



BARC

JANUARY/FEBRUARY 1993

CHAIRMAN'S LETTER

Firstly may I wish you all a very happy and prosperous New Year!

To reflect on the events of last year since the last 'Times' was published is a bitter/sweet experience. We hosted an excellent Dinner Dance which fully restored all the atmosphere to the event that has been ebbing away in recent years and my personal thanks go to Pat and Brian Kenyon for this great achievement. On a sadder note we lost three great friends of the Club and Harewood in the form of Sidney Offord, Stephen Smith and Denis Flather. They will all be greatly missed and our thoughts and sympathies go out to their families.

As you all know Easter has been completely re-arranged with the great news that Donington is to host the European Grand Prix, and I cannot think of a better reason to move from our Easter weekend date.

Through the Winter a planting programme has taken place which should make us green for 1993. Trees have been planted and improvements and refinements carried out to the track. So please come and enjoy your sport with us this year and let us make 1993 a year to remember for all the right reasons.

Simon N Clark

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.

**Articles for the next edition
of the Times by
28 FEBRUARY 1993**

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STEVEN SMITH - Obituary on Page Three

BARC YORKSHIRE CENTRE COMMITTEE MEETING

7th DECEMBER 1992

The budgets and plans for the year 1992/93 were discussed and approved in principle.

Chris Johnson was introduced to the committee in his capacity as Centre public relations specialist. He will develop the sponsorship and promotion activities and will welcome news of interesting events and developments for press releases.

Arrangements for amalgamation of under-subscribed classes were approved and the bogey times for classes were discussed and approved. Greater attention will be paid to eligibility scrutinising next season.

The social and financial success of the recent Dinner Dance was warmly commended.

4th JANUARY 1993

Careful budgets predicting monthly income and expenditure have been prepared so that the profitability and cash flow of the Centre can be maintained throughout the 1993 season.

Timing equipment will be studied to see if we can improve our production of results when funds allow.

Various enhancements of the course were discussed to be put in hand in time for the start of the season. A generous offer to sponsor the tree planting programme has been received.

LETTERS TO THE EDITOR

Dear Pat

I wonder how many competitors appreciate that the very successful meetings held at Harewood rely on a regular five or six officials/marshals turning up on the day prior to a meeting to prepare the course.

Without them doing this and spending time on the working parties prior to the start of the season there would be no meetings.

I am sure it would offer them great encouragement to see one or two competitors turning up to assist them in sweeping the course, setting out fire extinguishers and signs, roping off the paddock area, preparing the bus, ambulance etc, etc.

So how about it competitors, will you join with us next time?

Yours sincerely
Don Burt

OBITUARY

SIDNEY OFFORD

As I am sure you are all now aware, the Club lost a very dear friend late last year in Sidney Offord. Many words have been written about Sidney since and none more eloquent and frank than those from Marcus Pye in Autosport.

I am delighted to say I saw Sidney at the 80th Anniversary Ball at Goodwood only days before his demise and he was as entertaining, frank and bluff as ever, but as ever his intuition for what was good for the club and the sport was perfectly honed.

We shall miss him and on your behalf I have extended our sympathies to Pam and Warwick and the family.

Simon Clark

HAREWOOD ENTRIES

COMPETITION LICENCE NUMBER

Will all competitors please note that as the computer programme used for processing entries and producing the results, uses your competition licence number as a means of identification, it is **essential** that this is included on your entry form. 'TBA' and 'to be given at signing on' is of no use!!!

***ALL ENTRIES MUST HAVE YOUR
COMPETITION LICENCE NUMBER ON
THE FORM.***

CLASS ENTERED

Will all competitors please note that they **must** indicate which class they are entering by placing in the box, the correct class number or letter. It is of no use if you just put, for example, Sports Libre.

***ALL ENTRIES MUST HAVE THE
CORRECT LETTER OR NUMBER***

We would like to thank all competitors in anticipation of their co-operation with the above.

OBITUARY

STEVEN SMITH

It is with great regret that I advise that Steven Smith died on 25th day of November 1992 after a short and most unexpected illness.

I have known Steven for about 30 years in a number of different capacities and I have watched his career develop from a graduate electrical engineer to that of a successful businessman and the most important single benefactor of Harewood Hillclimb.

What I shall particularly remember of Steven is his enormous generosity and his wonderful sense of humour in the face of adversity. I recall the quiet smile when he told me of his yacht sinking off Athens Harbour on one of its first charters unfortunately in shallow enough water to be salvaged. I recall the occasion when he presented me with a silver ingot as a token of his appreciation for professional work that I had done for Harewood Hillclimb and he gave a similar ingot to one of my partners on another occasion. At Steven's funeral at Aislaby near Whitby the Vicar told the story of the secret donation that Steven had recently given towards his collection for a refugee fund.

Those motoring enthusiasts who read this article would be aware of Steven's huge generosity in connection with the purchase of Harewood Hillclimb ten years ago. At that time there was an opportunity to purchase Stockton Farm from Arnold Burton and Steven Smith together with Derek Clark, Jim Thomson, Richard Jackson, Jeremy Lord and myself were striving to form a company to raise the necessary monies to purchase the Farm. It was the unstinting generosity of Steven that enabled this project to proceed when he purchased the whole of the Farm and then sold to Harewood Hill Limited the hillclimb circuit including the adjoining fields and barns and farm house. Steven had considerable difficulty in selling the rest of his investment and eventually sold it at a loss and to that extent the people who enjoy the facilities at Harewood have benefited as a result of Steven's generosity.

