

# YORKSHIRE CENTRE TIMES

ISSUE NO 45



BARC

OCTOBER / NOVEMBER 1992

## CHAIRMAN'S LETTER

As the competitive season draws to a close it is time to reflect on our achievements in 1992. The new course has completed a calendar of events and has I believe been welcomed by all as an excellent test of man and machine. It now offers greatly improved spectator facilities which when the landscaping is complete should become a great deal more popular particularly at the bottom of the hill.

One area that I believe we have made great improvements is in the attitude and ambience that prevail at the hill. The mood is returning to the one which made Harewood special in the past. This is in great part due to the efforts of Boris and Ivor and their respective teams.

November sees our Dinner dance and Forum which are both in revised format to attract competitors, marshals and organisers and make the evening a proper awards evening with the full enjoyment of mixing with your fellow enthusiast. Pat and Brian have made a great effort on this so please support the evening.

For next year we need more entries, more spectators and more sponsors. If you can help with any of these please contact myself or a committee member and let us take Harewood back to the top of the pile!

Kind regards

Simon N Clark (Chairman)

## BARC YORKSHIRE CENTRE COMMITTEE MEETING 7th SEPTEMBER 1992

Temporary measures will be used at the September Harewood meeting to inhibit the use of the infield in the Esses. During the off-season, more permanent kerbing will be installed at the same time as various improvements and finishing works are carried out. A meeting devoted to discussion of all the work done this year and plans for the future is to be held next month.

*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

**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

## CONGRATULATIONS TO OUR CHAMPIONS

**JOHN GARNETT**

**HAREWOOD  
HILLCLIMB CHAMPION**

**CHRIS SEAMAN**

**FTD CHAMPION**

**LYNN OWEN**

**LADIES CHAMPION**

## 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 21st November 1992  
please to the Editor:-  
Mrs Pat Kenyon  
4 Leslie Road  
Hillsborough  
Sheffield  
S6 4RB  
Tel & Fax 0742 340478*

# SPRINTING FOR GOD

PETER HERBERT

An early morning stroll around the 1850 yard Croft sprint course provided a few surprises. Dusty pock-marked track surface, more tyre piles than Kwik Fit, and enough straw bales to induce hay fever. The convoy run was an ordeal. A mouthful of gravel the reward for following too close in an open car. But come the first practice run and suddenly it was fun. A chance to tackle some wonderful bends and to use some of the longer gears in the box.

Saturday practice comprised three runs beneath a clear blue sky. But come Sunday the kind of wet and windy weather one readily associates with Autodrome days of old returned, and a single wet practice run was followed by two competitive runs and a fun run on a drying yet still slippery track.

Competitors were in shorter supply than hoped for and consisted of Triple C Championship contenders, Harewood regulars and a handful of locals. Honours were divided equally.

Appeal instigator the Bishop of Ripon opened proceedings with a service of worship followed by a drive over the course in a Rallycross Peugeot 205, then the fun began. The Standard Production cars ran first and 1600cc Class victory fell to Andrew Barratt's Lotus Elan, 1.74s clear of Simon Wade's Golf GTi, with the similar VW of Henry Hope-Frost a further 0.48s drift. Steve Muir's Sierra Cosworth won the larger capacity division, a healthy 13.25s up on Mike Yates' Citroen ZX Volcane.

Chris Plant was quicker of the smaller Road Going Production runners, the Mini 1275GT 0.64s ahead of Iain Gibson's Suzuki Swift GTi. Steve Ashby's Rover Metro was a distant third.

Complaining bitterly for having been conned into coming to Croft by non-entrant John Garnett, David Bailey set about seeing off Graham Carr's Morgan +8, a task the Sapphire Cosworth driver did with aplomb to the tune of two seconds.

Road Going Kit Cars came down to a duel between the Caterhams of Ashley Buchanan-Morris and Triple C editor Nigel Fryatt, with the scribe on the losing side by a 1.47s margin.

Clubman's honours went to Chris Rivett and his Mallock Mk18B. A second behind was the Haggispeed Mk6D of Roy Rogers. Gene Autrey, Randolph Scott and John Wayne filled the next places.

As ever, Formula Ford was closely fought. The Van Diemen RF86 of Colin Wright clinched the class but Amanda Whitaker was just over a second behind with Dan Wright's Van Diemen

third.

