



YORKSHIRE CENTRE TIMES

Issue No 49



BARC

JULY/AUGUST 1993

CHAIRMAN'S LETTER

I am writing this morning the Monday morning following Harewood's July meeting watching the rain that was forecast yesterday fall past the window. Thank goodness it waited!

I feel a little like Norman Lamont with his green roots of recovery speech, but in every way, Harewood this weekend felt to be one of the best for a long time. The Leaders competitors and our own regulars were all in good spirit and very obliging, our marshals and organising team all seemed to be smiling and that coupled with a capacity entry seemed to give a general sense of enjoyment and I hope signals the return of the old Harewood atmosphere all round, my sincere thanks to all of you present for your help.

August looms and we have an oversubscribed meeting where we hope to repeat last weekends achievements. I am hoping to be with you on the day but my racing activities may require me at Oulton Park depending on the scheduling of the TOCA races.

You will see details of this year's Dinner Dance, those present last year will vouch for how good the evening was, so in those time honoured words 'Book early to avoid disappointment'.

Finally, whilst I am conscious of how far away the AGM seems I and my fellow committee members are always keen to see new blood coming through. If you are interested in helping to steer the club and the hill's future and believe you can help or have a particular area of expertise ie computers, advertising or a good commercial background, please call me or write and we can discuss the procedures for nomination etc.

I look forward to seeing you all in either August or September.

Yours sincerely
Simon N Clark
Chairman

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

COMMITTEE NOTES

BARC Yorkshire Centre

Committee Meeting 7th June 1993

We are concerned that the physical work of setting up the course at Harewood - the placing and maintenance of equipment, the starting and movement of several temperamental commercial vehicles and the placing of rope fences and cabling - is falling on an ever decreasing number of volunteers. Various suggestions, and known solutions from other venues, were debated. It was noted that when there was a specific project such as building the tyre walls, the response was much more encouraging.

The matter will be raised in the 'Times' and offers and constructive suggestions will be welcomed.

BARC Yorkshire Centre

Committee Meeting 5th July 1993

Ways of improving the preparation and publication of results were discussed; it was noted that the times written onto the cards for display in the 'bus window are only advisory. A new printer has been added to the system to improve presentation, and the routine organisation will be discussed and improved where possible.

The importance of identifying cars with numbers which comply with RAC MSA regulations was stressed, and a reminder will be issued. The location of the methanol identification is also important.

**Articles for the next edition of the Times please to the Editor by
September 20th 1993**

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AMAZING GRACE

CHAPTER 4

PAUL NUTTER

The glorious sunshine bore down upon the lush green grass, a cool breeze wafted gently up the hill, the shiny tarmac reflecting the summer heat, the masses of spectators waited expectantly. Was this happening, was I dreaming, could this really be Harewood in June. I pinched myself. Yes!! it was all true, the third round of the Harewood Hillclimb Championship was held on a beautiful day in excellent conditions. The meeting was also a round of the Nottingham Sports Car Club and of course round 7 of the Gulf Oil British Hillclimb Championship.

Practice on Saturday was an entirely different story as the new course in the morning was akin to driving on ice until a few cars had cleared some of the damp and grime off the track. Things improved slightly as the day wore on but the rain was never far away.

As was expected top honours fell to the top three RAC contenders with the Pilbeam MP58 of David Grace overcoming last years winner and renowned Harewood exponent Roy Lane in his larger capacity MP58. David was on his own under 56 seconds after the first runs with a time of 55.78. Roy lay in second place on 56.18. David was even quicker though second time up the hill to break the beam in 55.19 and although Roy tried hard he had to settle for second place with a time of 55.81. In third was the Roman of last months winner Mark Colton who had a nice spin at Orchard whilst going for it on his second run. His first run of 56.25 had to suffice.

Chief Paddock Marshal Alan McKinney kicked things off with the highly original announcement of 'Gentlemen, start your engines' This they duly did followed some time later by the 110 other drivers. (By the way, the definition of a gentleman is one who gets out of the bath to have a pee).

As logic suggests we began the classes with Class 1 Touring Cars and as usual, Michael Holroyd in his Cooper S dominated, taking the win in 67.07. Interesting to see Michael try his hardest at Farmhouse on his first run, to give the paint sprayer the opportunity to use up any spare paint after the car's fresh paint job.

Two seconds in arrears was Dennis Cope whose Cooper S took 69.06 to complete the course. Third was the 1275GT of Nick Brown with a run of 70.13. Michael is once again a favourite for the Championship. A snapped driveshaft on Carl Austin's Cooper S on his first run caused Carl and the tow truck to be re-united. (Rumours that Carl is

about to sponsor the tow truck are unfounded.)

Onto Class 2 and some close competition for the Nutter in the shape of the newly tyred Geoff Peters. The RS2000 driver's first run of 68.64 put him into the lead before lunch as the Escort of Paul Nutter was given a fail for straddling the timing beam at Quarry. The 'off' was due to a maximum attack run after watching the oil pressure drop and the big end rattles get louder whilst coming up Quarry Straight. However, having poured lots of Slick 50 into the engine another run was possible and a time of 68.13 resulted. This was enough to snatch victory much to the disappointment of Simon Wade, the Golf driver being demoted to third place. Both Tony Hall and Howard Parker got fails whilst attempting to re-design Quarry. Howard making a proper job in the afternoon after only a half hearted attempt in the morning.

David Bailey in Class 3 was again merged with the top Marque Sports Car class and Class C Modified Production cars. This proved to be a well matched class with only 0.26 covering the top three. Ron Lea in his E Type Jaguar proved quickest to take the class in 65.63 with Haydn Spedding in his E Type next on 65.86. In third place and a close encounter of the first kind, was David Bailey's Sapphire Cosworth. His time of 65.89 being just 0.03 adrift of Haydn.

The smaller Marque Sports cars were once again a Midget monopoly and again Martin Brobyn carpeted the opposition. His time of 65.22 on the second run giving him victory and a useful position in the Championship stakes. Paul Greaves was an honourable second with a time of 66.14. Next came the Midget of Mr Aveyard who had to borrow a wheel off Chris Seaman after co-driver Julie Daniels broke one whilst performing a triple salco exiting Orchard.

