



# YORKSHIRE CENTRE TIMES

Issue No 48



BARC

MAY/JUNE 1993

## CHAIRMAN'S LETTER

Dear Member

Firstly please accept my apologies for the lack of letter in the last 'Times'.

Well, the season is well underway at Harewood and so far the weather has been less than kind. The April meeting I missed as we were at Donington but I am told it was as bad as anyone can remember, thank you all those who were there for your patience and understanding.

May threatened bad weather but stayed dry on balance and both days seemed to enjoy a very good atmosphere.

A continued programme of improvements is taking place at the hill with extensive planting of woodland and new permanent fencing to the lower part of the hill, which together with the grassing of the works, is starting to make the venue look a lot better, but I confess we have a long way to go.

The next meeting is our premier event, the RAC Championship round and I am told a very healthy entry is developing. I hope all of you will make an effort to join us on the days to ensure a great day is had by all. I look forward to seeing you there.

Simon

## LETTERS TO THE EDITOR

Dear Pat

Through the columns of the 'Times' I would like to express my personal thanks to the marshals, observers and other officials who stood out in appalling conditions on April 25th. Without them it would not have been possible to run any sort of a meeting. I must apologise to them for the short break between practice and the timed run but I am sure they realised the enforced late start made this inevitable.

Unfortunately, I cannot bestow similar praise on certain competitors who took a very selfish attitude to their use of the paddock and their treatment of the needs of their fellow competitors and the officials who were trying to make the meeting run smoothly. This behaviour resulted in the Chief Medical Officer's car, which was parked in its correct place, being damaged. I can assure the competitors concerned that any further instances of this sort will be dealt with under the appropriate RACMSA Regulation.

Once again my thanks to everyone, competitors, officials and marshals who made this very wet meeting happen.

Yours sincerely  
'Boris' Hardcastle  
Clerk of the Course

## BARC YORKSHIRE CENTRE OFFICERS & COMMITTEE 1993

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*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 please to the Editor by  
July 20th 1993  
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## PAUL NUTTER

Welcome to a dry, hot and sunny Harewood and the first round of the Harewood Hillclimb Championship. Well almost dry, hot and sunny. Due to the inclement (the only printable word I could think of) weather, competitors were restricted to just the one timed run and so a single mistake could be vital.

Therefore on a day when the rain was so bad even the ducks stayed in, Bradford's Roger Kilty achieved FTD in his Chevron B49 Atlantic to make it a doubly successful weekend following his previous day's FTD at the CCC meeting.

His time of 66.19 on a soaking track put him over two seconds clear of a hard trying Darell Staniforth in the Quest Terrapin with Alan Newton's March 772P just 8 hundredths behind in third place.

Class 1 Touring Cars looked wide open due to Michael Holroyd's withdrawal and it was the Fiesta of Brent Meredith who took the class from Nick Brown in the Mini. Mark Brown, Dennis Cope and Carl Austin all had hairy moments and failed to complete their runs.

Paul Nutter in the Pinto Free Zone Escort took the honours in Class 2 from Tony Hall's BMW and Geoff Peters' RS2000 although Geoff was, by all accounts, on a flyer until he spun off at Quarry.

With the larger Touring Cars merged, the up to 1400cc Marque Sports class was won by Steve Mallinson in his Sprite. His time of 75.19 being nearly two seconds quicker than class record holder Martin Brobyn's Midget. Norman Pemberton in the shared class winning Sprite took third with a climb of 78.63. Both Nick Aveyard and Julie Daniels enjoyed the day reaching parts of the course other cars cannot reach.

The two remaining 'Marque' classes were merged and it was Keith Wilford who won the battle of the Lotuses with a run of 80.68 in his Europa bettering Brian Lee's Elan by a fraction over two seconds.

In an extremely well supported Formula Ford class it was Ken Bailey who used his knowledge and experience to win the class in a time of 72.07 in the Van Diemen RF85. Neville Alderson took a fine second only 0.49 adrift in his RF80 model whilst Colin Wright took third place in his RF86 with a run of 73.59. Fourth place was occupied by Mick Moore in yet another Van Diemen, this time an RF82, Mick being just a tenth slower than Colin.

With the meeting being a round of the MG Car Club Speed Championship, Class 8 attracted the biggest entry of the day with 20 cars. It was the Midget of Dave Farrar who was successful with a run of 73.25 being over 5 seconds faster than runner-up John Dignan in his MGB. Alastair Crawford's MGB Roadster took third with a 78.79 run whilst Julian Hepburn's MGB netted fourth in a time of 81.24.

Class 13 was the domain of the TR cars and it was Mark Richards who triumphed triumphantly (you all knew that was coming) in his sprint engined TR7 beating off the challenge of David White's TR8 and Tony Blake's TR6.

Onto the RAC classes and Class A went to yet another Midget. This time Tim Hutchinson succeeded in a time of 79.32. Next was the shared Mini of Bob Wick and Neil Diver who recorded runs of 80.64 and 82.77 respectively. Martin Baker's Nova was fourth a further two seconds behind.

The 2 litre Modified Car class was again won by a Caterham (surprise, surprise) but by who? The results show Robert Moore as taking the win but I have it on good authority that due to a number mix up it was Darren Soothill who did the winning time of 68.66. One thing's certain that it was a yellow BDA engined car that was victorious. In second place was Iain Anderson in a (wait for it) Caterham with a run of 75.64 whilst in third was Graham Oates in his Lotus.

The unlimited Modified Cars were merged with Class 3 Touring Cars (eg David Bailey) but as only one car completed a run Geoff Kershaw in his turbocharged Sierra took the class with an ascent of 75.75. Geoff was competing at Harewood for the first time in years and remarked that he could just about remember most of the corners.

The two smaller Sports Libre classes were also merged and it was Bobby Fryers in his Solo Stiletto who finished well clear of the shared OMS of Lynn and Steve Owen.

