

**BARC****SEPTEMBER 1992**

## CHAIRMAN'S LETTER

Unfortunately there isn't a Chairman's Letter this month as Simon is away on holiday and business.

He sent his best wishes to all members via car phone from somewhere on the A1.

He asked that all members take note of the Annual Dinner announcement as this is the main social event of the BARC Yorkshire Centre calendar and it is hoped that all award winners will make every effort to attend along with as many competitors, officials and marshals as possible.

### HAREWOOD HILLCLIMB DATES 1992

26/27 September  
Harewood Championship Finals Meeting

### CROFT SPRINT 5th/6th September

### MARSHALS NEEDED

Marshals are urgently required to staff the circuit for the Croft Sprint on 5th & 6th September.

Further details contact  
Chief Marshal  
David Dalrymple on 0943 609810

or

Deputy Chief Marshal  
Tim Bendelow on 0423 340594

*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.*

## 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  
Chris G Seaman  
0742 585695  
Tim D F Thomson

### HON SOCIAL SEC COMMITTEE

Tim C Bendelow  
David Naylor  
Antony J Hodgetts  
Ivor Pashley

Jim Johnstone  
David Dalrymple  
John Staveley

**CENTRE TROPHIES**  
*WOULD ANY MEMBER HOLDING A  
YORKSHIRE CENTRE TROPHY PLEASE  
RETURN IT TO MRS PAT KENYON  
EITHER TO THE ADDRESS BELOW  
OR AT THE SEPTEMBER HAREWOOD*

### CHANGE OF ADDRESS

Please notify Headquarters of any change of address as the labels for the 'Times' come directly from Thruxton.

*Articles for the next edition  
of the Times by 30th September 1992  
please to the Editor:-  
Mrs Pat Kenyon  
4 Leslie Road  
Hillsborough  
Sheffield  
S6 4RB  
Tel & Fax 0742 340478*

# THE BIG MAN REMEMBERED

PETER HERBERT

Everyone who knew him seems to have a favourite story about Jim Thomson, and the one told by Christian Mineeff during his acceptance of the magnificent trophy bearing Jim's name was a cracker. Some years ago at Harewood Christian qualified for his first RAC Championship points. On learning of this achievement Big Jim bounced over to the promising newcomer in the paddock, shook him warmly by the hand, and delivered a hearty "Well done lad"

"Thank you Mr Thomson", replied a startled Mineeff

"Of course you know what this means," continued Jim.

"No Mr Thomson"

"It means that you are officially no longer a wanker"

Even Simon Clark couldn't follow that one.

Last year's inaugural Jim Thomson Trophy Meeting was a wonderful occasion but a disappointing competition due to poor weather. This year the weather was perfect with a warm track surface tempered by a cool breeze. Ideal conditions in fact for some serious record breaking. So while Mr Dalrymple and the boys kept their eyes open for a possible track invasion by over-excited spectators, the hot shoes queued up for the green light.

First up the hill were the small Touring Cars and with yet another set of new tyres from the family rubber plantation Michael Holroyd knocked 0.38s off his record to stop the clock at 66.54s with the immaculate Cooper S. Back with a roof over his head following an FTD at High Auldgirth hillclimb in the Ray 87, Geoff Harkness chased hard in his Nova to finish 2.09s behind, with Brent Meredith's determinedly driven Fiesta a further 1.24s back.

The Nutter had set his heart on getting into the 68s and was not to be denied, the Escort leaving the 2 litre record 0.54s lower. David Upton's RS2000 was Paul's closest pursuer, but the Pinto was 4.55s down on the agile 1660 Kent.

Harewood Championship leader John Garnett had a fright on his hands when the Class 3 Sapphire Cosworth was merged with Mike Hall's Class 6 V8 Morgan. An intriguing confrontation between sophistication and raw grunt followed, the two cars neck and neck after two runs. But on the third John showed star quality by opening out a 1.40s advantage and lowering his class record by 0.79s. Don Williams could only look helplessly on in third place as the Morgan driver

knocked a huge 5.62s off the Gilbern's Marque record.

