



## BARC

## AUGUST 1992

### CHAIRMAN'S LETTER

Dear Member

I suppose my thoughts since the last 'Times' have focused on the RAC Championship round at Harewood. The new course was formally opened by Roy Lane and an extremely interesting and nail biting finale ensued with moans about being 'Mickey Mouse' being replaced by comments about 'challenging new complex', as times became more respectable. Roy's own comments were pleasing as we tried hard to offer a complete challenge in the hill and we believe we have succeeded but accept it will take a while for all competitors to get used to it.

My thanks go to all the competitors, marshals and the organising team for their support, presence, good humour and patience on the day.

Many thanks go also to our sponsors without whom none of the events would be possible and I believe we owe Marcus Pye and Autosport a great debt of gratitude for the support during the building of the course and the excellent report following the championship round.

It was also a great pleasure to see Mike Wilson roaming the paddock amongst us again and it is the sincere hope of Boris Hardcastle and myself, and I am sure many others, that Mike will be back with us in July and the future.

I look forward to seeing many of you in July.

Kind regards

Simon Clark

*Articles for the next edition  
of the Times by 20th August 1992*

*please to the Editor:-*

*Mrs Pat Kenyon*

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### BARC YORKSHIRE CENTRE OFFICERS & COMMITTEE

#### 1992

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**HON SEC.**

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### BARC YORKSHIRE CENTRE COMMITTEE MEETING

#### 6 JULY 1992

After the first big event on the new course, the RAC Championship meeting, various ways of speeding the clearing of incidents were discussed. Briefings will be given to corner marshals, and provision made for safe holding of broken-down cars until a suitable opportunity arises to bring them up the hill. We are also investigating the possibility of additional towing vehicles to cover the hill more completely.

We will find a way to advise waiting competitors at the start, of the cause and likely length of delays.

**HELP**  
**KEEP HAREWOOD TIDY!!**  
**WANTED**  
**EMPTY 45 GALL DRUMS**  
**TO BE USED AS LITTER BINS**

**OFFERS TO JIM JOHNSTONE**  
**0937 590413**

# RAMBLING ON

## MITCH ELLIOTT

A distinct lack of budget and various other demands on time has so far made this year uncompetitive, but motor sport still figures strongly.

I have experienced the sport from several different (and new) angles recently. Good Friday saw me signing on as 'press' for the HSCC meeting at Cadwell. The reason for being there was to record the progress of fellow Lincoln club member Andy Storer. He had been entrusted with an exhibit in the Patrick Collection and one of several cars owned by Duncan Rabliagati. On this occasion he was driving the only known front engined Alexis Formula Junior of 1960 vintage, 'well seasoned' Dunlop R7's and a damp circuit dictated an 80% commitment, a careful drive netted 9th place. This is much further down the order than he is used to but the main aim was to get the car home in one piece.

At the other end of the spectrum the regular foursome of Aggie, Phil, Pauline and myself viewed the World Sportscars and Euro F3000's from one of Woodcote's hospitality units. Considering the fiasco of the previous round one can only assume that it was the F3000 race that drew a goodly crowd to Silverstone. If it was the BRM debut people would have been disappointed as this, along with a number of others, non-started. I looked around at some of my fellow 'suite' occupants and wondered how many would have been stood in the mud at Cadwell a few weeks earlier, the 'Ascot' attire of some of the ladies would have suffered. I must admit though that the ability to watch a full lap on the lounge monitor and a supply of good coffee and for those not driving a regular glass of 'Vin Rouge' was very acceptable.

I recently had the experience of acting as event secretary for a stage rally and it was a very enlightening period. I will never enter an event as a competitor again and look upon the organisers in the same light. It is something (like marshalling) that all competitors should do, competing in comparison is child's play. I'm sure the RAC has shares in a paper company, it certainly was an eye opening experience. The event, from comments received, was enjoyed by competitors. Apparently some drivers were concerned when a '90 left' was called on Stage 3, this direction taking them through a hanger. Anything Monaco can do.....

