



YORKSHIRE CENTRE TIMES

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BARC

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CHAIRMAN'S LETTER

Dear Competitor

The season has come to an end at Harewood once again. This year we could see Harewood as we escaped last year's fog but the weather was very cold ensuring a healthy complement fell off at every available opportunity. Once again to those competitors taking part please accept our apologies for the cancellation of the third runs but I feel the correct decision was taken and I thank you for your understanding.

Michael Holroyd was a most worthy Harewood Hillclimb Champion and as the points show, this was a very closely fought contest.

Thanks go as always to our sponsors, our marshals, the organising team, medics and of course the competitors, thank you all for your support. Encouragingly we were oversubscribed for the last two meetings which I hope shows an upturn in your enthusiasm for what we are offering at Harewood and I hope we are able to continue the improvements through the winter. Those interested in contributing thoughts to our future should join us at the Forum in November - *details in this edition.*

Our other function now fast approaching is our Annual Dinner Dance. I know Pat and Brian have every intention of improving still further on the excellent evening we enjoyed last year. Please remember to apply early as tickets are already going quickly.

In conclusion may I wish you all a good winter, Xmas etc and I hope I can look forward to seeing you next year.

Kind regards
Simon N Clark

OBITUARY

PETER WHEELER

Peter Wheeler has died after a long illness, at the age of 51.

A keen motor sport enthusiast he started a marshals club and helped officiate at many local events.

Our condolences to his wife Vera and his two children Gillian and Simon at their loss.

EDITORIAL

A milestone has been achieved, this is the fiftieth Times since I took up the editorship of the centre journal. My first edition went out in July 1988 with virtually 100% of the content written by Brian and myself. There have been many pleasant changes along the way and we are now fortunate to receive articles from a regular number of contributors (but we can always do with a few more).

I have approached the editorship of the 'Times' with the view that it should have a balance of informative and serious articles along with light hearted and sometimes outrageous articles. It has always been my view that many people take themselves far too seriously and while rules have to be abided by, one should always approach the sport with the fun element in mind.

One of the most pleasant things that can happen to anyone undertaking a task is to be told that your efforts are appreciated. I have been fortunate that many people have taken the trouble to thank me for my efforts in producing the 'Times'. The comments have come from currently active members to those who keep an interest in the sport and the centre solely through the 'Times'. There have been many changes at Harewood along the way and no doubt many improvements will follow. One thing that has remained constant has been the support of the committee for the 'Times'. I would like to thank them and all the members who have supported me throughout the 5 year period I have been producing the magazine and hope that the 'Times' and the centre will go from strength to strength in the future. ...Here's to the next 50!

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 NOVEMBER 24th 1993

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NEWTON'S FIRST LAW OF MOTION

PAUL NUTTER

Welcome to the August edition of "a load of waffle" brought to you exclusively by the Bard of Harewood. (At least I think that's what they were saying). The fifth round of the Harewood Hillclimb Championship was well attended by those of you who got your entries in on time and also by quite a few who didn't (Muggins here included) who watched the action frustratingly. The event was also a round of the MGCC 'T' Register, the Nottingham Sports Car Club, the Morgan and the MGCC Sprint & Hillclimb Championships and also a round of the Cars and Car Conversions Speed Championship, although as Michael Caine would say 'not many people know that' as it wasn't mentioned in either entry or regulation booklets. With so many would-be entrants it was no wonder the meeting was massively oversubscribed.

Onto the day's sport and FTD was set by Alan Newton in his Abarth engined March. Alan not only set his best time yet at Harewood but was the only person to achieve a sub 57 second climb with a superb run of 56.98 and so became the sixth different winner of the FTD award this season. Second FTD belonged to John Garnett whose last run in the Pilbeam of 57.34 was enough to pip Alex Tyson who was the only other driver under 58 seconds. The Royale ART pilots time of 57.98 was just over a quarter of a second off his own record but puts him into a solid second place in the Championship.

Dealing with the classes in numerical order I begin with Class 1 Touring Cars. It was an excellent day for all concerned in this class as every driver set best ever efforts up the hill. Dennis Cope taking third in 69.01 whilst Carl Austin took second place with a 68.41 best. Carl finding out that tyres with rubber on, rather than nylon carcass, gave more grip. Star man again though was Michael Holroyd who, at last, broke his own record and give or take a disaster should now clinch the Harewood title. Michael's brilliant run of 66.27 lowering the record by 0.27 seconds. A poor entry forced a merger of the remaining Touring Car classes with the larger Marque Sports cars. It was the Sapphire Cosworth of David Bailey who not only won the class in a time of 68.89, which equalled his best yet, but also took the unofficial award for leaving the most rubber on the road (about £5 worth on each bend by the look of things). Geoff Peters in the RS2000 stopped the clock at 67.80 with Don William's Gilbern crossing the line at 67.85 to give both drivers their best times yet.

Onto Class 4 and with Martin Brobyn being

one of the late entry victims. Paul Greaves took up the challenge and won the class convincingly with another best time in his Midget, with a storming run of 65.28. Mark Cousin in his Midget was next, his time of 69.44 was again a best so far for the Macclesfield driver. The Midget of Nik Aveyard and Julie Daniels once again showed a fondness for grass tracking after exiting Orchard before retiring later in the day.

The two litre Marque Sports Cars was once again the domain of Keith Wilford in his Lotus Europa although he nearly ended up in the 'car park' on his last run after trying too hard at Quarry. Brian Lee in his Elan finished second whilst another man who set his best ever run came third, namely the TR7 of Derek Judson. Entered in this class was the MG YA Saloon of Frank Vautier which had a sound all of its own due to its wailing supercharger.

Onto our closest fought class now, the Formula Fords. Once again Ken Bailey fought off all his challengers to retain his championship lead with a run of 63.50. This climb was just enough to deny David Sturdy a victory, whose best effort of 63.56 secured him second. Third place, with a time of 63.95, was taken by Colin Wright with Neville Alderson fourth. David Bailey drove the class winning car to fifth spot whilst first non Van Diemen runner was Geoffrey Harkness. The former Nova driver piloting the Ray FF87 into sixth place.