Onto Class 5 and with Keith Wilford a non-starter due to a collapsed centre thrust bearing on his engine it was the previous record holder Brian Lee in his Elan who returned to winning ways to take the prize in 69.02. Behind Brian came a lovesick Mark Richards whose TR7 saw him to second in a time of 70.98. Third place, also in a TR7, was Derek Judson getting to grips with the car and the course.

The Formula Ford class was again well supported and once again produced some close racing. In the end it was the Van Diemen RF86 of Colin Wright who turned the tables on Ken Bailey's RF85 to scoop the honours. Colin climbing the hill in 63.70 compared to Ken's 64 dead. Ken clung to

second place with a close encounter of the second kind by holding off the RF84 of David Sturdy by just 0.05 second. Fourth place was the RF85 of Trevor Cooper who improved yet again, as he ascended in a time of 64.37 to move within reach of the class frontrunners. Mark Allen broke the Van Diemen whitewash by putting his Lazer HD87 into fifth with a time of 64.84.

Onto Class 14 now and a first for Harewood in the shape of the Alpine Renault Cars. These French automobiles are a rare sight and although the class consisted of only 3 cars it produced our close encounter of the third kind (cue music and hand movements). Favourite Nigel Dodsworth took the class with a morning run of 71.84 but Richard Tomlinson so very nearly snatched victory with his second climb being fractionally slower at 71.86. Stuart Clough was unable to match the pace of these two drivers.

We now enter the world of the RAC classes starting with the junior Modified Production cars. This turned out to be a battle between father and son team of Tim and David Hutchinson in their shared Midget. Offspring Tim led after the first runs with a climb of 66.69 but it was David who bounced back with a 66.46 run second time up to snatch victory. Martin Boast in his Mini GT took third and won the battle of the saloons with a time of 73.70.

Onto Class B and November 5th came early this year as there were fireworks aplenty. Bill Bristow in his 2 litre BDG Caterham became the first man under 60 seconds on his first run with a time of 59.85 demolishing Darren Soothill's recently set record. That record though only stood for seconds as Darren blasted up the course in 59.77 to regain both record and class lead. Fired up by this Bill rocketed up the hill quicker than the Government change policy to set yet another new mark at 59.49. Although Darren knocked a further tenth off his previous best at 59.67, it wasn't quite enough. Darren did have a problem with a flat battery which caused the retirement of co-pilot Robert Moore (Curious that, as I thought Duracells lasted six times longer than other makes?). Third place in the works Westfield came Roger Thomas who couldn't match the blistering pace set by the front two drivers. Next, in fourth place, came the Caterham of John Moulds whose 62.46 run, set before lunch, put him well clear of Simon Honour in fifth.

Moving swiftly on we come to the Clubmans Sports Car class and this proved to be as exciting as the Class B clash. First man under the old record was Alan Warburton who used his loaf to butter up the opposition and slice over three-quarters of a second off Joe Ward's previous best. Next car up

though was the Splinter of Peter Needham who took up the challenge and came up trumps with a time of 58.93 to take command. On the afternoon runs, Russ Pickering in his Vision also dipped under the previous record with a run of 59.36 but back came Alan who showed that his Mallock was indeed well bred to go even quicker than his first run and set a 59.18 time. It wasn't to toast victory however as Peter shot up in a time of 58.58 to set the new record 1.45 seconds lower. On being asked if more horsepower would be helpful, Peter replied that he didn't need 'em. (Go on, groan, it takes years of practice to be this corny).

The 1300cc Sports Libre class honours went to Steve Owen whose time of 60.66 smashed his previous best by a massive 1.57 seconds. In second place came wife Lynn who drove the OMS SC up the hill in 64.08 to push Bobby Fryers' Stiletto into third place.

With the number of husband and wife teams on the increase we shall soon be able to have our own Harewood Mr & Mrs contest. We could get Brian Kenyon to fill the Derek Batey role so there wouldn't be a need for a microphone. Who knows what it could lead to.

Anyway back to reality and onto the merged classes F & G. As expected it was the Pilbeam MP43 of Christian Mineeff who, although nearly a second off his old record, still had plenty of time in hand over the similar car of Jim Robinson. Jim was followed up the hill though by Bouncer, his tail wagging wildly. Christian's time of 56.64 compared well to Jim's 58.08 and was good enough to put him into the Top Twelve run off. Third place was Tom Hughes in the Vision, whose 58.15 wasn't quite swift enough to beat Jim whilst fourth place went to Andy Smith who was sharing the car with Tom.

Last but not least are the Scalextric cars starting with the 500cc class. It was the Jedi 021 of Mark Coley who took full advantage of a non-starting John Corbyn to wrap up the class with a run of 60.60. Runner-up was David Bancroft in his OMS 87/4 whose climb of 61.67 put him just 0.06 clear of Andy Coley who was sharing the class winning Jedi.

The 1100cc class once again saw Alex Tyson in the Royale ART 921 emerge victorious although his winning time of 58.70 fell short of last months record beating performance. The time though was still good enough to push Alex into a Championship winning position. Sharing the car was Ian Tyson and he made it a 1-2 with a run of 61.69 putting him well clear of OMS driver Ray Davies who was having a break away from the Kinks. Another OMS was next in the shape of Les Buck.

Class J saw a battle royal between the Vision of Peter Harper, the Brabham of Chris Seaman and the Pilbeam of Roger Moran. Roger led on 56.87 after the first runs but failed to improve after lunch. Chris Seaman then produced a fine climb to cross the line in 56.72 and take the lead but an even better run of 56.54 by Peter was enough to give him the win in both the class and Harewood's own Sheffield Derby. Tim Barrington was next in the Vision on 57.10 whilst Harewood regular Roger Kilty followed just 0.03 adrift

Proof of the glorious sunshine was to be had by the sight of Chris Seaman minus his Denim jacket. Hands up all those who thought it was surgically attached.