Work recently took me on a diverse route Lincoln to Preston via Luton. The destination at Luton was Griffin House, the home of Vauxhall.

Whilst there I was taken on a tour of the 'design house'. This occupies part of the old factory where Viva's etc were once built. Two vehicles on the top floor caught my eye, one was a design exercise for Rover, it was based on the Metro and was in essence a mini Land Rover Discovery - very nice it looked too. The other was a part restored 1950's Alfa Romeo. Probably I am reactionary but it did not look 'proper' in blue. Several interesting jobs were in build 'downstairs' on the shop floor, how about a stretched Toyota Land Cruiser. Two halves of a 7 series BMW were supported on jigs with about 2 feet of 'fresh air' between them. Alongside artistry in metal was taking place as steel sheet was being beaten and rolled to the required shape. A Mercedes 300 estate was about half rebuilt, it had been stretched and a 'top hat' had been added to the roof, this was, I seem to remember, destined for the Queen of Oman, the lady is apparently of 'ample' proportions and the recent loss of a leg necessitated a wheel chair, thus the Merc conversion, complete with rear loading ramp.

The ultimate destination was the 'new' Leyland truck plant near Preston. The production line is impressive with full flowline facilities, the production planning is impressive with fully trimmed cabs arriving on time as the chassis complete with engine and running gear moves on from its previous work area, unlike cars the build can be totally varied with a 7.5 tonner 6 wheeler or military 8 wheeler (with six wheel drive) following each other down the line.

Even more impressive is the parts building with not a human in sight as robot trolleys collect and deliver parts selected by totally automatic picking cranes (from racking some 50 feet high). Other than for programming the only human contact is when the parts are delivered to despatch areas. The system is unique but BMW are currently constructing a similar facility.

## FOR SALE

3 Synchro SC/CR Box for Mini  
with shafts and couplings and stick  
All good  
**£200**

Contact Carl Austin 0532 525507

## NO PINTO FOR PAUL

CARL AUSTIN

Dear Pat

I couldn't help but smile upon reading the short pre-amble to Class 2 in the June programme and not to mention the subsequent conversation at the meeting between Brian Kenyon and Paul Nutter concerning 'two litre power' for the aforementioned Nutter's car. There was Brian bellowing 'more torque and HP' while Paul stubbornly defended the trusty cross flows. 'They rev harder, never give me any bother, Pintos - baah, not for me!'

Having listened intently for 10 minutes I decided that for those who are interested I had the answer.

You see....

It's not the fact that you cannot get more HP out of a Pinto - you can!

It's not the fact that they are a damn heavy lump and that we couldn't lift it in if we tried.

It's not the fact that they are a more expensive engine to build - they are!

Nor is it the fact that Paul has a garage full of cross flow engine goodies - (he could always donate them to a worthy cause)!

Not even will I mention the fact that he would have to buy one of those funny spanners to do the tappets with.

No. Ladies and Gentlemen, let it be known that the only reason Paul Nutter will not fit a Pinto engine into his car, and by far the most underlying fact is.....

He knows as much about building an OHC. Pinto as I know about nuclear physics.

"Happy Rattling at 8k Paul"

### CLASSICS CLASS ?



With the new hill extension in full swing, it will give the organisers the opportunity of accepting more entries. With this in mind, is there now a case for a genuine Classics Class? This class would possibly generate extra spectator interest, so is well worth considering.

## VIDEO VIEW

MITCH ELLIOTT

The two video's reviewed were acquired as a result of a visit to the Racing Car Show at the NEC.

1. 1991 British Hillclimb Championship  
55 mins Duke Marketing

I can only fault this video with the fact that it should be longer and include more hills in the championship. The camera work and in-car shots are superb. If you have not got a copy, you are missing a treat.

2. Autocross 60's Style  
60 mins PP Video

This one came about as a result of calling at Donington's cafe en route to the NEC. The tape had only just been released and is the result of recently unearthed film footage.