The 1400cc combined Marque & Touring class proved a fascinating confrontation between the Harkness brothers Nova and the Seaman and Greaves Midgets. On Saturday Paul Greaves had set a stunning pace in practice but come the rain he dropped away, a tyre clipping spin at Tower doing little for his confidence. And so, on what was to become a good day for Novas, Geoff Harkness took a 0.43s win over Chris Seaman, with Nigel Harkness just 0.46s behind the MG.

Rally driver Julian Porter, son of successful former hillclimber Nicky Porter who was himself driving an historic Cooper S, drove his Nova GSi to victory in the 2 litre Marque & Touring class, despite a virtuoso display by the Nutter. Paul's Escort collected tyre markers like dogs collect fleas, but try as he might the Leeds driver was unable to get closer than three seconds to the Vauxhall. Helen Walker outdrove Colin Elstrop for third in the shared GT6.

The small Modified Production class looked to be a battle between the Westfields of Paul Reynolds and Peter Herbert, the man from Essex quicker in dry practice, the Yorkshireman quicker in the wet. Then on the opening competitive run Paul's challenge came to an abrupt end against a substantial straw bale at the entrance to the Esses, Peter relaxed and the bold Neville Moon sneaked up from behind to take a 0.06s win in his Cooper S. Dave Farrar's much modified Midget was third.

Local Rallycross ace Rob Coates made quite an impact upon his first sprint, the 1600 Nova taking the 2 litre Modified Production class and fifth FTD. The Westfields of Andy Stevens and Mike Neuman gave chase.

Overall honours fell to Tom Hughes, whose Vision V88 had been the quickest thing on the track all weekend. Former Croft racer Bob Prest settled for second, the Mallock Mk20/27 seven seconds off the pace. Mark Lewis finished third in class and overall to the aforementioned in his Dutton Phaeton.

So was the Croft Sprint a success? Financially probably not. Certainly the hoped for 100+ cars failed to materialise. Perhaps pre-event publicity could have been better. From a driver's viewpoint the track could have been cleaner, part of the course resembled a giant slalom, one of the chicanes made the infamous Bus Stop at Spa look like Parabolica, and tyres were frustratingly placed exactly where it would

be nice to apex curves. Times were also slow coming through, whilst the commentary was hopeless. A spectating Mrs Herbert, eager to catch a glimpse of her only son in action, could have been watching Ripon Races for all she was informed.

Yet the test must be whether drivers enjoyed the day. David Park took one run over the course on Saturday morning, packed up his newly acquired ex-John Asquith Lola T492, and headed for home. However, most had a good weekend. Potentially it was a great course, which with minor refinement could be superb, and credit must go to John English, Boris Hardcastle, John Staveley and all the other club members who made it happen. The North East badly needs a sprint course, let's hope Croft's owner agrees.

With some resurfacing, more open chicanes, digital clock displays, and a decent commentary, there is no reason why the likes of Chris Hill, John Gray and the other Warecrete big hitters couldn't be made to feel at home at Croft.

#### RESULTS

FTD Tom Hughes Vision V88 55.24

#### CLASS WINNERS

1	Andrew Barrett	Lotus Elan	71.83
2&3	Steve Muir	Sierra Cosworth	70.28
4&5	Chris Plant	Mini 1275GT	73.42
7&14	David Bailey	Sapphire Cosworth	70.20
8	Ashley B-Morris	Caterham Super 7	66.85
10	Chris Rivett	Mallock Mk18B	66.16
11	Colin Wright	Van Diemen RF86	64.47
12	Geoff Harkness	Vauxhall Nova	66.50
13	Julian Porter	Vauxhall Nova GSi	66.43
A	Neville Moon	Mini Cooper S	65.72
B	Rob Coates	Vauxhall Nova	64.93

PS Sadly Autosport has declared Croft a non place somewhere up north, so hoped for Autodrome history and event report got shelved. A combination of Mansell histrionics and my poor writing no doubt the cause!



