOOD HILLCLIMB 62/92 BRIAN KENYON

As you all must know by now, a new page has opened on the Yorkshire Centre's Hillclimb saga with the opening of the new section of track which now makes Harewood the longest hillclimb course in the country.

The first hillclimb held on the old course on Sunday 16th September 1962 was a red letter day for motor sport in the Yorkshire area and those with a sense of feeling for history will be interested to know that three competitors who competed at the first ever event, were competing at the launch of the new track. Allan Staniforth, the doyen of the single seater brigade was present in a Mini Cooper in 1962 and achieved an equal second in class with another famous Yorkshireman, one Peter Kaye, also in a Mini Cooper. Bob Prest was contesting Class 3 Touring Cars category in a Wolseley 1500, Bob was not quite so near the front of the class as he is these days in his Mallock. Another past member who will perhaps not be quite so well known to you as the above was John Wilman. John was competing in his then reps. car, an MGA 1600. His allegiance has not changed much during the intervening period of years as on Saturday 18th April he was contesting the MG Class in a modified Midget.

Many illustrious names, some unfortunately no longer with us, competed regularly in those early days and it was fitting that the son of one, our present Chairman Simon Clark, was driving the first car to record a time when he broke the beam on 18th April in his Ferrari. In 1962 Simon's father was driving a little less exotic vehicle, a Sunbeam Alpine with which he won the Marque Sports car class up to 1650cc.

Many other people are still around like Committee member Jimmy Johnstone, who is presently rebuilding a single seater. All those years ago Jimmy was driving an Austin Healey Sprite and won the class by over two seconds.

If any present members were either competing in those days, or indeed as is very likely, their sons or relations are competing at this present day, we would be pleased to hear from them.

SEAMAN'S MISSION IMPOSSIBLE

PETER HERBERT

In weather conditions hillclimbers dream of the eagerly awaited extended Harewood course played host to the Yorkshire Centre's Members Championship Meeting on Sunday 17th May. Beneath an unrelenting sun competitors strived to come to terms with the new section of track, not to mention the increased speed at which the original course was entered plus the extra grip available from nice warmed tyres.

The new addition was generally well received, although perhaps not quite as quick as expected. There was also the feeling that the Esses was a little narrow with no room for error, but the surface was very grippy. At least in the dry, the startline in particular allowing drivers to drop their clutches at astronomical revs. The transition between the new track and the old did however catch one or two people out, sliding rubber seeking out the frictional disparity between the two surfaces.

Morning practice saw one or two people exploring the Esses sand traps, Barry Lines' TVR Tuscan and Phil Price in Leon Bachelier's Caterham being amongst those caught out in this region of the course. Indeed Phil spent so much of his morning off the track that some of his mischievous class rivals were threatening to ring Leon to advise him to reclaim his car quickly.

During lunch the Garnett motorhome was screening the opening laps of the San Marino Grand Prix, and a sizeable crowd of competitors and officials jostled for a glimpse through the open door as John relaxed while his personal trainer peeled him grapes. But soon thoughts of getting through Tamburella in one piece were replaced by those of Clark's and Chippy's, for it was time to go hill-climbing.

Touring cars as usual opened the show, and before a large sunbathing crowd Michael Holroyd hurled the immaculate Cooper S up the hill to a comfortable 3.23s victory over Brent Meredith's Fiesta. Paul Nutter was in splendid form in the middle class, pushing the Escort into some amazing angles through the Esses to almost a ten second win over Nick Arrowsmith's Alfa. Arthur Heaton was a game third, ably demonstrating at the wheel of the family Cavalier that fun can be had in any car.

John Garnett was sensationally quick in the four wheel drive Sapphire Cosworth, his winning time in the large class being even faster than Mike Kerr's Class C winning run. Should John ever be tempted to throw away the former taxi's trim and move into the big Modified Production division, a

lot of Leaders runners could be in for a surprise. Don Williams faithful Gilbern gave chase but was more than six and a half seconds adrift.