The remaining Sports Libre class had the sole Clubmans car of Peter Needham tagged on and it was a battle between Peter's Splinter and Tom Hughes' Vision with the latter taking victory by just under a second.

And finally we reach the racing car classes. For those of you still awake Class H was won by David Bancroft in a time of 76.25, his OMS outdis-

tancing Mark Griffiths' Jedi by over a second with Alan Dovey in an ASD third.

The 1100cc class was the domain of the Scot with the funny name - Andrew Tymkewycz (sorry Andrew but with a name like mine I have to give as well as take). Anyway a long journey was rewarded as he pedalled his Tymtek up the hill in a time of 70.26. Alex Tyson in a Royale ART921 came second with a 71.86 run.

Class J contained the two quickest men of the day whereas Class K contained the third quickest but Colin Wheeler was a close second in Class K in his Delta T832.

The lone occupier of Class L, John Garnett, took one look at the skies and decided he'd rather stay in and wash his hair, and so end a soggy Harewood in which it was a major achievement just to escape the clutches of the paddock.

As Roger Kilty said in his speech at the prizegiving, credit must go to all the marshals who, on a day like that, have to be either serious enthusiasts or brain dead (I hope it's the former) to stand out for so long in such atrocious conditions.

One interesting point is that if there is another wet Harewood, a lot of the Championship contenders will have to include a low score and so things could get interesting. Anyway, for everyone's sake I hope that there isn't and look forward to a dry 1993 season.

### HAREWOOD DATES FOR 1993

June 12th/13th

Gulf Oil/RACMSA Championship

July 17th/18th

Jim Thomson Trophy/Leaders Championship

August 8th

Montague Burton Trophy

### CLASS WINNERS

FTD	Roger Kilty	Chevron B49	66.19
1	Brent Meredith	Ford Fiesta	83.68
2	Paul Nutter	Ford Escort	76.61
4	Steve Mallinson	Austin Sprite	75.19
5+6	Keith Wilford	Lotus Europa	80.68
7	Ken Bailey	Van Diemen	72.07
8	Dave Farrar	MG Midget	73.25
13	Mark Richards	Triumph TR7	82.09
A	Tim Hutchinson	MG Midget	79.32
B	Robert Moore?	Caterham	68.68
C+3	Geoff Kershaw	Sierra	75.75
D+G	Tom Hughes	Vision V88	71.49
E+F	Bobby Fryers	Solo Stiletto	81.10
H	David Bancroft	OMS	76.25
I	Andy Tymkewycz	Tymtek	70.26
J	Roger Kilty	Chevron B49	66.19
K	Alan Newton	March 772P	68.36

### SATURDAY 24th APRIL 1993

#### RESULTS

Class	Driver	Car	Time
1	Pete Cresswell	Toyota Corolla	73.67
2	Mike Wood	Peugeot 309GTi	74.42
3+6+7	Stephen Hazeldine	Porsche 911	70.45
4	Giles Tinkler	Triumph Spitfire	72.64
5	Chris Fulke-Greville	Toyota Corolla	72.50
8	Mike Neuman	Westfield SE7	69.08
9	Nick Storey	Westfield S8	71.54
10+C+E	David Park	Lola T492	64.97
+G			
11	Colin Wright	Van Diemen RF86	64.88
12	Steve Mallinson	Austin Sprite	65.91
13+14	Mark Richards	Triumph TR7	73.21
8A	Dave Farrar	MG Midget	67.04
A	Lance Pickering	Metro GTi	68.79
B	Alistair Elliott	Caterham Super 7	66.07
H+I	Harvey Verrall	Yamaharvey	65.56
J	Roger Kilty	Chevron B49	58.39
K	Peter Varley	March Pilbeam	59.48
FTD	Roger Kilty	Chevron B49	58.39



Roger Kilty powers his Chevron B49 Atlantic around Quarry Corner.

Photo: Peter Cunningham

# IT'S A FAMILY AFFAIR

## PAUL NUTTER

On a day when the weather man's forecast was unusually correct, Andy and Graham Priaux made the Open and Newcomers Meeting a family monopoly by making the two quickest runs of the event. Andy's time of 57.88 was enough to give him FTD and the Mike Wilson Trophy pushing Graham into 2nd spot by just over three quarters of a second. An excellent third place overall was the reward for Darren Soothill who was in record breaking form.

With practice concluded the class runs began with the up to 1400cc Touring Cars and as usual Michael Holroyd took his customary win in his mended Mini Cooper with a steady run (for Michael) of 67.37. The car curiously looking to have contracted the same discolouring disease as Michael Jackson after its exploits during a testing session. In second place was Carl 'Crasher' Austin who was having his first proper run in his new Mk3 Cooper. After his exploits in the last event, Carl is running out of corners in which to go off on with only two remaining now.

Onto Class 2 and it was the Escort of Paul Nutter who gained not only the class win but a new class record (by just 0.06) with a time of 68.52. The added speed being as a result of having no breakfast. Second place was taken by the suave, sophisticated Simon Wade in his Golf GTi.

### The Class 3

Touring Cars were merged with the large Marque Sports Cars and Class C and it was Sapphire Cosworth driver David Bailey who just sneaked the class by a mere 10 seconds. His run of 66.41 well clear of Porsche driver Martin Emmison.

The two remaining Marque Sports Car classes were also merged and it was the nimbler Sprite of Norman Pemberton and Jarrod Buckley who out-paced the TR7 of Mark Richards. Norman's win-

ning time was a 68.16 run.

The Formula Ford class was taken by Colin Wright in his Van Diemen RF86. His second run of 63.93 was too good for David Sturdy in his RF84 version. Jeff Norton was a close third in his Van Diemen.