Steven maintained an interest in Harewood Hill Limited as a substantial Shareholder and a Director. I have attended most of the meetings of the Company and the Directors have benefited from Steven's very considerable commercial experience and his technical ability in dealing with practical problems. Steven also never failed to turn up whatever the weather conditions or whatever the time, to help in collecting gate monies when the RAC Rally visited Harewood. His presence as a Director of the Company will be very sadly missed.

The other recollection that I have of Steven is as a motor enthusiast whether in connection with his racing or hillclimb activities as the proud owner of a Jaguar E Type or his Gulf Mirage GT40. It gave Steven enormous pleasure to participate in motor sport and he enjoyed the friendship with other competitors which is enjoyed by those who participate in the sport whether they be winning or just taking part. I distinctly remember Steven's embarrassment as he returned to the paddock in his E Type having flown over the gravel forming the last corner of the Harewood Hillclimb. For those with long memories it was a successful emulation of Peter Bolton's flying activities with Donald Campbell's Bluebird.

My most distinctive recollection of the GT40 was on the occasion of a very grand and well attended party being given by Steven at his home at Newton Kyme Hall when Steven encouraged me to start up his GT40, open exhausts and all, at 2.00am in the morning. The noise, with my hangover, reminded me of an unfortunate time when I stood next to the V16 BRM in the paddock at Goodwood.

I narrate these stories for those who perhaps were not so fortunate as to know Steven that well. We have lost a good friend who has been enormously generous and has had the interests of motor sport and in particular the British Automobile Racing Club Yorkshire Centre as the focal point of his interest. After a successful business career where he was active with Music Hire, Systime and Galway Smith, Steven retired with his wife Patricia to a more sheltered life in Aislaby near to Whitby. Patricia has been unselfishly supportive of Steven in his role as a Director of Harewood Hill Limited by joining him in making the not inconsiderable journeys from Whitby to Harewood on many occasions to support Steven in his active role with the Company. It is to people such as Steven and Derek Clark and Jim Thomson who are no longer with us that those who enjoy the benefits of Harewood Hillclimb should be deeply grateful.

At this time when our sympathy goes to Patricia and their sons Simon and Nicholas I am sure that the best tribute we could pay to Steven is to ensure that Harewood develops as he would have wished and becomes a Hillclimb where competitors take real pleasure in participating and has facilities which are unequalled on the hillclimb circuit.

Michael Kempley

THE HAREWOOD YEAR

PETER HERBERT

Naked Polynesian girls wrestling in paddock mud, a demonstration run by Lord Lucan on Shergar, and a class for Nuns were some of the things that didn't happen at Harewood during 1992. But plenty of things did.

The eagerly awaited course extension was unveiled to an expectant membership at the May meeting and reactions were mixed amongst aces and the great hillclimb unwashed alike. The excitedly anticipated downhill swoop was not as fast as had been hoped whilst the twisting Esses section was thought to be rather tight and narrow. There appeared to be but one line through this complex of bends, rather like being on a Scalextric. But the big surprise was how much quicker the old course had become, warmer tyres allowing prodigious grip.

The control bus window swung open for business on nine occasions, a practice day and eight meetings being run by the hard working organisers and marshals. No thanks are too great for this band of enthusiasts who turned out in all weathers to allow competitors to strive for glory. Praise must also be directed to Robin Boucher, surely one of the most enthusiastic and knowledgeable commentators in the country and no mean driver, who made the most lack lustre ascent sound like a potential class record. Having been there Robin knows just how much mental and physical effort goes into the most modest drive, and he has the ability to convey that to spectators. The return of Frank and Peggy Hall to the hill was also most welcome and it was good to see Frank behind a lens once more in all the most exciting places.

So we had a longer course, dedicated organisers and marshals, an eager commentator, photographers, spectators and even on occasion, good weather, so what of the drivers?

Class 1 Touring Cars generally opened proceedings, and Leeds dairyman Michael Holroyd was the man to beat. Commitment of awesome proportions was Michael's hallmark. His animated style within the confines of the immaculate Cooper S, as he urged it up Quarry Straight, frequently suggested that the man might arrive at the top bend before the car. The brothers Harkness, Brent Meredith and Carl Austin were the closest challengers. Under the guiding eye of father William, Geoff and Nigel Harkness were always competitive in the well developed Nova and in August Geoff took a well deserved win. The Meredith Fiesta was always driven with determination, as was Carl Austin's Clubman. Defini-

tely a graduate of the Nutter School of Motoring, only the odd trip through the hedge slowed Carl's wheel lifting progress.

And speaking of Nutters, it was Paul Nutter who enlivened proceedings in Class 2 Touring Cars. Always with a smile on his face, Paul's exuberant driving style belied fine car control, the well prepared Escort being regularly recovered from some scary angles. On the odd occasion when the pushrod Ford was shared with Carl Austin there were fireworks aplenty. Opposition was mixed in this class, a range of standardish road cars normally on the entry list. However in August an onslaught that included Renault 5 Turbos, a Kadette GTE and 2 litre Escorts arrived, and to Paul's credit only the Thompson brothers potent RS2000 beat him, leaving his class record intact.