Tom Hughes on his way to FTD at Croft

Photo: Anne Paterson

## HAREWOOD HILLCLIMB CHAMPIONSHIP POSITIONS AFTER THE FINAL ROUND

POS	NAME	CAR	CL	POINTS
1	John Garnett	Sapphire Cosworth	3	84.88
2	Roger Kilty	Van Diemen RF85	7	84.52
3	Michael Holroyd	Mini Cooper S	1	84.35
4	Chris Seaman	MG Midget	4	83.58
5	Martin Brobyn	MG Midget	4	83.50
6	Stuart Abbott	Van Diemen RF86	7	78.76
7	Paul Greaves	MG Midget	4	77.95
8	Colin Wright	Van Diemen RF86	7	76.36
9	Chris Seaman	Brabham BT30	J	76.21
10	Neville Alderson	Van Diemen RF80	7	74.35
11	Peter Herbert	Westfield SE	A	71.05
12	Brian Lee	Lotus Elan	5	70.21
13	Brent Meredith	Ford Fiesta	2	68.41
14	Ken Bailey	Van Diemen RF85	7	68.17
15	Dave Kitching	Triumph Spitfire	4	67.53
16	Paul Nutter	Ford Escort	2	64.86
17	Joe Ward	Ward WD8M	D	64.68
18	Steve Openshaw	AH Sprite	4	61.41
19	David Bailey	Van Diemen RF85	7	60.70
20	Tony Briggs	Sparton FF81	7	59.24
21	Mike Kerr	Westfield 7	C	58.97
22	Jerry Paterson	Sparton FF81	7	58.81
23	Alex Tyson	Royale ART921	I	57.80
24	Don Williams	Gilbern Invader	6	57.15
25	John Corbyn	Jedi 2/91	H	52.36
26	Darell Staniforth	Quest Terrapin	J	49.84
27	Colin Wheeler	Delta T832	K	49.47
28	Nik Aveyard	MG Midget	4	47.14
29	Jonathan Rhodes	Hawke DL19	7	46.34
30	Mike Fitzsimons	Jedi 088/1	H	45.25
31	Bob Prest	Mallock Mk20/27	F	41.58
32	Tom Hughes	Vision V88	G	40.38
33	Paul Rendle	Chevron B49	K	40.29
34	Trevor Cooper	Triumph TR7	5	40.09
35	Ian Blunt	Jedi 013	H	38.66
36	Iain Anderson	Caterham 7	B	37.93
37	Mark Richards	Triumph TR7	5	35.98
38	Lynn Owen	OMS 1100M	I	35.27
39	Alan Newton	March 772P	K	35.06
40	Christian Mineeff	Pilbeam MP43	G	33.90
41	Peter Harper	Vision V1H	J	32.49
42	Andy Czakow	Sunbeam Stiletto	E	29.22
43	Martin Dowling	Royale RP27	K	28.55
44	Haydn Spedding	Jaguar E Type	C	28.48
45	Ian Tyson	Royale ART921	I	28.29
46	Bob Walker	MG Metro	E	27.89
47	Peter Read	Mallock Mk24	D	27.86
48	Roger Allen	Mallock Mk24	D	27.20
49	Peter Needham	Splinter 92/01	D	24.73
50	Paul Goldman	OMS 89A	I	24.09
51	Nick Arrowsmith	Alfa Romeo Sprint	2	23.71
52	Peter Green	OMS 89A	I	23.42
53	Chris Ellett	Splinter 92/01	D	21.88
54	Allan Staniforth	Quest Terrapin	J	19.87
55	Peter Hawkey	Royale RP26	7	19.51
56	John Casey	Mini Cooper S	1	17.32
57	Martin Boast	Austin Mini GT	A	16.56
58	George Tatham	McLaren M12C	G	15.38
59	Jim Godwin	Sylva Striker Mk3	E	14.97
60	John Moulds	Caterham Super 7	B	14.29
61	Simon Wade	VW Golf GTi	2	13.98
62	Andy Hamer	Mallock Mk27	D	13.25
63	Neil Diver	Leyland Mini	A	11.82
64	Arthur Heaton	Vauxhall Cavalier	2	11.79
65	Bob Wick	Leyland Mini	A	9.66
66	Jeremy Edwards	Peugeot 205 GTi	B	7.29
67	David Bailey	Sapphire Cosworth	3	7.24
68	Julie Daniels	MG Midget	4	4.86
69=	Geoff Noblett	Chevrolet Corvette	C	0.00
69=	Henry Fergus	Tiga SC79	G	0.00

#### FTD SERIES

1	Chris Seaman	Brabham BT30	J	49
2	Darell Staniforth	Quest Terrapin	J	32
3	Christian Mineeff	Pilbeam MP43	G	28
4	Tom Hughes	Vision V88	G	27
5=	Joe Ward	Ward WD8M	D	22
5=	Alan Newton	March 772P	K	22

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

# LANE WINS, GARNETT STARS

PETER HERBERT

An all pervading mist descended upon Stockton Farm for the weekend of the Harewood Finals Meeting, a dampness infiltrating the innermost reaches of overalls, cockpits, tents and motorhomes. The scene was better suited to the witches scene in Macbeth rather than a speed hillclimb with visibility limited, and the track surface treacherously greasy in parts. Yet such conditions are a great leveller, and power counts for nothing if you can't get it onto the track and are pointing towards the hedge.