Again the MG Cars class was extremely well supported and it was no surprise to see the swift Midget of Dave Farrar taking the honours with a climb of 66.77. That put him just over a second clear of Nick Aveyard in his similar but heavier car. Alastair Crawford's MGB Roadster took the biscuit in third place whilst class record holder came fourth in the Midget shared with Nick Aveyard. Chris finding the handling slightly different to his own car.

On to Class 9 and the Morgan +4 of David Cook emerged victorious by just a quarter of a second over the more powerful +8 of Mike Harris. David Cook also finished first on handicap whereas Mike Harris was demoted to third on handicap by Dave Mason in his 4/4.

Classes 10 and 11 were merged and once



*Paul Nutter in his new liveried Escort slides his way round Farmhouse Bend*

*Photo: Peter Cunningham*

again a large gathering of Fiat's, sorry, I mean Ferraris (it's so easy to get those names mixed up) had assembled at the top of the hill

for their annual pilgrimage to Harewood. With such a large entry, echoing the Eurovision Song Contest held later in the evening, I shall give the results in reverse order. In sixth position came Hans van der Drift from Selby!! (A drift mine perhaps) who drifted up the hill in his 246GTS Dino (fancy Ferrari naming a car after Fred Flintstones pet dinosaur) to gain 71.25 pts. Fifth was the 308GTB of Richard Allen who scored 71.03pts. Fourth place, but only

just, was Brian Jackson climbing the hill to score 71.00pts in his 308GTB. The 308GT4 of Geoff Dark enlightened the spectators to finish third on 69.63 pts. Runner-up and with a score much improved on last years contest was Jon Goodwin. The Stoke-on-Trent driver recording 68.48 pts in his Mondial. The winner though, and regaining his title after last year's defeat was the 328GTS driven by Centre Chairman Simon Clark who was too embarrassed to present himself with the award but not too embarrassed to accept it. The way he grasped it reminded me of a striking Cobra.

On a sadder note Tim Blackburn in his 308GT4, for whatever reason, ended up with Norway's score ie nil poin(t). It was interesting to note that seven different version of cars occupied the top eight places showing that one particular model does not dominate the class.

Now, after warbling on for what seems like hours, back into the RAC classes beginning with Class A & B. These two classes were merged and it was Darren Soothill who set the track alight with his first run of 60.80 which was 0.04 inside Bill Bristow's record. Not content with that, on his second run Darren shot up the course quicker than an escaping Group 4 prisoner to knock almost half a second off the old class record with a time of 60.36. Doing well to hang on to second place was John Moulds in his Caterham with a run of 63.52. In third place though and making it a great meeting for the car was Robert Moore who, in recording a time of 64.58 not only set his best run yet at the hill but also won the Traveleads Trophy as the FTD by a novice competitor.

Entries were also thin on the ground in classes D, E and G and so the Sports Libre Cars were merged with the Clubmans cars. Richard White in his Sylva Striker produced an excellent run of 63.96 to take the class ahead of the shared Mallock of John Sharpe and Mike Goodman. Bob Walker in his Metro finished third splitting the two Clubmans drivers.

The two small Racing Car classes were also merged and it was the larger engined OMS of Les Buck who triumphed over Mark Griffiths' Jedi and Martin Herridge's Bewley Yamaha.

Class L unsurprisingly contained the two quickest cars of the day along with Tony Briggs and Trevor Longstaffe, but both were well off the pace of the RAC Championship contenders.

A feature introduced last year for this event was the class winners run off for the Castrol Trophy. This went to Cooperman Michael Holroyd - just like that - whose score of 17.45 was a second clear of his nearest rival Colin Wright. Third in the

run off was Paul Nutter's Escort which had dipped into the sixty sevens for the first time. Fourth was Andy Priaulx whose run of 57.00 was 0.88 quicker than his FTD. Fifth was David Bailey in his Cosworth whilst sixth was the OMS of Les Buck.

So ends another meeting in which it nearly didn't rain and one in which the rescue tow truck was unusually redundant. I shall now leave you to your own devices as my pen is running out.

## RESULTS

Class	Driver	Car	Time
1	Michael Holroyd	Cooper S	67.37
2	Paul Nutter	Escort	68.52
3+6+C	David Bailey	Cosworth	66.41
4+5	Norman Pemberton	Austin Sprite	68.61
7	Colin Wright	Van Diemen RF86	63.93
8	Dave Farrar	MG Midget	66.77
9	David Cook	Morgan +4	74.25
10+11	Simon Clark	Ferrari 328GTS	67.87
A+B	Darren Soothill	Caterham Super 7	60.36
D+E+G	Richard White	Sylva Striker	63.96
H+I	Les Buck	OMS	68.08

FTD	Andy Priaulx	Mike Wilson Trophy
FTD Novice	Robert Moore	Traveleads Trophy
Best Improvement over Class		
Bogey Time	Michael Holroyd	Castrol Trophy

## BARC ANNUAL COMPETITIONS 1993

Name	21	24	25	15	15	Total	Pos
	3	4	4	5	5		
M John Hardcastle	3	6	6	5	5	25	1
C Mark Richards	5	3	6	6	4	24	2
M Tim Bendelow	1	5	5	3	3	19	3
C Paul Nutter	2	0	0	6	6	18	4
M David Naylor	1	3	6	6	0	15	5
M John English	1	3	3	3	3	15	5
C Keith Wilford	5	3	0	6	0	15	5
C Trevor Cooper	7	3	5	3	0	14	8
C Tony Briggs	K	0	3	3	4	14	6
M David Dalrymple	1	3	3	3	0	12	10
C Simon Clark	1	0	0	0	6	9	11
M Anne English	1	0	3	3	0	9	11
C Mark Allen	7	3	0	3	0	9	11
C Neil Diver	A	0	0	4	0	4	14
C Leon Rachelier	1	0	0	4	0	4	14
C Robert Wick	1	0	0	0	0	0	16

If anyone has any queries about the above marking, please contact Richard Hardcastle, 8 Hunger Hills Avenue, Horsforth, Leeds, LS18 5JS.