Class 8 was the MG Cars and the Midget of Dave Farrar fought off the attentions of the MGB Roadster of Alastair Crawford to win the class with a 66.25 run.

Class 9 saw a healthy gathering of Morgans and it was that Fellow, Mike Fellows who took the honours with a 70.43 run which was good enough to beat Michael Meredith into second spot, the Morgan sports just having the edge over the +8. The 4/4 of Norman Wheat took third whilst the +8 of Mike Harris ended up in fourth place though nearly two seconds adrift.

The MG 'T' Register made their annual appearance at Harewood and once again it was the MG TB of Dave Clewley who took the class with the only sub 70 second run. David just missing out on his record by 0.06. Paul Smeeth in the MG TC had no help from Officer Dibble or Benny and had to settle for second place whilst Malcolm Hogg in the MG TF made a pig of it and had to suffice with 3rd place.

Onto the CCC classes and the 1600cc Standard Car class was won by the Lotus Elan S4 of

Andrew Barrett in 72.68.

The merged Standard classes were not surprising by the fact that the two Sierra Cosworths battled for top spot with Steve Muir pipping Kevin Salisbury by 0.06 with the 309 GTi of Mike Wood in third.

The Road Going 1300cc Production Cars was won by Giles Tinkler's Spitfire with the 1600cc class going to the Elan S3 of Harry Metcalfe who just managed to beat 70 seconds.

Ashley Buchanan Morris took the honours in the merged over 2 litre Road Cars and Road Going Kit Car classes with a 67.11 best.

The first of the RAC classes is class A and Peter Herbert returned to try and regain his class record. Try as he could it was to no avail although he did console himself with the class win. His best run of 64.66 being well clear of the next challenger which was the Midget of David Hutchinson. Third and fourth places were taken by the Metro GTi of Andy Kitson and Lance Pickering who both set excellent times on their first visit to the hill. 67.26 for Andy and 67.93 for Lance. This car could be an ideal model to challenge the Minis in Class 1. Talking of Minis, Neville Moon's version took fifth place in 68.89.

Class B followed and again Darren Soothill was in a class of his own as he further reduced his own record by 0.14 to 59.10 although he must be getting used to such feats as he wasn't shaking no where near as much as in previous record breaking runs. Fellow Caterham driver Alastair Elliott took second with a fine climb of 62.30 whilst Robert Moore held third with a 62.69 best.

The unlimited Modified Production cars was a battle of the Jaguars. Both Haydn Spedding and Ron Lea setting personal bests in their E Types whilst in third place was the 'different' XJS of Mark Lewis, who drove it up the hill in real Sweeny fashion.

Classes D & G were merged and the Lola of David Park put him into first place well clear of Chris Henderson's Mallock.

The smallest two Sports Libre classes were also amalgamated (that's a big word for me) and Steve Owen in his OMS SC took the class but his run of 59.88 just missed equalling his own record by 0.02 of a second. Bob Prest's run of 60.27 was his best yet at Harewood and netted him second.

Racing Cars up to 500cc were joined harmoniously (another big word) with their 1100cc counterparts and as mentioned earlier Alex Tyson took the honours but the Terrapin of Alan Aucote pushed him all the way as his time of 58.68 showed. Next on 61.70 was Reynard driver Adrian Desoutter with

Ian Tyson fourth in the Royale ART921.

The 1600cc Racing Cars and the 2000cc Racing Cars were also consubstantiated (alright, I've been reading the dictionary) and although Alan Newton took the class and FTD, second place belonged to Chris Seaman who was having trouble with his joints. No, not HIS joints, the universal ones on the Brabham. It requires new ones although Chris has no idea as to what they were fitted to originally. Even though, 58.20 is an excellent time considering. The Pilbeam of Peter Varley took third in 59.62 whilst Colin Wheeler in the Delta held fourth, his 59.93 the only other sub-minute climb in the class. Yet another make of car, a Chevron was next with Pete Griffiths at the wheel.

Last, but not least, in a class of his own (that's what he tells me anyway) was John Gamett who consoled himself with 2nd FTD as said earlier.

So ends another good day's racing at Harewood with the weather being kind to us again. Let's hope it stays that way for September, see you there.

That's all folks! as Porky Pig would say!

HAREWOOD HILL CLIMB CHAMPION 1993

Congratulations to Michael Holroyd on clinching the championship after his somewhat chequered season. Michael started the last round in fourth place but after another eighteen point plus score, he secured the championship by a two point margin.

Read all the lurid details in Paul Nutter's report on the final.



CHAMPION AT LAST

PAUL NUTTER

After previous unsuccessful challenges for the Harewood Hillclimb Championship, Michael Holroyd at last got his hands on the Glen Garnett Trophy and the £500 prize with a near perfect performance in his Cooper S on this, the last round of the 1993 contest. Having driven an LSD equipped Mini I know what's required to drive them quickly (ie forearms like Garth and a brain the size of a peanut) and would like to offer Michael congratulations on a fine victory not only from myself but also from all the other competitors, marshals and officials.

FTD went to Alan Newton for the second event running with an excellent climb of 56.70 in his 2 litre March 77 wig (sorry 77 2P) and although it was a good effort Alan could do nothing to stop Bradford's Roger Kilty from taking 2nd FTD with a 57.46 run. That climb was enough to give the Chevron B49 Atlantic driver the Wilson Trophy and £300 as the winner of the FTD series. Outgoing Harewood champion John Garnett took 3rd FTD in his Pilbeam with a 57.52 run second time up the hill.

The meeting got underway in blustery but dry conditions and as usual Class 1 cars were first up the hill. It was the moment of truth for Michael Holroyd. As he sat on the line, dairy go for it, would his bottle go. Off he went his front tyres churning up the tarmac as he proceeded to float up the hill. He drove in his usual style and teetered on the edges of the course but he maid it and sterilised the opposition, and rightly milked the applause at the end of the day after delivering the goods. His winning time of 66.50 being his second quickest up the hill and below his old record. (Ed. Michael beat the cream of northern hillclimbers).