Saturday was dodgy but Sunday was worse, the odd shower adding to the misery. The marshals performed heroic feats to promptly return wayward motor cars to the track; while poor Robin Boucher from his new position above the startline, attempted to commentate upon action he couldn't actually see from the confines of what appeared to be a converted wardrobe.

Going into the final round of the Harewood Championship five drivers were in with a chance of the premier award, and none was more determined than Michael Holroyd, whose 1400cc Touring Car class opened Sunday's competition. Driving the immaculate red and white Cooper S on the absolute limit, Michael scythed through the murk to set a time more than three seconds quicker than Brent Meredith's determinedly conducted Fiesta, and in the process earned more championship points by far than anyone else. Alas the deteriorating conditions precluded a third run, other wise an even quicker climb could have earned the flying milkman the Harewood crown.

An interesting merger between 2 litre Touring and Marque cars brought Brian Lee's all conquering Elan into competition with Paul Nutter's Escort which was being shared with Mini pilote Carl Austin. The Nutter was keen to avenge his defeat at Baitings Dam of a few months earlier when Carl last shared the Ford, and his usual exuberant style was supplemented by some demon tyre warming which consisted of using both first and reverse gears to spin the back wheels. The result was a 1.19s win over his co-driver with the Lotus a further two seconds behind.

Championship leader John Garnett arrived at the hill on a high having set a new class record at Aintree the previous day. The conditions suited four wheel drive and John never put a tyre wrong. A class winning time of 69.80s was sixth fastest overall, and appropriately earned the Rathmell driver the Glen Garnett Trophy. Still in only his

fourth season, John's Championship was a fine achievement, particularly in view of the horrific Curborough accident of last year from which he is still not fully recovered. Don Williams' Gilbern was a distant second in the merged large Touring and Marque class, with David Bailey's Sapphire Cosworth just 0.09s astern.

Midget drivers Chris Seaman and Martin Brobyn also held championship aspirations, and attacked the greasy course with their customary verve. However revelation of the 1400 Marque class was Dave Kitching in the Spitfire shared with father Norman. Whilst young Seaman set the winning time with a fine display of fearless car control, it was the Spitfire pilote who slipped into second place less than a second adrift, demoting Martin to an unaccustomed third place a further 1.25s down. Paula Cousin was a splendid fourth in the Midget shared with husband Mark, the gentle touch suiting the conditions ideally.

Roger Kilty was the other driver in a position to win the Championship, and he put on his usual polished display to head the Formula Fords in his Van Diemen RF85, however his points score was not quite enough. A second and a quarter behind the former champion was Stuart Abbott whose RF86 pipped Neville Alderson's RF80 by a clear second.

Paranoid about the presence of a Davrian in the paddock, Peter Herbert didn't give a second glance towards the innocent looking supercharged Mini of Birmingham engineer Mike Smith. As a result the Westfield driver was rather taken aback to be lying second 0.64s behind the Mini after the first runs. However a balls out final climb turned the tables to the tune of 1.39s although Peter's legs didn't stop shaking for some time afterwards, such was the effort entailed. What a wimp! Kim Johnson brought the Davrian shared with Tim King home third,

Class B Modified Production cars followed the 1400 Class A runners, and once again it was Darren Soothill who set the pace, his 1800 Caterham almost one and a half seconds ahead of the 2 litre version of John Moulds, who in turn was two seconds ahead of Robert Moore in the car shared with Darren, Bob having survived a first run excursion. In the slippery conditions the Cooper brothers' 1600 Peugeot 205GTi was superb, former TR7 protagonist Trevor a close fourth just 0.41s up on Alan. A special mention must go to Jed Buckley who gyrated Ryan Walsh's Westfield on virtually every run of the

weekend, but enjoyed the change from Tony Mekwinski's Anglia immensely.