Not unexpectedly it was the small Marque class that saw the closest competition of the day. With last month's winner Steve Mallinson hors de combat with a broken hand it was down to Martin Brobyn and Chris Seaman to provide the fireworks. Martin's opening run was a sensational 0.64s inside Chris's record, and although the latter responded magnificently his Midget was 0.03s shy of his rival's MG at the finish. Paul Greaves' similar car was a strong third, and Dave Kitching's Spitfire a fine fourth. Returnee Steve Openshaw was a plucky fifth in his lurid liveried Andy Warhol Limited Edition Sprite.

Brian Lee, the man with his name on the seat of his jeans, took his customary 2 litre Marque win, the Elan well clear of Trevor Cooper's TR7 and John Lloyd's Morgan.

The MG and Jowett class saw much spirited motoring in these fine old cars. A hard charging David Clewley set a storming pace in his MG TB, a 69.09s climb a magnificent effort in a machine of such years. Glyn Giusti's TB trailed 4.91s behind, with restoration man Alastair Naylor third in his TC. Frank Woolley was fastest Joweteer, his Jupiter squealing its tyres to the top in 82.02s.

Roger Kilty put in his usual polished performance to hold sway in the fifteen strong Formula Ford class, the Van Diemen RF85 0.34s up on Stuart Abbott's RF86. Neville Alderson's RF80 was third while further down the field there was much spinning from the Sparton Academicals before the FF81's new owner Jerry Paterson at last beat the car's former owner Tony Briggs.

Mike Fellow's nicely turned out 4/4 headed the Morgans, the immaculate 2 litre car doing well to hold off the Plus 8s of Graham Carr and Barry Long.

The small capacity Modified Production class allowed Peter Herbert to try out his latest tweaks, namely a natty bonnet scoop and a foam filled bin liner seat. The result was another class record. Giving chase to the evolution Westfield was the Hutchinson family Midget. Expecting imminent air attack the car was painted a fetching shade of camouflage grey, and Tim and David conducted it with the usual zeal.

Darren Soothill is proving to be one of the finds of the season, and in Class B he urged Robert Moore's 1800 pushrod Caterham up the hill in a time only 0.04s shy of Bill Bristow's record. Graham Oates took a breather from his Leaders

Sprint Championship defence to finish second in the faithful Europa almost 3 seconds adrift while Iain Anderson was a close third in his Vauxhall powered Caterham.

Reigning Harewood Champion Richard Hargreaves had so many red flags in practice that he became a strong contender for the Nigel Mansell Hard Luck Story of the Meeting Award. Things didn't improve much on the competitive runs as a peach of an opening climb was given a fail for wheels off the track. However a 62.50s second run saw the Jim Russell Sierra Cosworth 0.39s clear of Mike Kerr's Westfield, with Tony Lambert's Turbo Ferrari third.



Christian Mineeff's Pilbeam Sports Car trounced the Racing Cars to take FTD.

Photo: Anne Paterson

The evergreen Joe Ward took back his Clubmans record with his WD8M, the 1700 Holbay punching the pensioner across the line 0.04s quicker than Russ Pickering's mark. Malcolm Wishart pushed hard, but the Mallock was beaten by 0.14s.

In the small Sports Libre division Steve Owen brought out his newly completed OMS sports, sister car to Mark Britt's successful example, and with only standard 1000cc Kawasaki propulsion broke Mike Lee's record by 0.38s, almost a second and a half ahead off Bobby Fryers Solo Stiletto.

The larger Sports Libre class was the domain of Christian Mineeff, the beautiful Pilbeam MP43 setting FTD in the process of seeing off Tom Hughes' Vision V88. A stylish 55.85s run did the business despite being a few tenths off Christian's class record.

Biggest class of the day was 500cc Racing Cars and it was to be expected that Jedi supremo John Corbyn would have it over his customers. Glyn Sketchley got closest, 1.73s astern, with Mark Coley a further second and a half behind.