After blowing his own championship hopes Martin Brobyn brought his own Mini out to play and took second place with a 69.18 best. Carl Austin took third also on 69.18 due to the fact that Martin completed his other run (just) whilst Carl ran out of petrol at Farmhouse during his first run. (Carl's face turned as red as a baboons arse when he found out.)

Class 2 was taken by Paul Nutter in his still pushrod engined Escort with a 66.75 best beating Geoff Peters' Escort into 2nd place. Third was grasped by Ace reporter Simon Wade in his Golf GTi.

The unlimited Touring and Modified Production Car classes were again merged and it was the Sapphire Cosworth driven by David Bailey who scooped the award with a 66.04 best. Ron Lea, driving his usual E Type Jaguar, pushed into 2nd

place with a 67 dead second run. The Porsche 911SC of David Consitt held third after a climb of 69.81. Non-runners in this class was the shared Sierra of Keith Spencer and Geoff Kershaw. Unfortunately Geoff had a biggie at Quarry during practice, slightly modifying the suspension and bodywork and sadly had to call it a day.

Classes 4 and 5 Marque Sports Cars were also merged and it was the two Lotus cars out in front. The Europa of Keith Wilford heading the class on 66.64 followed by the Elan of Brian Lee on 67.48. The Midget of Mark Cousin came on strongly reaching the top in 67.89 whilst co-pilot Paula Cousin after a 1st run fail, finished next with a climb of 71.64 to clinch the Harewood Ladies Trophy and £50 prize.

The remaining Marque Sports class attracted a varied list of entries and it was Don Williams who put his experience of Harewood to good use to win the class. Don drove the Gilbern up the hill in 69.62. Second was Arthur Bayley in his 911 Coupe who crossed the line in 72.14 whilst third was Kim Johnson who recorded a time of 74.28. This was the first appearance at Harewood of the new MG RV8 and in the British Sports Car tradition, something fell off it during the practice runs.

The Formula Ford class was again our most numerous (all 19 of them) and with Ken Bailey needing to break the Land Speed record in order to retain his Championship lead, it was odds on that he would have to settle for the class win and this he duly did. Ken's time of 63.51 gave him third place overall in the Championship and leading Class 7 driver. Second came Colin Wright who stopped the clock in 63.86 seconds to narrowly beat David Sturdy into third position by just 0.03 seconds. Bishop Aucklander Neville Alderson held fourth spot with a second run time of 64.15 with Jonathan Rhodes next. Jonathan being the first non-Van Diemen driver and the Scarborough man drove his Hawke DL19 up the hill in 64.46. Jeff Norton finished sixth in class but he made it into the top ten of the Hillclimb Championship with a run of 64.54.

Class 13 was the TR Register class and the victor here was Mark Richards who improved his old class record set during the monsoon season meeting earlier this year by nearly 10 seconds. The new record now standing at 72.24. The similar TR7 of Derek Judson finishing second with a run of 72.78. Making it a TR7 1-2-3 was Alan Price who popped round Quarry after 73.59 seconds on the

hill.

Class A was once again dominated by motorway maniac Peter Herbert who set his quickest time yet by recording a 63.51 time. A fine achievement considering most drivers were off their best times by substantial margins. David Hutchinson driving his usual Midget earned the runner-up spot although over four seconds adrift of Peter. Jamie Hylton in his Cox GTM got to grips with the course to cross the line in just under 68 seconds whilst fourth place was James Hutchinson in the shared Midget.

Class B was a one horse race for John Moulds in the 2 litre Caterham, John shooting up the hill in a very respectable time of 60.85 and ended up nearly seven seconds ahead of Tim Wilson in the X-flow engined Westfield. The Westfield of Les Butler was the next man finishing in 67.97 whilst Mark Hurst was fourth in a Super 7.

The Clubmans Sports Cars was the domain of Mallock driver Alan Warburton and he duly took a fine win with a climb of 60.46, too good for the Myers Special pilot Paul Bason who did a 62.81 second time up. Third place and sharing the car was Finley Bason who crossed the line after a 66.33 run.

Class E was taken by usual winner Steve Owen in his self-constructed OMS with a climb of 60.69 whilst the Stiletto of Andy Czakow, with a best effort of 65.72 put himself between a 1-2 for the works OMS as Steve's wife Lynn finished third just 0.17 behind.

Onto the amalgamated classes of F & G and one car that did achieve a 1-2 was the Vision of Tom Hughes and Andy Smith. Andy taking the honours with an excellent run of 58.35 which put him well clear of Tom's best run of 59.68. Bob Prest was the quickest 1600cc runner with a time of 60.88 over half a second off the Mallock driver's record time. Paul Parker in another Mallock, this time though a 3.6 litre one took fourth position with a 63.45 run.

Onto Class H and the 500cc machines. Mark Coley was the favourite for this class and the class went to form, Mark piloting the Jedi to victory in 61.57 but only just as Andy Coley pushed him all the way in the same car and was denied a win by just 2 hundredths of a second in the day's closest contest. David Bancroft took third with a 64 second climb with his OMS whilst the OMS of Ian Cruickshanks finished fourth with a 66.13 run.

The 1100cc Racing Car class was another well supported one with no less than fourteen entries and with Alex Tyson challenging for the Harewood Championship it looked like one of the

classes to watch. Alex needed to smash his own record or hope that Michael Holroyd would slip up but alas, like most others, couldn't get close enough to his record to seriously challenge for the title and so had to settle for a class win (58.21) and an extremely well deserved second place. Considering that he also finished in the top five of the FTD series as well, the Royale ART driver has had an extremely successful season and is well worth watching. Splitting the Tysons was the Terrapin of Alan Aucote. Alan drove up the hill in 58.88 to record only the second sub minute climb. Ian Tyson took third in 60.49 whilst Glyn Sketchley, debuting his lovely new Megapin held fourth spot although he tried hard to christen it with a spin at Country Corner.

