



YORKSHIRE CENTRE TIMES

Issue No 54

MAY/JUNE 1994

CHAIRMAN'S LETTER

Dear Member

An enormous amount has taken place for me since I last wrote to you.

Firstly there has been our annual Pirelli Maranello Ferrari Championship round at Spa Francorchamps where yours truly came 2nd and 3rd in the two races. Hope to put a report in soon on that. We then shot straight off to Jordan as guests of the Jordanians which was fantastic.

The upshot of all this is that I know very little of what has gone on since the last 'Times'.

I would, however, make one point that I believe to be pertinent to the contents of the last 'Times'. If you, as a Yorkshire Centre member feel any issue is not to your liking regarding the way your centre is run then please write to the committee setting out your case in a reasoned way. I believe my fellow committee members and myself have always tried to take a balanced view of such an approach but I frankly find this 'stick it in the 'Times' and see what happens' approach less than fair and a complete waste of members funds.

I look forward to seeing you all soon.

Yours sincerely

Simon N Clark

Chairman

HAREWOOD DATES FOR 1994

12th June	Jim Thomson Trophy
16/17th July	RAC Championship
7th August	Montague Burton Trophy
25th Sept	Championship Finals

*Articles for the next edition of the Times please
to the Editor by JULY 22nd 1994*

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LETTER FROM THE VICE CHAIRMAN

The letters in the 'Yorkshire Centre Times' and the published replies concerning championship bogey times at Harewood produced a number of responses from readers. All these responses were discussed at length at the May committee meeting and all the points raised were considered in depth.

A decision was taken not to publish any further correspondence on the subject but the following statement was issued:-

"Following the recent correspondence in the 'Yorkshire Centre Times' re championship bogey times, it is the intention of your committee to base the Harewood Championship bogey times for the 1995 season on those actual class records standing at the conclusion of the 1994 season.

If this is not the wish of the majority, you should make your views known to Chris Seaman"

The Yorkshire Centre committee is always pleased to hear from competitors, be they members or not, and any suggestions or criticisms are carefully considered. Letters can be sent to the secretary, John English, any committee member or the editor of the 'Times'. Letters sent to the editor may be passed to the committee for consideration and reply before publication, but any points raised in them will be reported in a subsequent issue.

I would emphasise that the committee is in existence to serve the membership and that we need to know your, the membership's, views if we are to be fully effective.

Yours sincerely

J Richard Hardcastle

Vice Chairman Yorkshire Centre

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

SUN, SANDWICHES AND CEMENT

MARK RICHARDS

A warm sun kissed paddock greeted competitors for the Saturday 14th May Harewood meeting. The tarmac was warm and clear of sheep guano for once. Lunch was punctuated by the whistle of wastegates as the JCT 600 Ferrari F40 demonstrated its speed with an unofficial 79 second run, however with insurance at £20K a year, that's quite fast enough.

So off we started in the afternoon - or we didn't, as 'Mr S of P B' showed his displeasure of bogey times and broke his engine up quarry, spreading the contents liberally.

Eventually the first away from the FA Cup on the radio were Class 1. High air temperatures (just think about it those who only did Sunday!) holding Michael Holroyd to 66.69, winning from Mark and then Nick Brown, whose car was finished in primer ready for you sponsors.

Classes 2, 3 and C were the first of the mega merger groups producing a trio of likely victors. Tony Mekwinski and Jarrod Buckley in the 1600 crossflow Escort and Guernseyman Bob du Feu in a Westfield V8. Tony's final run was somewhat wayward showing impressive steering lock around Farmhouse, but Jarrod reversed the first run scoring and popped in the winner at the final whistle, beating Bob 69.47 to 69.54.

The smaller Marque classes were merged. Paul Greaves won in 66.87 despite the drag caused by his Midget's exhaust grounding. Mark Richards was second in the TR7 with 72.46 despite the engine being built only 24 hours previously, and still running tight. Meanwhile Graham Middleton started his first event with his standard Midget. Slippery slope this game Graham, 'I think I need some new tyres.....' You all know how that one ends.

The larger Marque class was a Weissach vs Blackpool fixture, Dick Stephenson in the 3.9 TVR 'S' giving the German machines cold steel with 73.06 from Michael North's 911 Carrera in a 78.73 sec trip and Roger Hobbs' 944 another 0.17 seconds behind.

When the Class 7 Formula Fords came out to play, Stuart Abbott was the man who made his semi-

slick Avons work best, 63.95 on his first run being the result from Trevor Cooper 64.18 and John Bennett making a 64.69 return visit to Harewood's tarmac.

First of the clubs 'squeely' classes was for MG cars. Class 8 saw David Beresford in an MGB do a 76.92 dash. Class 8A, road modified MG's saw Mancunian Midget man Allan Inwood somewhat closer to runner up Julian Hepburn than United were to Chelsea, winning by 0.4 of a second with 73.14. The third MG class, totally modified (as opposed to a totally restored MG, a Fordson Major) had V8 man Alastair Crawford, 65.56, rumble over Norman Pemberton's Midget, 67.90, and in doing so beat Chris Seaman's MG class record in the process. This is a combination to watch, there's more to come yet.

The drivers of those Italian red cars at one end of the paddock (the bit that both spectators were interested in) finally pulled themselves away from their own catering van and braved the startline marshals. 'Do they have to touch one's car with dirty gloves at the start?' After the fingerprint session, the hill was a relief. Jon Goodwin in a Mondial less aware of the cost of new panels than most, 69.91 the result.