The 1100cc racers were headed by record holder Alex Tyson, although the Royale driver was unable to match that time. David Smith was his closest pursuer with the Sidewinder, 0.82s off the pace. Paul Goldman was third in his OMS.

Chris Seaman Senior had a serious tilt at

regaining the 1600 Racing record and in winning the class was only 0.74s away from Peter Harper's target. The trusty Brabham BT30 was 1.38s faster than Ian Stringer's Reynard SF79 to set third FTD, while Darell Staniforth was only 0.20s further adrift in third spot. Eric Humphreys de-

buted his new car to come in seventh, the intriguingly named Roast H3 showing promise.

Mineeff's closest challenger for outright honours was 2 litre Racing Class winner Graham Hickman, who blitzed Deryk Young's class record by 1.76s. The Pilbeam MP58 was a second and a half quicker than Alan Newton's March 772P, with

our treasurer Peter Varley third in his March Pilbeam.

So a marvellous day's hillclimbing came to a close and in the hallowed confines of the beer tent the victor captured the atmosphere of the occasion perfectly.

## RESULTS

CL	NAME	CAR	TIME
FTD	Christian Mineeff	Pilbeam MP43	55.85
1	Michael Holroyd	Mini Cooper S	66.54
2	Paul Nutter	Ford Escort	68.56
3&6	John Garnett	Sapphire C'worth	61.41
4	Martin Brobyn	MG Midget	64.49
5	Brian Lee	Lotus Elan	67.04
7	Roger Kilty	Van Diemen	62.97
9	Mike Fellows	Morgan 4/4	70.08
11	Dave Clewley	MG TB	69.09
A	Peter Herbert	Westfield SE	63.59
B	Darren Soothill	Caterham 7	60.88
C	Richard Hargreaves	Sierra Cosworth	62.50
D	Joe Ward	Ward WD8M	60.03
E	Steve Owen	OMS S/C	62.23
G	Christian Mineeff	Pilbeam MP43	55.85
H	John Corbyn	Jedi 2/91	59.94
I	Alex Tyson	Royale ART921	60.66
J	Chris Seaman	Brabham BT30	56.79
K	Graham Hickman	Pilbeam MP58	56.07

## GEORGE TATHAM

We are sorry to learn that George was unable to attend the recent Harewood due to back problems. We wish him a speedy recovery.

# GORILLAS IN THE MIST

PETER HERBERT

Vittorio Brambilla the legendary Monza Gorilla would have been proud of the hard charging exploits of competitors who braved the damp and misty conditions during Stockton Farm's Montague Burton Trophy Meeting. The Esses section of the new course extension proved particularly exciting as wayward drivers kicked mud onto the track surface. Despite the best efforts of David Dalrymple's brave marshals goo refused to go thus a quick trip into the cheap seats was the prize for the late breakers. As a result of the inevitable stoppages, time allowed only two competitive runs, and some surprise class winners emerged during a slippery afternoon.

Class 1 Touring Cars were first off the startline and record holder Michael Holroyd took an early 0.75s lead in the Cooper S from Geoff Harkness' Nova. But on the second run in improving conditions, Geoff knocked five seconds off his earlier time while Michael experienced a clutch gremlin and was three seconds off the pace, thus handing a popular victory to the hard trying gentleman from Carlisle. The ever spectacular Carl Austin was third in his Mini Clubman.

The Nutter, Class 2 supremo, had a fight on his hands as the Thompson brothers had turned up in an RS2000 hungry for Nottingham SCC points. With Brian Kenyon's prophetic words of the previous month no doubt still ringing in his ears, Paul drove as hard as ever in the 1660 push rod Escort, but as the man said, there is no substitute for litres and Chris Thompson was more than two seconds to the good, with brother Andrew just 0.05s adrift.

A welcome return to Class 3 was former settle Sierra Set member David Bailey, who wrote his Cosworth off at Scamonden in 1990. David was at the wheel of an immaculate Sapphire Cosworth and although not quite in the state of tune of the Garnett machine, the car's performance showed that David had lost none of his old skills.