Class J was taken by Roger Kilty but it was that young rascal Chris Seaman who took second place and very nearly snatched third FTD from John Garnett. Chris lost out by the smallest possible margin (0.01) and it just goes to show that in this game every hundredth of a second really counts. John Roberts drove the class winning Chevron to a third place finish although some two seconds plus further back.

Onto Class K and after FTD winner Alan Newton came Malcolm Dungworth (that reminds me, I must buy some manure for the garden) who drove to a fine second place in Alan's March stopping the clocks at 59.62. Next man up was the Delta driver Colin Wheeler who climbed the course in 60.86 whilst fourth spot was taken by Johnathan Varley in the family Pilbeam.

And so ends my last report of the season (thank god for that I hear you say) and so ends a (hopefully) successful and enjoyable year for everyone involved. I would like to thank, on behalf of all the competitors, all the marshals, officials, organisers and helpers without whom there would be no events at all, consequently nothing for me to write about (now there's a thought!). Well that's it for me and like all good comedians I'll finish on a song.

"And now, the end is near, and so I face my final curtain. la, la, la, la 300 times"

I did it MY WAY

Thank you, goodnight, drive carefully.

Paul

THE NUTTER

I'm sure you will join with me in thanking Paul for his highly entertaining reports on the Harewood season. Paul has his own style of writing which is similar to his exploits in his car. If Paul ever finds out that he is supposed to drive on the tarmac and not the grass, he should be stunningly quick but there again, he does it HIS WAY!

FUTURE PROBLEMS FOR HAREWOOD HILL CLIMB?

JIM JOHNSTONE

During my three year term as Chairman of the Yorkshire Centre Committee, the question of increasing the number of days on which the Stockton Farm venue could be used for Motor Sport was raised. by our landlord Harewood Hill Ltd. The appropriate Planning legislation, the Committee were told, limited the use of the venue to 14 days in any year, unless Planning Consent was applied for and granted for a greater number of days. This approach raised several questions, not the least of which was - who would run the additional events which would become possible in the event of a successful application.

The motives behind this move and the approach to the Centre Committee, in 1988 were firstly to increase the revenue from the site, and secondly a desire, not by the Committee I hasten to add, to see more rallies at Stockton Farm and its possible use as a single stage rally venue.

The first of these motives was entirely laudable as additional revenue could only have brought benefits. However, the second would have caused all manner of problems, including noise, severe damage to the Hill Climb facilities (as has happened after every rally so far passing through) and I believe objections from the Ordinary Shareholders who, like myself, put in their individual stakes to help to secure Stockton Farm's future as a major Speed Hill Climb course.

I was very strongly against this proposal for these reasons and for one other, which I felt could endanger the whole future of our wonderful facility and negate all the work put in over the last thirty two years. That was the feeling that the submission of an application for Planning Consent would draw the attention of local objectors to our activities. While I was sure that, at that time, the number of people was small, I felt that they would be given a vehicle by which to expand any protest and thus make life very difficult for us. We all know about the 'vocal minority' and what has been achieved by such groups in other spheres.

The subject provoked much debate, both in Committee and between the Committee and Harewood Hill Ltd. So much so that Counsel's opinion was sought and my own strong misgivings were shared by Learned Counsel. I quote from his advice:-

"An application may well attract objectors. Drawing people's attention to the site may well 'sensitise' local people to activities on the site - leading to future complaints to the local planning authority and encourage enforcement action against any future breaches of planning control."

Incredibly, there was a view on the Board of Harewood Hill Ltd that the Application should proceed. Fortunately this view was defeated and the matter was dropped.

Well, we now know that, some 5 years later, an Application to increase the number of "Motor Sport days" to 20 has been made - and rejected for precisely the anticipated reasons. Most worrying is the fact that it made front page news.

No longer a member of the Committee I am not

aware of the events leading up to this situation, but I would like to know what, precisely, is thought by the people responsible for this Application to have changed, to create what they must have perceived as a more favourable climate since 1988. We all know that environmental matters have become, and are continuing to become, more sensitive.

The article, which appeared on front pages in a very large circulation newspaper network, speaks of objections from local Parish Councils, farmers (reference to trouble with sheep) and villagers in the area.

This very ill conceived action has probably undone the hard work put in by myself and by Officers and Committee members to win over the local Parish Councils at the time they were voicing concerns about noise and later, during the time leading up to the Planning Application for the extension to the course. This work, spread over a four year period was so successful that it resulted in the Chairman of one such Parish Council asking to be provided with posters advertising future events, so that he could display them in his area!

Now, at a stroke, we could have that support from such reasonable people wiped away as the voice of the protesters gains in strength.

I am very much afraid that hillclimbing at Stockton Farm has been done a great disservice and I only hope that those responsible will reflect very carefully when contemplating similar action in the future.

Brake put on motor sport

PLANNERS have put a brake on more noise pollution from motor sports in the scenic Wharfe Valley.

Leeds planners have said no to an application to increase the use of agricultural land at Stockton Farm, Harewood, from 14 to 20 days for hill climb motor sport.

Even the sheep objected to the noise, they were told. And there were numerous objections from parish councils and villagers around who were concerned at the noise generated by motor sports in an area of "special landscape, scenic attraction and rural tranquillity".

The Green Belt site on the southern slopes of the Wharfe Valley east of Harewood village has

been used for motor sport since 1961. But the application to extend it has raised a storm of protest.

There were 36 individual letters of objection, a 12-signature protest petition - and an 'Almscliffe Ward councillor had received numerous letters and calls, from local residents about the "intrusion" that would be caused.

While Harewood Parish Council made no objections, neighbouring East Keswick Parish Council was concerned about the effect of the noise level which they said would be an inevitable consequence.



Who, why, where and when? Answers please written on £20 notes to 4 Leslie Road, Sheffield.

