

YORKSHIRE CENTRE

ISSUE No 47



TIMES



BARC

MARCH/APRIL 1993

CHAIRMAN'S LETTER

The Chairman sends his regrets for the lack of a Chairman's Letter this month.

Simon Clark

ANNUAL ACCOUNTS

The Annual Accounts of the Centre are usually sent to members with the notice of the Annual General Meeting. Due to an oversight this was not done this year hence they are included in this issue.

If you have any questions on these please do not hesitate to get in touch with me. My apologies for this mistake.

Peter Varley
Hon Treasurer
8 Fall View
Silkstone
Barnsley
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*Articles for the next edition
of the Times by
23rd APRIL 1993
please to the Editor:-
Mrs Pat Kenyon
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Tel & Fax 0742 340478*

BARC YORKSHIRE CENTRE OFFICERS & COMMITTEE 1993

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Jim Johnstone
David Dalrymple
John Staveley
Graham Wride

CHANGE OF ADDRESS

Once again may I remind you to notify Headquarters of any change of address as the labels for the 'Times' come directly from Thruyton.

Failure to notify Headquarters may mean that you will not continue to receive your 'Times'.

As I do not control the labels, please notify Headquarters of any discrepancies in your address or post code.

*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.*

LETTERS TO THE EDITOR

Dear Pat

Jill and I would like to thank you very much for your best wishes in the last edition of the 'Times'. Our wedding went off very well on Christmas Eve and was a great start to the festive season.

On behalf of Roger Allen and myself I would like to thank everyone concerned with the Harewood hillclimb for six years of great competition.

Business and domestic pressures mean we are taking a sabbatical from speed eventing.

We have sold our Mallock to Tim Daniel of Bristol with a recommendation that he regularly visits Harewood.

Our six years of visits to Harewood have great memories for us. They cover the early days in the Mk16 chasing the hill record in the Sports 1600 class through to very satisfying Top Ten runs in the Mk24 in amongst the single seaters.

Harewood is a great venue with a challenging course, well run meetings and terrific atmosphere.

Thank you to everyone at Harewood and best wishes for future seasons.

Regards

Peter Read

Dear Pat

It has now been decided that I will not be going to work in Germany so I hope to get up to one or two Harewood meetings this year as a spectator.

In fact, as I am now stuck with competition licence but no car, if anyone needs a tyre warmer for one or more Harewood meetings this year I would be pleased to hear from them on 0277-625073.

Best regards

Peter Read

WANTED

2 x 40 DCOE Weber Carburettors
Ring: Chris Seaman (the younger)
on 0757-705984

WANTED

Any posters, stickers, badges or anything of a motoring nature to give out to the kids at Harewood.

Please bring along to any meeting and pass them on to Alan McKinney in the paddock.

FOR SALE

MALLOCK MK21/24 HILLCLIMB CAR
Agra 1700 all steel 180bhp pushrod
cintered clutch, Quaife box, A 15's
National Top 12 qualifier Harewood 1991 and
Doune 1992

2nd FTD Durriss 1992

Several first in class awards 1992

Complete with wets, diffs, spares
and Mk20 bodywork

OIRO £8000

Telephone 041-637-4422 evenings

FOR SALE

New and unused spares clearout
Mocal 5/8" 13 row Oil Cooler and Fitting Kit
(sandwich plate, seals, brackets, hoses etc)
for RS2000

£60

Facet Silver Top competition and
Facet Solid State competition Fuel Pumps
complete with unions and mounting kit

£35 & £25

Janspeed Carburettor Linkage (better than Magard) for DCOE Weber's

£35

Tel: 041-639-5031 and ask for Gordon

FOR SALE

FORD ESCORT MkII RS Custom 'V' reg.
2000 Pinto engine, 96,000 miles, 276 Piper cam
3.8 twin choke Weber carb, electronic ignition
Tubular manifold/ big bore exhaust

Alloy wheels with 185/70 R3 Goodyear Eagle
Strut brace for inner wing under bonnet

Front Bilstein shock absorbers

£2000 ono

Tel: 0937-573298

FOR SALE

CENTAUR CLUBMAN 1700cc

£1800

Contact Trevor Longstaffe
0642 723511 for further details.