Chris Seaman Junior and Martin Brobyn faced up to one another again in the small Marque class, and on the first run Brobyn's Midget was 0.09s in front. But on the second Martin lost the MG coming out of the Esses and the lead fell to Seaman; and although Chris was unable to improve on his third climb, Martin's final ascent was just 0.06s off the pace to allow the Selby Kid another victory.

Harewood specialist Brian Lee, despite his customary win, was less than pleased with his day. Overheating tyres were part of the story, but the Elan driver was taking badly to what had been done to his beloved Stockton Farm. Meanwhile the TR7 trio of Trevor and Alan Cooper and Mark Richards dived for the places, the latter's presence being a major achievement due to an overnight engine change following valves meeting pistons the previous day.

Roger Kilty assumed his usual position at the head of the fifteen strong Formula Ford field, the Van Diemen RF85 a second up on Ken Bailey's similar car. Colin Wright's RF86 was a further half second behind.

There was unfinished business in the first of the RAC MSA classes. Peter Herbert's push-rod Westfield SE had been narrowly beaten by a 0.09s margin at Barbon the previous day by Sarah Blenkinsop's BDA powered SEi version. On home ground Peter wreaked his revenge with a 64.65s climb, 1.47 s ahead of his rival. Sarah's husband Ian was a further 1.40s adrift.

Two other drivers to take the opportunity of trying the new Harewood following Saturday's Barbon were Caterham pilotes Bill Bristow and Phil Price. Making the most of his new 1800 twin Cam Bill's winning 61.31s ascent was almost a second and a quarter clear of the Connaught Engines man, while the impressive Darren Soothill was a very close third in his Caterham which was shared with tyre man Tony Mekwinski.

The large Modified Production class saw Mike Kerr at last get the BDX Westfield really on song, although the close attentions of Richard Hargreaves' Sierra Cosworth kept the Mobil 1 driver honest. Barrie Lines' practice excursion left him unusually subdued during the afternoon, and for once the big TVR had to settle for third.

Good old Joe Ward just gets better and better, and he was within a gnats private parts of breaking the magic 60 second barrier. Peter Read

chased hard but the Ward WD8M clinched the Clubmans class by 0.30s from the Mallock Mk24. Although Andy Hamer's Mallock Mk27 pipped it for third, the Splinter of Peter Needham is being steadily developed into a front runner. The name incidentally refers to the car's rodent-like lines, Splinter being a Ninja-Turtle rat. Remember where you read it first!

In the Sorts Libre class Bobby Fryers' Solo Stiletto held sway over Andy Czakow's Sunbeam Stiletto by a 0.87s margin, while Bob Walker's troublesome Metro and Jim Godwin's Sylva were forced to helplessly look on; and Tom Hughes' Vision V88 saw off Bob Prest's Mallock 20/27 to the tune of 3.43s.

John Corbyn put in a superb sub-sixty second run in the Jedi to take the 500cc Racing class, and Alex Tyson's Royale ART921 had a comfortable four and a half second win in the 1100cc division. Peter Varley's March Pilbeam was the quickest 2 litre class runner from David Park's Reynard SF84/86, however it was a 1600cc class contender that took FTD. In his 22 year old Brabham BT30 Chris Seaman Senior outran the state of the art Vision of Peter Harper to set a long course record of 56.91s, Quarry Corner, the Seaman Bête Noir, proving no problem at all now that there is sufficient room to get the Brabham's rubber fully up to working temperature.