Once the playground of the Settle Sierra Set, Class 3 Touring Cars was poorly supported. Only when occasionally merged with the large capacity Marque runners was there any stiff competition. Rather than detracting from his Harewood title, John Garnett's scant class competition positively added to it, as the Sapphire Cosworth driver had to motivate himself without someone to snatch his class record. Still in only his fourth season, and not fully recovered from his huge Curborough shunt the previous year, John drove the front wheel drive Ford with all his old speed and skill. Next year he will be found at the posh end of the paddock at the wheel of the ex-Tim Thomson Pilbeam MP 53/4 Hart Turbo! The helicopter is on order. With Richard Hargreaves' move to Class C and the RAC Leaders series, it was hillclimb Returnee David Bailey who kept the new Champion company in his two wheel drive Sapphire. As a Lancastrian David takes great exception to being included in the 'Set'. Next year with Mr Garnett's defection to the Pennine Pilbeam People, the Burnley Garagiste may have the class to himself.

Like Alain Prost, and probably Madam Prost, former Class 4 Marque front runners Brian and Pat Kenyon took a sabbatical during '92 allowing Midgeteers Chris Seaman and Martin Brobyn to fight it out. From seven confrontations Chris took four wins to Martin's two, however it was the latter who set the class record. The interloper was Steve Mallinson who took a good win in June by pushing Norman Pemberton's Sprite to velocities never dreamed of by its owner. Whilst these winners were already known to be quick, revelation of the class was Dave Kitching. After

wrestling all year with the less than user friendly Spitfire shared with father Norman, Dave took a fine second place at the slippery September meeting demonstrating that such conditions are a great leveller. Paul Greaves always threatened to join the top runners with his MG but never quite made it, while the return of Steve Openshaw's Sprite was accompanied by a paint job that Andy Warhol clearly had a hand in.

Class 5 remained the domain of Brian Lee, the agile Elan rarely troubled. The TR7's of Trevor Cooper and Mark Richards always chased hard, the enthusiasm of these drivers undampened by the enormity of their task.

Class 6 was usually as poorly supported as Class 3, and as a result they were often merged. This brought about one of the great dices of the season when Mike Hall brought his thundering Morgan +8 up from the Midlands to run against the Garnett Sapphire. Modern technology won over vintage grunt, but it was a close thing. The well campaigned Gilbern of Don Williams was the class stalwart, although such delectable machinery as Barry Newton's Porsche Carrera and Henry Crowther's XJS TWR Sport made the odd appearance.

Although the days of twenty car Formula Ford classes have for the moment gone, Roger Kilty remained the man to beat in his Van Diemen RF85. with John Bennett taking a year off and Tim Mason in bigger and faster things, Colin Wright and Stuart Abbott in RF86's usually led the chase. Neville Alderson's RF80, Paul Stringer's Lotus 51 and the Bailey pere et fil RF85 all figured strongly, usually split by tenths of seconds.

Three years earlier an impressionable newcomer was shown a class record plaque by a Sheffield Sprite driver. "Take a good look lad, you'll likely not see another" he joked. Peter Herbert badly wanted one of these, and this season he found himself in the right class, Modified Production A, in the right car, Westfield SE. Some good scraps took place with Sarah and Ian Blenkinsop's BDA engined SEi, while Mike Smith's supercharged Mini was very quick in the wet and the fog of the September meeting.

Class B was even more competitive and from it emerged 'Rookie of the Year' Darren Soot-hill. Driving Bob Moore's potent Caterham BDA, Darren's pace made it easy to forget that he was in his first season and his win over Leaders Champion Bill Bristow in August was the highlight of an impressive year. Bill's twin-cam Caterham was usually the class of the field, but the Caterhams of Bob Dayson and Phil Price were always on the pace, as was Roger Thomas' Westfield Vauxhall and Leaders Sprint Champion Graham Oates' Europa.

Mike Kerr had Class C covered in the BDX Westfield, although Richard Hargreaves drove the wheels off his Sierra Cosworth in July to beat the lighter car. Barry Lines' rumbling Tuscan and Tony Lambert's whispering Ferrari were good value on their visits to the hill, whilst it was good to see Haydn Spedding keeping the faith in the glorious but outpaced E Type.

The chronologically gifted Joe Ward proved that the elderly should never be underestimated. Fastest Clubman's driver of the season, Joe's self constructed WD8M was headed only twice, by the Vision of Russ Pickering and the Mallock of Malcolm Wishart, for class victories. Henry Ford's little helpers Peter Read and Roger Allen were always competitive in the shared Mallock, while the Gryphon of Mike and Matthew Slinn was in the hunt too.

From Adel, the Maranello of Leeds, sprang Steve Owen's latest brainchild onto an unsuspecting Class E Sports Libre field, and straight out of the box the OMS S/C was the car to beat. Bobby Fryers in the faithful Solo Stiletto gave Steve a run for his money, while the other regulars Bob Walker in the MG Metro, and the ever enthusiastic Jim Godwin in the Sylva Striker were left to fight amongst themselves.