FOR SALE

WESTFIELD

1400cc Class A car chassis
some alloy panels, independent suspension,
4 wheels with slicks,
gear box, springs etc,
1400cc all steel X-flow.

This is an abandoned project and must
be sold, not given away.

Tel: Tony on 0253 761362 at work

OBITUARY

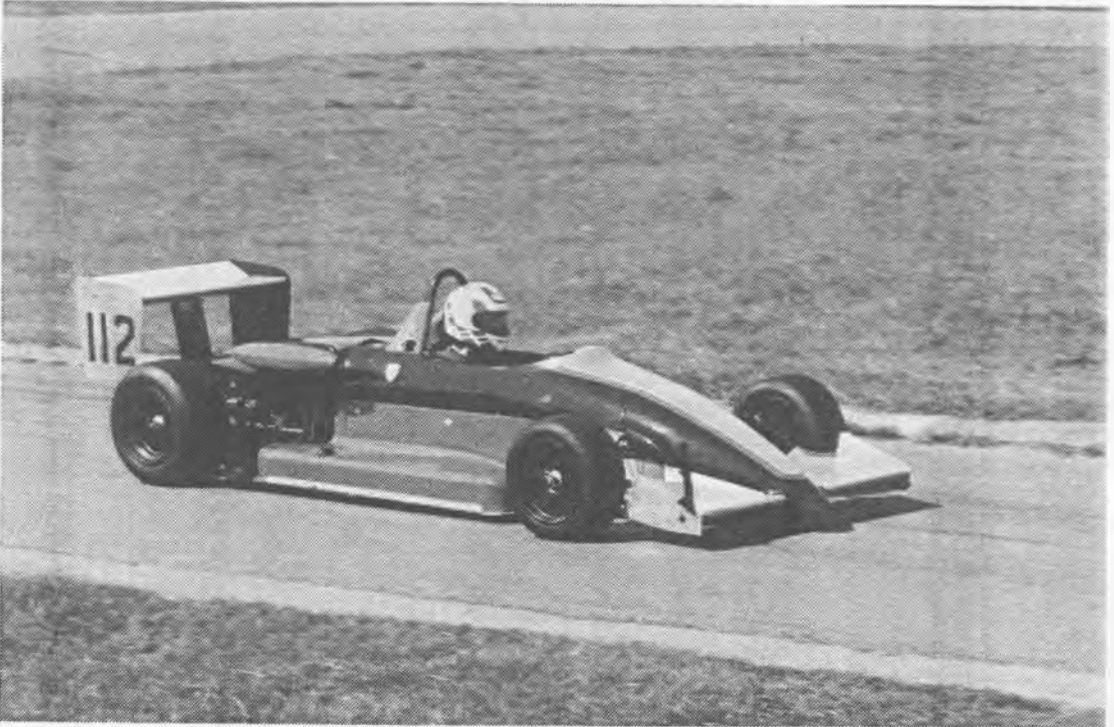
TREVOR WARE DFC

The entire Harewood hillclimb fraternity will be saddened to learn of the sudden death of Trevor Ware on January 14th, following a heart attack. He was 70.

Son of pre-War Morgan Aero racer and pioneer aviator EB Ware (who competed at Brooklands and helped to develop the legendary JAP engine), flying was his life for 61 years.

Trevor was taught to fly by his father at the age of nine, and flew Handley-Page Halifax bombers in World War 2. He was subsequently awarded the Distinguished Flying Cross for his courage as a 'Pathfinder'.

He continued to fly privately as late as last year, regularly ferrying a racehorse owning friend to events around Europe.



Trevor rounding Farmhouse Bend in his Ralt at the June 1992 Harewood meeting.

Photo: Anne Paterson

Having followed his son Peter's Formula Ford 2000 circuit racing with interest for many years, Trevor took to the hills himself four years ago with an FF2000 Reynard SF79.