Coverage is given of the 1966 and 67 Player's No6 Championships. I found the content both fascinating and frustrating, perhaps it's because we are now used to better standards. The commentary attempts to be humorous and parts are dubbed with, for me, off-putting music.

The action is detailed and brings back a lot of memories. Every time I play it I spot something previously missed. Recommended.

## *YORKSHIRE AUTO TRADER CLASSIC CAR PARADE*

*HAREWOOD HILLCLIMB*

*SUNDAY 9th AUGUST 1992*

*Come along to see the fine  
selection of Classic cars  
in the Hillside Car Park  
at Harewood*

# RECORDS TUMBLE AT HAREWOOD SCORCHER

PETER HERBERT

The portents were good. The British Championship circus was in attendance with motor homes the size of Barratt semis, the Leaders runners were there in force, the Harewood regulars were ready to face the challenge, and paddock supremo Allan McKinney was sporting tropical gear, a sure sign of good weather. And so Stockton Farm's big event of the year got underway beneath a steadily warmer sun.

Saturday practice saw temperatures rise to such a level that oils from the new laid track extension coated the surface to the detriment of grip. But competitors who were troubled with a touch too much oversteer should spare a thought for the hapless marshals who without barely a break, baked at their posts in all-enveloping protective suits.

Sunday was only slightly cooler and the man from the Co-op, Jim Godwin dispensed cool drinks to the trackside officials in a thoughtful gesture, or was he after the 'divi'?

Touring Cars opened proceedings following the official opening of the extended course by Roy Lane, and Michael Holroyd really flew in the small class. Shod on new Hoosiers the Mini driver knocked 1.2 seconds off his own long course record to take almost 5 seconds off hard charger Carl Austin in the Mini Clubman. Brent Meredith's Fiesta was a further 0.35s adrift.

Booker Prize nominee Paul Nutter, one of the few drivers to have really sussed out the Esses according to a spectating Brian Kenyon, dominated the 2 litre class, the wheel waving Escort six seconds clear of Nick Arrowsmith's Alfa with Simon Wade in the Golf GTi a further five and a half seconds back.

FTD, that is Fastest Taxi of the Day fell as usual to John Garnett's ultra rapid Sapphire Cosworth. The turbocharged four wheel drive former Hackney Carriage was conducted in the usual polished manner to set a time a little shy of John's class record but good enough to take the lead in the Harewood Championship.

A third force emerged amongst the small capacity Marque Sports contenders when usual front runners Brobyn and Seaman were trounced by Steve Mallinson in Norman Pemberton's Sprite. In a fine display of 'on the limit driving' Steve's time of 65.15 was within two hundredths of Chris Seaman's record, while Chris' response was unusual, disappearing through the hedge at Willow to finish third. Martin Brobyn was second 0.34 behind Mallinson, allowing the Harewood Championship lead to slip out of his hands.

In the larger Marque division Brian Lee knocked just over a second off his record with a time of 66.87s, much happier with the new course now the Elan's slipping clutch was cured. Mark Richards fought hard in the TR7 but it was an unequal contest, the Pateley Bridge antiques dealer more than eight seconds down.

A healthy field of Formula Fords echoed last season's mammoth entries, and as usual it was Roger Kilty's smooth driving that topped the times with a 62.85s run in the Van Diemen. Mick Moore pushed hard in the older RF62 to finish second 1.21s back. Stuart Abbott's RF86 was third a mere 0.04s further adrift. Former front runner John Bennett was unfortunately relegated to late afternoon spectator due to family illness.

Despite being disappointed with his times Peter Herbert managed to do just enough in his Class A pushrod Westfield to hold off a rapidly improving Sarah Blenkinsop in the BDA powered version, the gap being just 0.3s. Sarah's husband Ian took over the SEi to finish third, 0.75s behind his good lady.