Class F was about as well supported as Ross Perot, and generally unattended if Bob Prest's Mallock didn't turn up. Class G was more exciting and Christian Mineeff set an awesome class record in the beautiful spyder bodied Pil-beam, he also set FTD at the Jim Thomson Trophy Meeting, and had the most original line in acceptance speeches. Tom Hughes, the Croft Sprint winner and Andy Smith in their supercharged Vision V88 were always pushing hard, while George Tatham with the historic McLaren and the prehistoric transporter, and Don Burt aboard the Woosteresque NG entertained the crowds.

And so to those funny cars with one seat and no mudguards. Jedis for once did not have things entirely their own way in Class I 500cc Racers, as in September David Bancroft drove an OMS through the gloom to victory. Otherwise Jedis in the hands of the inevitable John Corbyn, Mike Fitzsimons and Nigel Levings cleaned up. Glyn Sketchley was usually close behind, although he did on occasion find himself in the scenery.

Amongst the 1100's there was fierce competition between the Jedi, OMS, Megapin and Royale camps with the odd Hi-Tech and Yamaha thrown in for good measure. Alex Tyson's ART921 proved quickest for Royale, however Ian Scott, Ian Tyson, Steve Owen and Phil Jefferies were regular visitors to the beer tent for awards

and an OMS took Lynn Owen to the Harewood Ladies Championship.

Class J meant Seagoon, and the venerable Brabham was propelled to even greater velocities by the hairy right foot of Chris Seaman. Despite the ever stronger competition from younger machinery and men, Chris put in some superb drives to claim the FTD Championship, Quarry Corner being regularly dispatched without incident now that his tyres are up to temperature. Although Peter Harper's Vision set the class record it was Darell Staniforth in his old man's Quest Terrapin who was usually the BT30's closest challenger, and twice he got the better of the more experience driver during the season.

Logic would suggest that the 2 litre racers of Class K would be substantially quicker than their 1600cc counterparts, but this was not the case. Graham Hickman's record in the Pilbeam being just 0.02s inside Harper's mark. Alan Newton, Peter Varley and Colin Wheeler were the main protagonists, Newton's March the quicker and within spitting distance of a first Stockton Farm FTD. Pat Donnelly was the Owen stable representative, and the OMS90 was not far off the pace.

Finally Class L big bangers were thin on the ground, a representative bunch only materialising for the RAC Championship round. Some of the big Pilbeam exponents were less than excited about threading their charges through the new Esses complex. But you have to listen to new British Champion Roy Lane when he says Harewood is within a packet of grass seed to being the best hill in the country, don't you?

POSTSCRIPT:

Should any members be still awake they will be relieved to learn that this is my last report for some time as I shall not be at Harewood so often next season. At the risk of being exposed as the thoroughly ordinary driver that I really am, I hope to contest the 1993 Leaders Hillclimb Championship. This is a great excuse to try all the country's classic climbs, and whilst scoring points will not be easy, it will be a great adventure.

CHANGE OF ADDRESS

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

MY FIRST SEASON OF RACING

SAM ROACH

After 2 very enjoyable years of hillclimbing at Harewood I made the move to circuit racing in 1992. I sold my trusty old RS2000 and moved a generation newer with an XR3i, already prepared for the 'BRSCC XR-Challenge'. This is a Northern based two class series for lightly modified XR2's or XR3i's, and certainly provides very close racing on a budget. My car was a rarity - a circuit car with a couple of seasons under its belt and no body damage; despite being lovingly prepared and maintained though, the car had no better than lower mid-field results to its name. Being fairly standard, it spent its first five months with me as surprisingly practical everyday transport, before starting serious work as a racer.

So how does a hillclimber adapt to driving for more than one minute at a time, sharing only a narrow strip of tarmac with 15 other glory-crazed XR3 drivers, all intent on seeing waved chequered flag before I do? Well...

It's a surprisingly different skill to that of the hillclimber/sprinter. Suddenly your biggest concern is what the car in front, behind or next to you is about to do. If you get a whole lap in which you can concentrate on your driving alone, you're lucky (or last). The ability to travel 2 feet from the bumper of the car in front at race speeds takes a special sort of bravery - advanced motorists won't like it! During my first few races, I found myself inadvertently backing off to maintain a 'safe distance'; I knew that I had to stop driving so sensibly! This car-to-car combat quickly becomes the most addictive aspect of the racing - racing lines rapidly turn into defensive ones, and lap times become unimportant as long as you can stay in front of the next car. The competitive attitude can also extend to the paddock at times; the friendliness of the Harewood paddock has not been matched.

My season started with all this seeming a bit overwhelming. I suffered from all the 'you don't want those tyres, your suspension is all wrong' advice from fellow racers, but thoroughly enjoyed my first race, coming sixth at Mallory. My second race of the year (at Donington) ended at the first corner of the first lap. A spinner at the front of the field ploughed into the side of my car leading me to wonder what I was letting myself in for here. Several scrapyard visits and a large tub of Isopon later and my car was back on the grids looking respectable, and as my confidence and experience grew, so I crept up the field. I couldn't afford to make any major changes to the car; new tyres and springs and some minor tweaks here and

there were the extent of the modifications. Nevertheless, I've finished the year with a better-than-I-could-have-dared-hope 3rd in the Championship, with 2 lap records, one win and regular top three finishes. And I'm thoroughly hooked on racing!