LETTERS TO THE EDITOR

Dear Pat

Through the columns of the 'Times' I would like to congratulate Carl Austin (Mini driver extraordinaire) who broke Martin Brobyn's 1400cc Touring Car record at Baitings Dam on August 29th. Carl's time of 29.99 beat the old record by a well judged 0.01 and to say Carl was chuffed would be an understatement. He will now have terrible problems trying to sleep before the next Harewood as he used to struggle before he became a 'star'.

Regards

Paul Nutter

9 August 1993

Dear Pat

MONTAGUE BURTON TROPHY HILLCLIMB

8th August 1993

May I send my thanks to all who helped in the running of yesterday's hillclimb. We took on a sizeable challenge and with a lot of hard work and a bit of luck I think everyone went home happy.

As always, thanks to the marshals who bore the brunt of the wind and rain to keep things on the move; and I want to pay particular thanks to several people whose help was especially valuable. David, Ivor and Pat who signed on the multitude and sorted out all the class changes and mergers for the unusual cars; the timekeepers (not forgetting the young ladies of the scoreboard team) who processed 144 competitors for 5 runs; the start line team who pushed them all into place; and Robin who kept everyone up to date with all the complicated information. And of course Alan, who laid out the huge paddock plan and assembled everyone into order.

Finally, my thanks to the whole organising team and the faithful few who laid out the course, and to Martin who persuaded the heavy vehicles to start and trundle up the hill. And of course the entrants without whom we'd not have had an event!

Yours sincerely

Tony Hodgetts

Clerk of the Course

FOR SALE

Carb linkage for DCOE Weber made by Janspeed.

New and still boxed

Cost £58 new, accept £35

New Janspeed manifold and exhaust system for Fiesta Mk1 1300

Cost £180 new, accept £130

2nd hand crown wheel and pinion Ratio 5.1:1 for Westfield diff. Only 500 miles use

Cost over £200 new, accept £130

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Gordon McWaters

WANTED

Any Austin Seven parts preferably vintage

Contact Geoff Harrison

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0535 663900 (B)

FOR SALE

2 layer Nomex overalls:-

(i) Sparco boxquilt 38" / 5'8" red - £85

(ii) Jaybrand pinstripe 40" / 6'0" - £85

Used Avon Tyres:-

9.0/20/13 (£35 each) 13.0/23/13 (£20 each)

2 x A40 slick

2 x A15 slick

2 x A36 slick

2 x A3 slick

2 x A16 wet

2 x A3 wet

Tel: Roger Kilty

0274 869747

FOR SALE

CHEVRON B49 ATLANTIC

1600cc steel injected BDA built by John Beattie

FT200 box. Chassis rebuilt this year by Dave

Whitehead re-plumbed and re-wired.

Immaculate throughout. Complete with wets, spares and all parts to convert back to historic spec. Finished

1st overall in Harewood FTD Championship and 6th overall in the British Sprint Championship

£15,950 ono

Tel: Roger Kilty

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FOR SALE

ROYALE RP27 HILLCLIMB CAR

Modified Royale FF2000 racing car. Regular appearances at Harewood and other northern venues in 1992. Competitive car with well modified engine featuring big valve head, Burton racing cam and twin 45 DCOE carbs. Two sets of wheels with Avon slicks and wets.

£4200

Trailer and some engine spares can also be purchased if required.

Tel: Martin Dowling

04423 531866

DIARY OF A HILLCLIMBER NOBODY PETER HERBERT

Being billed as Local Hero in a Harewood programme is a dubious honour. You feel a right pratt when you finish seventeenth.

It's round nine of the Leaders Championship and I invoke Good Excuse No 12b of the Hillclimbers Handbook. I feel ill. In practice my head is swimming and I'm sweating inside my helmet. Finding the strength to turn into Quarry is a major task. I would like to go home, but local heroes brave it out. All the Class A big hitters are there and after regularly being blown off on the Midland hills I want to do well on home ground. On Sunday the Brothers Grimm, so called because it's grim being beaten by them every week, take the lead. Carl ahead of Dylan in the KAD headed 16 valve Lotus Seven. The talented Paul Reynolds chases hard in the pushrod Westfield, whilst I hang on in there to finish fourth. The Blenkinsops complete the top six in the family BDA Westfield. It is tempting to claim that had I been in rude health I would have blitzed them all and set a new record, but that would be a lie.

Shelsley Walsh is the scene of round ten. "Jesus Lives. See Driver for Details" proclaims the tailgate of an articulated lorry as I cruise down the M5. Could be right, as Shelsley on a fine summer's day is very close to a religious experience. The hill is fast and steep and to launch a little car like mine up the long pull to the Esses requires real commitment through the blind Kennel and Crossing complex. At the Esses crowds of enthusiasts occupy a wooded amphitheatre, roaring their appreciation for a spirited climb. There is real atmosphere and a deep sense of history. In the paddock I spot the man who more than any other cultivated my love of motor racing, Denis Jenkinson. 'Jenks' was competing on his Tribsa motor cycle and I would love to chew the fat with the former Motor Sport Continental Correspondent. Alas I can't bring myself to approach my hero, such is the awe in which I still hold him. On my first visit in June I was tenth and out of the points. This time I hope for better things, and a sub 35 second ascent is my aim. Following a good opening run I'm down into the low thirty fives and holding a shaky sixth place. Carl Talbot, the Blenkinsops, Andy Russell's Ginetta and Pete Millington's Clan are ahead. Reg Philips' mean looking Peugeot 106 and Ian Ingram at the wheel of the Millington Clan are close behind. Sitting on the startline awaiting my second climb I watch the big clock tick off the seconds as Reg attacks the hill. The digits stop at 34.87. The wily veteran goes in front of me. I take a deep breath, flip down my visor and drop the clutch at six. The Westfield goes off the line like a rocket. I'm into third between Kennel

and Crossing and hit 78 through the speed trap with foot nailed to the floor. I leave my braking as late as I dare for the bottom Esses and slide through. Into the top Esses I throw the car in tight then floor it to the finish. 34.80, I'm sixth again and have a point. Joy is unconfined.

A slight drawback of being a rich woman's plaything is having to go on the occasional exotic holiday. Therefore I take a 'rain check' on Prescott and Wiscombe.