Martin Baker in Class 14 Group B Cars began to work out his Chevette HSR's handling with a 68.09 ascent. He won from good machinery driven by John Richardson, Nissan 240RS and Steve Dinnes' wonderful 6R4 in Steve's first event and still on Goodyear road tyres.

Cater-fields dominated the merged modified classes A and B to produce the meetings closest finish, with the top three separated by just 0.08 of a second. Teemu Penttila (he even sounds like a winner) had the split decision in the final round, jumping from fourth to first. His crossflow powered Westfield did the business in 73.18 from Gary Marsh's Caterham 73.23 and Kenneth Barker Peugeot 205 73.26. The only question is, when will we see Hannu Nutter shake the class up?

Two Clubmans cars were merged with all three Sports Libre classes in another tutti-frutti mixtur. However this group provided my Single Seater Driver of the Day Award, Geoffrey Guille piloting the Mallock 18 more like an Escort on ice than a monopoisto. He threw the beast up in 60.45. 3.7 seconds behind on his first run was co-pilot

Charlie Smith who visited the Farmhouse marshals backwards disrupting Tim Bendelow's lunch. Seeing nowhere to place his sandwich, in his mouth it went, cheeks bulging and nostrils flaring, as the Mallock was pushed back on.

With no 500cc racers entered, the environmentalists breathed a sigh of relief and the 1100cc crowd hit the hill. Jonathan North's Megapin stopped the clock after 65.79 seconds, Robin Hunt second 67.61 and 'Mr S' went back to P B to stack up on Mobil 1.

Classes J and K were merged. Peter le Gallais making the trip from Jersey with his Pilbeam MP62 worthwhile. (I have heard that they use them as hire cars over there to keep the manufacturing figures up.) With a class win in 57.66 and FTD to his credit, another run or two would have seen the record in jeopardy. Still, there was Sunday to come...Pete Griffiths was second and Colin Wheeler was third.

The prize for fastest time by a Novice driver (could you tell it was a meeting for novices?) was set by the only runner in Class L. Richard Williams, who brought his Ralt RT4 up in 60.37.

Without a run off of any kind, the meeting came to an end after the two class runs.

As I am unlikely to ever set FTD, may I take this opportunity to thank the many people who have made Harewood possible and such a good venue for me to race at, fellow competitors - the slow ones, officials and to the marshals in their pink and orange colours by Saturday evening.

Cue rain, wind and Paul Nutter!

RESULTS

CLASS NAME	CAR	TIME
1	Michael Holroyd	Cooper S 66.69
2+3+C	Jarrold Buckley	Escort 69.47
4+5	Paul Greaves	MG Midget 66.87
6	Dick Stephenson	TVR V8'S' 73.06
7	Stuart Abbott	Van Diemen 63.95
8	David Beresford	MGB 76.92
8A	Allan Inwood	MG Midget 73.14
8B	Alastair Crawford	MGB 65.56
10	Jon Goodwin	Ferrari 68.58
14	Martin Baker	Chevette HSR 68.09
A+B	Teemu Penttila	Westfield SEi 73.18
D+E+G	Geoffrey Guille	Mallock Mk18 60.45
I	Jonathan North	Megapin 65.79
J+K	Peter le Gallais	Pilbeam MP62 57.66
L	Richard Williams	Ralt RT4 60.37
FTD	Peter le Gallais	Pilbeam MP62 57.66

EDITORIAL

The Yorkshire Centre is extremely fortunate to be blessed by such a fine band of enthusiastic marshals. Their enthusiasm and commitment must have been tested to the full in the abominable conditions that prevailed at the May meeting. A grateful vote of thanks from all the competitors for your endeavours on their behalf.

I always think the health of a Motor Club and of its magazine can be gauged by the input from the membership of letters and articles for it is all too easy for apathy to rule. Fortunately the magazine, at the moment, is being well supported by various members. I would like to extend my thanks to them. Despite popular belief, it is not always easy to find enough material to fill the 'Times', not only that, it is good that various different views and styles of articles are given an airing, it is all too easy to fall into a rut and become rather boring. I hope that the present state of affairs will continue far into the future and people who have not yet taken up the pen, will be encouraged so to do. Any article, no matter what length, is always welcome.

Don't forget, as mentioned previously, we are always interested in weddings, births etc so please keep the editorial postman fully employed.

On that point we would like to extend our very best wishes to our Chairman Simon Clark and his fiancée Georgina who tie the knot on 1st July.

Finally, may I wish all competitors a successful June event, sorry we won't be there but Brian is racing at Cadwell park.

Pat Kenyon

RAC SPEED EVENTS

For the first time a Speed Events Committee Member has given us an insight on the deliberations of this most important committee. The things of note were first a Green Paper on Speed Events which will have serious implications for the future of the sport. Copies available from the RAC.

Other items under discussion are:-large engined single seaters, long term integrity of Carbon Fibre tubs and drivers competence to handle large engined single seaters - it is suggested that drivers of over 2 litre single seaters would have to apply for a Super Licence. A sub committee has been set up to investigate all these issues.

Sprint & Hillclimb Classes

A revue of classes would commence at the 19th April Speed Events Committee meeting so if you have any views on classes etc, please do not hesitate to contact Andy Czakow on:-

0706 840266 (H)

THE RETURNEE

JOHN BENNETT

I think it was the end of 1991 when I last competed at Harewood, and summer 1992, at Aintree, was the last time I drove in competition. I therefore approached the May meeting with an unaccustomed touch of nerves. Brian seemed determined to add to my discomfort with his narrative in the program, but thanks for the flattery!