He switched to a Ralt-VW RT30 - the car which Formula 1 driver Rene Arnoux drove to sixth place in the 1985 Macau F3 Grand Prix - last year.

As a former owner of the car (and surprised to see it in the paddock), I introduced myself at July's National meeting. A charming fellow, Trevor clearly enjoyed every second of his participation, and the camaraderie of the BARC Yorkshire Centre. His only regret, indeed, was that he had 'discovered' motorsport so late.

It was only after his death, regrettably, that I learned of his amazingly full life.

Trevor lived at Burley-in-Wharfedale, close to Harewood, and in accordance with his wishes, his ashes were scattered on his beloved Yorkshire Moors - from an aircraft of course!

To his wife Pam, Peter and the Ware family, the Centre extends its sincere condolences.

Marcus Pye

TEST DAY OUTING CHRIS SEAMAN

(The aged balding one from Sheffield with the Brabham)

A recent warm and sunny Thursday saw me sitting in the paddock at Mallory Park having had a pleasant run down from Sheffield and an acceptable Little Chef breakfast, thinking how wonderful life was for some. The purpose of the visit was not to completely knacker the aged Brabham (and its driver) by whizzing round and round in circles but to lend support

(OK I was nosey too!) to the single seater project of the younger, non related and non balding Chris Seaman from Selby.

I was delighted to find a well presented, home constructed racing car powered by a Ka-

wasaki bike engine ably tended by Chris and his Dad, the car attracted a lot of attention in a very crowded pit lane and displayed excellent reliability during runs totalling 40 to 50 laps (That's more

miles than Chris covered during the entire 1992 season!). Chris did comment that he thought than anyone using that amount of power on twowheels on the road must have some



Chris at the wheel of his immaculate SRM10

Photo: Chris Seaman (The elder)

strange ideas of enjoyment, but I don't really listen to him because

I've watched his Midget going round corners at Harewood. Good job I don't drive like that!. Handling problems from a previous test were overcome by altering the camber angles, this made the device much more predictable in the handling department, which is more than can be said for the hordes of Formula First cars that kept diving into the gravel traps at high speed and the Ferrari 308 that went bouncing along the pit straight barriers.

The car is designated the SRM10, after lots of clever working out (I asked) the SRM means Seaman Racing Motor. As for the number 10, the young Seaman tried to tell me it was something to do with the engine but I have my own theories, I think there are 9 scrap chassis round the back of the garage that didn't work!!

The first race was at Silverstone where Chris had a thoroughly enjoyable day and his first signature of the season, the only problem being a broken chain in practice. Excellent publicity was had on the grid with the commentator speaking at great length about the hillclimb exploits of Chris and Harewood in particular.

If you're out and about on the circuits this year keep a look out for Chris and let's hope that he brings the machine to Harewood for a play during the year.



Stan Seaman giving son Chris some last minute advice.

Photo: Chris Seaman (The elder)

RAMBLING ON MITCH ELLIOTT

Another season over and I had hoped to get to the last Harewood but finished up in Suffolk. A colleague was running in the National Autocross finals. The car is in its second season with Kawasaki power, the Z1 engine now being 1220cc and with a Sprintex supercharger pumps out around 160 bhp, drive is via chain to a Lotus diff assembly with a sprocket in place of the crown wheel and 'windows' cut in the nose to allow passage of chain - the specials certainly live up to their name.

It just so happened we had a couple of demonstrators at work so I 'claimed' a Renault 19 Turbo Diesel for the weekend. This car is superb. I personally prefer it to the new Isuzu Turbo engined Cavalier which was the other choice. The Renault's only failing being that the engine has become much more audible as it gets some miles on the clock, the handling and ride compensate though.

The journey to Suffolk was made under clear skies and sunshine, the venue was well arrowed from Newmarket and we arrived as practice started. West Suffolk MC had laid out a very tight circuit and it soon became evident that the start was critical as passing was somewhat difficult.

Since the halcyon days of the late 60's with Players No6 support, the sport has returned very much to its roots, this is no excuse though for the appalling state of some of the cars. I know we are in a recession but a coat of paint on rusty weld is still fairly cheap. Surely the scrutineers can have a discreet word in an ear, one or two cars were an absolute disgrace.