Leaders Championship leader Bill Bristow broke his own record by 0.28s to win Class B, the

Richard Lines Motorsport Caterham 0.67s up on a hard trying Phil Price in Leon Bachelier's Seven. Sensation of the class Darren Soothill was a fine third in the 1800cc pushrod Caterham a further 0.31s behind, ahead of such luminaries as Bob Dayson and



Roy Lane prepares to cut through the ribbon to officially open the new course.

*Photo: Anne Paterson*

Roger Thomas.

Class C saw Mike Kerr setting a new record in the BDX Westfield, a time of 60.98s keeping the

former Leaders Champion 0.56s ahead of Barry Lines' Tuscan. Richard Hargreaves tried hard to stay on terms with the lighter sports cars but the Sierra driver had to settle for third comfortably ahead of Tony Lambert's Ferrari.

Russ Pickering was made to work hard for his record setting Clubmans victory, the Vision just 0.14s ahead of Joe Ward's Ward WD8M.

Matthew Slinn was third in the Gryphon.

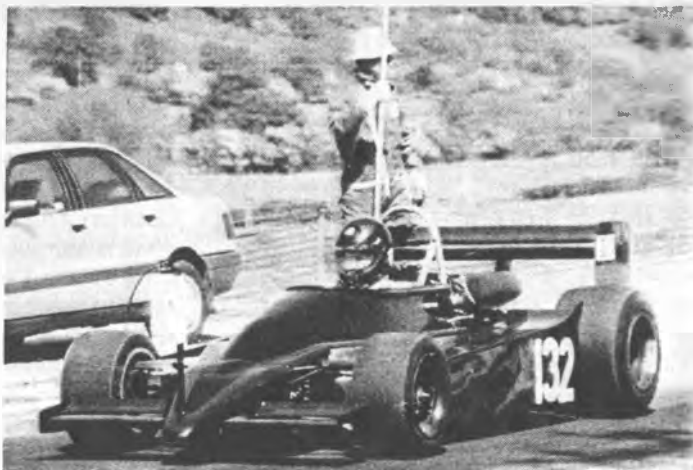
Reigning Leaders Champion Mike Lee took 1300cc Sports Libre honours, the BDA Mallock slipping well beneath Bobby Fryers record. The canny Solo Stiletto garagiste fought back however to within 0.08s of Lee's winning time. Mark Britt's OMS was third, his second run ending in a cloud of oil smoke. The larger Sports Libres saw Christian Mineeff's sports bodied Pilbeam decimating Tom Hughes' record to set a time that qualified for the Top Twelve run off. Jim Robinson's similar car was second 1.62s in arrears, with Alex Graham's Mallock third.

500cc maestro John Corbyn was as usual in fine form, although in beating fellow Jedi pilote Mark Coley, the constructor was unable to match his own record. Ian Blunt completed the Jedi domination. The 1100cc racers were led by Alex Tyson, the Royale 0.35s ahead of OMS constructor Steve Owen, with the Yamaha Harvey Verrall just over a second further adrift.

Team Baldies was well in control of the 1600cc Racing Cars, Peter Harper shattering Chris Seaman's month old course record on his opening class run to stop the clock at 56.05s. Tim Barrington then took over the rapid Vision-BDA to set a time just 0.26s slower while Simon Durling's Pilbeam was a further second behind in third place. The heat clearly didn't suit the bold Seaman, the faithful Brabham only managing fifth place behind Darell Staniforth's Quest Terrapin.

Deryk Young took the honours amongst the 2 litre Racers, his ultra quick Vision-BDG 0.75s up on Graham Hickman's Pilbeam, with Dave Whitehead's older version 0.47s further back.

The stars of the show now took to the hill, and in a seemingly effortless display of measured aggression Roy Lane drove the silver Pilbeam to the summit in a record setting 54.50s. Despite a



Centre Treasurer Peter Varley blasts away from the line

Photo: Anne Paterson

first run excursion at The Esses, Rob Turnbull did a 55.08s climb in the MP50 while hillclimbings man of the moment David Grace warmed up with a 55.57 in Max Harvey's MP58.