Alan Newton in the March 772P and Simon Durling in the Pilbeam MP62 had, in the 2000cc class, what must be one of the closest battles ever seen on the hill. After the first runs Simon led on 57.56 with Alan trailing on 57.58. Simon's second run was extremely consistent with a time of 57.63 but then Alan shot up the hill in 57.56 to equal Simon's time. With the two quickest runs level, the time on the other runs would decide who took the victory and Alan's fractionally better run triumphed. Third and fourth place were taken by another Pilbeam MP62, this one being the shared car of Margaret and Peter Blankstone. Peter's second run of 57.96 pushed Margaret's earlier 58.38 into fourth.

Back into Class L and with the top three times coming from this class the remaining competitors aimed to qualify for the top twelve run off and this they achieved with Graham Hickman leading home John Garnett and Paul Gething

First man to show in the run-offs was Roger Moran whose Pilbeam MP62 climbed the hill a second quicker than his class run time to record 55.87. With a time of 55.62 the result of an excellent drive (as Bill and Ted would say), Harewood Champion John Garnett finished in 5th place to collect his first Gulf Oil points. Next with the Pilbeam MP58 was Graham Hickman who recorded a high five score with 55.55. Third place and the only non-Pilbeam in the top seven was Mark Colton whose climb of 54.83 left him fractionally adrift of Roy Lane's first run time. Roy Lane had it all to do as he was trailing David Grace after the first runs but his second climb of 54.56 was not good enough to topple young Mr Grace. Even though victory was assured he still came out to play and drove superbly to set the only sub 54 time of the day with a 53.94 run.

So David Grace left not only with full championship points but the FTD and the Double Twelve Trophy to make a fine finale to a fine day's hillclimbing.

RESULTS

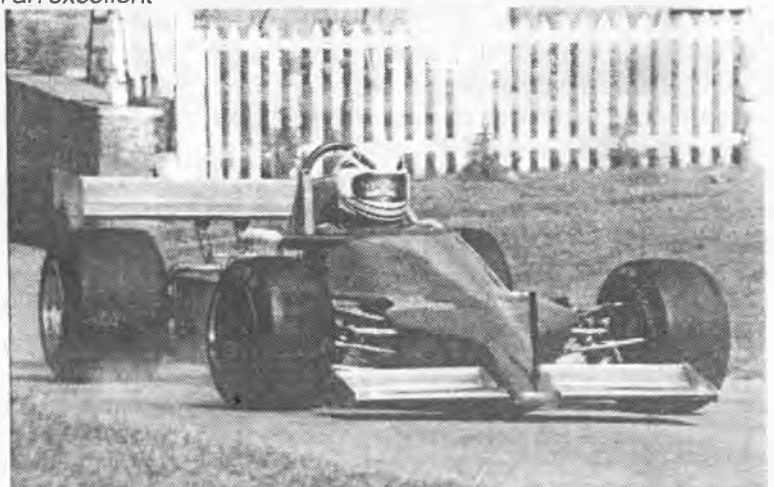
Class	Name	Car	Time
1	Michel Holroyd	Cooper S	67.07
2	Paul Nutter	Escort	68.13
3+6+C	Ron Lea	Jaguar E Type	65.63
4	Martin Brobyn	MG Midget	65.22
5	Brian Lee	Lotus Elan	69.02
7	Colin Wright	Van Diemen	63.70
14	Nigel Dodsworth	Alpine Renault	71.84
A	David Hutchinson	MG Midget	66.46
B	Bill Bristow	Caterham	59.49 R
D	Peter Needham	Splinter	58.58 R
E	Steve Owen	OMS SC	60.66 R
F+G	Christian Mineeff	Pilbeam MP43	55.64
H	Mark Coley	Jedi 021	60.60
I	Alex Tyson	Royale ART921	58.70
J	Peter Harper	Vision V1H	56.54
K	Alan Newton	March 772P	57.56
L	David Grace	Pilbeam MP58	55.19
FTD	David Grace	Pilbeam MP58	53.94

HAREWOOD HILLCLIMB

CHAMPIONSHIP

POSITIONS AFTER DROPPING LOW SCORE AFTER ROUND THREE

1	Michael Holroyd	Cooper S	34.99
2	Alex Tyson	Royale ART921	34.92
3	Martin Brobyn	MG Midget	34.47
4	Colin Wright	Van Diemen RF86	32.98
5	Ken Bailey	Van Diemen RF85	32.73
6	David Sturdy	Van Diemen RF84	31.73
7	Paul Greaves	MG Midget	31.56
8	Chris Seaman	Brabham BT30	31.37
9	Roger Kilty	Chevron B49	31.29
10	Trevor Cooper	Van Diemen RF85	31.26



Alan Newton in his March 772P locking up as he enters Farmhouse Bend. Photo: Anne Paterson



Our new superscribe Paul Nutter, in his first Smartie powered 4 wheeler. As you can see, Paul has put on some weight since this picture was taken.

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CONGRATULATIONS

Congratulations to David and Sue
Bailey on the birth of their first child, a
son Alexander Thomas, born on 16th
July 1993 and weighing in at 8lb 9oz.
Alexander was 20 inches long, has
blue eyes, black hair and no mous-
tache (yet!).

Mum and baby are both fine. Dad
is doing alright too as he was out in the
Van Diemen at the July 18th Harewood
meeting.

OBITUARY

DEREK OPENSHAW

It is with deepest regret that we have to
inform you of the recent death on 7th July 1993
of Derek Openshaw. Derek was a constant sup-
porter and mentor of son Steve's competition
activities in his Austin Healey Sprite. Derek
competed for a season in the Sprite at Harewood
hillclimbs. he enjoyed himself enormously and
instantly became a part of the hillclimb scene.
Recent ill health confined him to hospital where
his condition deteriorated and he died at the
tragically early age of 55 years.

Our condolences to his wife Kath and son
and daughter-in-law Steve and Cheryl at their
tragic and sudden loss.