Cost wise, I believe there is no other race series in which I could have been so competitive on such a minimal budget. I was lucky to avoid any major accidents or mechanical problems (the car didn't let me down once - careful maintenance is definitely worthwhile), yet I chose to race at all the far-flung circuits which pushed up my costs; towards the end of the season, though, prize-money started to come into the equation, which was very welcome. But of course, as with all motorsport, estimate your budget, then double it to be realistic (and then add your phone number if you're unlucky!). The XR Challenge represents an ideal first step into circuit racing - the cars are very closely matched, simple to maintain and repair, and provide superbly close racing. There are plenty of beginners in the series mixing it with experienced racers (ex-Harewood man Paul Grime has also just finished his first season, doing battle in the XR2 class).

And giving happy proof that this sort of one-make budget racing can lead to greater things, my results this year have led to a sponsored drive in next season's Formula Ford 1600 Rapid Fit National Championship. So my XR3i is now up for sale - any hillclimbers fancy their chances?



Sam had an extremely successful season circuit racing.

CONGRATULATIONS

To Peter Read on his marriage to Jill. Peter is expecting to be working for Ford in Germany very shortly. We wish them both well in their new life in a new country.

ONE OF THOSE DAYS DAVID BAILEY

There have been times, I'm sure, when all of us have experienced this phenomenon, when nothing seems to go right. You know, when whatever can go wrong, usually does. Well, I had just that experience the week preceding the 2 lap sprint at Aintree on July 4th.

It all started during the build up to the event when I discovered two small cracks in the chassis of our Van Diemen Formula Ford. Keen to get these re-brazed, I arranged with the service manager of the Rover dealership where I work, to take the car to our bodyshop. This was duly done and on the Friday night (the evening before the event) I collected the car and took it back to the garage's workshop to finish its final preparation.

It was then I discovered that the bodyshop had removed the seat belts from the car, to enable them greater access to the offending chassis tube. How did I know this? Elementary my dear Watson! - one of the belts had been fitted the wrong way round. No problem I thought, I'll just remove it and put it back correctly. Why is it that the most straight forward of jobs prove to be the most awkward? Now equipped with two half inch spanners. I began to undo the retaining bolt in question. Struggling with the lack of space (why do designers never build cars with the idea of them being easy to work on?) one of the spanners slipped from my hand and vanished from sight into the bowels of the cockpit. 'Where the bl/sh/bu....er heck did that go?' I said. Well I didn't really but I'm sure you can use your imagination.

At first glance I couldn't see it at all. Which was a bit worrying as there weren't a lot of places it could go. If you've ever seen the bowels of my cockpit you'll know what I mean. 'There it is!' I shrieked, jabbing at the spot excitedly with my finger. I don't know why I did that because I was on my own at the time but it made me feel better.

Now the fun started; the spanner had wedged itself between the petrol tank and the power chassis rail, which is about as inaccessible to the human hand as it could possibly be. Why is it, that vital components to any important job always do this? With a gap the size of a gnats widge, there was no way that spanner was going anywhere in a hurry. There being no gnats to hand, I tried several other tools (sorry about that, no pun intended) to reach the spanner and all I succeeded in achieving was to push it out of sight underneath the petrol tank. Faced with leaving the spanner there or removing the petrol tank, you guessed it, my spanner set was now one down. The latest score: Driver 0, Van Diemen 1.

After being extremely careful, the job I'd originally started was completed. Next please! Ah

yes - levels check, quick clean and fit our allocated numbers. All levels OK. Now, wait a minute, why don't I put some fuel in now, sufficient for the convoy runs and practice and save some time tomorrow morning? Why is it that ideas to save you time usually end up costing more time in the long run?

With the only job left, that of cleaning the car to my usual gleaming standard, I felt confident at 9pm that an early night was still in the offing. How wrong I was!

Whilst vigorously polishing the car, I noticed the subtle aroma of 4 star wafting across my nostrils. 'Funny' I thought, as you would, 'I wonder where that's coming from?' Fairly obvious I hear you say, well you'd be right. As I ventured to bend underneath the car, I noticed a steady stream of clear liquid coming from the area of, yes you guessed it, the fuel tank. Well, I bet you can guess what I said next. Well if you can't, answers are accepted on a postcard.

What followed next was a scene straight out of the Keystone Cops; I began my way slip-sliding across the workshop floor (the pool of fuel by this time was getting quite large) performing a very neat triple toe loop followed by a double lutz and a single back somersault. After regaining my footing, how was I to stop the leaking fuel? Well the first thing I did was to remove the seat and the alloy cover over the petrol tank. There was then revealed a thin 2" crack very close to the top of the tank. This had never manifested itself before as we'd never put in as much fuel. The question was, how was I to stop the fuel pouring out? Why is it in times of crisis we do some very silly things?