'Our' car went on to a very rough 3 and a half cylinders so that was it for the day. It is interesting that John Bevan's 'Naveb' is just as fast as when it carried 'CCC' logo all those years ago.

Work recently took me to Belgium, the purpose being a visit to Volvo's truck plant at Ghent, production here being centered around the lighter end of the range, 'our' interest being in the 14 tonne chassis used by Fire Brigades in the UK.

A well equipped coach (Volvo naturally) ensured a pleasant journey and we were to stay in Brussels. The contrast between modern multi-storey building and what appears to be war bomb damaged buildings was far greater than I ever imagined, the amount of development renders parts of the city centre 'construction sites'.

Having visited Leyland DAF's new plant at Preston in March I was looking forward to seeing how Volvo 'do it'. They pay above average wages for good productivity but the environment is what impressed the most, works of art and murals

being displayed around the factory, the cleanliness and the quietness being particularly impressive.

A group of us were fortunate enough on the first night to be in the 'Grand Place' near the cathedral and around 10pm the light show took place. For those who have not experienced this I strongly recommend it, the lights projected onto the cathedral's main tower is impressive but nothing compared to the classical music played from speakers situated around the square - the reproduction and sound quality are superb. We thought that the equivalent of £1.30 for a half litre of Stella in the hotel was expensive but a group were 'stung' £28.00 for 7 beers in a bar, not only that, after ordering the beers they realised they were in a gay bar!

I was looking forward to the 1992 RAC, 'we' from Lincoln being involved in Clumber Park on the Sunday and doing start radio on Wythope on Tuesday, for whatever reason Lincoln Club were given the last stage Forest of Ae to run, with Lincoln running the start. Unfortunately for me, surgery to repair damage inflicted two years ago by a trials bike means that at best I will get to Clumber, such is life.

As a total contrast to the Volvo visit a day was recently spent getting very wet in a quarry near Buxton, this being the venue for the regions launch of the new Renault 6 and 8 wheeled tipper chassis. A demanding 10 mile route employing parts of the quarry and surrounding roads was laid out. The 8 wheeler had a few more miles under its belt and was a lot 'looser', 340 bhp meant that the 30 tonnes could be pedalled along rapidly. Renault have produced an engine with loads of torque, the green band on the rev counter being 1200 - 1800 rpm. In the 5th of 8 gears it would pull away cleanly from 600 rpm, the handling and braking being equally good, important factors when you have 20 tonnes of granite behind you.

Pauline and I had a rare days spectating at Donington for the recent T.O.C.A. shoot out, the on-track activities have been reported elsewhere but some of the best entertainment came from fellow spectators. The rain had left the grass very 'slick', we were on the infield overlooking Old Hairpin, the slope is considerable yet folks blindly tried to drive up, down and across it (with total lack of success). If this is the logic and awareness of the average motorist, there is no wonder this country stops when it snows!

Anyway I am sure I have bored you all by now, I will take this opportunity to wish everyone a good 'climbing' in 1993.

LES CIRCUITS (Or a Motor Racing Tour of France)

CHRIS RUDDLESDIN

On Tuesday 6th October 1992, eight trusty BMRMC marshals assembled at the home of our Chairman and tour manager. At 6am the following morning we set out to marshal 'Les Circuits', a social motor tour of France and a little bit of Spain. The drivers of seventy-one classic cars were to visit a different circuit each day, to enjoy some high speed laps, and partake of the French cuisine and wines in comfortable hotels each evening. We naively presumed that the marshals would partake of the same!!!

The ferry crossing was decidedly rough, making the Isle of Man crossing the previous week feel like a Caribbean cruise. The rest of the day was spent familiarising ourselves with the vehicles (the promised Range Rovers looked very similar to diesel turbo Montegos) and being briefed on our duties. The circuits were available to the drivers between 9am and 5pm each day, and we had to be at the circuit by 8.30am to set up. Some circuits were over 100 miles from the hotels and most evenings involved 3-400 mile trip to the next hotel! So much for the french cuisine and wine. We became very familiar with autoroutes, toll-booths and diesel pumps.