WANTED

1 pair 10" x 13" dia Alloy wheels. centre lock
4 peg on 3 3/4 PCD
Any type. make considered.
Ring Tony Briggs
091 413 4289

**BARC ANNUAL COMPETITIONS
1993**

Name	21	24	25	15	16	12	13	17	18	Sub	Cor	Total	Pos
C Mark Richards	5	3	6	6	4	4	3	5	3	4		38	1
M John Hardcastle	1	3	6	6	5	5	3	3	3	3		37	2
C Paul Nutter	2	0	0	6	6	6	3	6	3	6		36	3
M Tim Bendelow	1	5	5	3	3	3	3	3	3	3		31	4
M John English	1	3	3	3	3	3	3	3	3	3		27	5
M David Dalrymple	1	3	3	3	3	3	3	3	3	3		27	5
C Keith Wilford	5	3	0	6	0	6	3	0	3	6		27	5
C Trevor Cooper	7	3	5	3	0	3	3	3	3	3		26	6
C Tony Briggs	K	0	3	3	4	4	3	3	3	3		26	6
M David Naylor	1	3	6	6	0	0	0	3	3	3		24	10
C Mark Allen	7	3	0	3	0	3	3	3	3	3		21	11
M Anne English	1	0	3	3	3	0	0	3	0	3		15	11
C Simon Clark	1	0	0	0	5	3	0	0	0	0		9	13
C Neil Diver	A	0	0	4	0	0	0	0	0	0		4	14
C Leon Sachetier	1	0	0	4	0	0	0	0	0	0		4	14
C Robert Wick	1	0	0	0	0	0	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.

RAPID ROGER'S RIGHT ROARING RECORD RUN

PAUL NUTTER

Hello readers and it's that time of the month again. For all those who are suffering from PNT (Pre-Nutter Tension) I have once again struggled to master the intricacies of joined up writing and I am presenting you part four of my Irish Trilogy. July's episode is the Jim Thomson Trophy Meeting which was a round of the Bridgestone Leaders, Harewood Hillclimb and Longton & District Motor Club's Championships.

Winner of the FTD award and the substantial!!! Jim Thomson Trophy was Roger Moran in the Pilbeam MP62. Roger's best time of 55.68 made him the only driver under 57 seconds and put him well clear of next man Peter Blankstone who, with a run of 57.07, was also piloting a Pilbeam MP62. This performance by the Pilbeam car prompted Roger to say that any monkey could drive an MP62. I disagree although I have seen quite a few rock apes and gorillas driving XR3's and GTE's etc on the roads. Third FTD was the James Dean of Harewood Chris Seaman, who tried hard as usual in the Brabham BT30 but had to give way to more modern machinery. Rumours that a fitting session for a Shackleton High Seat Chair for the car have been denied.

As usual the weatherman got it wrong and both Saturday and Sunday were precipitation free and so a total of seven runs for most competitors was achieved making it an excellent meeting for all parties concerned.

Into the classes and the Mini Cooper of Michael Holroyd once again emerged victorious with a 66.87 run, putting him into the position of favourite in the Championship stakes. Behind came Brent Meredith's Fiesta. The Rochdale driver's 69.09 climb looked good and enabled him to book second place over a second clear of Carl Austin. Mark and Nick Brown worked until 3am to repair the Mini GT after an off at Orchard only to be rewarded with a broken CV. They then fell foul of the scrutineers who noticed that they didn't have any nylock nuts (and here's me thinking that only Robocop had those). Common sense prevailed in the end and all their runs were completed.

Onto Class 2 and 3 which were merged and it was the Escort of Paul Nutter who not only took the class but surprised himself by lowering his record by 1.64 seconds. What a difference a decent engine and a full throttle makes. Geoff Peters struggled with his RS2000's handling to finish second, but no wonder as he had rolled the car at Aintree a fortnight earlier. Dave Kitching in the 205 GTi failed to make the timed runs after putting the

car on its side at Orchard during practice.

The small Marque Sports Car class was a three horse race due to various problems and it was to nobody's surprise that Martin Brobyn came home first with a run of 64.90 which was just short of his record. Next was Paul Greaves with a time of 65.95 followed by the third Midget home, that of Paula Cousin who dipped under 70 for the first time. Her time of 69.24 consolidating her lead in the Ladies Championship.

The medium Marque Sports class was again won by Keith Wilford whose repaired Lotus Europa climbed the hill in under 65 seconds for the first time. His new mark of 64.98 being 0.8 inside his old record. Brian Lee looked more comfortable in the Elan with a 67.56 run but still off his usual pace. Mark (The Stud) Richards retired his TR7 after the first runs due to lack of oil pressure and naughty noises from his engine.

The large Sports Cars were mixed with the large Modified cars and it was joint Bridgestone Leaders Championship leader Tony Lambert who finished well clear of the pack. Tony's Ferrari 308 GT4 popped up the hill in 62.70. Next came the battle of the E Types. This time it was Haydn Spedding whose cat roared up the hill in 65.12 to leave Ron Lea's pussy purring away behind with a 65.63 best. The Gilbern of Don Williams took fourth with a 68.54 climb.

Onto our most popular (for entries that is) class, the Formula Fords. Ken Bailey and Colin Wright continued their season long duel and it was Ken who turned out to be Denis Weaver with a run of 63.51 good enough to keep him in the Championship lead. Colin had to be content with the tanker driver's role and settled for second place on 63.71. Neville Alderson though, nearly plunged over the diff as he took third place just one hundredth behind on 63.72. Fourth place was taken by Wakefield driver Trevor Cooper with a run of 64.53. Another close call was had between Jeff Norton and David Sturdy, Jeff pipping David for fifth place also by one hundredth of a second with a 64.29 effort compared to 64.30. First non Van Diemen driver home was the Lazer of Mark Allen.