I had heard all sorts of tales about the new downhill section at Harewood - the tricky first corner, the fast adrenalin-is-brown-in-colour second corner, the slow and unpopular 'Esses', and then the locked up solid 'hell, it didn't used to arrive so quick' old first corner. Tales too about the new tyres - look like very crude hand cut slicks to me - and how grippy they were, but forget them in the wet.

Still, don't worry about any of that. I decided to use Saturday as a practice for Sunday, and was fairly pleased to get on terms straight away with the 'regulars', though my dreams of smashing the record on my first timed run were a little ambitious. *(Unlike some records of yore Brian, the Formula Ford record was set by a seriously quick driver- Roger Kilty- and not some half blind alcoholic riding a unicycle that any fool in a Midget could beat).*

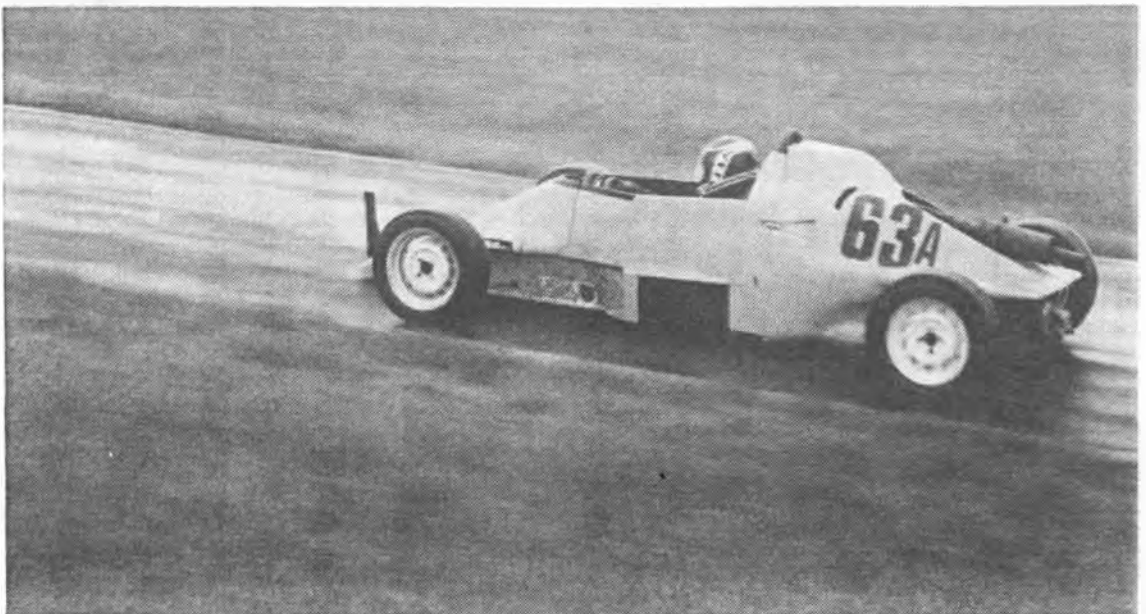
I admit to being quietly confident about my chances on Sunday, as I hadn't been close to the cars 'limits' at all on Saturday, and was backing off for quarry just before willow (you know what I mean).

As everyone reading this will probably know, Sunday was a little unkind on the weather front. In fact it p*%\$*%d down all day. I have to ask myself why I am doing it many times over when it rains as it did that day. It's all right for the namby pamby saloon car boys, competing in the cosseted interior of their mobile front lounges, but us real men in the open wheelers get force-fed weather. You know you're getting damp when you can feel the water trickling down your bum cleavage as you sit in the queue waiting for the sixth car in a row to spin off, to bugger off.

The first practice run was interesting. Crap actually springs to mind as a more apt word, but interesting is more polite. Wearing specs, and a scratched old visor limited my vision a little. Let's say to about 12 inches. Sensibly, in the same way that kipping on the fast lane of the M25 is sensible. I lifted my visor, OK, so hindsight is wonderful, isn't it?

Second practice produced a stunning run which put me very nearly at FTD, and Colin Wheeler admitted to being very worried. But then with a posted time 3 seconds quicker than I'd *actually* gone, I suppose he was justifiably concerned. I was pleased to be second fastest to Ken Bailey though, and looked forward to the afternoon runs. In fact I looked forward to getting home for a bath, but that's not very relevant, is it?

First timed run, visibility up to 17 inches, and I managed to produce a run which led the class. So



John trying very hard in the wet to beat co-driver Stuart Abbott

Photo: Peter Cunningham

far so good. 'Returnee' John Bennett was looking good. Then I finished second

Alright, so I'm sulking. Actually, Colin was damned unlucky as his second run was looking a corker until he fell off. And what can I say about my former partner, Stuart Abbott? Firstly, thanks for letting me use the car - you're a brave man. Secondly, bloody well done - first on Saturday, then a 'can't let Bennett beat me in my own car' banzai dash on the last run on Sunday to pip me by 0.27 seconds and claim victory once more.

On a serious note, it was good to be back, meeting old and making new friends, and what's more, Stuart has kindly offered me a shared drive on the remaining Harewoods. Now then, if I turned in a little faster and later into the first corner, braked a little later for the second corner, put the power down a touch sooner on the bottom hairpin, took quarry flat...