Meanwhile John Garnett, despite a big moment on his last run, took his customary win to maintain a tentative lead in the Harewood Championship.

The small Marque Sports class was as closely fought as ever with Chris Seaman taking a 0.92s win over fellow Midgeteer Martin Brobyn. Paul Greaves was a very close third in his MG, just 0.18s behind Martin. The vividly painted fourth place Sprite of Steve Openshaw was an enormous boon to the organisers, it being the only car that could be clearly seen through the worst of the mist.

Early leader of the 2 litre Marque division was Mark Richards' TR7, usual front runner Brian Lee suffering the embarrassment of the Elan's throttle going all limp when a bulkhead grommet gave way. However, a bit of paddock fettling saved the day, and Brian's second run time took the class by a healthy three second margin.

In the larger Marque class Don Williams at last had sufficient opposition to avoid amalgamation with the big Touring Cars and the Gilbern driver responded magnificently by holding off Henry Crowther's 6 litre TWR Jaguar by a little over two seconds, with Barry Newton's fine Porsche Carrera, the car many of us would kill for, an honourable third a further 0.59s down.

Things were pretty close at the head of the Formula Ford field. Although Roger Kilty took his customary victory in the RF85, fellow Van Diemen pilotes Stuart Abbott and Ken Bailey were less than a second and a half respectively behind the class record holder.

John Lloyd's 4/4 won the 'Moggie' class,

his closest rival being Barry Long's V8 version of that most traditional of British Sports Cars. The winning margin was a second and a half while Norman Wheat's Morgan 4/4 was third, just 0.17s behind the +8.

The RACMSA classes opened with Modified Production Cars up to 1400cc, and despite some twitchy moments

coming out of Chippy's, Peter Herbert's Westfield managed to hold off the lightweight Cooper S of hill debutante Anthony Clifton by 5.72s. Chris



On his present form, it shouldn't be long before Alan Newton takes FTD at Harewood.

*Photo: Anne Paterson*

Happer was third in another Cooper S a further four seconds behind.

Things were much closer in the 2 litre class, when an enthralling battle took place between class record holder and Leaders Hillclimb Championship aspirant Bill Bristow and the up and coming Darren Soothill. With a committed display of Caterham Seven driving that made onlookers fear for the protagonists personal safety, Bill's Twin-cam was ahead by 1.17s after the opening climbs. But on the second Darren squeezed the last inch out of Bob Moore's big pushrod, and took victory by 0.58s. Leaders Sprint Champion leader Graham Oates was third, a further second back in the black Europa.

The large capacity class saw a good dice between the venerable 4.5 litre Jaguar E Type of Ron Lea, and Tony Lambert's blown Ferrari. On the opening slippery run the Italian car's mid-engine traction saw Tony 0.85s in front but in improving conditions the E Type's massive torque won through on the final ascent, the winning margin being 1.21s.

Joe Ward, now in his twenty-sixth year of hillclimbing, ran alone in the Clubmans class, and survived the day unscathed in the WD8M.

Steve Owen continued to impress with his sports chassis clinching the small Sports Libre class in the Kawasaki powered OMS SC2 almost 2 seconds clear of Bobby Fryers' Solo Stiletto. Bob Walker continues to develop his MG Metro and was rewarded with third place.

Chris Henderson took the 1600cc class in the Mallock U2 Mk16 shared with Ian Webster, his co-driver finishing second 1.74s adrift.

The large capacity Sports Libre class fell to Mark Lewis, the Dutton Phaeton fighting off the attentions of Richard White's smaller engined Sylva Striker to the tune of 2.56s. A distant third was Chris Haigh's Ford Escort.

Racing Cars now braved the conditions, and there were spins aplenty. Through the mayhem drove Mike Fitzsimons to steal the 500cc class, the Jedi just 0.36s quicker than the similar car of Glyn Sketchley. Ian Cruickshanks was third in the OMS, a further four seconds behind.

Quickest of the 1100cc Racers was Alex Tyson, the record holding Royale ART 921 driver five seconds in front of Robin Hunt's Swift FB86, with Ian Tyson third a further second down in the shared class winning car.