A fine early Class C leader was Haydn Spedding with the big E Type but by the close of play he had been demoted to third by the Kerr Westfield, Mike 1.32s quicker than co-driver Dave Twilton. Philip Concannon was fourth in his standard looking Audi Coupe, while John Green's TVR was fifth despite losing a wheel on his opening ascent.

Glasgow's Malcolm Wishart took the Clubman's honours, the Mallock a healthy 2.83s clear of Matthew Slinn's Gryphon. Class record holder Joe Ward was a circumspect third in the Ward, deciding that discretion was the better part of valour in the conditions.

The 1300 Sports Libre class was initially led by the well driven MG Metro of Bob Walker when Steve Owen joined the scenery on his first run, but the OMS constructor was not to be denied, and an excellent second climb beat the Wakefield photographer by 1.37s. Bobby Fryers brought the immaculate Solo Stiletto into third place.

The larger Sports Libre division saw a close contest between Andy Smith's Vision and Christian Mineeff's glorious Pilbeam, and it was the former that came out on top by a 0.24s margin. Tom Hughes, Croft Sprint FTD man, took over the Vision to finish third a further 0.95s down.

Small light racing cars proved less than compatible with the guey track, and Glyn Sketchley's Jedi ended its day in the hedge. So it was an inspired David Bancroft who scooped the goodies, the OMS driver two seconds faster than Neil Levings' Jedi. Andy and Mark Coley led the chase in their similar Corbyn creation.

The 500s were followed by the 1100 racers and the unfortunate Ian Tyson added to the fun by spreading the constituent parts of his Suzuki engine along Thomson Straight. Phil Jefferies was the pace-setter, an amazing opening run securing an almost five and a half second victory, the Hi-Tech setting seventh FTD. Sue Sturges got nearest in the Delta, with former Harewood Champion Andy Tymkewycz third a further half second away.

With the names of Seaman, Staniforth, Harper and Barrington on the 1600 Racing entry list a fine scrap was in prospect. Quickest on the first run was Seagoon, hurling the venerable Brabham up the misty slopes to a 0.91s lead over Darell Staniforth in father Alan's Quest Terrapin. But using his rallying experience of less than grippy surfaces Darell fought back with a purposeful second ascent to break the beam just 0.13s before the BT30 could manage it. The follicley challenged Vision pair had no answer to the Harewood regulars, Peter Harper third by

more than six seconds with Tim Barrington a couple of tenths behind.

The 2 litre Racers were headed by Pat Donnelly's OMS to give the Leeds stable its third winner of the day. Pat's lead was 0.42s, but behind there were four pursuers covered by just 0.79s. Alan Newton's March led the bunch, with Colin Wheeler's Delta and Martin Dowling's Royale in close attendance.

And so to the fastest man of the day. Making it look so very easy, newly crowned RAC British Hillclimb Champion Roy Lane unleashed just enough of the 4 litre Cosworth's power to maintain his monopoly of Harewood wins, the big Pilbeam's straight line pace awesome as it rocketed between the farm buildings.

Within the hallowed confines of the beer tent, Roy paid tribute to the club's year-long efforts to develop its hill into the worthy challenge that it has become, while Harewood Champion John Garnett, FTD Champion Chris Seaman and Ladies Champion Lynn Owen received their awards.

The first year of Harewood's extended course has proved to be a notable landmark in the hill's distinguished history, and every driver worth his or her driving strut will be giving much thought to how to get to the top quicker next year.

## RESULTS

FTD	Roy Lane	Pilbeam MP58	65.18
<b>CLASS WINNERS</b>			
1	Michael Holroyd	Mini Cooper S	72.38
2&5	Paul Nutter	Ford Escort	75.73
3&6	John Garnett	Sapphire C'worth	69.80
4	Chris Seaman	MG Midget	73.86
7	Roger Kilty	Van Diemen RF85	70.85
A	Peter Herbert	Westfield SE	71.84
B	Darren Soothill	Caterham Super 7	69.94
C	Mike Kerr	Westfield 7	77.51
D	Malcolm Wishart	Mallock Mk20/21 B	70.06
E	Steve Owen	OMS SC2	72.71
F&G	Andy Smith	Vision V88	69.59
H	David Bancroft	OMS 500	72.29
I	Phil Jefferies	Hi-Tech DP1100	69.90
J	Darell Staniforth	Quest Terrapin	68.27
K	Pat Donnelly	OMS 90	70.66
L	Roy Lane		