RESULTS

FTD	Chris Seaman	Brabham BT30	56.91
1	Michael Holroyd	Mini Cooper S	68.12
2	Paul Nutter	Ford Escort	69.25
3	John Garnett	Cosworth	62.20
4	Chris Seaman	MG Midget	65.13
5	Brian Lee	Lotus Elan	67.89
7	Roger Kilty	Van Diemen	62.61
A	Peter Herbert	Westfield SE	64.65
B	Bill Bristow	Caterham 7	61.31
C	Mike Kerr	Westfield 7	62.81
D	Joe Ward	Ward WD8M	60.18
E	Bobby Fryers	Solo Stiletto	64.62
F&G	Tom Hughes	Vision V88	58.63
H	John Corbyn	Jedi	59.65
I	Alex Tyson	Royale ART921	60.07
J	FTD		
K	Peter Varley	March Pilbeam	60.49

CROFT SPRINT

*Enclosed you will find regulations for the
Croft Sprint on Saturday/Sunday
5th/6th September 1992.*



Chris Seaman left everyone in his wake as he sailed to a comfortable class and FTD victory

Photo: Frank Hall

LETTERS TO THE EDITOR

Rawdon
26.5.92

Dear Pat

As a regular marshal, a Chartered (un)Civil Engineer and a reputed nut case, I was surprised when Messrs. Clark and Staveley approached me to help on a secret project involving the empty field, Harewood side of the start area.

A simple survey, a few lines on a plan and a single Bill of Quantities followed by an estimate - so began the Hill extension. The team of three became two when Simon generously opted out with those immortal words - 'I know nothing about design' followed by 'of roads, I mean'. Simon supplied pens, paper, offices and ash trays on several occasions as well as coffee (on one occasion). With the first draft done and estimated my involvement appeared complete. Things appeared to go wrong somewhere between Simon's office, Committee, Council and the holders of the cash, and little progress was made and the trail got lost in bureaucracy south of Watford Gap.

Just after Christmas, an excited Simon (I think he was excited) said that a modified extension to the hill had been passed by Council. The estimate had been trimmed and such luxuries as the car wash, the multi-storey paddock, the time-keepers coffee percolator and the Race Control bunker in Collingham all had to be waved goodbye. The Contract was let, the rain came, the programme of works was left with only 4 days tolerance however, those that built tyre walls etc were left with little to do on Thursday and Friday before the opening except dot the odd 'i' and cross the remaining 't's.

It was during Friday that I was carefully avoided by the Committee members when 'things had to be discussed'. I passed it off as 'committee business'; Saturday morning saw a new innovation for marshals - a briefing at the startline. A splendid idea particularly as it was day 1 of the new hill. I was rather concerned that all my 'friends' seemed eager to get me at the start on time, especially as I am normally last there, stand at the back and heckle, and I had heard Boris practising his speech (as C of C) all day Friday.

The briefing started punctually, Boris as C of C was there, Simon Clark as Club Chairman was there, John Staveley was there because Boris told him to be there. I stood at the back with the time-keepers - yes, Don Staveley put his coffee down and ventured out into the fresh air. I began to suspect something might happen but I did not have a clue what - yet I should have done.

Boris spoke in detail about the duties on the extended Hill. Simon spoke about the building of

the Hill and then, almost as though Surprise, Surprise or This Is Your Life had started - Simon announced that I had won the Derek Clark Memorial Trophy for my efforts on the new Hill.

I was stunned - I still am.

Having been left speechless (for a change) after receiving the Trophy, the smiles on the faces of all I knew told the story, I should have anticipated - The bloody lot of them had been in on setting me up in the nicest possible way.

My thanks to those who thought I should have the Trophy. I accept the Trophy as a team member, a team that believes there is now a great new asset at Harewood. I trust that all competitors will enjoy the hill as much as I enjoyed being a small part of the team designing the new course.

Yours

A Satisfied Marshal
Bob Wright

PS: I believe awards (wooden spoons???) should be made to the following drivers???) as a result of my observations from the Thomson Straight on Saturday and Sunday.

1. *To Stuart Abbott*

The first spinner in the Esses

2. *To Allan Staniforth*

For setting up the suspension on the above Formula Ford. (Allan is reading the contractual small print at this time)

3. *To Dave Kitching*

The first driver to find the gravel at the Esses (in a small way)

4. *To Chris Seaman (MG)*

The first driver to lift a wheel and show his undercarriage to the marshals at the Esses.