Big news in the 1600cc class was that Allan Staniforth had found his long lost hand crafted wooden chock, thought lost in the paddock many meetings ago. Appropriately light of heart, the veteran fairly flew up the hill in the Quest Terrapin to set fifth FTD and claim third in

class. Second in class fell to former Formula Ford star Tim Mason in his Reynard SF79, then out of the mist emerged the familiar white nose cone of Chris Seaman's Brabham BT30, and a 60.85s ascent was good enough for the Sheffield paparazzi member's third Harewood win of the season.

Alan Newton in the 2 litre class winning March 772P ran Seaman close for overall honours, the FTD margin being a mere 0.19s. Club bean counter Peter Varley finished two seconds shy of the March in his Pilbeam variation of the marque, with Colin Wheeler's Delta T832 1.25s astern.

So what might be described as a character building day came to a close. All credit must go to the marshals and organisers for keeping things going under trying circumstances, and to commentator Robin Boucher for making even the sleep inducing lulls, during which hapless souls were hauled off banks and out of ditches, sound exciting.

## RESULTS

### FTD

Chris Seaman	Brabham BT30	60.66
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### CLASS WINNERS

1	Geoffrey Harkness	Vauxhall Nova	70.81
2	Chris Thompson	Escort RS2000	70.36
3	John Garnett	Sapphire Cosworth	67.25
4	Chris Seaman	MG Midget	69.83
5	Brian Lee	Lotus Elan	73.92
6	Don Williams	Gilbern Invader	72.52
7	Roger Kilty	Van Diemen RF85	65.54
9	John Lloyd	Morgan 4/4	74.06
A	Peter Herbert	Westfield SE	68.03
B	Darren Soothill	Caterham Super 7	64.01
C	Ron Lea	Jaguar E Type	67.92
D	Joe Ward	Ward WD8M	64.82
E	Steve Owen	OMS SC2	65.36
F	Chris Henderson	Mallock Mk20/27	70.45
G	Mark Lewis	Dutton Phaeton	69.05
H	Mike Fitzsimons	Jedi 088/1	67.14
I	Alex Tyson	Royale ART921	64.17
J	Chris Seaman		
K	Alan Newton	March 772P	60.85

## AWARDS PRESENTED AT THE END OF THE SEASON POSITIONS AFTER AUGUST HAREWOOD

YORKSHIRE POST	Roy Lane	53.28s
JACK FARRAR	Peter Harper	55.59s
ARNOLD BURTON	Roger Kilty	84.52pts
RICHARD SUTHERLAND	Chris Seaman (MG)	83.58pts
GUYSON SANDBLAST	Ron Lea	64.97s
HATFIELD OF SHEFFIELD	Ron Lea	42.34pts
FORD WOODHEAD	Roger Kilty	62.61s
APPLEYARD GROUP	Mike Hall	62.81s
WALLACE ARNOLD	John Garnett	61.41s
WENDY WOOLS	Bill Bristow	60.84s
TOTAL TROPHY	John Garnett	+0.83s