LETTERS TO THE EDITOR

Dear Pat

On behalf of Joan and myself do please accept my most sincere thanks for the very kind good wishes contained within the columns of the March/April issue of the Yorkshire Centre 'Times' following our recent health problems.

My surgery was very unpleasant and unexpected leaving me feeling quite a 'Second-hand Elder Statesman' and we both feel the worry of this may have contributed to Joan having the slight stroke.

However, we are now making very good progress and feel very fortunate to have had the support of so many good friends which is so valuable during a serious illness. At one stage I felt I may have had an 'Ex Stewards Meeting' at my bedside whilst in Seacroft Hospital.

I have gone to Harewood for well over 30 years as a competitor and official and look forward to returning later in the season, not in the infamous Cooper JAP or even with leather arm band, but just to 'wander around the paddock' and enjoy truly good company.

Kindest regards
'Bing' Crosby

Dear Editor

I read with interest the current crop of letters regarding class structure and recall similar disagreements over the last dozen years. Almost all complaints have a genuine reason for their statements and most can be agreed with up to a point.

Standard and road cars are generally boring to watch with the exception possibly of Bancroft's Porsche, Paul Nutter's Escort [*Ed: Both of which are highly modified Marque & Touring cars*] and the odd Quattro. Similarly a procession of the slower single seaters become tiring unless you're particularly interested in those classes. Personally I've competed at the lower levels of Modsports and Touring cars in a Clan, Lotus 7, BMW 2002 and Caterham 7, always on road tyres, thoroughly enjoying myself, but felt sorry for the spectators yawning as I potter up the hill, squealing tyres but no forward motion.

On a slightly different tack, but sparked off by recent letters, cheap motorsport is now a thing of the past. Hillclimb entries at £50, + fuel to get there, lodgings or extra fuel on two day events, decent wheels and tyres to be competitive etc. all add up to £1000 plus to do half a dozen events this season. Despite hillclimbing being the second most exciting thing I've done in a car, I can no longer justify this outgoing, especially having recently moved house, so will be abandoning ideas of Harewood, Doune and Barbon for the foreseeable future.

Having competed in road rallies, autotests, PCT's and autocross over the years, hillclimbing is, without doubt, my first love. Anyway the first three appear to have died in the north east and the fourth costs a fortune in bodywork and suspension damage - it's also a scruffy sport! (Road rallying is rising again very slowly up here).

I note the letter a few editions ago regarding Historic racing costs. This and Historic Rallying were to be less costly forms of motorsport for the enthusiast, but now seem to be the pastime of the 'rich and famous'.

If anyone has any ideas or information on cheap motorsport, particularly north of Harewood, let's hear about it. Think I'll get the Scalextric out of its dusty box. Thanks to everyone for having me. I'll be back when the house is paid for.

Yours sincerely
Tony Hall

THOUGHTS OF MARK RICHARDS

Average number of starters for classes 1 - 6 per meeting

YEAR	90	91	92	93	94
	36.1	26.6	24.2	22.7	12.8

(Meetings including June)

The figure for 1990 has been calculated by reclassifying the entries using the present capacity breaks and only including those eligible under current regulations.

So what has happened? Where did the Saloons and sports cars go?

As numbers began to dwindle, mergers became necessary, initially classes 3 and 6. The result, the Sierras killed off any hope of a competitive over 2 litre saloon car class. Last year three classes were unviable, averaging less than 4 entries each, so mergers became common place. Now this year there haven't been enough Midgets to support class 4 so they are now merged with class 5. Forget the relative merits of extra cc's and class 5 should be faster, we are seeing another 3/6 scenario, I for one am concentrating in my TR7 elsewhere this year. The modified 1300's, Clubmans and 1300 Sports Libre classes are all suffering in the same way.

The committee has seen the reduction in entries and taken full steps to ensure viable meetings. Invite as many motorclubs to non-championship rounds at Harewood as possible. This has two effects:-

1 Existing regulars defect to the club classes giving more mergers, thus 3/6 scenario again, and less value for remaining runners.

2 Harewood becomes a venue for championships like Curborough and Three Sisters, not a club meeting. Are you more likely to enter if you meet regular competitors or the red Fiat owners club again?

Hillclimbing is not a spectator sport, only 1500 people paid to watch the whole of last year! The club spent about as much on advertising as it received from spectator revenue, so we are free to run whatever classes we wish with regard to spectator appeal. Indeed I sometimes think a soapbox derby would draw more folks to the brow of the hill than some classes do.

Part of this has to do with the complex nature

of the classes, shared cars and the true time taken to sort out routine stoppages (oil, accident etc) which always cause such trauma at Harewood. Rather than spend 4 or 5 grand on advertising which doesn't work, why not find the best commentators we can hire, who really get to the nitty-gritty of the sport. Indeed the occasional 'guest' spot by drivers talking of their own type of classes, rather like James Hunt perfected on television, would be fascinating, and also clarify events on the hill. Richard Hargreaves managed this with great aplomb on occasions.

Finally, and with a deep breath, classes.

We cannot alter for the moment the RAC MSA classes. However I feel it is time, in view of all that has been discussed, to look at increasing the appeal of the Yorkshire Centre classes 1 to 6 for competitors. I understand some people will be vehemently opposed to this 'I have spent years getting the car reasonably competitive only for it to be made obsolete'. However, they must consider two things most carefully before they respond. All cars will have a place in any new regulations we as a club decide upon, indeed for a number of years the currently dominant competitors will continue to be the core group, as it takes time to develop a car and for others to appreciate the existence of a new set of regulations. Secondly, Harewood won't crumble away but at this rate of attrition will be radically different in three years time. There won't be a BARC class to enter.