5. *To Allan Staniforth*

The first person to get his suspension wrong and slip gently off sideways at Chippies.

6. *To Peter Riley (Ferrari)*

First straight on at Thomson

7. *To Helen Wolf*

First competitive run record holder

8. *To John Corbyn*

First FTD

9. *To Paul Rendle*

First under 60 seconds

10. *To Ron Lea (Jaguar)*

First escapee from the Esses Gravel

11. *To Paul Nutter*

Aptly?? the first driver to lift his car onto two wheels at the Esses; cause three heart attacks on the Marshals post; yet still stay on the Island.

12. *To Chris Seaman (The balder)*

The first driver to leave a brown trail round the Esses. (1st competitive run)

13. To Chris Seaman (*The balder*)

First driver to go slower than Helen Wolf while cleaning up brown trail. (Second competitive run)

14. To Chris Seaman (*The balder*)

The first driver to publicly confess to changing his opinion about the new course after receiving his FTD award while wearing an incontinent pad (in case he has to do a 4th run)

15. To John Steveley

For realising after 10 convoy trips at ever increasing speed that he was not in his own car.



Centre Chairman Simon Clark on the start pad prior to the first ever timed run on the new extended Harewood track

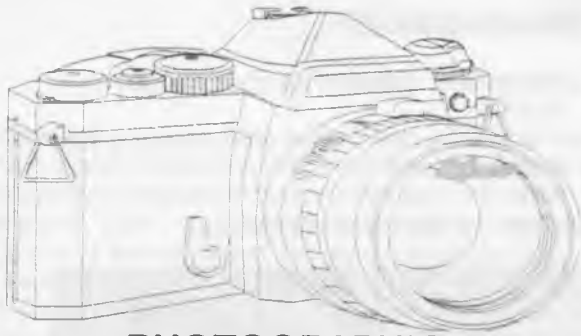
Photo: David Scatchard

HAREWOOD HILLCLIMB CHAMPIONSHIP POSITIONS AFTER 2 ROUNDS

POS	NAME	CAR	CL	PTS
1	Martin Brobyn	MG Midget	4	35.47
2	John Garnett	Sapphire C'sw'th	3	35.40
3	Roger Kilty	Van Diemen RF85	7	35.16
4	Chris Seaman	MG Midget	4	35.04
5	Michael Holroyd	Cooper S	1	34.47
6	Ken Bailey	Van Diemen RF85	7	32.44
7	Colin Wright	Van Diemen RF86	7	32.17
8	Paul Greaves	MG Midget	4	32.01
9	Chris Seaman	Brabham BT30	J	31.94
10	Stuart Abbott	Van Diemen RF86	7	31.91
11	Brian Lee	Lotus Elan	5	31.05
12	Neville Alderson	Van Diemen RF80	7	29.96
13	Mike Kerr	Westfield	C	29.48
14	Peter Herbert	Westfield	A	29.34
15	Brent Meredith	Ford Fiesta	1	28.99
16	Joe Ward	Ward WD8M	D	28.45
17	Dave Kitching	Triumph Spitfire	4	28.27
18	Peter Read	Mallock Mk24	D	27.86
19	Bob Prest	Mallock Mk20/27	F	27.85
20	Tony Briggs	Sparton	7	27.67
21	Paul Nutter	Escort	2	27.31
22	Roger Allen	Mallcok Mk24	D	27.20
23	David Bailey	Van Diemen RF85	7	26.76
24	Steve Openshaw	AH Sprite	4	25.25
24	Nick Aveyard	MG Midget	4	25.25

Although Martin Brobyn was beaten at the last meeting by Chris Seaman, his Midget still holds first place by dint of his high points score in the first round. John Garnett in his four wheel drive Cosworth Sapphire took, like a duck to water, to the new track and was top points scorer in May, thereby securing himself second position, only seven hundredths behind Martin.