Doune, that most daunting of hills, is the final championship round. Walking the course is pretty scary. Driving it is terrifying. From the start to Garden Gate is like driving up a narrow bending drain pipe, such is the effect of the armco. Up through the wooded Tunnel the road widens a little, but stone walls curb exuberance. Out into the wide expanse of the Meadow the worse seems to be over, then East Brae arrives. Alton Towers could use East Brae as the ultimate hillclimb corner. A drive up a wall followed by a blind turn. And that's not all. A tight chicane through an armco lined wood is still to come before the final dash for the finish.

Saturday morning practice is slippery due to a carpet of mould covering the track surface beneath the trees. The sensation of the car moving around beneath me under acceleration and braking, with steel barriers within inches of my elbows, will stay with me for some time. As the course dries my times come down nicely. I look forward to Sunday. Mist and rain greet me as I look out of my bedroom window and watch the Scottish Sabbath dawn. I feel sick. Doune in the rain is an horrific prospect. At the hill I take a further practice run on wets. There is more grip than I expect. On my first competitive run I am seventh. It's Harry Simpson's turn to be local hero and the Davrian driver is light years ahead of the rest of us. For my second run I take a bravery pill, knock four seconds off my earlier climb and pip Pete Millington's Clan for sixth place. Maybe Doune in the rain isn't too bad after all. Actually I really enjoyed Lothian Car Club's event. The course, the superb organisation and the atmosphere were a revelation. Instead of being a weekend just to get through in one piece, I actually want to go back to Doune and soon.

So endeth my first year with the big boys. In terms of raw results, two seconds, two fourths, four sixths and a tenth don't sound like much. Neither do 36th overall and 8th in class in the Bridgestone Leaders Championships final analysis. However it's been a wonderful experience and one I would wholeheartedly recommend to any aspiring hillclimber.

MORE F1 POWER IN HILLCLIMBING JIM JOHNSTONE

Speaking to Roy Lane at the August Shelsley Walsh meeting, he told me that his 1994 car for the Hillclimb Championship season is now being put together.

The chassis is the Pilbeam MP58 which was commissioned by Guyson to accept a Judd ex-Formula 1 engine but which, as the result of several problems, was never united with an engine and is therefore unused. It is, in fact, the next chassis built after Roy's present car.

As I suspected, Roy has felt that he has been losing out in the horse power stakes recently and the car is to be fitted with a Judd EV engine, the last of the V8 Judds. There are various power output figures bandied about for the engines used in the leading hillclimb cars but it is certain that the later Judd V8's, to hillclimb specification, will achieve around 630bhp and possibly even more. This could be around 80bhp more than Roy's present Cosworth DFL unit and an added bonus is a weight saving of 200lbs.

It seems certain that the Pilbeam chassis will tame the additional power of the Judd more readily than the Roman of Mark Colton, whose driver seems to have a very exciting ride and, added to Roy's experience, a very interesting combination should emerge.

PADDOCK PRATTLE

Allan Staniforth seems to get quicker as he matures, he did his quickest time ever at Harewood in September. Allan tells us that he is unsure whether he will be able to attend the Dinner as he has to go into hospital to have his hip rose-jointed. We all wish him well for the operation.

We all missed the sensation of the season. It appears that Paul Nutter and Mark Richards were seen in drag recently!!!! You'll have to ask them where and when, when you see them next.

Chief Medical Officer Tim DeDombal was working at Harewood under extreme difficulties. Tim had a neck brace on, it appears he must have picked up some sort of virus so you would be right to say that Tim's a pain in the neck!

Anne Paterson stands out in all weathers taking photographs of all you intrepid hillclimbers. I'm sure you will join with us in extending our thanks, for without Anne's pictures both the Times and the programme just wouldn't be the same.

A WEEKEND AT THE RACES MITCH ELLIOTT

A slight digression to start with, early May saw me brought out of marshalling 'retirement' to act as Observer at Cadwell. The 750MC meeting being on a Saturday meant that the staffing level was at an absolute minimum, sooner or later a Clerk of the Course is going to abort an event for lack of officials, anyway as it turned out, my colleagues for the day were Harewood regulars taking a sabbatical, namely Mike Shorley and Andy Norfolk. What a day it was, in the 'Hot Hatch' race we had two red flags at our post in three racing laps. A few Harewood yarns were also swapped during the day.

The purpose of the tale is the Coy's Historic GP. Having as usual spent the weekend at Silverstone for the GP, it was with much greater anticipation that I looked forward to the Coy's event. Initially I was meant to be chief marshal for a road rally on the Saturday night but lack of entries unfortunately meant cancellation.

A bit of ear bending had produced a Granada Ghia Estate for the weekend, this was duly collected on the Thursday evening in readiness for Friday's departure. Discussions elsewhere had resulted in a hospitality suite for the weekend so the car was fully laden with camping gear and food, drink for the weekend.

Pauline and I had just got the tent up and all the essentials in when the heavens opened up. This gave a good excuse to retire to the Green Man for a beer and a meal. I must say that the establishment has emerged from the 60's and 70's reputation as a 'jolly good old boy' pub to a reasonable hostelry with an acceptable restaurant.

Saturday dawned wet, this made the Woodcote box all the more welcome particularly as all the lap can be viewed on a monitor. The whole weekend for those of you who have not attended is what motorsport is all about, enjoying life and good cars, for me the sight and sound of a Can-Am McLaren at full wellie surpasses anything else. With Owners Clubs displays in abundance it is a delight to be there, if I had to choose between the GP and the Historic GP, the latter would win everytime, the whole weekend being relaxed unlike the regimentation of the GP. This attitude extends everywhere, circuit staff, competitors, tradespeople, spectators, the lot.

RACING FOR BRITAIN RAFFLE

ALEXANDRA WOOD

A big thank you to all people who so generously bought raffle tickets from me at Harewood on September 25th - I managed to raise £67.50. A special thank you to Mark Richards, my first 'customer'.