With these two points foremost in my thoughts, I shall briefly outline a possible avenue for development.

Modern cars are heavy. Their engines can produce good bhp/litre figures but are expensive to tune. In their favour the cars are plentiful and cheap. 60's and 70's cars, those run by the majority of entrants, are growing expensive to maintain and often have become costly fashion accessories out of reach to younger drivers. Without modern road safety requirements they are lightweight.

A would be competitor has to make a broad decision between these two types of car. Harewood's regulations written in the 60's for the current cars have never been significantly altered, they suit older cars and with every year have narrowed the realistic alternatives for competitors.

Why should they change? Well up until now Harewood has been in a fortunate position of viable class numbers. But no longer. I believe we need to forget mergers, build up the incentive to enter a sparsely populated class, even if this means no prize money until four people enter. The class structure needs simplifying by grouping Marque and Saloons together, closing the gap between 60's and 80's cars by allowing lightening of coachwork to bring the weight disadvantages closer (the advantage of a fibreglass panel on a Lotus or already light Midget, is minimal compared with the effect on a Peugeot 205 or Nova).

Having modified what we laughingly see as our starter classes, we need three real road classes as an entry level to the sport. **AND PROMOTE IT LIKE HELL!!**

As a club, let's try and deliver the promised better value, provide the right class structure for a new generation of racers and make Harewood a mecca for northern hillclimbers again.

HERBERT ON TRACK

Class A stalwart Peter Herbert's yellow Westfield will not be seen much at Harewood this season as he has taken to the circuits at the wheel of a BMW 323i. Sponsored by Darlington based gift delivery service 'Simply Thank You' and prepared by the man behind the Westfield's success Russ Cockburn, the 12 year old Bee Em is lying third in class after five rounds of the BMWCC Evolution 2 - Yokohama Championship. Currently going through his Andrea de Cesaris period, whereby a good start and drive up the field is usually wasted by a lurid spin, Peter is steadily coming to terms with sharing a track with twenty or so other maniacs. The car is owned by Bob Shiell of Selby, himself racing in the BMW series in an M3, and Peter will be introducing him to the noble art of hillclimbing at the July Harewood RAC Championship meeting when they share the Westfield.

Meanwhile Peter will be taking the Westfield to Barbon prior to joining such fellow Yorkshire Centre luminaries as Bobby Fryers, Graham Oates, Darren Soothill and the 'Nutter' on the Isle of Man for four days of speed events that will include the extended 5km Lergthy Frissel hillclimb.

Then in case he should get bored at home, Peter is writing a book in collaboration with 750 Formula doyen Dick Harvey, designer, constructor and racer of the successful Darvi racing cars. To be published by Haynes in the Autumn of 1995 '750 Racer' will be a light hearted attempt to convey the friendly atmosphere of 750F racing, with guidance as to how the impecunious enthusiast can design, build and race such a car.



Holding off Guy Spurr's 325i at Knicker Brook, Oulton Park, shortly before going off into the cheap seats at Cascades.

Photo: Frank Hall

ENTRY LEVELS

BRIAN KENYON

I feel I must voice my deep concern regarding the level of entries at Harewood. Why, when other clubs throughout the country are receiving over-subscribed entries, why do we struggle to get a somewhat mediocre level of entries. This Easter, both events barely topped 70 entries, hardly, even considering that Loton is on the same weekend, a satisfactory state of affairs. The Easter event always attracted the largest crowd and was the best money spinner of the year but if we don't present a full and exciting programme, will they return for subsequent events? With many other attractions and events vying for their support we MUST entertain them so that they return in large numbers throughout the year. If the Centre is to survive it needs a certain level of income and as a greater part of this comes from competitors entry fees, it is important that competitors are encouraged to compete in the sport and at Harewood in particular. So what has gone wrong? Or perhaps I am crying wolf too soon and entry levels will pick up as the year progresses. I hope that this is the case and that this article can be discounted.

One problem at Easter was that with two separate events, it means that our regular competitors have to find over £100 to compete over the weekend and with the Cars & Car Conversions Championship split into northern and southern versions, few bothered to attend Harewood. This obviously affected entry levels on the Saturday but why was Sunday so poorly subscribed?

Is it a backlash from years gone by when some competitors felt that they were less than welcome at the Harewood venue, is it because of the rise in entry fees, or is it because of the nature of the new section of the course, or is it because people have less disposable income to spend on motor sport? Are competitors discouraged from entering because of the bogey system, class records, classes etc that are presently used for our venue and championship. If this is the case then although I consider the present set up fair and reasonable, we must address competitors concerns and modify the system to suit whatever the majority of competitors require. You may see this as a climb down on my part but the major consideration must at all times be the success

of the Centre and the sport. Any or all of these questions must be answered for Harewood to attain its rightful position as the premier speed event venue of the North. It is no good sticking our heads in the sand, we must get out and promote the Centre and Harewood and achieve the level of entries we have had in the past.

This may seem somewhat alarmist and an over-reaction on my part but to do nothing would be even worse, so let's get talking to one another, get to the root of our problems and have a happy and viable centre and venue for the good of all.