# COLTON MAKES HIS MARK

## PAUL NUTTER

Having found a new refill it was a record breaking day at Stockton Farm for the second round of the Harewood Hillclimb Championship. No less than five new class records were set on a day which ran extremely smoothly and which enabled us to beat the rain (just).

Leading RAC contender Mark Colton made a rare appearance at Harewood and went away with the FTD and the Houseman and Falshaw Trophy firmly in his grasp. His time of 55.67 being nearly half a second faster than the previous day's winner Andy Priaulx. Andy improving by over one and a half seconds from Saturday's runs. Third FTD was set by Graham Hickman whose Pilbeam MP58 cantered up the course in a time of 56.61. These three leading drivers are hoping that the extra experience of the new course will give them an advantage for next months RAC Championship round.

After a full chippings practice session of three runs apiece, Class 1 kicked off the competitive runs. This Mini dominated class was once again won by Michael Holroyd in his Austin Cooper S. His single run of 67.02 being enough to overcome the Mk3 Cooper of Carl Austin who cheered up after setting a best ever time of 69.30. Third went to Dennis Cope who tried a different line around farmhouse. Dennis soon found out that two wheels are not better than 4 (or should that be three for a Mini round Farmhouse).

The middle Touring Car class was won by one of the bravest, most talented, articulate, skilful, handsome and above all MODEST drivers ever to grace the hill, namely Paul Nutter. His first run of 67.88 eclipsing Saturday's time and lowering the class record by nearly 7/10ths. This feat was achieved by having no breakfast and dinner so if I ever went on a diet for more than 10 minutes, who knows what might happen.

Geoff (I think I'll change my tyres) Peters' run of 70.42 netted him second place with the Renault 5 Turbo of Russell Marsden 3rd. The Renault had a traumatic time after splitting a hose caused by a thrown fanbelt. It completed its runs though by use of some borrowed and butchered hoses and a 4" piece of rusty exhaust pipe hacked off a friend's car. Unfortunately Arthur Heaton's Cavalier retired on his last run with an air conditioned block.

The unlimited capacity Touring, Marque Sports and Modified Production Car classes were

merged and it was Cosworth Sapphire driver David Bailey who took the class. On his third run everything clicked, he had no negative thoughts, snapped into gear, focused his attention, left a film of rubber on the startline and then let things develop from there to a time of 66.35 to pip Haydn Spedding's Jaguar into 2nd place. He showed everyone that Saturday's win was no flash in the pan and looked a picture at the prizegiving.

The smallest Marque Sports class was dominated by record holder Martin Brobyn whose climb of 65.29 put him well clear of Paul Greaves whose 67.18 run was just enough to pip a hard trying Nik Aveyard who, in athletics terms, set a new PB of 67.80. In fourth but three seconds off the pace was Mark Cousin. The expected challenge of Steve Mallinson and Norman Pemberton evaporated due to unforeseen circumstances.

In the up to 2 litre Marque class it was Keith Wilford who was not only victorious but set a new class record by 1.81 seconds and put himself into a challenging position in the Championship stakes. At 68.20. Brian Lee was struggling sorting out tyre pressures in the second placed Elan whilst Mark Richards in his rapidly improving TR7 improved his best time at Harewood by over three seconds with a 3rd run of 71.59. Under 70 next month eh Mark?

Class 7 was next and it was Ken Bailey who took his second successive win at Harewood but only just as Colin Wright, confident after the previous day's win, pushed him all the way. Colin's 63.80 run was just 0.05 slower than Ken's 63.75 winner. In third position came David Sturdy with a climb of 64.67 whilst Trevor Cooper took fourth. Trevor has quickly adjusted to the Van Diemen after campaigning his TR7 and 205 previously.

Into the Modified Production cars now and it was nice to see Peter Herbert out at Harewood for the first time this year. Unfortunately for Peter the same cannot be said of Carl Talbot as his transparent Lotus 7 with its 16v A Series powerplant, proceeded not only to beat Peter but also improved his old class record by over half a second. Carl stormed up the track in a time of 63.02. Peter, however, took his defeat magnificently and after pulling his chin off the floor and disarming him, he now has a new name to have nightmares over, along with Davrians, BDA's and now Lotus 7's etc, etc.

Class B was, as usual, the domain of

Caterhams and Westfields and it was again the Caterham of Darren Soothill who, not content with his record breaking stint the day before, he broke his own new record. The margin this time a mere five hundredths. Sharing the car with Darren was again Robert Moore who made it a 1 - 2 for the car with another best effort of 63.90. 3rd placed Paul Turner had a new car on show and his pushrod powered car set a very respectable time of 64.93.

Peter Needham emerged victorious in Class D in his Splinter just 0.2 off the record whilst Class G went to Tom Hughes in his Vision V88 Tom's time of 57.21 well ahead of Don Burt in his Cadbury's Boost (See me or Carl Austin if you can't work it out).

The two smallest Sports Libre classes were merged and it looked a good battle on paper. However only Steve Owen performed up to expectations and Bob Prest being off form on this occasion. Steve's winning time of 62.44 close to his own record and well ahead of Bob's 65.64.

The junior Racing Car class continues to be dominated by John Corbyn in his Jedi. Yet another win being achieved by the Wellingborough driver. His time of 60.54 being over two seconds clear of OMS pilot David Bancroft. Ian Blunt in another Jedi took third.

Alex Tyson in the Royale ART921 produced the best performance of the day to win the class and also smash his old record into the dust. He blasted up the hill in 57.72 which was two and a quarter seconds inside the old mark. Alan Aucote also produced a magnificent run which was well inside the old record but unluckily for Alan this run was only good enough for second place. Alan's time of 58.34 putting him well clear of Brian Walker.