There followed a slight lapse of mental concentration as I started the engine in a vain attempt to run some fuel off. As the engine was running away beside me, I suddenly thought about all those sparks flying about amongst all that fuel. Then, as if by magic, as Zeberdee used to say, our security guard appeared with what appeared to be an Embassy No 1 dangling from the corner of his mouth. I don't believe this, I thought to myself. I began gesticulating wildly at him, waving my arms above my head and pointing at the lighted dimp mouthing 'Put that b----y fag out!' Not hearing me above the din of the engine, all I received was a very blank expression. So I switched the engine off and told him the problem. He was just about to drop the cigarette and stamp it out, when I suggested that it might be a better idea to do this outside. This still hadn't solved my original problem, as fuel was still leaking from underneath the car.

A thought suddenly struck me - I'd heard of people mending engine blocks etc with Araldite, a tube of which I happened to have with me. Hav-

ing mixed a suitable amount, this was carefully applied to the offending crack. Yes, Yes, it worked! It stemmed the flow and the leaking fuel stopped (leaking that is). In my moment of excitement as I scrambled to my feet, I forgot about the fuel spilt on the floor and promptly fell down again cracking my knee on the trailer. But even this didn't retract from my moment of glory. As I packed my things away and left the garage just this side of midnight, my thoughts turned to the event tomorrow - surely things would run a bit smoother tomorrow?

Half time score: Driver 0, Van Diemen 2

At 7am on race day morning a persistent drizzle was falling and a wet event looked on the cards. Before we left the garage, it was decided that the cover should be fitted. We single seater drivers enjoy our creature comforts such as a dry backside. This done, we set off for the circuit.

Upon our arrival the rain had now stopped and a brisk breeze was drying the track. We parked next to Ian Scott and began to unload the car. We removed the car cover and then it struck me - 'Funny' I thought, 'there's something missing from the front of the car.' Then it dawned on me, the timing strut had sheared off its mounting point and was now lying somewhere on the M62. Having unloaded the car, we set about fabricating a replacement. Here, I must thank Ian Scott who gave us a suitably sized piece of plastic. This, supported by several hacksaw blades, resulted in a fairly rigid construction which was then attached to the nose cone.

Score: Driver 0, Van Diemen 3.

Scrutineering and convoy runs passed without a hitch, I wish the same could be said for the practice runs. Our car had decided to pick up the habit of weaving violently under braking - quite alarming, I'm sure you'll agree given the high speeds of Aintree. Having warned Dad of this characteristic and practice finally over, we decided to have a go in rectifying this fault during the lunch break.

We were fairly sure the problem lay with a brake imbalance front/rear so we decided to bleed the brakes to see if this cured the problem. The brake pedal itself had also proven to be a little 'inconsistent' in its feel. The rear brakes completed, the front ones were next (our car like all Formula Fords has two master cylinders - one for the front brakes, the other for the rears). This being the case, that whilst bleeding one circuit, there'll always be some resistance to the pedal. All of a sudden, from the pedal only moving half way down its length of travel, it went straight to the floor. This was accompanied by a yell from a watching spectator stood at the rear of the car. It was then discovered that one of the metal

braided brake pipes had burst, showering the back of the car in brake fluid. Our first reaction was one of despair, having no replacement pipe with us. This was immediately followed by one of relief, that the pipe hadn't let go whilst braking from 120mph to negotiate Club Corner.....If it had, we would still be spinning now!

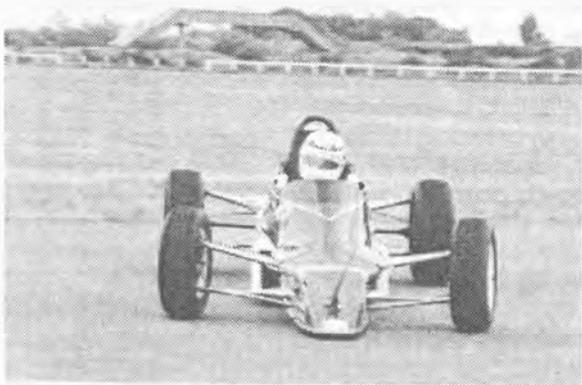
After asking among our fellow competitors, we discovered a suitable replacement in Roger Kilty's box of assorted spares, our grateful thanks to him for this. Our only slight problem was the new pipe was approximately 2 inch shorter in length, this necessitated the re-routing of the remaining pipes to enable the new pipe to reach the calliper.

Score: Driver 0, Van Diemen 4.

With the first timed runs completed with some slight trepidation, not knowing if the brakes were functioning up to their full capacity. On the second runs, we were able to press a little harder, the car was stopping OK but still weaving. Our second runs were an improvement and resulted in 3rd place for Dad and 5th place for myself. Just to cap the whole weekend off, Dad had one excursion to the grass and one spin which he maintains he very nearly held (see picture and judge for yourself! 8/10 for star quality I'd say).

Final score: Driver 0, Van Diemen 5.

Just as a footnote to this, before our next event, we undertook a complete brake overhaul and discovered the rear brake calliper seals to be in a very poor condition, so we replaced the full set. This has now cured the weaving problem completely and in our following three visits to Aintree we've achieved the following results; Warecrete Grand National Sprint (Aintree Circuit Club) 2nd in class (David), John Graveley Sprint (Lancs & Chesh) 1st and 2nd in class (Ken followed by David) and latterly the Betty Shaw Sprint (Lancs & Cheshire) 1st and 2nd in class (Ken followed by David), with a personal best by Ken just under 0.75sec away from the class record, with David hot in his wheeltracks just under 0.5sec slower.