Please send your constructive ideas to either the 'Times' or any committee member.

[This article was written immediately after the Easter event and has been vetted by the Vice Chairman]

With an oversubscribed entry for the June meeting and people unable to obtain an entry, the above letter could be said to be irrelevant rubbish but it is important to note that if one removes the Cars & Car Conversions entrants and One Make classes at other events, we would be still struggling to get a full entry.

SNIPPETS

Having gone to the May Harewood to seek reactions etc from competitors after the previous 'Times' it was so wet that people hid in their cars or motorhomes and didn't brave the hillside to watch their fellow competitors so reactions were hard to gauge.

Two things enlivened a somewhat damp and dismal day, the first was Carl Austin's novel line at Chippys which took him via Harrogate. The other was Alan Aucote's commitment as he skittered and slid the Terrapin up the seriously wet track. No wonder he does so well.

WANTED

Trailer to suit FF2000 or similar
Must fit through 7' wide aperture

Tel: Trevor Longstaffe
0642 723511

FOR SALE

Hewland Mk9 £800; FF1600 engine £750; Standard 1600 FF block £80; Royale RP33M rolling chassis £750

Tel: 0751 474383
David Baumforth

HAREWOOD HILLCLIMB CHAMPIONSHIP

	APRIL	MAY	TOTAL
Abbott, Stuart	15.80	7.27	23.07
Wright, Colin	15.78	6.81	22.59
Aucote, Alan	15.19	6.75	21.94
Bailey, Ken	15.05	6.81	21.86
Greaves, Paul	15.01	5.74	20.75
Holroyd, Michael	17.53	3.07	20.60
Cooper, Trevor	14.46	6.14	20.60
Bailey, David	14.05	5.41	19.46
Rhodes, Jonathan	14.15	2.69	16.84
Hawkey, Peter	12.17	4.05	16.22
Austin, Carl	14.55	.95	15.50
Tyson, Alex	15.38	.00	15.38
Wilford, Keith	14.51	.00	14.51
Bateman, Stephen	12.60	1.27	13.87
Brown, Mark	13.81	.00	13.81
Meredith, Brent	13.73	.00	13.73
Sketchley, Glyn	13.10	.00	13.10
Wheeler, Colin	8.39	4.37	12.76
Needham, Peter	12.50	.00	12.50
Lee, Brian	12.44	.00	12.44
Allen, Mark	11.77	.21	11.98
Graham, Alex	11.91	.00	11.91
Prest, Bob	11.64	.00	11.64
Williams, Don	11.17	.00	11.17
Paterson, Jerry	11.12	.00	11.12
Pickard, John	9.98	.55	10.53
Sturdy, David	4.36	6.07	10.43
Parry, Nigel	8.13	.97	9.10
Haigh, Michael	8.42	.60	9.02
Henderson, Chris	7.84	.65	8.49

Bennett, John	.00	7.00	7.00
Smith, Mike	5.93	.00	5.93
Alderson, Neville	.00	5.66	5.66
Boast, Martin	5.14	.00	5.14
Baker, Martin	4.76	.11	4.87
Turnbull, Rob	4.61	.00	4.61
Stewart, Colin	2.62	.00	2.62
Briggs, Tony	2.50	.00	2.50
Moulds, John	.00	2.24	2.24
Sturdy, Philip	2.21	.00	2.21
Barker, Kenneth	2.05	.00	2.05
Beaumont, Nick	.65	.00	.65
Marsh, Gary	.22	.00	.22

29 more competitors yet to score

HAREWOOD CHAMPIONSHIP FTD SERIES

NAME	APRIL	MAY	TOTAL
Alan Aucote	8	9	17
Colin Wheeler	5	10	15
Alex Graham	10	0	10
Stuart Abbott	3	7	10
Alex Tyson	9	0	9
John Moulds	0	8	8
Peter Needham	7	0	7
Glyn Sketchley	6	0	6
Ken Bailey	1	5	6
Colin Wright	2	4	6
John Bennett	0	6	6

BARC ANNUAL COMPETITIONS 1994

Name	20	02	03	14	15	12	16	17	7	25	Sub	Cor	Total	Pos
	3	4	4	5	5	6	7	7	8	9				

M John Hardcastle	5	6	6	5	3								25	1
M John English	-	3	3	6	6								18	2
M Graham Wride	6	3	3	3	3								18	2
C Trevor Cooper	7	3	3	3	5	3							17	4
M Tim Bendelow	5	0	0	5	3								13	5
M David Naylor	3	0	0	5	5								13	5
M Anne English	-	3	3	3	3								12	7
C Keith Wilford	5	3	0	5	0	0							8	8
C Mark Richards	5	3	0	0	5	0							8	8
C Derek Judson	13	0	0	6	0	0							6	10
M Carol Wride	0	3	3	0	0								6	10
C David Sturdy	7	-	0	0	3	3							6	10

This year the Annual Competitions entry is lower than usual. Where is everyone? Why haven't more people entered? There is no entry fee and there is still time to enter. Entry forms from 'Boris' Hardcastle at the next Harewood event.

Marks and positions in the Annual Competitions after five events.

COLIN'S CRACKER

PAUL NUTTER

After the relatively pleasant novice meeting 24 hours previous, competitors arrived to find the weather had returned to the not unusual May offering at Stockton Farm, namely rain and lots of it. This coupled with a wind that blew from the opposite direction to what is the norm combined to make the 2nd round of the Harewood Hillclimb Championship a soggy and miserable affair. (For some of us anyway).