Chris Seaman in his Brabham and Darell Staniforth in the shared Terrapin once again locked horns with Roger Kilty. Once again though it was the ex-Formula Ford man who gained the upper hand and took the class. It was an event that had its problems however as frantic spannerwork near the startline on what looked like a driveshaft, could have let the competition in. Roger's time of 57.48 was good enough to push Chris Seaman into 2nd place on 58.31 followed by Darell in third and Father Allan (I never knew he'd become a member of the cloth) in fourth.

Class K was a close contest between Alan Newton and Colin Wheeler. Colin lead after the first runs but Alan reversed the positions on the second and held on to win in a time of 60.29 with Colin's best of 61.80 not quite good enough. Tony Briggs was third with a 67.80 best.

Class L contained the three fastest times of the day but in fourth place was reigning Harewood Champion John Garnett. He is still on a steep learning curve in the Pilbeam but the times are coming down quickly. John may now think that he is a racing driver but believe me he still swears and farts like us Saloon Car drivers

Even though the competitors had a total of six runs the event went so smoothly, with no major hold-ups, that it finished well ahead of schedule and managed to avoid the expected downpour which is such a regular occurrence now at Harewood.

If all future events run like this and the weather remains good, a few more records will be broken. I am now suffering from writers block.....sorry, where was I? Oh yes! and I will unfortunately return for the June event to once again give you that elusive cure for insomnia.

## RESULTS

CLASS	DRIVER	CAR	TIME
1	Michael Holroyd	Cooper S	67.02
2	Paul Nutter	Escort	67.88 R
3+6+C	David Bailey	Sapphire Coswoth	66.35
4	Martin Brobyn	MG Midget	65.29
5	Keith Wilford	Lotus Europa	65.06 R
7	Ken Bailey	Van Diemen RF85	63.74
A	Carl Talbot	Lotus 7 S2	63.02 R
B	Darren Soothill	Caterham Super 7	60.31 R
D	Peter Needham	Splinter	60.23
E+F	Steve Owen	OMS SC	62.44
G	Tom Hughes	Vision V88	57.21
H	John Corbyn	Jedi	60.54
I	Alex Tyson	Royale ART921	57.72 R
J	Roger Kilty	Chevron B49	57.48
K	Alan Newton	March 772P	60.16
FTD	Mark Colton	Roman VJ	55.67

R denotes new class record

## SUPERSCRIBES

I think you will agree, we have found a new superscribe to fill the void left by Peter Herbert now Peter has taken up the challenge of the national hills.

Class 2 ace Paul 'Lead Foot' Nutter has produced three wonderful articles for this edition of the 'Times', his style of fact and frivolity is perfect, in fact Brian finds it so enthralling that the 'Times' has now replaced the Beano as his favourite magazine.

I look forward to future articles by Paul and wonder what other windmills he may tilt at or 'sacred cows' he may slaughter.

My thanks go to Paul and Peter for their support of the 'Times' and to all past, present and future contributors.

Pat Kenyon

## A DAY AT THE RACES MITCH ELLIOTT

In thirty years of two and four wheeled motorsport involvement, I recently experienced a 'first', a full hospitality day.

The day in question was the Friday practice day at the European Grand Prix at Donington courtesy of the Formula 1 Paddock Club.

On arrival at the circuit we were taken by minibus to the 'village', this being the suites and grandstand built specially for the weekend. A copious supply of coffee was available throughout the day and was both welcome and warming in the steady rain. Untimed practice was viewed from the confines of the grandstand, the position of which afforded a view from Hollywood to Coppice.

On completion of this we were directed to the pit lane walkabout, this allowed a good view of the just returned cars and part of the walkabout was a lap of the circuit in one of the official Escort Cosworth race cars, very impressive performance, Ford have got a good one here.

On return to the hospitality suite lunch was preceded by a very pleasant champagne reception courtesy of Moët & Chandon.

The qualifying was watched from the same position as in the morning, the slight reduction in 'wetness' giving a noticeable increase in pace, the commitment through Craner Curves into the Old Hairpin displayed who had the biggest spherical objects as part of their anatomy, on the day Brazilian ones were bigger than French ones, Senna's finesse ahead of the rest.

A very enjoyable day, the shelter being particularly welcome. My appetite whetted, has anybody got any contacts for the 1st August for the bike GP?

### Mr H H Cryer

It is with sadness that we report the death of Mr H H Cryer who was a Yorkshire Centre member and a life member of the BARC for 40 years. He was previously a member of the JCC since 1932.

Mr Cryer was a keen reader of the 'Times' as he said it kept him in touch with the current scene at Harewood.

To his family we send our sincere condolences.

## FOR SALE

### MG MIDGET

(Class A Modified Production)

Hi-spec 1380cc engine, six events since rebuild

Trans-x s/c c/r box and lsd

Aldon rear suspension, fabricated front wish-bones

Avon slicks on Revolutions, Pirelli wets on Allycats

immaculate lightweight shell with f/g one piece front, hardtop

Well known, competitive car

**£3,750**

Tel: Gordon Wright

0772 685563 (weekends)

071 834 0809 (weekdays)

## JIM CLARK ROOM

The Jim Clark Room in Duns, Berwickshire, which opened in 1969 to house the majority of the world champion's trophy and award collection is being totally refurbished to commemorate the 25th anniversary of his death. The 'Room' looks set to be the focus of many an enthusiasts pilgrimage in 1993. Since space in the Room is restricted I should be grateful to hear from any of your members who may be considering a 'group' visit to the Room.

The Jim Clark Room will be open from April 2nd to late October 1993 with normal opening times being Monday to Saturday, 10 - 1 and 2 - 5, Sunday 2 - 5. Group visits outside these hours may be available if necessary. There will be a modest admission charge with concessions. I would also like to hear from any potential visitor(s) who would be interested in displaying their vintage/classic vehicle(s) outside the Room for limited periods.