Ken Bailey spinning at Aintree

RAMBLING ON MITCH ELLIOTT

The recent enforced spell at home recovering from the surgeons scalpel gave me the time to read Uphill Racers. I was surprised to read that hillclimbs had been organised in the village where I was born, a bit before my time though, the early 1900's. The organising club Lincolnshire AC were I believe one of the foundations of the Lincs Louth Motor Club.

The RAC was a low key event this year, the only opportunity for involvement being Clumber Park. I must say that for me the 'Historics' were far more entertaining. Unfortunately I dare not ignore doctor's orders too much so Wythop and Ae had to be missed.

The boredom was further relieved by a visit to the motor cycle show. I went with a colleague from work on the Thursday, this being the day of BMW's 'reception', the main aim of which is to announce the latest developments for Police motorcycles.

The show gets better with a good attendance and more importantly a good age span with all manufacturers offering a variety of sports, touring options. For me though the Ducati's always look 'right', there is something about Italian engineering and styling.

My colleague from work is involved in the running of a sidecar outfit with one of the few Norton rotaries outside of the factory and Roton teams, a less than successful 1990 season with a carbon fibre chassis has meant two seasons appeasing the bank manager as well as mending bodies.

Next year will see a new outfit made of metal with a traditional front end instead of hub centre steering, the last outfit with inboard discs at the front generated such heat that protective inserts in the drivers gloves actually melted.

The latest 'mods' to the engine mean an output well in excess of 150bhp, now one of these in a Jedi would surely liven up the 1100cc racing car class, not a bad output from 600cc on 4 star. Apparently if rotor tip life is not too important an output well in excess of the above is possible, add methanol to the equation and 200bhp might be possible. At £15,000 a unit customers will be a bit scarce I think.

My own motor club is a limited company and I have recently set up 'trade' cash accounts with local motor factors, tyre companies etc. I dare say a traditional 'club' could do the same, certainly in the current climate some good 'deals' can be made, in fact one auto-electrical company is prepared to give special rates for diagnostic and rolling road work, so go for it, club members can get some useful deals I am sure.

WANTED

Advice on tyre choice for a Touring Car Class hillclimber.
The car is road-going, full trim, rear wheel drive and 1900cc.
Second hand wheels/tyres considered, 13" diameter, 4" PCD

also

FOR SALE

Metro Mkl Fibreglass bonnet - new
Michelin 145 x 13 tyre on early Lotus(?) wheel - good condition
Motor Sport Magazine 1969 - 74 complete I think

OFFERS

Tel: Tony Hall on (Newcastle) 091-281-5617 office hours

FOR SALE

Set of four balanced flat top pistons suitable for Ford 1660 crossflow

£40

Complete competition clutch suitable to go between 1300 Ford motor and RS2000 type gearbox

£30

Five 6" x 13" Revolution alloy wheels with Ford centres, fitted with 185 60 13 Avon CR28 soft compound road tyres. One tyre unused, others 5 - 6mm

£350

Tel: Peter Herbert 091 386 6111 (Office)
0325 374656 (Home)

WANTED

Four 7" x 13" Revolution alloy wheels or similar with Ford centres.

Cash waiting

Tel: Peter Herbert 091 386 6111 (Office)
0325 374656 (Home)

FOR SALE

Car Transporter, non HGV, Freight Rover Sherpa 350 1985,
55,000 miles, removable full cover/frame, electric and manual winches,
long ramps for low cars, internal dimensions 78" x 184"

£2850 incl VAT

Ex Richard Lines Racing.
For photo and full spec phone
0535 655321 (Day)
0943 830402 (Evenings)

FOR SALE

Ford Cargo Transporter Model 0811
(non HGV Licence)

With tail lift capable of lifting a Sierra Cosworth also with living accommodation comprising 2 single beds, cooker/hob, fridge and gas heater.

Offers to John Garnett

Tel: 0729 840291

FOR SALE

XR Challenge XR3i

Aldon engine, Bilstein suspension, Sparco kevlar seat, 10 wheels and tyres, fully prepared, well maintained, 100% reliable.

Very competitive, 3rd in Championship, 2 lap records, 1 win.

All in hands of novice!

Must sell

£2750

(4 wheel car trailer available)

For details phone Sam or Peter Roach
0532 661071

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 or sprints, or fast road car.

Classic Car Insurance approx £135 Fully Comp.

£2950 ono

Tel: Trevor Cooper 0924 251890

WANTED

2 litre Pinto engine, preferably dry sumped, for experimentation.

Anything considered, FF2000 or W.H.Y., as long as realistically priced, also 3 FF1600 Weller steel wheels

Tel: Tony Briggs
091 413 4289

NEWS CLIP

Roger Kilty has purchased the ex-Paul Rendle/David Keer Chevron B49 Atlantic chassis and will contest selected rounds of the British Sprint/Harewood Hillclimb championships in 1993 with support from Hanline Associates, commercial property consultants of Harrogate.

The chassis is being rebuilt by David Whitehead Motorsport and will be fitted with a John Beattie fuel injected 1600 BDA.

In 1992 Roger won the Aintree Sprint Championship and finished 2nd in the Harewood and HSA Championships in his Van Diemen RF85, which has now been sold to Trevor Cooper.