Taking advantage of the fact that the Class L cars had apparently sunk in the paddock was Sherburn's Colin Wheeler who swam up the hill in his Delta T832 in 66.96 seconds to record FTD and win the Houseman and Falshaw Trophy. Second fastest was Jerseyman Peter le Gallais driving a Pilbeam MP62. Peter stopped the clock at 67.98 in conditions which must be quite a change from what he is normally used to. Alan Aucote completed the top three in his Terrapin with an excellent time of 68.92, but then again what would you expect of a car with a name as such!

Class 1 Touring Cars was again won by Michael Holroyd's Cooper S in 81.20 seconds, but only just. If Carl Austin hadn't decided to take a 100 yard detour (ie missing Chippy's out altogether and rejoining via the old start line). Michael's domination of this class might have been broken as Carl was only 2 seconds adrift in the end.

Class 2 was won for the first time by Dennis Crompton in the BMW 2002Ti. Dennis' first run of 80.41 enough to beat RS2000 pilot John Pickard into second spot. Third was the flying Arthur Heaton who drove the repmobile Cavalier up the hill in fine style to

record a very respectable time of 83.16 which compared well with the times set by much more suitable machinery.

Class 3 was again merged with Class 6 and it was the Porsche 911 RS of Nigel Parry who took the honours from Don Williams' ever present Gilbern.

The "where have all the Midgets gone?" class was also merged with the up to 2 litre Marque Sports cars and it was Paul Greaves who dominated. Paul's second run of 76.75 put him well clear of the field and also netted him a few valuable championship points. Alex Smith in an MR2 took the runner-up spot just edging out the Lotus of Brian Woffenden.

The Formula Fords were again outpaced by Stuart Abbott in the Van Diemen RF86. Stuart's time of 72.97 put him ahead of co-driver and short course record holder John Bennett whose run of 73.24 was enough to edge Ken Bailey into third position. Ken setting a time of 73.43 in his (I went to Harewood and it didn't half) Reynard. Fourth spot went to Colin Wright whose Van Diemen also crossed the line in 73.43 seconds but Colin's second run fail meant that Ken's first run time of 74.19 gave him the place. Mick Moore in his RF82 Van Diemen came a gallant fifth followed by Trevor Cooper and David Sturdy in their RF85 and RF84 Van Diemen's respectively.



Paul Greaves slides his way round Clark's Corner to take his class win
Photo: Peter Cunningham

Class 9 was the Morgan Cars and Mike Harris scooped the goodies in his Morgan +8 with a run of 77.14. Just under 2 seconds adrift came Roger Williams in his Morgan +8 whilst David Cook finished in third place in his Morgan +4. (I understand that the next Morgan car will continue the trouser theme in that it's called the Morgan Track Suit Bottoms). Behind David came Michael Meredith in his Ferrari Testarossa (just testing to see if you are still awake). It was actually another Morgan +8.

Next came the Porsche cars which were split into groups A and B and the 922 Coupe of Arthur Bayley emerged victorious in group A with a fine time of 76.88 putting him 3 seconds clear of next man Geoffrey Mollison's 930. Behind Geoffrey was the 911 of Chris Kavanagh with the 911 Carrera of Roger Gratton fourth.

Class B was taken by the LUX of Anthony Steel in a time of 79.04. Next was Chris Bentley in his 944 LUX followed by Simon Wilson in his 924 IMPERIAL LEATHER.

Onto the Frazer Nash cars now and due to the weather only half of the competitors went paddling. Of those who did, Ken McMaster took the honours in his 328. Steve Roberts came next in his Supersport whilst Alexander Boswell took time off from filming that much loved Liverpoolian sitcom to take third spot in his larger engined Supersport. Bill Roberts held fourth place at the end of the day in his Mk11 whilst yet another variant, this time the Exeter of Trevor Tarring took fifth.

The small Modified Production car class was again won by Michael Haigh in the MG Metro in a time of 78.95. Nick

Beaumont's 1275GT stopped the clock at 81.64 to take second position whilst Martin Boast in his Mini GT came third in 82.29. Making it 4 BL cars in the first four was Philip Sturdy. Phil's MG Metro setting a time of 84.38.

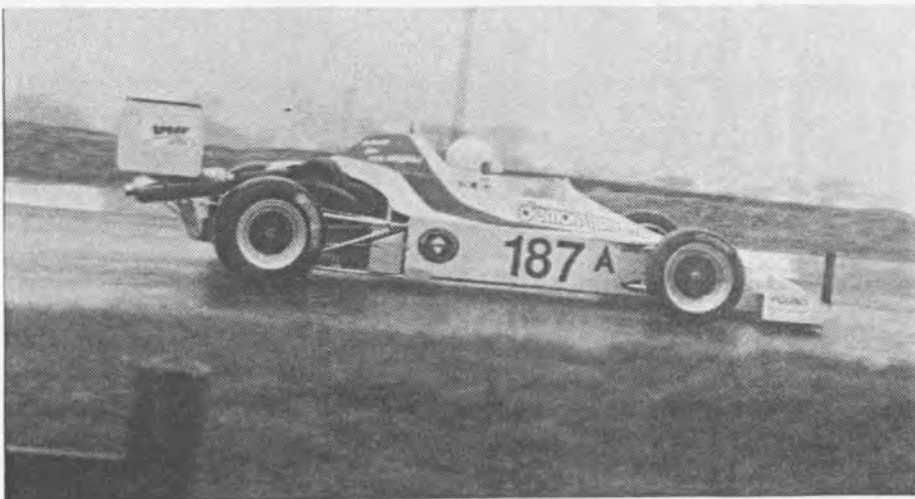
The up to 2 litre class was won by the man with no grip, Gordon Peters. Gordon's Manta was as usual well driven to record a time of 77.47. Just behind Gordon was a subdued Colin Stewart in the Mk2 Lotus Cortina. Colin nowhere near as sideways as usual but still making an excellent climb of 78.92. Third in class was Kenneth Barker. The Touring Cars spec 205 (hint, hint, Kenneth) ascending the hill in 79.73 whilst Gary Marsh didn't get bogged down and took fourth place.