Class A had, on paper, a three car battle to look forward to between the class record holding Lotus 7 of Carl and Dylan Talbot, Harewood regular Peter Herbert's Westfield and the BDA powered version of Ian and Sarah Blenkinsop. True to form it was Carl Talbot who took the honours from Dylan when he snatched victory on his third run with a time of 63.09, pushing Dylan into 2nd place on

63.78. Interrupting the order of things with an excellent third place on his first visit to the hill was Paul Reynolds who drove his Westfield up the course to stop the clocks at 64.31. Next came an under the weather Peter Herbert who nevertheless still managed to push the Blenkinsops into fifth and sixth places.

Class B was again the class to watch as Bill Bristow and Darren Soothill locked horns yet again. The record in this class has changed hands more often than Murray Walker makes mistakes. Once again the record books had to be re-written as Darren's first run of 59.24 knocked a quarter of a second off the previous best set by Bill. Even though Bill went quicker than that time it wasn't enough to deny Darren and he had to settle for the runner-up spot. Rob Fradley was very consistent and held third place with an excellent time of 60.08. The first non Caterham was Roger Thomas in his Westfield whose best effort of 61.83 collected him fourth place.

On to the Clubmans cars and the three drivers who dipped under the old class record last month took the top three places again but this time it was Russ Pickering in the Vision who took the class and set a new record in the process with a fine climb of 58.45. The Splinter of Peter Needham, only a fraction off his best time, took second on 58.60 whilst Alan Warburton wheeled his Mallock to third place in a time of 59.39.

Steve Owen was yet another record breaker in the baby Sports Libre class when he became the first driver under sixty seconds in a 1300cc car with a storming run of 59.86 in his self constructed OMS. Mark Britt tried hard but couldn't challenge Steve for honours and settled for second with a 62.81 best. Lynn Owen meanwhile made it an OMS 1-2-3 with a third place in a time of 63.74.

With the remaining Sports Libre classes merged it was left to the Mallock of Bob Prest who impressed us by bobbing up the hill in 60.75 to take the class and set yet another record by 1.31 seconds. Also driving a Mallock was David Hickman and he drove well to take second place with a climb of 61.30 which was also under the old record. David Park finished third in the Lola with a best climb of 62.35.

Onto the 500cc Racing cars and another close battle was had between John Corbyn and Mark Coley in their Jedi's. Although Mark led initially the emperor struck back to take the honours with a 60.20 best compared to Mark's 60.32. Glyn Sketchley drew on his experience to book third

place, pencilling in a time of 61.30. Next was the Martlet of Tony Steel whose second run of 62.46 put him just over a tenth of a second clear of David Bancroft's OMS.

Class I was again the domain of Alex Tyson whose climb of 59.16 proved to be the best of the only two sub minute efforts. Phil Jefferies in the Hi-Tech took the second place with a run of 59.92. Ian Tyson sharing the winning Royale ART 921 snatched third with a time of 60.19 which was too good for Brian Walker who recorded a best of 60.26



Bob Prest took a fine new record in Class F in his Mallock Mk 20.124. Photo: Anne Paterson

in the Norton powered Hi-Tech he shared with Phil. Mel Clark in the Megapin was a further two seconds adrift in fifth.

As stated earlier Roger Moran took the FTD award and in doing so set the seventh new record of the day. After Chris Seaman came the Chevron Atlantic of Roger Kilty. A previous class winner, Roger's best climb of 57.21 put him just 0.03 away from second place. Fourth spot was occupied by Richard Homer in his Sark with a time of 57.30. Next man up was the Terrapin of Darell Staniforth whose third run of 57.51 made it four drivers separated by only a third of a second. A very close contest indeed.

With Peter Blankstone setting 2nd FTD, Margaret Blankstone made it a 1-2 for the car in the class with a good climb of 57.30. This forced Alan Newton in the March into third. Alan failing to match last month's winning pace with a 58.72 best. Peter Varley in the March Pilbeam came home fourth on

59.42 whilst Justin Fletcher snatched fifth from Nick Fletcher in the shared March.

Last but not least we reach the over 2 litre racing cars and this class went to Rob Turnbull. Rob' turn of speed being too much for co-pilot John Beattie. John McCartney trailed in third some distance behind.

Here ends my scribbling for the time being and I bring events to a close on what was a surprising and record breaking day. Surprising because it started on time, didn't rain and finished early, and record breaking due to the fact that Carl Austin didn't need the tow truck and seven records were broken. What's next I wonder? Four timed runs? No, on second thoughts, they'd have to get wider pages in the programme.

See you in August

RESULTS

1	Michael Holroyd	Cooper S	66.87
2+3	Paul Nutter	Escort	66.24 R
4	Martin Brobyn	MG Midget	64.60
5	Keith Wilford	Lorus Europa	64.98 R
6+C	Tony Lambert	Ferrari 308 GT4	62.70
7	Ken Bailey	Van Diemen	63.51
A	Carl Talbot	Lotus Seven S2	63.09
B	Darren Soothill	Caterham	59.24 R
D	Russ Pickering	Vision V86RS	58.45 R
E	Steve Owen	OMS SC	59.86 R
F+G	Bob Prest	Mallock Mk20/27	60.75 R
H	John Corbyn	Jedi 2/91	60.20
I	Alex Tyson	Royale ART 921	59.16
J	Roger Moran	Pilbeam MP62	55.68 R
K	Peter Blankstone	Pilbeam MP62	57.07
L	Rob Turnbull	SPA	57.79
FTD	Roger Moran	Pilbeam MP62	55.68

1993 NETWORK Q / RAC RALLY

November 21st - 24th 1993

The British Rally Marshals Club extend an invitation to all BARC Yorkshire Centre members (and Harewood marshals / officials) to come and marshal on this year's RAC Rally now sponsored by Network Q.

The rally starts from Birmingham and will follow the traditional Midlands Stately Homes route on the Sunday; Monday in Wales; before the Lake District, Kielder, Scotland and the North Yorkshire Forests. BRMC are running a stage in Dalby Forest on Wednesday 24th November (First car 12 noon) of a reasonable length. BRMC are also directly involved with a stage in Scotland. If you want to help out, please let Tim Bendelow (Harewood Chief Marshal) or Bob Wright (regular Observer at Harewood and every other place known to motorsport fans!) know and we will make sure you get out on the 'Q/RAC Rally '93'.