THE BRITISH AUTOMOBILE RACING CLUB (YORKSHIRE CENTRE) ANNUAL GENERAL MEETING MARCH 10th 1993

Notice is hereby given that the Annual General Meeting of the British Automobile Racing Club, Yorkshire Centre will be held at the Parkway Hotel, Otley Road, Leeds on the 10th March 1993 at 7.30pm.

By order of the Committee

John M English

Hon Secretary

AGENDA

- 1 To receive and adopt the minutes of the Annual General Meeting held on 11th March 1992.
- 2 To receive the reports of :-
 - a) The Hon Secretary
 - b) The Hon Treasurer
 - c) The Hon Competitions Secretary
 - d) The Hon Social Secretary
 - e) The Chairman
- 3 To receive and adopt the accounts for 1992
- 4 To appoint the auditors
- 5 To elect Officers and Committee for 1993/94
 - a) Officers
 - b) The requisite number of committee members
- 6 To transact any other formal business which may properly be dealt with at an Annual General Meeting of the Centre.

NOTE

Under Item 6 on the Agenda, time is given for discussion on any other business members may wish to raise. It is helpful, particularly where explanations or answers which will require reference to Centre records, if advance notice can be given.

OFFICIALS FOR THE YEAR 1992/93

OFFICERS (Who retire)

Hon Treasurer P Varley
Hon Secretary J M English

COMMITTEE MEMBERS (Who retire by rotation)

S N Clark (Chairman), J R Hardcastle (Vice-Chairman), C G Seaman (Hon Competitions Secretary), A J Hodgetts

In accordance with Article 39 of the Memorandum and Articles of Association of the British Automobile Racing Club Limited, the Yorkshire Centre Committee makes the nominations for Officers for the following year.

The following nominations have been made for 1993/94

OFFICERS

Hon Treasurer P Varley
Hon Secretary J M English

COMMITTEE

The Following have indicated their willingness to stand for re-election

S N Clark (nominated by the Committee)
J R Hardcastle (nominated by the Committee)
C G Seaman (nominated by the Committee)
A J Hodgetts (nominated by the Committee)

Including these nominations there are a total of five vacancies for Committee Members and nominations for candidates are invited.

All nominations must be made in writing, with the knowledge and consent of the nominee and must be duly proposed and seconded by two members of the Centre.

**Nominations should be sent to the Hon Secretary,
J M English, 32 Farfield Avenue, Knaresborough, HG5 8HB to reach him by or on the
morning of the 28th February 1993**

'92 CENTRE DINNER BRIAN KENYON

Billed as 'Simply The Best'...did it shape up?
Read on....

The hotel was superb, and they came up trumps with super service and a great meal. The size of room was spot on for the 149 members and guests attending (an increase in numbers on previous dinners).

After the meal and toasts were completed we moved on to the award presentation, Centre Chairman Simon Clark congratulated everyone concerned for all their hard work throughout the year in setting up the new hill and all that it entailed, then Simon invited Pat Kenyon to join him to present the awards. It was wonderful to see many of the Harewood class record holders receive their plaques and out of 26 major trophies which the Centre presents each year 23 were presented. Awards were received by marshals, officials and competitors for their stalwart efforts throughout the season. Unlike a certain Grand Prix driver, Harewood Champion John Garnett made a short speech. To achieve a near maximum turnout of award winners was wonderful and it shows that people will attend social functions if the right conditions exist.

The formal part of the evening concluded, the lights were dimmed and the strident and evocative notes of the BBC Grand Prix tune filled the room. Bursting out of a side entrance were two pedal karts 'driven' by old rivals Brian Kenyon and Chris (Brabham) Seaman. The karts proved extremely popular and teams were formed and the competitive spirit emerged with many devious and dubious driving tactics utilized by the various competitors, the girls team in particular enjoyed themselves immensely and the karts proved quite a hit. The disco played a well balanced selection to suit all tastes and the dance floor was always full as people danced and drank the night away and people were reluctant to leave even when the last waltz had been played.



Brian Kenyon prepares to 'brake test' Chris Seaman

Was the dinner a success? Well judging by people's reactions and comments at the dinner and subsequent phone calls and letters that Pat received, it was indeed. Comments such as...'It's just what the Club's principle social occasion should be, thanks for saving a threatened species from extinction'.....'It is the first one we have enjoyed for many years'.....'Everyone on Table 2 thoroughly enjoyed their evening, the best they had attended'.....'Such a lovely occasion and we enjoyed it immensely'.....'My party and I felt we had enjoyed a great evening full of fun and enthusiasm'....'A splendidly conceived and organised Awards Dinner and Dance'

These and many more comments were passed but the final word must be left to Allan Staniforth (who was attending his first Yorkshire Centre Dinner for many years) ...'It were a right luvly party'....



Centre Chairman Simon Clark receives the Centres Shield from BARC Vice-Chairman Peter Griffin.

CLASSES FORUM

The Forum was not as well attended as those previously held at The Old Golf House, perhaps the new venue was more inconvenient but a major contributing factor to the lack of attendance was the success of the dinner the previous night. A great many people suffered hangovers etc after their over indulgence.

Future forums will probably be held at the Old Golf House on a different weekend to the dinner.