## BARC ANNUAL COMPETITIONS POSITIONS AFTER AUGUST HAREWOOD

Name	22	18	19	16	17	13	14	18	19	9	5	6	26	27	Sub	Cor	Total	Pos
	3	4	4	5	5	6	6	7	7	8	9	9	9	9				
C Chris Seaman	4	3	6	5	6	6	3	4	3	5	6						47	1
C Peter Herbert	A	--	--	6	--	6	3	6	3	6	6						36	2
M David dalrymple		5	5	3	3	3	3	3	3	3	3						34	3
M John English		3	3	3	5	5	3	3	3	3	3						34	3
C Chris & Seaman J	--	--	6	--	6	3	3	3	6	6							33	5
M John Hardcastle		5	--	--	6	6	3	3	3	3	3						32	6
M Tim Bendelow		3	3	3	3	3	3	3	3	3	3						30	7
M Ian Pinkney		3	3	3	3	3	3	3	3	3	3						30	7
C Jim Godwin	E	3	3	4	3	3	3	3	3	3	3						30	7
C Don Williams		6	3	--	3	--	5	3	3	3	4	5					29	10
C Tony Briggs	7	--	3	3	5	3	3	3	3	3	3						29	10
C Mark Richards	5	3	--	3	4	3	3	3	3	3	3						28	12
M Anne English		3	3	3	3	3	3	3	--	3	3						27	13
M David Naylor		3	3	--	3	3	3	3	3	3	3						27	13
C Bob Walker	E	3	3	--	--	4	3	3	3	4	4						27	15
C Ian Anderson	B	3	--	--	--	3	3	3	3	4	--						19	16
C Arthur Heaton	2	3	--	4	--	3	3	3	--	--	3						19	17
C Trevor Ware	K	3	--	3	--	3	3	3	--	--	--						15	18
C Neil Diver	A	--	3	3	--	3	--	--	--	--	--						9	19
C Peter Green	I	--	--	--	--	3	--	--	3	3	--						9	19
C John Hanline	K	--	--	3	--	--	--	--	--	--	--						3	21
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

### FOR SALE

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Bonnet Blister and Indicator Pods  
All new and undrilled

**£50**

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### FOR SALE

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All steel 1700cc Holbay engine  
Quaife/Magnesium Box

In good condition and ready to race.  
Lots of spares inc panels, spare wets.

9 wins and 1 2nd out of 10 starts this season  
1 Course and 3 Class Record Holder.

**£4500**

### FOR SALE

Triumph TR7 Convertible  
Persian Aqua Blue

Professionally uprated 16v Sprint engine  
169bhp at the wheels

LSD and full suspension and brake mods etc  
Successful Marque sports car for hillclimbs  
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(Insurance approx. £120.00 fully comp.)

**£3,950 ono**

Tel: Trevor Cooper 0924 251890

REYNARD SF78 FF2000 SINGLE SEATER  
converted to Hillclimb/Sprint car.

Low profile Avons on 8 and 10 ins rims.

Fitted with all steel Holbay 1600cc PR engine.  
Minister 2000 Pinto engine available if required.  
This car is in very good condition having recently  
undergone complete rebuild with quite a few new  
parts including body panels.