DIARY OF A HILLCLIMBING NOBODY

PETER HERBERT

The time is May, the place is Westmorland, so it has to be Barbon, round 4 of the Bridgestone Leaders Hillclimb Championship. The seriously busy part of the season has begun with four championship events in four weekends.

My day at Barbon Manor begins badly. The weather is wet and suddenly I hate driving in the rain. If it has never bothered me before, now it bothers me a lot. In practice I am slow and in my first competitive run even slower. Then as I prepare for my second ascent the throttle pedal breaks in two at the pivot point. Ironically, this turns out to be good news.

About to load the car onto the trailer and head for home, I am told by the Clerk of the Course I can run later if the problem can be fixed. There is also a rumour that a man with a welder lurks in Barbon village. With throttle jammed open and driving on the clutch I swoop off the hillside and along the main street, competition numbers, handcut wets and all. I'm in luck. The Chief Constable hasn't chosen this moment to visit his first hillclimb and a farmer is found who welds the severed metal in a draughty barn.

Back on the startline the rain has stopped and the track is drying. Three of my class are lining up for a re-run due to faulty timing. I tag onto the back. This is my chance to redeem myself and I grab it. Off the line, through the two left handers and up the straight I'm in good shape but the tail breaks away under braking for the hairpin right. I fight it and by a stroke of luck am pointing in the direction of the finish line as I gain control. A firm stab on the freshly fabricated loud pedal and I'm home, second fastest to Ian Blenkinsop's Westfield-BDA.

A small lynching party had gathered in the paddock for my return but it is mostly good humoured as I unstrap myself from the car. Ken Laidlaw reckons it's the finest wheeze he has seen pulled off for many a year, but as Hermann Goering used to say "I was just following orders"

Five days later and I'm back on the road again. I'm also on the sea. This is the hillclimb I've really been looking forward to. Lerghy Frissel sounds like a disease but is in fact the given name of the 1.5 mile climb from Ramsey up to the Goose-neck on the Isle of Man TT course.

Friday practice begins in the damp and Paul Reynolds and I are the only regular Class A competitors to make the trip for this, the fifth Leaders round. Our pushrod Westfields would have been easy meat for the BDA's had they come. As it is, the

local opposition of Minis and Midgets is outpaced as we swap times. The hill is fabulous, easily the most exciting I have ever driven, but it takes some learning. Many of the corners are much quicker than they look but they must not be mistaken for the odd one that isn't.

I can't get over how pleased the local residents are to see us. Normally using someones street as a paddock and dumping wheels, tools and spares on their pavement is a criminal offence, let alone driving through the centre of a town on slicks. Here it is encouraged, the anticipated verbal abuse replaced by friendly chat and offers of cups of tea. The atmosphere is wonderful.

Saturday is brighter and on my first run Paul is two seconds quicker than me. Violent understeer out of Ramsey Hairpin when I hit a damp patch hidden by trees from the sun accounts for some of the deficit, my opponents superior talent the rest. Paul maintains his lead on the second ascents, his winning margin 2.04s. After lunch a run to determine who can improve on their times by the most is held. I beat my previous best by 2.1s, 2.68%. I am seventh, Paul is eleventh. But I hit form too late. He takes home 9 points, I take 6.

Good to see another Paul, this time Midget driver Greaves on the island doing a spot of marshalling and no doubt itching to have a crack at the hill.

Five days later and I'm heading south to Wiltshire and Gurston Down. Round six and another new hill to learn. More by luck than by judgement I am currently lying eighteenth overall and fourth in class but I have reached the conclusion that no Class A driver will win the championship. With four class winners from five events it's just too competitive.

Saturday practice is dry and I begin to master the fast downhill swoop through Hollow bringing my times down by a second on each of my three runs. Alas the weather breaks on Sunday and my dislike of the rain again takes hold.

I am sixth fastest on my opening climb, mainly by courtesy of Dylan Talbot who leaves the road at Hollow by such a distance that he almost reaches the next county. Brother Carl is unamused as the mud clinging to the featherweight Lotus 7 has doubled its mass.

Deteriorating conditions ensures nobody improves on their second runs. Sarah Blenkinsop spins at Karousel, Carl Talbot visits the cheap seats and I take a trip onto the grass at Ashes before an amused spectating Jim Godwin. Carl wins, Ian and Sarah Blenkinsop second and third. Behind the multi-valves Pete Millington's Clan and

Andy Russell's Ginetta come next, whilst I salvage a point

A week later and I'm at Shelsley Walsh for round seven. The weather is scorching and the atmosphere of this oldest British speed hillclimb is captivating. The course is steep and fast and power tells. Peter Millington drives a blinder blowing off the Locaterfields in his aesthetically challenged Clan Crusader to set a new class record. I drive my arse off and can only manage tenth place. There are no points. What a loser. Still I beat Norman Pemberton who boldly pitches his Sprite against the Kit Car masses.

Despite a disappointing result I enjoy Shelsley enormously, what true hillclimber wouldn't, and there are other Harewood faces having character building days too. Our bean counter Peter Varley almost becomes a baked bean counter when the March Pilbeam catches fire as Peter warms it up in the paddock. Bob Moore and Darren Soothill are sent home to Blackpool for a fresh silencer when their Caterham fails the noise test, while John Garnett crash tests the Pilbeam's rear wing when he spins at the top Esses and swipes the bank.

To add to the fun my class competitor Carl Talbot's Lotus is protested by an anonymous well wisher and found to be kosher and I get stopped for speeding with a trailer on the M42 on the way home. The patrolman asks if I will accept a verbal warning. Bloody right I will.

I'm missing the next Leaders round at Doune to take a holiday in the States, my manager insists. However I shall be at Harewood for round nine of the championship and an attempt to regain my recently stolen class record. Be there or be square.

FOR SALE

Five 6 x 13 Revolution Alloys, Ford fitting complete with 185/60 soft compound Avon CR28 tyres.