For further information I can be contacted at 8 Newtown Street, Duns, Berwickshire, TD11 3DT. Tel (0361) 82600 Ext. 53. Fax (0361) 83711.

Yours faithfully

Jeff Taylor  
Museums Officer  
Berwickshire District Council

## CONGRATULATIONS

Congratulations to ex Chairman, ex-single seater driver Jim Johnstone, who recently became a grandfather. Rumour has it that Jim may even have his much mooted single seater ready for his new grandchild to drive in the year 2010!



## ENTRY FORMS

A proportion of competitor's entry forms are lacking necessary information.

### MSA LICENCES

Although before the start of the season all Centre competitors were informed, in the 'Times' that their licence number MUST be placed on an entry form, a number started the year with TBA and continued to put TBA on later forms. This practice is unhelpful as the information for all events is recorded on the computer using the competition licence number as sole reference and without it, the system is severely strained.

**REASONS** - A lot of competitors leave it until the last minute to order their Competition Licence knowing full well that they will be competing throughout the season, consequently when entries open they will not have received their licence. Another reason is that some competitors like to enter more than one event at the same time. This means that if, as above they have not received their licence, TBA is carried on to the next set of events.

**CURES** - No competitor can drive at an event without producing his/her competition licence (unless they pay the relevant fine) so competitors, after the first event, MUST have a licence, so there is no excuse for excluding the number from later entry forms. Competitors should order licences earlier or if they wish to enter a number of events, after the first event they should ring up the relevant Secretary of the Meeting with their number.

**BENEFITS** - All paperwork for the meeting would take less time as would the processing of club cards, licences etc on the day. This would speed up the signing on process.

### CLASS NUMBERS OR LETTERS

Entry forms are submitted with all sorts of ridiculous class numbers/letters, some competitors even omitting the class number or letter altogether. Other forms are submitted with two class numbers or letters!! More care must be taken when filling in entries

**REASONS** - Why do competitors insist on not entering their right class number or letter? There could be an element of "I'm a star so 'THEY' should know what class I'm in" or perhaps, "it costs £47.50 to enter so I'll make THEM work for it", or just plain idleness because they will not bother to pick up the relevant Regulation Booklet and look.

**CURES** - The two Booklets - an Entries Booklet and an ASR's Booklet - could perhaps be combined into one thus removing the excuse that competitors have lost their ASR Booklet. If still in doubt contact the Competition Secretary, Chris Seaman.

**BENEFITS** - It would speed up the processing of class entries and it would also mean that people would be less likely to be transferred to another class on the day thus removing the hassle this causes for both competitors and organisers alike

### LATE ENTRIES

Late entries cause very considerable problems in the setting up of classes for very often a late entry will mean that class/es have to be un-amalgamated or re-amalgamated. Likewise it makes a mockery of the programme which goes to press a week prior to the event. Although late entries are penalised by the addition of an extra £10, the practice has become far more widespread than in the past and though it is within the rules to enter late, it adds considerably to the hard pressed organisers work load. On one particular weekend there were 30 late entries to process.

**REASONS** - Lack of funds could mean that competitors enter late although it is difficult to understand this argument if late entries incur an extra burden of a £10 late entry fee. Car problems can also be another excuse.

**CURES** - the Club has implemented a procedure for returning entries to people who withdraw at the virtual last minute.

**BENEFITS** - The lack of late entries which cause chaos in the production of classes and of the programme would remove the need for competitors to argue on the day about which class they should be in or that the class they are now in has enough for extra awards. This yet again, removes hassle for both competitors and officials.

The vast majority of competitors abide by the rules and fill in their entries correctly and early, there is a hard core of inconsiderate competitors who do not and the above is aimed solely at them. Hopefully with this reminder they make take heed and play the game.

We thank you for your future co-operation.

Brian Kenyon

## HAREWOOD

Competitors taking part in Harewood Hillclimbs are informed that the final decision re the merging of classes will be made at 5.00pm on the Wednesday preceding each event, this being the cut off point before which entry fees less the administration fee are returned to competitors with drawing their entry.

After this time no further merging will take place and the classes being run will have the prize money paid in full as indicated in Schedule 2 on page 93-18 of the 1993 Regulations Booklet.

# DIARY OF A HILLCLIMBING NOBODY

## PETER HERBERT

Last Year, my fourth in this wonderful sport of ours, I almost became a somebody. Nine class wins, two seconds and two records from twelve starts added up to a marvellous season but I was becoming a big fish in a small pool. My successes were almost entirely in the north. The time had come to tackle a national championship, to drive the best hills in the country and to rub shoulders with the best drivers. So I gave my piggy bank a good shake, dry sumped the faithful 1400 Ford pushrod beneath my Westfield's bonnet, bought some new tyres and registered for the Bridgestone Leaders and Pound Midland Championships.

### ROUND 1, LOTON PARK, APRIL 11/12

And so the adventure began from a wet Shropshire startline on Easter Sunday, new Bell Racestar 3 on my head, Tony Mekwinski hand cut Avons holding the car to the track. And what a track. Loton has everything. A start on the entrance to a bend, a tricky descent past a lake to a tight right, a blind approach to a long uphill straight that isn't, a tight left, and a breathtaking blind right over brow.

Hagley & District Light Car Club had assembled a seventeen strong Class A entry, whilst up at the posh end of the paddock Harewood Champion John Garnett gazed apprehensive at the grey sky from the cockpit of his newly acquired Pilbeam, and yearned for a roof over his head once more.

My opening practice run was a disaster. A misted visor rendered the first two bends invisible, I locked up at Triangle, slid wide through Keepers, and backed off too early for the finish. Yet my time of 76.56s was 5th fastest. My second climb was better, marred only by a missed gear change, but 72.14s was now only good enough for 7th place.