**£3500**

Contact Joe Ward on 0751 73680

## HAREWOOD HILL CLIMB CHAMPIONSHIP POSITIONS AFTER 5 ROUNDS

P	NAME	CAR	CL	POINTS	SCORE TO DROP	NETT POINTS
1	John Garnett	Sapphire Cosworth	3	84.88	12.99	71.89
2	Roger Kilty	Van Diemen RF85	7	84.52	14.70	69.82
3	Chris Seaman	MG Midget	4	83.58	13.09	70.49
4	Martin Brobyn	MG Midget	4	83.50	12.17	71.33
5	Michael Hoiroyd	Mini Cooper S	1	83.06	11.57	71.49
6	Stuart Abbott	Van Diemen RF86	7	78.76	13.78	64.98
7	Paul Greaves	MG Midget	4	77.95	11.99	65.96
8	Colin Wright	Van Diemen RF86	7	76.36	12.53	63.83
9	Chns Seaman	Brahham BT30	J	76.21	12.54	63.67
10	Neville Alderson	Van Diemen RF80	7	74.35	13.17	61.18
11	Peter Herbert	Westfield SE	A	71.05	11.52	59.53
12	Brian Lee	Lotus Elan	5	70.21	8.41	61.08
13	Brent Meredith	Ford Fiesta	2	68.41	10.84	57.57
14	Dave Kitching	Triumph Spitfire	4	67.53	9.73	57.80
15	Paul Nutter	Ford Escort	2	64.86	9.89	54.97
16	Joe Ward	Ward WD8M	D	64.68	8.95	55.73
17	Steve Openshaw	AH Sprite	4	61.41	10.95	50.46
18	Ken Bailey	Van Diemen RF85	7	61.15	0.00	61.15
19	David Bailey	Van Diemen RF85	7	60.70	6.61	54.09
20	Tony Briggs	Sparton FF81	7	59.24	5.00	54.24
21	Mike Kerr	Westfield F	D	58.97	0.00	58.97
22	Jerry Paterson	Sparton FF81	7	58.81	8.34	50.47
23	Alex Tyson	Royale ART921	I	57.80	0.00	57.80
24	Don Williams	Gilbern invader	6	57.15	8.22	48.93
25	John Corbyn	Jedi 2/91	H	52.36	0.00	52.36
26	Colin Wheeler	Delta T832	K	49.47	7.22	42.25
27	Nik Aveyard	MG Midget	4	47.14	0.00	47.14
28	Mike Fitzsimons	Jedi 088/1	H	45.25	0.00	45.25
29	Darell Staniforth	Quest Terrapin	J	44.91	0.00	44.91
30	Bob Prest	Mallock Mk20/27	F	41.58	0.00	41.58
31	Jonathan Rhodes	Hawke DL19	7	41.37	0.00	41.37
32	Paul Rendie	Chevron B49	K	40.29	0.00	40.29
33	Tom Hughes	Vision V88	G	39.39	0.00	39.39
34	Ian Blunt	Jedi 013	H	38.66	0.00	38.66
35	Iain Anderson	Caterham 7	B	37.93	0.00	37.93
36	Trevor Cooper	Triumph TR7	5	36.83	0.00	36.83
37	Lynne Owen	OMS 1100M	I	35.27	0.00	35.27
38	Alan Newton	March 772P	K	34.81	0.00	34.81
39	Mark Richards	Triumph TR7	5	33.74	4.60	29.14
40	Peter Harper	Vision V1H	J	32.49	0.00	32.49
41	Christian Mineeff	Pilbeam MP43	G	31.96	0.00	31.96
42	Andy Czakow	Sunbeam Stiletto	E	29.22	0.00	29.22
43	Martin Dowling	Royale RP27	K	28.55	0.00	28.55
44	Haydn Spedding	Jaguar E Type	C	28.48	0.00	28.48
45	Ian Tyson	Royale ART921	I	28.29	0.00	28.29
46	Peter Read	Mallock Mk24	D	27.86	0.00	27.86
47	Roger Allen	Mallock MK24	D	27.20	0.00	27.20
48	Bob Walker	MG Metro	E	25.85	0.00	25.85
49	Peter Needham	Splinter 92/01	D	24.73	0.00	24.73
50	Paul Goldman	OMS 89A	I	24.09	0.00	24.09
51	Nick Arrowsmith	Alfa Romeo Sprint	2	23.71	0.00	23.71
52	Peter Green	OMS 89A	I	23.42	0.00	23.42
53	Chris Eliett	Splinter 92/01	D	21.88	0.00	21.88
54	Allan Staniforth	Quest Terrapin	J	19.87	0.00	19.87
55	Peter Hawkey	Royale RP26	7	19.51	0.00	19.51
56	John Casey	Mini Cooper S	1	17.32	0.00	17.32
57	Martin Boast	Austin Mini GT	A	16.56	0.00	16.56
58	George Tatham	McLaren M12C	G	15.38	0.00	15.38
59	Jim Godwin	Sylva Striker Mk3	E	14.97	0.00	14.97
60	Andy Hamer	Mallock Mk27	D	13.25	0.00	13.25
61	Neil Diver	Leyland Mini	A	11.82	0.00	11.82
62	Arthur Heaton	Vauxhall Cavalier	2	11.79	0.00	11.79
63	Simon Wade	VW Golf GTi	2	11.24	0.00	11.24
64	Bob Wick	Leyland Mini	A	9.66	0.00	9.66
65	John Moulds	Caterham Super 7	B	8.26	0.00	8.26
66	Jeremy Edwards	Peugeot 205 GTI	B	7.29	0.00	7.29
67	David Bailey	Sapphire Cosworth	3	5.01	0.00	5.01
68	Julie Daniels	MG Midget	4	4.86	0.00	4.86
FTD SERIES						
1	Chris Seaman	Brahham BT30	J	47	7	40
	Joe Ward	Ward WD8M	D	25	3	22
3	Darell Staniforth	Quest Terrapin	J	22	-	22
4	Tom Hughes	Vision V88	G	21	-	21
5	Christian Mineeff	Pilbeam MP43	G	20	-	20
6=	Peter Harper	Vision V1H	J	18	-	18
6=	Alan Newton	March 772P	K	18	-	18
8	Alex Tyson	Royale ART921	I	17	-	17
9=	John Corbyn	Jedi 2/91	H	16	-	16
9=	Colin Wheeler	Delta T832	K	16	-	16