Harewood Hillclimb Champion, John Garnett

## BARC ANNUAL COMPETITIONS FINAL POSITIONS

Name	22	18	19	16	17	13	14	18	19	9	5	6	26	27	Sub	Cor	Total	Fos	
C Chris Seaman	4	3	6	5	6	6	3	4	3	5	6	3	5	3	6	64	9	55	1
C Peter Herbert	A	--	--	6	--	6	3	6	3	6	6	3	5	3	6	53	--	53	2
M John Hardcastle	5	--	--	6	6	3	3	3	3	3	3	3	3	3	44	3	41	3	
C Chris G Seaman J	--	--	6	--	6	3	3	3	6	6	--	--	3	5	41	--	41	3	
M David Dalrymple	5	5	3	3	3	3	3	3	3	3	3	3	3	3	46	9	37	5	
M John English	3	3	3	5	5	3	3	3	3	3	3	3	3	3	46	9	37	5	
C Don Williams	6	3	--	3	--	5	3	3	3	4	5	--	--	3	4	36	--	36	7
C Tony Briggs	7	--	3	3	5	3	3	3	3	3	--	--	3	3	35	--	35	8	
C Bob Walker	E	3	3	--	--	4	3	3	3	4	4	--	--	3	5	35	--	35	6
C Mark Richards	5	3	--	3	4	3	3	3	3	3	--	--	3	3	34	--	34	10	
M Tim Bendelow	3	3	3	3	3	3	3	3	3	3	3	3	3	3	42	9	33	11	
C Jim Godwin	E	3	3	4	3	3	3	3	3	3	--	--	3	3	36	3	33	11	
M Anne English	3	3	3	3	3	3	3	--	3	3	--	3	3	3	36	3	33	11	
M David Naylor	3	3	--	3	3	3	3	3	3	3	--	3	3	3	36	3	33	11	
M Ian Finkney	3	3	3	3	3	3	3	3	3	3	3	3	3	3	36	9	27	15	
C Ian Anderson	B	3	--	--	--	3	3	3	3	4	--	--	--	3	3	25	--	25	16
C Arthur Heaton	2	3	--	4	--	3	3	3	--	--	3	--	--	--	19	--	19	17	
C Trevor Ware	K	3	--	3	--	3	3	3	--	--	--	--	--	--	15	--	15	18	
C Peter Green	I	--	--	--	--	3	--	--	3	3	--	--	--	3	3	15	--	15	18
C Neil Diver	A	--	3	3	--	3	--	--	--	--	--	--	--	--	9	--	9	20	
C John Harline	K	--	--	3	--	--	--	--	--	--	--	--	--	--	3	--	3	21	
C Leon Bachelier		--	--	--	--	--	--	--	--	--	--	--	--	--	0	--	0	22	
C Pat Kenyon		--	--	--	--	--	--	--	--	--	--	--	--	--	0	--	0	22	
C Brian Kenyon		--	--	--	--	--	--	--	--	--	--	--	--	--	0	--	0	22	

Any queries on the above scores, contact J R Hardcastle on 0532 584903. In accordance with the Annual Competition rules, the three worst scores for each competitor are discarded.

*The Pearce Trophy*

*The Pearce Trophy Consolation Award*

*The Firth Bowl*

*The Ken Lee Trophy*

*The Chippy-Iola Vase*

*Chris Seaman*

*David Dalrymple*

*Anne English*

*Peter Herbert*

*Anne and John English*

### AUTUMN/WINTER RALLYING 1992

As the hillclimb season is over, you may be at a loss for motor sport events to attend. Rallies happen all through the year and two occur in the next few months. On October 17th the Crystal Ford Stages takes place in the North Yorkshire Forests. The big event is the Lombard RAC Rally which starts from Chester. The British Rally Marshals Club warmly invite BARC members to marshal on the Glentroot Stage on Wednesday 25th November at about 10.30am. BRMC are only directly involved with this one stage but you can volunteer to marshal for the Sunday/Midlands North West spectator stages, Wales on Monday, Lake District/Kielder/Scotland on Tuesday and Wednesday.