Easter Monday dawned bright and dry and on went my new Avon slicks. As second car to run I anticipated the damp patch at Triangle but misread Fallow where I was fortunate not to swap ends. A time of 68.29s was four and a half seconds off the pace of class leader Paul Reynolds' Westfield despite being 4th fastest but my big moment at Fallow saw me in good company. Leaders Champion Bill Bristow also almost losing the BDG Caterham.

My second run was a cracker and the buzz of taking the curves on Cedar Straight flat in third will stay with me for some time. I had found six seconds, closing to within 0.42s of Reynolds. But Sarah Blenkinsop squeezed the family BDA Westfield in between our pushrods, whilst a determined Andrew Russell beat us all in his amazing Ginetta G15.

So I went home with my first points, fourth place good enough for three of the little chaps. I had

enjoyed my first visit to Loton immensely, despite feeling a mite rusty after six months away from competition, and I eagerly awaited Wiscombe.

### ROUND 2, WISCOMBE PARK, APRIL 25

My enforced absence from the Devon hill was not an attempt at doing a Senna, you know the sort of thing, give me a BDA or I don't drive. No, it was the result of rather a nasty virus which confined me to bed. Without going into Manselless details about my ailment, I was in no condition to face a fourteen hour return tow from Yorkshire, and my disappointment was unconfined.

### ROUND 3, PRESCOTT, MAY 1/2

The first of the classics and few hillclimbs are as charismatic as the Bugatti Owners Club's Cotswold home on a sunny day. No less than twenty one other Class A drivers stood between me and a much longed for win, but with one previous visit to my credit I had my hopes.



*Peter Herbert finding the damp patch at Fallow* Photo: Steve Wilkinson

There were several Harewood faces in the paddock. John Garnett was hoping for his first dry meeting of the season and a chance to unleash the full horror of 700 bhp of turbocharged Hart. Haydn Spedding had brought along the faithful E Type and Darren Soothill was sharing Bob Moore's Caterham. Tim Mason and Ian Stringer were fresh from recent fine performances with their pushrod powered Reynard SF79, but the unfortunate Leon Bachelier fell foul of the noise test with the mighty March 82SP. Mr & Mrs Owen were administering to the needs of their OMS customers and running their pretty sports racer, and no doubt there were others I missed, our bean counter Peter Varley with his Pilbeam R26/48 amongst them.

Prescott I find difficult and a circumspect 50.97s opening practice run was 5th quickest to be followed by a slightly better 50.17s climb. good enough for only 7th. Ian Blenkinsop rattled the Westfield BDA off the armco at the Esses as a reminder to us all of this famous hill's traps.

Race day was fine and dry and my morning ascent was a good one, 48.85s being fourth fastest and a personal best of more than a second. But in the afternoon I tried too hard to improve, slid wide at Etores and had to lift and instantly I dropped to sixth. The Talbot brothers drove their paper thin bodied 16 valve Lotus Seven to the first two places to be followed by Peter Millington's tatty Clan, Paul Reynolds' Westfield and Sarah Blenkinsop's repaired Westfield. Last year my time would have won the class, this year it only earned me a single point. Still, there's always Barbon, stay tuned.

## MARSHALLING NEWS

BARC Yorkshire Centre members wishing to marshal or attend events away from Harewood may be interested in the following:-

June 5	Racing at Cadwell Park
June 5/6	Vintage Hillclimb at Loton Park
June 4/6	Perth Scottish Rally
June 14/20	Speed Week, Isle of Man
June 19	Club Racing at Oulton Park
June 20	Club racing at Cadwell Park
June 26/27	Hillclimb at Prescott

Please contact Tim Bendelow or Bob Wright for more details.

## RAMBLING ON

### MITCH ELLIOTT

Work enables me to get to some interesting places, the London Motor Sports Show was visited en route to Worcester. The show was, personally speaking, 'tame' after the NEC event with little to hold the attention. Two hours of very illegal motor-ing saw us in Worcester, the purpose of this 'visit' was to collect a new fire appliance which had been fitted with Hereford & Worcester's recently patented automatic pump primer which ensures no delay in building up water pressure on arrival at a fire. Phil took the helm of the Seat Toledo Diesel which was transport for the day.

The Volvo soon settled into a good speed, such is the comfort in modern trucks that Pauline slept for most of the M5 and M42 to Tamworth Services.

Not being a fan of motoring services the next hurdle was to find a pub with a car park that would accommodate the Volvo. Care had to be taken as I am sure a fire appliance in the car park is not good for business! Midnight saw the machine safely delivered to the Fire Brigade HQ in Lincoln.

Another interesting day was recently had at Vauxhalls proving ground at Millbrook, the purpose of the day was the launch of Volvo's new geartronic gearbox. This is a manual gearbox and clutch controlled by a micro-processor, it makes driving a 38 ton artic child's play, every take-off and gear change being perfect. Tom Walkinshaw has his Jaguar XJ220 PDI based here, whilst out on the speed bowl a Jag was doing 31 laps to our one. Part of the PDI procedure is to lap the bowl in excess of 180 mph, a very impressive sight indeed. The transport for the day was one of Citroens ZX Turbo Diesels, a superb car, well put together and offering GTi performance and 45 mpg.

A very enjoyable weekend was had on the recent Charrington's Historic Rally. Saturday saw us on Olivers Mount looking after the memorial area and outstanding memories of the day were Tiff Needell's amazing speed in his Cooper S and the antics of the Japanese Mini. John Milner was car 0 on the York National, his commitment was total, his 'time' for the stage was the second quickest ever, bettered only by a Metro 6R4. The bracing sea air was supported by a 'fresh' breeze which would have had brass monkeys wrapping up.

Sunday saw a healthy turn out of Lincoln Club members at Cadwell to man the start and finish for the pursuit sprint, a health breeze was tempered by bright sunshine to welcome competitors. The cars

were grouped in tens in running order, a familiarisation lap was done behind a pace car, the navigators then got out and the cars did 10 laps starting at 20 second intervals. In the first group Abe Anderson had his car sideways on the familiarisation lap, this was on the straight presumably looking for grip. Everybody in the group drove at eleven tenths, a real cracker, the Japanese Mini appeared in a later group, the wild driving style had obviously won with the Mini rippled on virtually every panel but the style was still the same - all in all a damned good weekend.