The tour was to visit Croix en Ternois, Magney Cours (where the reception was about as warm as that at Silverstone), Paul Ricard, using the old circuit with the Mistrale straight, Ledenon, Grande Sambuc, a private testing circuit, Nogaro and the Barcelona Grand Prix circuit.

The classic sports cars were no match for the circuits and a heavy toll was taken of the exotica. Only the modern saloons, hire-cars and diesel turbo Montegos stood the pace (and even one of the latter succumbed).

The casualties:

Lotus Carlton	Timing belt (expensive)
Moss Monaco	Propshaft
Cobra	Propshaft
Sierra Cosworth	Turbo/electrics/head gasket (Gp N spec)
Carrera RS	Brake pads (£750) and tyres
Porsche 928	Tyres (£950)
Honda NSX	Brake pads - airfreighted from Madrid
Lotus Elan	Broken Crank
TVR Griffith	Clock illumination faulty
Cobra (original)	Destroyed - Road accident
205GTi	Destroyed - Road accident

As the cars failed or temporarily retired for repair, drivers resorted to the AA 5-Star service and an increasing number of Avis hire cars appeared on the circuits. These were returned to the depot with above average tyre and brake wear. One of our Montegos put a con rod through the block and another developed gear linkage problems. This necessitated a trip to Marseille on a flat-bed, but the truck only had three seats in the cab, requiring two crew to ride in the car on the back of the flat-bed! Dave Pierre and Nigel Barter stayed in the car, using the cars indicators and wipers as required! They even wound the window down to harass an unsuspecting Gaul in his 2CV!

The highlight of my week was a trip around the Barcelona circuit in a 7.2 litre, 380bhp Cobra!! Twice as big and twice as powerful as my old Vitteesse, and infinitely more satisfying. The return run to Calais was completed by Walter Robertson and myself (our leader flew back from Barcelona) in exactly 12hrs 2 mins, an average speed of 73.9mph, but cruising at 110mph for long distances. Our Montego performed faultlessly over 3400 very hard miles.

A very enjoyable but physically shattering event; roll on next year. All the drivers thoroughly enjoyed themselves, also.

HAREWOOD MARSHALS ASSOCIATION

ANNUAL GENERAL MEETING

SUNDAY 25th APRIL 1993

Notice is hereby given that the Annual General Meeting of the Harewood Marshals Association will be held in the Clubhouse at Harewood Hill-climb on Sunday 25th April 1993 approximately 10 minutes after the conclusion of morning practice.

By order of the Committee

T C Bendelow
Committee Secretary

LARGE SCREEN VIDEO/FILM SHOW
Saturday 15th May 1993
The Barn
Stockton Farm
7.30pm
(Bar opens at 6.30pm and food will be available)

This is a preliminary film/video show to test the water and if it is successful it will be followed by a 'winter series'. Mike Wilson has promised an exciting programme which will include last year's RAC Hillclimb Championship video and the old rally classic 'From Harrogate it Started'.

Robin Boucher will be hot footing it from Barbon and will be bringing a series of videos of the new exciting hillclimb and sprint venues on the Isle of Man.

The film/videos will be projected onto a 6 foot screen so you won't have to crowd round a small TV set.

The evening is being organised by Michael Kempley who will arrange for hot dogs or some other food to be available and the bar will be open from 6.30pm onwards.

Many competitors will be at Harewood on the Saturday and it is hoped that they, along with those arriving for the Sunday meeting, will come along.

(Please make the effort as Mike's film shows are always well worth attending. Ed.)

KENYON'S CRYSTAL BALL

During the winter I often try to assess who may win the following season's Harewood Championship. This year my prediction is Keith Wilford (who?). The Sheffield driver in his Class 5 Europa should feature well this coming year as he is in one of the 'soft' classes. Class 5 along with the Class 2 record looks the easiest to pick off.