The RS2000 contenders were last class up the hill and it was motoring journalist Tony Dron who headed the eighteen strong field just 0.33s clear of Ian Gwynne, with

Karl Hopkins only 0.08s further behind. Hill regulars Roger Allen, this time without Flanagan, and Allan Staniforth, in clean overalls would you believe, were among the guest drivers and 13th and 14th places resulted, just half a second apart.

So to the Top Twelve run off and on the first ascent Lane knocked 0.19s off his earlier time to stay in front, with Rob Turnbull still in close attendance 0.62s adrift. But on the second runs Grace put in one of his famous late charges to better Lane's record by an amazing 0.87s, only for Roy to fight back with a supreme effort 0.16s quicker still to leave the long course record at 53.28s. The large crowd was suitably impressed and it was a fitting climax to a memorable weekends sport.

## RESULTS

FTD Roy Lane Pilbeam MP58 53.28

### Class Winners:

1	Michael Holroyd	Mini Cooper S	66.92
2	Paul Nutter	Ford Escort	69.10
3&6	John Garnett	Sapphire C'worth	62.58
4	Steve Mallinson	Austin Sprite	65.15
5	Brian Lee	Lotus Elan	66.87
7	Roger Kilty	Van Diemen RF85	62.85
A	Peter Herbert	Westfield SE	65.32
B	Bill Bristow	Caterham Super 7	60.84
C	Mike Kerr	Westfield 7	60.98
D	Russ Pickering	Vision V86RS	60.09
E	Mike Lee	Mallock Mk16	62.61
F&G	Christian Mineeff	Pilbeam MP43	55.57
H	John Corbyn	Jedi 2/91	59.74
I	Alex Tyson	Royale ART 921	59.98
J	Peter Harper	Vision V1H	56.05
K	Deryk Young	Vision V92SS	57.83
L	Roy Lane	Pilbeam MP58	54.50
12	Tony Dron	Escort RS2000	69.86

# BARC ANNUAL COMPETITIONS

# WELCOME RETURN

During Roy Lane's speech at the conclusion of the RAC meeting he mentioned how nice it was to see amongst the assembled throng, Mike Wilson. His kind words about Mike received an enthusiastic reception and after the prize giving Mike was moved to say that he has offered his services as part of the results team in the Harewood bus. We would like to take this opportunity to welcome Mike back within the fold.

## CAIRN HOTEL

The Yorkshire Centre and the Cairn Hotel at Harrogate have come to an agreement that a leaflet will be placed in competitors final instructions advertising the Cairn Hotel. The Cairn is offering reduced rates for anyone attending Harewood. The management are very motor sport orientated and so therefore know the needs of the competitor and have even gone so far as to offer the use of a workshop for anyone staying with them who needs to undertake remedial work on their car. The hotel offers spacious parking for all trailers/ transporters etc and is situated on the A61.

Your editors recently stayed at the Cairn and found the management and staff most helpful, the food was superb and the facilities overall are ideal for the competitor/marshal etc. You will be sure of an enthusiastic and warm welcome.

Name	22	18	19	16	17	13	14	18	19	Sub	Pos
	3	4	4	5	5	6	6	7	7		
C Chris Seaman	4	3	6	5	6	6	3	4		33	1
M David Dalrymple		5	5	3	3	3	3	3		25	2
M John English		3	3	3	5	5	3	3		25	2
M John Hardcastle		5	--	--	6	6	3	3		23	4
M Tim Bendelow		3	3	3	3	3	3	3		21	5
M Ian Pinkney		3	3	3	3	3	3	3		21	5
M Anne English		3	3	3	3	3	3	3		21	5
C Peter Herbert	A	--	--	6	--	6	3	6		21	5
C Mark Richards		5	3	--	3	4	3	3	3	19	9
C Chris G Seaman	J	--	--	6	--	6	3	3		18	10
M David Naylor		3	3	--	3	3	3	3		18	10
C Don Williams		6	3	--	3	--	5	3	3	17	12
C Bob Walker	E	3	3	--	--	4	3	3		16	13
C Arthur Heaton		2	3	--	4	--	3	3	3	16	13
C Jim Godwin	E	--	3	4	--	3	3	3		16	13
C Tony Briggs		7	--	3	3	--	3	3	3	15	16
C Trevor Ware	K	3	--	3	--	3	3	3		15	16
C Ian Anderson	B	3	--	--	--	3	3	3		12	18
C Neil Diver	A	--	3	3	--	3	--	--		9	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 584903