One unused, others 5-6mm.

£350

Mountney 10 inch diameter leather steering wheel

£10

High capacity and pressure Ford oil pump

£20

Westfield spare wheel carrier

£8

Westfield low drag road legal headlights

£35 pair

Tel: Peter Herbert

0325 374656 (Home)

091 386 6111 (Office)

GARNETT'S GULF OFFENSIVE

PETER HERBERT

To embark upon the Gulf Oil RAC MSA British Hillclimb Championship trail with prior knowledge of only one of the qualifying courses could be said to be an act of supreme optimism. To do so in a state-of-the-art single seater with only saloon car driving experience to call upon could be said to be an act of sheer lunacy. But Harewood Champion John Garnett is that kind of guy. Nothing fazes him, and nothing is done by halves.

John's bravery has never been in question, his return to the sport to win the championship following his big Curborough accident in 1991 is ample evidence. However now a different kind of bravery is being called upon.

From winning virtually every time out in his Sapphire Cosworth, John is having to come to terms with finishing at the other end of his class, and as yet, no points have come back to Rathmell. But this is to be expected as the task is enormous. Threading a big powerful Pilbeam up narrow unfamiliar hills against the very best in the business represents the steepest learning curve in hillclimbing. And as was discovered at Shelsley, a moment's lapse is instantly punished.

Fortunately John's maturity as a driver is allowing him to play himself in gradually with the car rather than constantly bouncing it off the scenery. Similarly a dry sense of humour enables him to shrug off taunts from guys like me when occasionally our times coincide.

My guess is that by the end of the season Mr Garnett will have an FTD at Harewood, and by the end of next season will be a British Championship Top Twelve points scorer. And by 1995, probably with a DFR behind him, he will be an FTD contender on any British hill.

Meanwhile in the jolly company of butlers John and Andrew, John Garnett will follow the championship circus around the country at the wheel of a motorhome the size of a Barratt's semi, taking the piss and learning the ropes. Let's wish him luck.

HELP WANTED

Help is needed to attack the inaccessible thistles at Harewood. Anyone who can spare the time to help is welcome to come along with axe, carving knife, strimmer etc or anything that will demolish the ever encroaching thistle problem.

Anyone wishing to help, please contact Mike Kempley - address shown opposite.

RANDOM THOUGHTS

of JIM JOHNSTONE

HAREWOOD HILLCLIMB 13 JUNE 1993

- 1 Thank goodness for the weather!
- 2 How nice to see Alan Newton win the 2 litre single seater class in the fabulous sounding 6 cylinder Abarth engined March. Alan has put a great deal of his own engineering skills into this engine and he must be delighted, especially as he had some really strong opposition.
- 3 The "Big 3" were really impressive. I don't think I would like to be let loose in Mark Colton's Roman-Judd. Perhaps the most powerful engine of the trio, the chassis looked the least able to handle 600+ bhp. The Pilbeams of David Grace and Roy Lane looked wonderfully stable and I was left with the impression that Roy, who I thought looked noticeably quicker through the Esses than David or Mark, is at a distinct power disadvantage.
- 4 Great to see Tom Hughes, in the supercharged Vision sports car, really mixing it with the Pilbeam sports cars and getting within 0.07 secs of Jim Robinson.
- 5 Where have all the entries gone?
- 6 Where have all the spectators gone?
- 7 WHERE HAS THE ICE CREAM MAN GONE?
- 8 When are we going to get rid of that tatty old bus and move the control activities into the Farm Buildings?
- 9 When will the Club House be made accessible during meetings?
- 10 We could win prizes for the thistles in the lower spectator enclosures!
- 11 Are Harewood Hill's charges for the tip in the new spectator enclosure reasonable? Perhaps we could get some useful income from this source.
- 12 How about a meeting on the short course? Come to that, how about one meeting per year, perhaps at one of the Saturday meetings, with Sunday being run over the long course?

BARBECUE

SATURDAY 25th SEPTEMBER 1993

THE CLUBHOUSE, STOCKTON FARM
HAREWOOD

7.30PM ONWARDS

TICKETS £10 incl food and disco

The evening will be a do-it-yourself Barbecue as in previous years

Tickets must be purchased prior to the day.

No ticket - No barbecue

Tickets can be purchased from Mike Kempley, 106 The Avenue, Harewood, Leeds LS17 9LD

Annual Dinner Dance and Award Presentation

at the
Hilton House Hotel
Garforth, Nr Leeds

on

Saturday 13th November 1993

Tickets £18.50 each

Dress: Dinner Jackets or Lounge Suits

Remmittance MUST accompany ticket application

NO MONEY - NO TICKET

Reception 7.30pm

Dinner 8.00pm

Dancing to 1.30am

Application forms will be sent out in the next edition of the 'Times'
Tickets will be available from the September Harewood meeting onwards.
ALL TICKETS MUST BE PURCHASED BY SATURDAY 6th NOVEMBER

Please book early as we expect this highly popular event to be over-subscribed

CENTRE AWARDS

Will anyone holding a Centre Award please return it to Carol Wride at or before the September Harewood meeting in order for them to be engraved for presentation at the Annual Dinner.

Mrs Carol Wride, 124 West End Drive, Horsforth, Leeds, LS10 5JX

MARSHALS OUT AND ABOUT

Harewood marshals and officials have been busy at a variety of venues away from Harewood over the last few months.

Cadwell Park and Oulton Park have seen regular forays to the 'One-Make' raceday where there were four who come to Harewood in varying degrees of persistence; even one who has taken up the vocation of a priest! Croft Rallycross circuit near Darlington features often on availability sheets as does Donington and Mallory. The first weekend in June saw a contingent up on Scotland for the Perth Scottish Rally (and social experience, if you ask the 'serious' rally marshals), covering four or five stages in the three days. That same weekend

a group went to Cadwell for the 700 MC races, where one of our number had a whale of a time, as the 'Hot Hatches' got a little too excited and one turned turtle right in front of him, giving him palpitations, but enthusing him for the rest of the day. He wants to go again!