CONGRATULATIONS

Congratulations to Jane and Phil Price on the birth of their son Samuel Richard on 31st January 1993. Samuel weighed in at 7lb 13oz and both he and Mum are very well.

Is this the 2020 Hillclimb Champion on his way?

MARSHALS FORMS

Please do keep the Marshals Availability Forms coming in as I have had the usual 'low returns' from the large amount of forms sent out in January/February (about 1000).

Even if you can only make one meeting then let me know.

Tim Bendelow
Chief Marshal

HAREWOOD DATES FOR 1993

April 24th
CCC/BARC Championship
April 25th
Spring National

May 15th
Open/Newcomers
May 16th
Open Championship

June 12th/13th
RAC British Hillclimb Championship

July 17th/18th
Jim Thomson Trophy/Leaders Championship

August 8th
Montague Burton Trophy

September 26th
Harewood Finals

WANTED !! WANTED !!

Sponsors for the Yorkshire Centre

Sponsorship details can be obtained from
Simon Clark on 0937-584554

You can sponsor the Centre or a class at Harewood
If anyone knows of a possible sponsor please telephone
Simon immediately.

ISLE OF MAN

'Dixie' Dean and the Manx Motor Racing Club are laying on a veritable feast of four wheel motor sport this year on the Isle of Man. The programme features a Leaders Championship Hillclimb round at Ramsey on May 21st/22nd followed by a sprint at Jurby on May 23rd.

June's programme of events, which cover June 14th to 20th, features three hillclimbs plus a two day race meeting. The year's programme of events will be rounded off with the Isle of Man Classic Pursuit sprint, a hillclimb and a unique floodlit sprint on Douglas Promenade.

The Club along with Magic Holidays have arranged extremely favourable rates for the crossing and accommodation. Magic Holidays can be contacted by writing or telephoning PO Box 5, Douglas, Isle of Man, Tel: 0345-585833 (Local call charges apply). Details and regs for the events can be obtained from Manx Motor Racing Club, The Motory, Nobles Park, Douglas, Isle of Man, Tel: 0624-670150 Monday to Friday between 1300 and 1700 hours.

May 21st/22nd

Leaders Hillclimb Championship Round

Ramsey

May 23rd

Sprint at Jurby

June 14th/20th

**Three Hillclimbs at Cregneash, The Sloc
& Creg-ny-Baa**

Race Meeting at Jurby

September 22nd to 26th

Willaston Pursuit Sprint

Ramsey Hillclimb

Floodlit Sprint at Douglas

ANCC SPRINT & HILLCLIMB CHAMPIONSHIP

This championship is probably the best kept secret in the sport. Anyone requiring information should contact Graham Sherwood at 7 Duckworth St. Shaw, Oldham, OL2 8ET.

INFORMATION

& ADVERTS

Anyone with snippets of information or articles they may wish to have published in the 'Times', could they please write them or fax them to the Editor. Although the Editor welcomes social calls etc from members, it is difficult to remember items mentioned in phone calls or messages left on the answering machine.

Similarly, adverts should also be sent by letter or fax. This will assist your Editor and ensure that the information is correct when it is published in the 'Times'.

THE SHELL HELIX MOTOR OILS CLUB CHALLENGE

This long winded title describes a National Motor Club Quiz along the lines of the late lamented Castrol Quiz which many of you 'old timers' may remember with affection. It is planned to get under way in May with area rounds and as BARC always used to feature well in the Castrol Quiz, perhaps we could enter a team? Our grateful thanks to Mike Wilson for the information. This is the sort of thing we like to publicise in the magazine.

ANNUAL AWARDS PRESENTED AT THE END OF THE SEASON

In an effort to streamline the Harewood Official Programme, the list of Competition Awards, ie Yorkshire Post, Ford Woodhead, Appleyard, Total Trophies etc. will be published in the 'Times' and not the Programme so if you wish to keep up to date how you are doing in any of the 16 categories, keep an eye on your 'Times' in future.

We will endeavour to keep them as up to date as possible. Anyone with any queries concerning their scores should contact the Competition Secretary Chris Seaman on 0742 585695.