Argyll  
25 June 1992

BARC Yorkshire Chairman

Dear Sir  
Congratulations on 30 years of hillclimbing at Stockton Farm. I know it's 30 years because in 1961 I was a BARC member and I also worked at Stockton Farm.

One night I attended a club meeting and during the evening I got talking to Ken Lee, Derek Clark and Mike Wilson. The main topic of discussion was the need for a good hillclimb. Although Oliver's Mount and Harewood House were used at the time, it was felt that a more permanent site was needed.

However, to cut a long story short, some time later the same year the owner of the farm, Henry Hall, decided to retire and sell up. I immediately

contacted Mike Wilson who arranged for the competition committee to come and inspect the site.

They also brought along Arnold Burton and you know the rest.

Although I now live way up north I have, on occasions, visited Harewood to spectate at hillclimbs, and when used as a stage on the RAC which is anything but a Mickey Mouse one.

If I can keep going for another 20 years I will definitely attend your 50th Jubilee events.

Yours faithfully

David Birdsall



## HAREWOOD HILLCLIMB CHAMPIONSHIP POSITIONS AFTER 3 ROUNDS

Pos	Name	Points	55	Chris Ellett	11.12
1	John Garnett	53.06	56	Ian Tyson	11.07
2	Martin Brobyn	52.90	57	Alan Newton	10.64
3	Michael Holroyd	52.79	58	Paul Goldman	10.34
4	Roger Kilty	52.55	59	Peter Green	9.88
5	Chris Seaman(MG Midget)	52.09	60	Arthur Heaton	9.76
6	Paul Greaves	48.79	61	Bob Wick	8.44
7	Stuart Abbott	48.05	62	John Moulds	8.26
8	Colin Wright	47.80	63	Jeremy Edwards	7.29
9	Chris Seaman(Brabham)	47.26	64	Julie Daniels	4.79
10	Brian Lee	46.51	65	Simon Wade	2.21
11	Mike Kerr	45.18			
12	Neville Alderson	45.03			
13	Peter Herbert	43.57	1	Chris Seaman (Brabham)	27
14	Dave Kitching	42.32	2	Peter Harper	18
15	Brent Meredith	42.20	3=	Joe Ward	16
16	Joe Ward	41.99		Darell Staniforth	16
17	Bob Prest	41.58	5	Tom Hughes	13
18	Tony Briggs	41.23	6=	Peter Read	11
19	Paul Nutter	40.87		John Corbyn	11
20	David Bailey	40.30	8	Christian Mineeff	10
21	Nik Aveyard	37.87	9	Alex Tyson	9
22	Don Williams	37.07	10	Roger Allen	7
23	Jerry Paterson	36.76			
24	Steve Openshaw	36.20			
25	John Corbyn	35.07			
26	Ken Bailey	32.44			
27	Colin Wheeler	31.55			
28	Alex Tyson	31.29			
29	Peter Harper	30.69			
30	Darell Staniforth	30.08			
31	Andy Czakow	29.22			
32	Martin Dowling	28.55			
33	Peter Read	27.86			
34	Roger Allen	27.20			
35	Jonathan Rhodes	25.89			
36	Ian Blunt	25.79			
37	Tom Hughes	25.15			
38	Iain Anderson	24.78			
39	Peter Needham	24.73			
40	Trevor Cooper	24.57			
41	Lynn Owen	22.39			
42	Nick Arrowsmith	22.25			
43	Mike Fitzsimons	22.13			
44	Peter Hawkey	19.51			
45	Haydn Spedding	17.83			
46	John Casey	17.32			
47	Martin Boast	16.56			
48	Christian Mineeff	16.12			
49	George Tatham	15.38			
50	Andy Hamer	13.25			
51	Bob Walker	12.99			
52	Paul Rendle	12.30			
53	Jim Godwin	12.23			
54	Neil Diver	11.82			