Class C was won by Martin Baker in the "I still want a go in it Chevette HSR". Martin's brilliant time of 76.57 putting him nearly three and a half seconds clear of Paul Read's Manta.

Class D was a very evenly matched class as no one could be bothered getting wet whilst in the merged classes of E and F, Chris Henderson's Mallock beat Christopher Gill's Sylva Leader in a two horse race you see!

Class G was the battle of two long distance visitors namely Guernsey drivers Geoffrey Guille and Charlie Smith. They were sharing the Mallock and Geoffrey did indeed use all his guile to take the class with a 75.93 run compared to Charlie's 76.52. Don Burt drove the YKC Roadster into third spot.

The 500cc and 1100cc Racing cars were



Sue Griffiths, in the Chevron B47 she shares with husband Pete, slides across the finishing line.

Photo: Peter Cunningham

merged and this class was dominated by Alan Aucote. Craven Moses failed to part the water on the track to create a dry line but still drove the shared Maclan into the runners-up spot with co-driver Michael Dobson third. Allan Staniforth struggled

with lots of teething problems in his new Megapin.

Classes J and K were joined and here FTD man Colin Wheeler and 2nd FTD Peter le Gallais finished ahead of former Westfield driver John Moulds, John setting a very respectable time of 60.09 in his Pilbeam MP62. Johnathen Varley drove the shared Crossle into 4th place a further 5 seconds adrift with co-driver John Williams and Sue Griffiths the only others who came out to play.

There ends what must rank in the top three of miserable days at Harewood. I've seen it rain harder at Harewood before but I've never been so wet as I was when I got home. Let's hope that we've had our fair share of rain for this year and look forward to warm, dry and sunny remaining meets at Stockton farm. See you in June.

RESULTS

CLASSNAME	CAR	TIME
1	Michael Holroyd Cooper S	81.20
2	Dennis Crompton BMW 2002 Ti	80.41
3+6	Nigel Parry Porsche 911RS	79.77
4+5	Paul Greaves MG Midget	76.75
7	Stuart Abbott Van Diemen RF86	72.97
9	Mike Harris Morgan +8	77.14
16A	Arthur Bayley Porsche 911	76.88
16B	Anthony Steele Porsche 911LUX	79.04
17	Ken McMaster Frazer Nash 328	82.80
A	Michael Haigh MG Metro	78.95
B	Gordon Peters Opel Manta	77.47
C	Martin Baker Chevette HSR	76.57
E+F	Chris Henderson Mallock Mk16BW	74.56
G	Geoffrey Guille Mallock MK18	75.93
H+I	Alan Aucote Terrapin	68.92
J+K	Colin Wheeler Delta T832	66.96
FTD	Colin Wheeler Delta T832	66.96

BARC YORKSHIRE CENTRE

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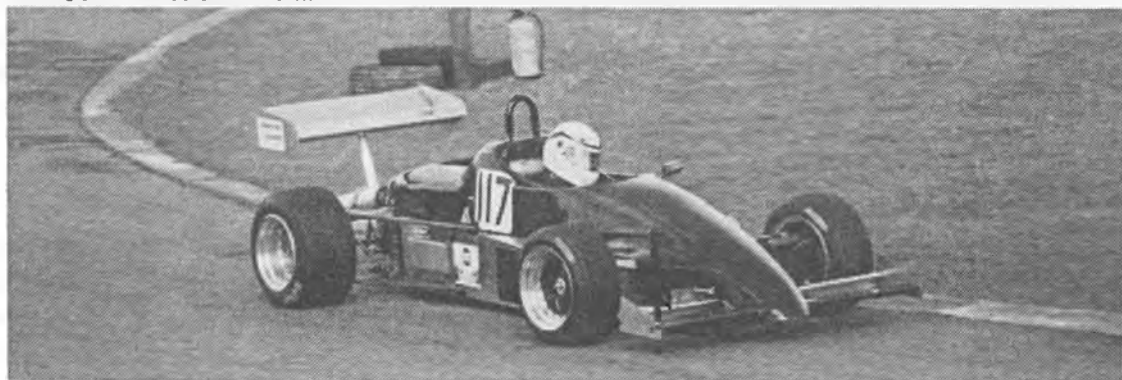
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HAREWOOD BOGEY TIMES

Following the recent correspondence in the Yorkshire Centre 'Times' re championship bogey times, it is the intention of your committee to base the Harewood Championship bogey times for the 1995 season on those actual class records standing at the conclusion of the 1994 season.

If this is **NOT** the wish of the majority, you should make your views known to:

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Colin Wheeler at the wheel of his delta T832 rounding Farmhouse Bend, but this time, on a dry day.

Photo: Peter Cunningham