Your contact is Bob Wright 0532 391229

### AWARDS PRESENTED AT THE END OF THE SEASON

YORKSHIRE POST	Roy Lane	53.28s
JACK FARRAR	Peter Harper	55.59s
ARNOLD BURTON	Roger Kilty	93.91pts
RICHARD SUTHERLAND	Chris Seaman (MG)	92.64pts
GUYSON SANDBLAST	Ron Lea	64.97s
HATFIELD OF SHEFFIELD	Ron Lea	42.34pts
WOODHEAD MONTE	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
JOHN BINDLOSS	Darren Soothill	
SCRUTINEERS TROPHY	To be announced	
BROWNLOW PEABODY	Chris Seaman (Brabham)	
RONALD HUDSON	Ian Pinkney	
PHILPOTT MARSHALS	Nick Dille	
DEREK CLARK MEMORIAL	John R Hardcastle	

## FOR SALE

VAN DIEMEN RF87 WIDE TRACK  
1600cc Scholar engine  
6 races only this year, with spares  
**£3250 ono**

*and*

1300cc fully tuned Kent engine  
8 split rim wheels with wet and dry tyres  
use in 750 Motor Club Formula (4)

3 races only  
**£600 ono**

*and*

6 months old, fully braked, 4 wheel box trailer  
**£900 ono**

**Will split or the whole lot £4500ono**

Phone daytime 0707 336271  
evening 0525 23234

---

## FOR SALE

1993 HAREWOOD CHAMPIONSHIP WINNER  
VAN DIEMEN RF85

In last three years this car has been placed  
1st, 3rd and 2nd in the Harewood Championship.  
With new control tyres in '93 and the right driver, it  
will win again.

Has done 11 events in '92 - 11 class wins 5 class  
records

1st O/A Aintree Sprint Championship  
2nd O/A Harewood Hillclimb Championship  
2nd O/A (provisional) HSA/Connaught  
Championship.

The car has been carefully developed for speed  
events, maintained regardless of cost, is in  
excellent condition and will be overhauled ready  
for '93 season prior to the sale.

Engine by Polestar (winners of 1992 Star of  
Mallory Championship), built 243 miles ago.

To be sold with a variety of spares,  
advice/assistance can be given to purchaser if  
required. Other cars will appear cheaper, but how  
much will you spend to make them competitive?

**Offers around £3750**  
Roger Kilty 0274 869747

---

## FOR SALE

RAY 86 FORMULA FORD  
Last 1986 chassis

Ideal sprint/hillclimb or circuit.  
Pull rod suspension.

Professionally maintained

Available as rolling chassis or complete with  
Scholar engine

**£4100 complete ono**

Contact Richard Sproston 061-440-0910 (eve)

## FOR SALE

SIERRA SAPPHIRE RS COSWORTH 4X4  
Harewood Hillclimb Championship winning car  
For details telephone  
John Garnett 0729 840291

---

## FOR SALE

MALLOCK RELATED PARTS

Cosworth head gasket £30;  
2 x Cosworth pistons £30 each;  
new AP 7.5in sintered clutch centre and pressure  
plate £80;

used Avon A26 tyres 2x7.2x20x13 and  
2x9.0x20x13. £10 each;

5 gallon alloy fuel tank £35;

3/4in front roll bar £25;

trailing arm £10;

t. arm bushes £4 each;

VW Golf radiator £35;

Oil cooler and fittings £25;

Mocal filter head and fittings £25;

Anderson plug and leads £15;

2xLo-Ackerman strg. arms £15 each;

3xKent mechanical fuel pumps £5 each.

Springs - 2.25x10.5x250; 2.25x10.5x150;  
2.25x7.0x350; 2.25x6.5x450 7/8x10.25x150(?) -  
£10 per pair;

Torque Starter RE2 £10.

BMC CWP. carrier and CWP only.

3.55 £200; 3.7 £95; 3.9 £75; 4.5 £50; 4.9 £60;

5.1 £125; 5.3 £60, BMC diff add £25.

All prices are ono.

Call Peter Read on 0277 625073 (evenings)

---

## FOR SALE

JEDI 500

1990 Chassis

Professionally prepared by Jedi Racing Cars,  
Nova Racing and Whitehead Motor Sport.  
This car is immaculate throughout, ultra reliable  
and highly competitive.

Complete with spares.