We hope people will buy raffle tickets, sponsor our team in the Arctic Auto Challenge '93 and also become members of Racing for Britain - an ideal Christmas present. For membership we ask a minimum contribution of £10 individual and £250 corporate.

This year we have helped three drivers in F3 - Kelvin Burt (this year's F3 Champion), Paul Evans and Warren Hughes. For further details of Racing for Britain please contact Steve Sydenham, Racing for Britain, St Georges House, 14 George Street, Huntingdon, Cambs. PE18 6BD Tel: 04480 411375, Fax 0480 433936.

Thank you all for your support, have a good Christmas and see you all next year.

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'.

BARC ANNUAL COMPETITIONS 1993

Name	21	24	25	15	16	12	13	17	18	8	26	Sub	Cor	Total	Pos	
	3	4	4	5	5	6	6	7	7	8	9					
Paul Nutter	0	0	6	6	6	3	6	3	6	0	6	42	0	42	1	
Mark Richards	3	6	6	4	4	3	5	3	4	0	6	44	6	41	2	
Keith Wilford	3	0	6	0	6	3	0	3	6	5	6	38	0	38	3	
John Hardcastle	3	6	6	5	5	3	3	3	3	3	3	43	9	34	4	
David Naylor	3	6	6	0	0	0	3	3	3	3	3	30	0	30	5	
Tim Bendelow	5	5	3	3	3	3	3	3	3	3	3	34	9	28	6	
Trevor Cooper	3	5	3	0	3	3	3	3	3	3	3	31	6	26	7	
Tony Briggs	0	3	3	4	4	3	3	3	3	3	3	31	6	26	8	
John English	3	3	3	3	3	3	3	3	3	3	0	30	6	24	9	
David Dalrymple	3	3	3	3	3	3	3	3	3	3	0	30	6	24	10	
Mark Allen	3	0	3	0	3	3	3	3	3	0	3	24	0	24	11	
Anne English	0	3	3	3	0	0	3	0	3	3	0	18	0	18	12	
Simon Clark	0	0	0	6	3	0	0	0	0	0	0	9	0	9	13	
Fat Kenyon	-----										3	3	6	0	6	14
Neil Diver	0	0	4	0	0	0	0	0	0	0	0	4	0	4	15	
Leon Bachelier	0	0	4	0	0	0	0	0	0	0	0	4	0	4	16	
Robert Wick	0	0	0	0	0	0	0	0	0	0	3	0	0	0	17	

In accordance with the Annual Competitions rules, the three worst scorers for each competitor are discarded.

The Pearce Trophy

Paul Nutter

The Pearce Trophy Consolation Award

John Hardcastle

The Firth Bowl

Pat Kenyon

The Ken Lee Trophy

Mark Richards

The Chippy-lola Vase

John & Anne English

THE ABOVE TROPHIES WILL BE PRESENTED AT THE ANNUAL DINNER DANCE & AWARD PRESENTATION.

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

Annual Dinner Dance and Award Presentation

Hilton National Hotel, Garforth, Nr Leeds

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

An application form is enclosed with this edition of the 'Times'

ALL TICKETS MUST BE PURCHASED BY SATURDAY 6th NOVEMBER

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

THE BEST NIGHT OUT?

149 PEOPLE WHO ATTENDED LAST YEAR SEEMED TO THINK SO

NUMBER OF TICKETS AVAILABLE

I HAVE INCREASED THE MAXIMUM FROM 150 THAT WE HAD LAST YEAR TO 175 THIS YEAR. ALTHOUGH IT MAY BE POSSIBLE TO SQUEEZE MORE IN I FEEL IT WOULD MAKE THE ROOM UNCOMFORTABLY CROWDED.

I WOULD LIKE TO SEE AS MANY PEOPLE WHO SUPPORTED THE FIRST DINNER I ORGANISED, OBTAIN TICKETS FOR THIS YEAR'S EVENT

TICKETS ARE AVAILABLE ON A FIRST COME FIRST SERVED BASIS SO IT IS UP TO YOU TO BOOK IMMEDIATELY OR I MAY HAVE THE UNPLEASANT TASK OF INFORMING YOU THAT ALL THE TICKETS HAVE BEEN SOLD.

ALONG WITH THE DINNER AND AWARD PRESENTATION THERE WILL BE THE USUAL DISCO AND THE NOW TRADITIONAL GO-KART RACES

THIS FORMAT SEEMED TO MEET WITH APPROVAL FROM EVERYONE WHO WAS PRESENT AT LAST YEAR'S DINNER SO WHY CHANGE A WINNING FORMULA?

AWARDS PRESENTED AT THE END OF THE SEASON

Yorkshire Post Trophy Fastest Time of the Season	David Grace	55.19sec	Hatfield of Sheffield Jaguar Trophy	Haydn Spedding	44.25mk
Jack Farrar Trophy Fastest Time of the Season Living/working in Yorkshire	John Garnett	55.65sec	Total Bogey Marks Centre member		
Arnold Burton Trophy Classes 7, D, E, F & G Total Bogey Marks Centre Member	Ken Bailey	82.93mark	Ford Woodhead Trophy Class 7	Ken Bailey	63.50sec
Richard Sutherland Trophy Classes 4, 5, 6, A, B & C Total Bogey Marks Living/working in Yorkshire	Brian Lee	71.29mark	Fastest Time of the Season Appleyard Group Trophy Classes 4, 5 & 6	Martin Brobyn	64.60sec
Guyson Sandblast Trophy Fastest Time of the Season by a Jaguar	Haydn Spedding	64.87sec	Wallace Arnold Trophy Classes 1, 2 & 3	David Bailey	65.89sec
Total Trophy Classes 1, 2 & 3 Greatest Improvement on the Class Record during the Season	Paul Nutter	+2.32sec	Fastest Time of the Season Wendy Wools Trophy Classes A, B & C	Darren Soothill	59.10sec
Scrutineers Trophy	Mike Smith	Reynard	Fastest Time of the Season Centre Member Brownlow Peabody Trophy John Bindloss Ronald Hudson Memorial Trophy Philpott Marshals Trophy	Alan Newton Johnathen Varley Roger Frost Professor Tim DeDombal	

ALL THE ABOVE TROPHIES WILL BE PRESENTED AT THE ANNUAL DINNER & AWARD PRESENTATION. IT IS HOPED THAT ALL RECIPIENTS WILL MAKE EVERY EFFORT TO ATTEND.