### FTD SERIES

1	Chris Seaman (Brabham)	27
2	Peter Harper	18
3=	Joe Ward	16
	Darell Staniforth	16
5	Tom Hughes	13
6=	Peter Read	11
	John Corbyn	11
8	Christian Mineeff	10
9	Alex Tyson	9
10	Roger Allen	7

## *1992 HAREWOOD HILLCLIMB CHAMPIONSHIP AFTER ROUND THREE 14th JUNE 1992*

After the RAC round John Garnett in the super quick Sapphire takes over the lead of the Championship with 53.06 points. Martin Brobyn is bumped down to second in the Midget with 52.90. Michael Holroyd jumps up to third 0.11 points adrift of Martin whilst ex-Champion Roger Kilty in his Van Diemen drops to fourth with 52.55. Chris Seaman completed only one timed run in his Midget (the other ending in the Willow hedge) gaining a 3rd in class and scoring 52.09 points dropping him down a place to fifth. Behind Chris is fellow MG pedaller Paul Greaves moving up from 8th with 48.79. Formula Fordster Stuart Abbott is also on the move up from 10th to 7th, a third in class giving him 48.05. 8th is Colin Wright in his Van Diemen, down a place with a 47.80 score. Chris 'Brabham' Seaman stays in 9th with 47.26 ahead of rapid Elan pilot Brian Lee (46.57) in 10th.

### *HAREWOOD FTD SERIES*

Chris Seaman leads the series, after 3 rounds, in the Brabham BT30 with two firsts and a fourth, scoring 27 points. Peter Harper is second with 18 points from two seconds in the ex-F3 Vision. Equal third are Joe Ward (a 2nd, 7th & 8th) in his Ward WD8M and Darell Staniforth (Quest Terra-pin) - two thirds - on 16 points.

Tim Bendelow



## 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 a further competition at the August meeting.

Closing date for entries is 31st August 1992.

## HAREWOOD HILLCLIMB DATES 1992

9 August  
Montague Burton Trophy Meeting

26/27 September  
Harewood Championship Finals Meeting

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**CROFT**  
5th/6th September

*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.*

## ***SIMPLY THE BEST!!***

**BARC YORKSHIRE CENTRE  
ANNUAL DINNER DANCE  
and  
AWARD PRESENTATION**

**SATURDAY 14th NOVEMBER  
1992  
HILTON NATIONAL HOTEL  
GARFORTH, NR LEEDS**

**TICKETS £17.50  
Dinner Jackets or Lounge  
Suits**

Just a mid-season reminder so you can plan your social calendar. To cater for a larger section of our membership we have relaxed the rule regarding dinner jackets and have included lounge suits. Hopefully this, along with many other changes which have and will be made to the organisation of the Dinner, will encourage many more of our active organising, marshalling and competing members to attend.

More emphasis will be placed upon the award presentation section of the event as this is one of the primary objectives in having the function in the first place.

Anyone wishing to stay overnight charges are £25 per person for B&B. Please contact the Hotel directly on 0532 866556 and mention BARC.

To add to the competitive flavour please note that the Annual Axe Grinding Session, known as the Classes Forum will take place at the same venue on the following day, Sunday 15th November.

## **CLASSES FORUM**

**SUNDAY 15th NOVEMBER  
1992**

**HILTON NATIONAL HOTEL**