Box trailer available

Ideal single seater in a very friendly class

**£5,750 will haggle**

For full spec and details contact

Neil Levings 0789 268375

## LETTERS TO THE EDITOR

Dear Pat

May I take a small portion of the 'Times' to thank all the helpers at the Montague Burton trophy meeting for their assistance. My concern beforehand that all the hardware would be in place, in time, was allayed by some sterling work from a very small band of volunteers in atrocious weather conditions. I'm particularly grateful to Martin for bringing the 'bus and the Marshais/Medicine trailer up the hill before he went on holiday, and to John and Tim for organising the set-up of the course in the cloudburst on Saturday. We started on time thanks to the effort of the team and the marshals on the day.

I hope the day was not too far spoiled by the rain, mist and slippery mud which combined to slow everything down; and I congratulate all those who braved the elements, whether they won an award or not. And of course my thanks to Robin for keeping everybody informed and entertained.

Has anybody got a spare image intensifier so that Dick and David can see through the mist, what's happening beyond Country?

Tony Hodgetts

Clerk of the Course

Dear All

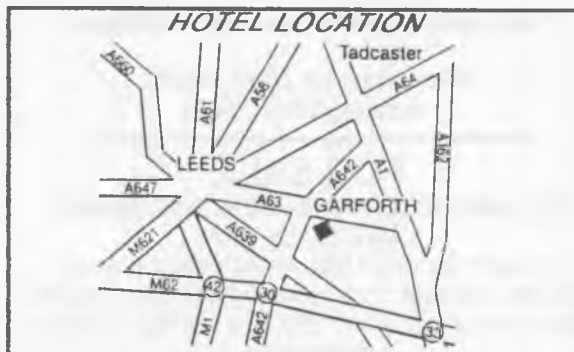
Now that the dust (or mud) has settled following the Croft Sprint I should like to express my personal thanks to all the BARC members and regular Harewood marshals who helped over the two days. Without the help of the Harewood regulars the event would have been impossible.

Although the weather was against us, I believe the majority of the competitors enjoyed themselves and I would like to think that sprinting will someday be a regular occurrence at Croft.

Yours sincerely

J R Hardcastle

Clerk of the Course



## BARC YORKSHIRE CENTRE ANNUAL DINNER DANCE and AWARD PRESENTATION

### **RESOUNDING SUCCESS**

The 1992 Dinner is well on the way to being a resounding success with over 100 tickets already sold with a month to go. Recent dinners have just about topped the 120 mark so we should easily exceed this figure.

### **TICKET SALES**

The spread of ticket sales is evenly split between drivers, marshals and officials so if you are unsure whether to attend because you do not think you will know anyone, worry not, you will rub shoulders with many of your paddock buddies. The split in the drivers covers all classes with tables for Saloon/Sports Car drivers, Formula Ford/Single Seater drivers.

### **AWARD WINNERS**

The response from award winners has been exceedingly good with a near maximum turnout. The magnificent array of trophies will perhaps encourage you to try harder in 1993 and win one yourself.

### **STILL WAVERING?**

If you are still unsure whether to attend because of the dinner's previous bad reputation, fear not, the troublemakers will not be there, but those with a sincere love of motor sport and the Yorkshire Centre will be, so why not be one of them? You are sure to enjoy yourself.

### **TICKETS**

Available from Mrs Pat Kenyon, 4 Leslie Road, Hillsborough, Sheffield S6 4RB. Please apply as soon as possible. **Tickets £17.50 each. DON'T FORGET: NO MONEY - NO TICKET!**

**SATURDAY 14th NOVEMBER 1992**

**HILTON NATIONAL HOTEL**

**GARFORTH, Nr LEEDS**

**Dinner Jackets or Lounge Suits**

**7.30pm for 8.00pm**

**Dancing until 1.30am**

Overnight charges £25 per person B&B. Contact

hotel on 0532 866556 and mention BARC.

*Ladies, if you have stayed overnight and your husband is at the Classes Forum, why not try the Surfers Leisure Centre in the hotel?*

*Swimming pool, Sauna, mini-gym and games room*

**CLASSES FORUM**

**SUNDAY 15th NOVEMBER 1992**

**HILTON NATIONAL HOTEL**

**GARFORTH, Nr LEEDS**

**Coffee at 10.00am for prompt start at 10.30am**

If you are unable to attend but have an idea you would like to be discussed, please write to:-

Chris Seaman, 193 London Road

Sheffield S2 4LJ .