One or two were spotted at the Grand Prix, along with 'only' 70,000 or so others commiserating with Damon Hill as he retired before the end of the race. Future trips will include the Knockhill Touring Cars, International Rallycross at Croft, the Oulton Park Gold Cup (more Touring Cars) and the Manx International Rally.

I'll keep you posted
Tim Bendelow

**BARC YORKSHIRE CENTRE
OFFICERS & COMMITTEE 1993**

CHAIRMAN	Simon N Clark
HON SEC.	John M English 32 Farfield Road Knaresborough HG5 8HB
VICE CHAIRMAN	J Richard Hardcastle
HON TREASURER	Peter Varley
HON COMP SEC	Chris G Seaman 0742 585695 (Business)
HON SOCIAL SEC COMMITTEE	Tim D F Thomson
Tim C Bendelow	Jim Johnstone
David Naylor	David Dalrymple
Antony J Hodoetts	John Staveley
Ivor Pashiey	Graham Wride

**HAREWOOD HILLCLIMB
CHAMPIONSHIP 1993**

1	Ken Bailey	7	Van Diemen RF85	57.67
2	Martin Brobyn	4	MG Midget	57.19
3	Colin Wright	7	Van Diemen RF86	56.16
4	Alex Tyson	1	Royale ART921	55.24
5	Roger Kilty	J	Chevron B49	54.79
6	David Sturdy	7	Van Diemen RF84	53.72
7	Trevor Cooper	7	Van Diemen RF85	53.52
8	Neville Alderson	7	Van Diemen RF80	53.40
9	Michael Holroyd	1	Cooper S	52.66
10	Paul Nutter	2	Ford Escort	51.78
11	Paul Greaves	4	MG Midget	50.52
12	Dan Wright	7	Van Diemen RF86	47.71
13	Chris Seaman	J	Brabham BT30	47.39
14	Mark Allen	7	Lazer HD87	47.33
15	David Bailey	7	Van Diemen RF85	47.20
16	Jeff Norton	7	Van Diemen RF86	45.77
17	Steve Owen	E	OMS SC	45.40
18	David Bancroft	H	OMS 500	44.84
19	Jonathan Rhodes	7	Hawke DL19	44.18
20	Peter Needham	D	Splinter	43.90
21	Dennis Cope	1	Mini Cooper S	43.74
22	Ian Tyson	1	Royale ART921	42.86
23	Carl Austin	1	Mini Cooper S	42.72
24	Brian Lee	5	Lotus Elan	42.21
25	Alan Newton	K	March 772P	40.52
26	Jerry Paterson	7	Sparton FF81	40.15
27	Nick Brown	1	Mini 1275 GT	39.26
28	Geoff Peters	2	Escort RS2000	38.65
29	Mark Brown	1	Mini 1275 GT	37.38
30	Bob Prest	F	Mallock Mk20/27	36.29
31	Keith Wilford	5	Lotus Europa	36.27
32	Don Williams	6	Gilbern Invader	35.47
33	Paula Cousin	4	MG Midget	35.37
34	Stephen Bateman	7	Hawke DL19	35.05
35	Darell Staniforth	J	Quest Terrapin	34.75
36	John Corbyn	H	Jedi 2/91	33.72
37	Mark Richards	5	Triumph TR7	32.46
38	Lynn Owen	E	OMS SC	31.78
39	Colin Wheeler	K	Delta T832	30.82
40	Brent Meredith	1	Ford Fiesta	30.81
41	Nick Aveyard	4	MG Midget	29.16
42	Tom Hughes	g	Vision V88	28.22
43	Dave Ruddock	1	Mini Cooper S	27.10
44	John Roberts	J	Chevron B49	26.29
45	David Bailey	3	Sapphire Cosworth	26.26
46	John Garnett	L	Pilbeam MP53/4	26.13
47	David Hutchinson	A	MG Midget	25.44
48	Mark Cousin	4	MG Midget	24.94
49	Mark Griffiths	H	Jedi 2/89	22.20
50	Mike Smith	K	Reynard SF87	20.46
51	Allan Staniforth	J	Quest Terrapin	19.14
52	Christian Mineeff	G	Pilbeam MP43	15.05
53	Graham Oates	B	Lotus Europa	14.05
54	Tony Briggs	K	Royale RP30	13.96
55	Tim Hutchinson	A	MG Midget	12.86
56	Peter Hawkey	7	Royale RP26	12.69
57	Peter Stockton	7	Van Diemen RF87	12.59
58	Nick Storey	C	Westfield S Eight	12.10
59	Iain Anderson	B	Caterham 7	12.09
60	Tony Hall	2	BMW 2002 Tii	10.92
61	Martin Boast	A	Austin Mini GT	10.58
62	David Park	G	Lola T492	9.34
63	Russell Marsden	2	Renault 5 GT Turbo	9.05
64	Steve Mallinson	4	Austin Sprite	7.30
65	Julie Daniels	4	MG Midget	6.66
66	John Pickard	2	Escort RS2000	6.17

CLASSES FORUM

Sunday 7th November 1993

Old Golf House Hotel

Outlane, Nr Huddersfield

More details in the next edition of the 'Times'

HAREWOOD HILLCLIMB DATES

Sunday 8th August

Montague Burton Trophy Meeting

Sunday 26th September

Harewood Finals Meeting

FTD CHAMPIONSHIP POINTS

1	Roger Kilty	Chevron B49	34
2	Chris Seaman	Brabham BT30	24
3	Alan Newton	March 772P	23
4	Darell Staniforth	Quest Terrapin	22
5=	Tom Hughes	Vision V88	19
5=	Alex Tyson	Royale ART 921	19
7=	John Garnett	Pilbeam MP53/4	16
7=	Peter Needham	Splinter	16
9=	Colin Wheeler	Delta T832	9
9=	Christian Mineeff	Pilbeam MP43	9

LADIES AWARD

1	Paula Cousin	MG Midget	35.37
2	Lynn Owen	OMS SC	31.78
3	Julie Daniels	MG Midget	6.66

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