Class Record Plaques will also be presented

**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)

COMMITTEE
Tim C Bendelow
David Naylor David Dalrymple
Antony J Hodgetts John Staveley
Ivor Pashley Graham Wride

CLASSES FORUM

Sunday 7th November 1993

*Old Golf House Hotel
Outlane, Nr Huddersfield
Junction 23 M62*

Coffee at 10.00am for prompt 10.30am start

(Coffee on arrival compliments of the BARC)

The meeting will conclude no later than 1.30pm.

Organisers and active or prospective speed event competitors from clubs other than BARC are most welcome to attend.

Anyone unable to attend but wish their veiws to be heard, please send them to:-

Chris Seaman
Seaman Photographer Ltd
193 London Road
Sheffield
S2 4LJ

FTD CHAMPIONSHIP

1	Roger Kilty	Chevron B49	J	44
2	Alan Newton	March 772P	K	40
3	Chris Seaman	Brabham BT30	J	39
4	John Garnett	Pilbeam MP53/4	L	34
5	Alex Tyson	Royale ART 921	I	31
6	Tom Hughes	Vision V88	G	25
7	Darell Staniforth	Quest Terrapin	J	22
8	Peter Needham	Splinter	D	17
9	Colin Wheeler	Delta T832	K	16
10	Steve Owen	OMS SC	E	11

LADIES AWARD

1	Paula Cousin	MG Midget	55.97
2	Lynn Owen	OMS SC	50.98
3	Julie Daniels	MG Midget	11.93

**HAREWOOD HILLCLIMB
CHAMPIONSHIP 1993**

1	Michael Holroyd	1	Cooper S	86.97
2	Alex Tyson	1	Royale ART921	86.58
3	Ken Bailey	7	Van Diemen RF85	82.93
4	Colin Wright	7	Van Diemen RF86	82.18
5	David Sturdy	7	Van Diemen RF84	80.73
6	Trevor Cooper	7	Van Diemen RF85	78.22
7	Chris Seaman	J	Brabham BT30	78.06
8	Neville Alderson	7	Van Diemen RF80	77.43
9	Steve Owen	E	OMS SC	77.07
10	Jeff Norton	7	Van Diemen RF86	76.24
11	Carl Austin	1	Cooper S	74.21
12	Jonathan Rhodes	7	Hawke DL19	72.89
13	David Bailey	7	Van Diemen RF85	72.77
14	Martin Brobyn	4/1	MG Midget/Mini	72.55
15	Ian Tyson	1	Royale ART921	71.78
16	Brian Lee	5	Lotus Elan	71.29
17	Roger Kilty	J	Chevron B49	70.55
18	Alan Newton	K	March 722P	69.50
19	Keith Wilford	5	Lotus Europa	69.12
20	Geoff Peters	2	Escort RS2000	67.82
21	Paul Greaves	4	MG Midget	67.73
22	Paul Nutter	2	Escort	67.69
23	Nick Brown	1	Mini 1275GT	67.46
24	Jerry Paterson	7	Sparton FF81	66.20
25	Bob Prest	F	Mallock Mk20/27	65.56
26	Mark Brown	1	Mini 1275GT	65.10
27	Stephen Bateman	7	Hawke DL19	62.52
28	Daniel Wright	7	Van Diemen RF86	62.38
29	Mark Allen	7	Lazer HD87	62.23
30	Don Williams	6	Gilbern	59.48
31	Dennis Cope	1	Cooper S	59.27
32	David Bancroft	H	OMS 500	58.07
33	Paula Cousin	4	MG Midget	55.97
34	David Bailey	3	Sapphire Cosworth	53.47
35	Colin Wheeler	K	Delta T832	52.69
36	Mark Cousin	4	MG Midget	52.54
37	John Garnett	L	Pilbeam MP53/4	51.65
38	Lynn Owen	E	OMS SC	50.98
39	David Hutchinson	A	MG Midget	50.06
40	Brent Meredith	1	Ford Fiesta	45.47
41	Peter Needham	D	Splinter	43.90
42	Peter Hawkey	7	Royale RP26	40.91
43	Tom Hughes	G	Vision V88	40.23
44	John Roberts	J	Chevron B49	39.63
45	Peter Stockton	7	Van Diemen RF87	36.91
46	Mark Griffiths	H	Jedi 2/89	35.36
47=	Darell Staniforth	J	Quest Terrapin	34.75
47=	Nick Aveyard	4	MG Midget	34.75
49	John Corbyn	H	Jedi 2/91	33.72
50	Mark Richards	5/13	Triumph TR7	32.46
51=	Russell Marsden	2	Renault 5 GT Turbo	30.75
51=	Allan Staniforth	J	Quest Terrapin	30.75
53	Mike Smith	K	Reynard SF87	29.09
54	David Ruddock	1	Cooper S	27.10
55	Tony Briggs	K	Royale RP30	24.10
56	Martin Boast	A	Mini GT	21.82
57	David Park	G	Lola T492	20.53
58	Tony Hall	2/B	BMW 2002Tii	15.57
59	Christian Mineeff	G	Pilbeam MP43	15.05
60	Graham Oates	B	Lotus Elan	14.05
61	Tim Hutchinson	A	MG Midget	12.86
62	Nick Storey	C	Westfield S Eight	12.10
63	Iain Anderson	B	Caterham 7	12.09
64	Julie Daniels	4	MG Midget	11.93
65	Mike Fitzsimons	H	Jedi 01/88	11.05
66	Derek Rogers	A	Sylva Leader	7.35
67	Steve Mallinson	4	Austin Sprite	7.30
68	John Pickard	2	Escort RS2000	6.17

Six more drivers did not take part during the season.

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