Any queries regarding the Harewood Championship marks should be addressed to:-  
Tim Bendelow, 3 West View, Ferrensby, Knaresborough, North Yorkshire, HG5 0PZ

## BARC YORKSHIRE CENTRE ANNUAL DINNER DANCE and AWARD PRESENTATION

This year's Yorkshire Centre Dinner Dance & Award Presentation is probably the most important for many years.

### *Why, you may ask ?*

Recent Dinners have deteriorated from being a happy and joyful get together for the Centre members and its friends, to a Dinner to which hardly any competitors bother to attend (Haydn Spedding was the only award winner to attend last year's function and he wrote a critical letter on the conduct and style of the Dinner). Likewise, few of the committee bothered to attend, which in itself speaks volumes for the Dinner's previous format.

### *So what can be done to bring the Dinner back to its former glory?*

First of all the principal organiser of the Dinner has changed and it is now in the hands of Mrs Pat Kenyon.

Second the venue has changed to the Hilton House Hotel, Garforth.

### *So what will ensure the success of the Dinner?*

The most important factor is that you, the members, officials, marshals or competitors, support it, for without your support, the Dinner is doomed to failure.

### *Why should you support it?*

In the past the Centre had many low key fun events ie autotests, gymkhanas, treasure hunts etc, all of which got members together in a very sociable atmosphere. Unfortunately all of these events have fallen by the wayside so therefore the Dinner is now the only social occasion the Yorkshire Centre offers to its members. As you all know hillclimbing is a very sociable sort of sport for if you were to sit down and analyse it from a purely driving point of view, you would realise that the actual driving is a very small proportion of the weekend's activities.

It is important that officials, marshals and competitors meet in a relaxed and friendly atmosphere which the Dinner can offer for we are all interdependent on each other, the Dinner is an occasion which can break down barriers and enable us to socialise with our fellow enthusiasts.

The Centre has many magnificent awards which are competed for throughout the season by competitors and marshals alike. Part of the fun of winning one of the awards is to receive it in the company of those who can appreciate the efforts and endeavours of the winners. Every effort will be made to ensure that all 24 award winners attend the Dinner. To add spice to the awards presentation and as it is the inaugural year of the new hillclimb course at Harewood, Record Pla-

ques will be presented to all those holding both course and class records at the end of the 1992 season. This is a new departure which hopefully will attract many if not all of those successful competitors.

### *Time for action*

Pat will have tickets available at the September Harewood. You may think this a little early as the Dinner is not until November, but it will help enormously if people buy tickets early and commit themselves to what will be a highly successful social event.

Please make every effort to attend for we are sure you will be rewarded with a highly entertaining evening and you will help to re-establish the Yorkshire Centre's Dinner as THE place to be.

### *Tickets available from:-*

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

*Please return the enclosed Dinner Ticket application form as soon as possible.*

### *Hotel Location*

The Hilton has been chosen for its ease of access being close to the M1, M62 and A1.



**SATURDAY 14th NOVEMBER 1992  
HILTON NATIONAL HOTEL  
GARFORTH, NR LEEDS  
TICKETS £17.50**

### **Dinner Jackets or Lounge Suits**

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

\* \* \* \* \*

**CLASSES FORUM  
SUNDAY 15th NOVEMBER 1992  
HILTON NATIONAL HOTEL  
Coffee at 10.00am for prompt start at 10.30am**