## W.Y.S.H.

This season the OMS Sports Car of Lynn and Steve Owen is being sponsored by the Health Education Authority funded WYSH Campaign. Those of you who braved the inclement weather on the Sunday of the April Harewood meeting will have seen the car sporting the WYSH decals. Lynn and Steve are both competitors in this year's Harewood Hillclimb Championship and will be at all the rounds this season.

The WYSH project is a radical new approach in helping people to quit smoking in West Yorkshire. WYSH, West Yorkshire Smoking and Health was initiated following the publication of the health of the Nation Report which prioritized smoking cessation and set a target for a reduction of smoking by 50% by the year 2000.

Many initiatives are taking place throughout West Yorkshire to promote smoking cessation and the project is being supported by television companies Yorkshire, Granada and Tyne Tees who are screening advertisements featuring the comedian John Cleese. There is also a West Yorkshire based free phone line for smokers who want advice and support on quitting.....

WYSHline (0800) 665544

## FTD CHAMPIONSHIP POINTS

1	Roger Kilty	Chevron B49	18
2	Tom Hughes	Vision V88	15
3	Darell Staniforth	Quest Terrapin	14
4=	Alan Newton	March 772P	12
4=	Alex Tyson	Royale ART 921	12
6	John Garnett	Pilbeam MP53/4	10
7	Colin Wheeler	Delta T832	8
8=	Peter Needham	Splinter	6
8=	Chris Seaman	Brabham BT30	6
10	Ken Bailey	Van Diemen RF85	4

## LADIES AWARD

1	Paula Cousin	MG Midget	10.76
2	Lynn Owen	OMS SC	7.37
3	Julie Daniels	MG Midget	6.66

# HAREWOOD HILLCLIMB CHAMPIONSHIP 1993

1	Ken Bailey	7	Van Diemen RF85	24.66
2	Colin Wright	7	Van Diemen RF86	23.09
3	Roger Kilty	J	Chevron B49	22.73
4	Martin Brobyn	4	MG Midget	22.03
5	Neville Alderson	7	Van Diemen RF80	21.85
6	Alex Tyson	1	Royale ART921	21.76
7	David Sturdy	7	Van Diemen RF84	21.59
8	Trevor Cooper	7	Van Diemen RF85	21.48
9	Paul Nutter	2	Ford Escort	20.83
10	Darell Staniforth	J	Quest Terrapin HC93	19.06
11	Keith Wilford	5	Lotus Europa	18.92
12	Dan Wright	7	Van Diemen RF86	18.52
13	David Bailey	7	Van Diemen RF85	18.07
14	Paul Greaves	4	MG Midget	17.63
15	Michael Holroyd	1	Austin Cooper S	17.52
16	John Corbyn	H	Jjedi 2/91	16.69
17	Mark Allen	7	Lazer HD87	16.06
18	Brent Meredith	1	Ford Fiesta	15.36
19	Carl Austin	1	Mini Cooper S	15.24
20	Dennis Cope	1	Mini Cooper S	14.98
21	Chris Seaman	J	Brabham BT30	14.89
22	Nick Aveyard	4	MG Midget	14.69
23	Tom Hughes	g	Vision V88	14.68
24=	David bancroft	H	OMS 500	14.62
24=	Jeff Norton	7	Van Diemen RF86	14.62
26	Jonathan Rhodes	7	Hawke DL19	14.48
27	Alan Newton	K	March 772P	14.14
28	Brian Lee	5	Lotus Elan	14.13
29	Dave Ruddock	1	Mini Cooper S	13.93
30	Steve Owen	E	OMS SC	13.68
31	Peter Needham	D	Splinter	13.54
32=	Ian Tyson	1	Royale ART921	13.40
32=	Jerry Paterson	7	Sparton FF81	13.40
34	John Garnett	L	Pilbeam MP53/4	13.20
35	David Bailey	3	Sapphire Cosworth	13.06
36	Mark Cousin	4	MG Midget	12.65
37	David Hutchinson	A	MG Midget	12.35
38	Geoff Peters	2	Escort RS2000	12.24
39	Mark Brown	1	Mini 1275 GT	12.10
40	Nick Brown	1	Mini 1275 GT	11.56
41	Don Williams	6	Gilbern Invader	11.42
42	Stephen Bateman	7	Hawke DL19	10.89
43	Paula Cousin	4	MG Midget	10.76
44	Mark Richards	5	Triumph TR7	10.74
45	Mark Griffiths	H	Jedi 2/89	10.24
46	Bob Prest	F	Mallock Mk20/27	9.57
47	Colin Wheeler	K	Delta T832	9.53
48	Russell Marsden	2	Renault 5 GT Turbo	9.40
49	Allan Staniforth	J	Quest Terrapin	8.06
50	Lynn Owen	E	OMS SC	7.37
51	Steve Mallinson	4	Austin Sprite	7.30
52	Julie Daniels	4	MG Midget	6.66
53	John Pickard	2	Escort RS2000	6.17
54	Tony Hall	2	BMW 2002 Tii	5.55
55	Nick Storey	C	Westfield S Eight	5.28
56	Martin Boast	A	Austin Mini GT	4.73
57	Tony Briggs	K	Royale RP30	3.53
58	Mike Smith	K	Reynard SF87	3.26
59	Iain Anderson	B	Caterham 7	1.79
60	Graham Oates	B	Lotus Europa	0.03

11 more drivers yet to compete or score in a round of the Championship

Any queries regarding the championship points contact:-  
Tim Bendelow, 3 West View, Ferrensby, Knaresborough  
HG5 0PZ Tel: 0423 340594