Roger Kilty has previously won the Harewood Championship and is on course for another high placing. Chris Seaman (MG Midget) is fourth and like those above him, is on 35 points plus, indeed Martin's lead is only 0.43 over Chris. Michael Holroyd's Cooper S reinforces the Saloon and Sports Car presence in the top ten (34.47), Michael has nearly two points in hand over two Formula Ford Van Diemen drivers, Ken Bailey and Colin Wright. Ken is sure to slip out of the top ten as he is not entered today. Also on 32 points is Paul Greaves in his MG Midget just in front of Brabham driver Chris Seaman (31.94) who is the first of the 31 point scorers. Rounding off the top ten just three hundredths of a point behind Chris is Stuart Abbott.



PHOTOGRAPHIC COMPETITION

There will be a photographic competition at Harewood for all spectators. Details of the competition will be in the Harewood programme.

First prize will be two free admission tickets to the Harewood Finals Meeting on 27th September 1992.

There will be further competitions at the July and August meetings.

Closing date for entries is 31st August 1992.

BARC ANNUAL COMPETITIONS

Name	22	18	19	16	17	13	14	Sub	Cor	Total	Pos
	3	4	4	5	5	6	6				
C Chris Seaman	4	3	6	5	6	6		26		1	
M David dairympie		5	5	3	3	3		19		2	
M John English		3	3	3	5	5		19		2	
M John Hardcastle		5	--	--	6	6		17		4	
M Tim Bendelow		3	3	3	3	3		15		5	
M Ian Pinkney		3	3	3	3	3		15		5	
M Anne English		3	3	3	3	3		15		5	
C Mark Richards	5	3	--	3	4	3		13		8	
C Chris G Seaman	3	--	--	6	--	6		12		9	
C Peter Herbert	A	--	--	6	--	6		12		9	
M David Naylor		3	3	--	3	3		12		9	
C Don Williams	6	3	--	3	--	5		11		12	
C Bob Walker	E	3	3	--	--	4		10		13	
C Arthur Heaton	2	3	--	4	--	3		10		13	
C Jim Godwin	E	--	3	4	--	3		10		13	
C Tony Briggs	7	--	3	3	--	3		9		16	
C Trevor Ware	K	3	--	3	--	3		9		16	
C Neil Diver	A	--	3	3	--	3		9		16	
C Ian Anderson	B	3	--	--	--	3		6		19	
C Peter Green	I	--	--	--	--	3		3		20	
C John Hanline	K	--	--	3	--	--		3		20	
C Leon Bachelier		--	--	--	--	--		0		22	
C Pat Kenyon		--	--	--	--	--		0		22	
C Brian Kenyon		--	--	--	--	--		0		22	

Any queries on the above scores, contact Boris Hardcastle on 0532 5844903

HAREWOOD HILLCLIMB DATES 1992

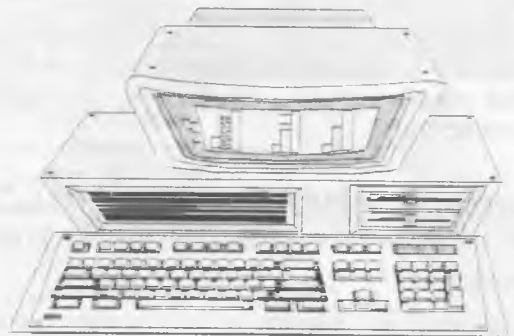
13/14 June
RAC MSA Championship

18/19 July
Jim Thomson Trophy Meeting

9 August
Montague Burton Trophy Meeting

26/27 September
Harewood Championship Finals Meeting

WANTED
*Help with signing on
and results
compilation in the bus
at Harewood.*



*Some keyboard or computer
experience would
be helpful.
Contact Ivor Pashley
Secretary of the Meeting
on 0909 566184*

*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 ex-
pressed therein.*