

**BARC****MARCH - JUNE 1995**

## CHAIRMAN'S LETTER

Since I last wrote to you we have held the Easter and May meetings with a growing level of support on the entries front which meant we regrettably had to turn competitors away for May principally because we want to continue to give value for money by trying to give 3 timed runs.

Those who have competed will note we have improved the safety of the course with new traps and new gravel which has cost in the region of £2000. We have also introduced a red light system to make incidents at Quarry more safe.

I believe the efforts made during the winter by the committee, the organisers and Harewood Marshals Association have paid off as the atmosphere has been great this year and the number of competitors who have expressed their thanks for a good day has been heart warming, but if you have a grouse please tell myself and then we can do something about it.

New additions to the committee are Don Burt and Mark Richards who as competitors bring a more balanced feel to the committee. Retiring members were Ivor Pashley and Tony Hodgetts to whom we express our deepest thanks for their many years of service.

Plans are well in hand to move control to the barn as the walls and windows are well on and the wiring is well in hand. Similarly we continue to seek funds to enable us to move the paddock to the field below the start so if you want to sponsor, donate or help please call me.

We are now looking forward to the June meeting and of course the RAC round in July which we hope will be an excellent day. Please enter early to avoid disappointment if we are over capacity.

Finally let me remind you about our Dinner Dance advertised elsewhere in the Times. Make the date in your diary. We want this to be a great year and to carry on the good work Pat and Brian started.

Regards

Simon

## COMMITTEE NOTES

### FEBRUARY

Dinner Dance to be held on 25th November at the Hilton National Hotel

Plans for moving the Control and the Paddock at Harewood are progressing

## COMMITTEE NOTES

### MARCH

S N Clark, J R Hardcastle and C G Seaman re-elected as Chairman, Vice Chairman and Competition Secretary respectively.

Peter Varley to write some notes on Finance

All gravel traps have to be upgraded and improved before Practice Day

The middle 'S' is being re-profiled between Practice Day and Easter

Work proceeding in the barn to install control after practice day.

Sponsors needed - any leads to S N Clark

Investigating replacing the repeater flag for Quarry Corner with red lights.

The Hill has been rented to Paul Ripley Driving Courses to be held in August and October.

All competitors to be reminded that our 'A' status events also have a 'B' Permit so all can enter even if they haven't got an 'A' licence. More info from the Competition Secretary.

*The inclusion of any article in this publication does not imply that the Club, its Officers, its Editorial staff or any other member shares any opinion expressed therein*

**Articles for the next edition of the Times  
please**

**to the Editor by July 20th 1995**

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# HYPNOTIC NEWTON MARCHES ON CCC SPEED CHAMPIONSHIP Saturday 15th April 1995

## PAUL NUTTER

Welcome to a new season at Harewood and the first event to be held at the Stockton Farm course was the Cars & Car Conversions Speed Championship round which had unfortunately attracted a smallish entry. Not to worry though, as the weather was unusually good for the time of year (ie no snow or hailstorms) although the fresh breeze (if you are a polar bear) was ever present.

Enough of the waffle and onto the action and FTD was set by Alan Newton in his March 772P who put his course knowledge to good use and ascended in a time of 57.47 which put him just over half a second clear of Richard Young's Coogar Ralt. The County Down driver used the event to familiarise himself with the course in preparation for July's RAC round and progressively got quicker ending up with a time of 58.02 and 2nd FTD. Third quickest overall was fellow Irishman Andy Kittle who was also sampling the new hill, and ended up with a 60.40 best effort.

The classes began without defending champion Michael Holroyd. Michael unfortunately rolled the Mini at Farmhouse Bend in practice, thankfully only damaging the car. Fellow Mini pilot Richard Casey won despite bad handling problems.

Class 2 was won by the 1995 Harewood Hillclimb Champion Tony Mekwinski (oops! I forgot about the formality of actually competing in six rounds, but that's the easy part!) who warmed up for Sunday's championship round by equalling the class record with a 66.24 run which put him ahead of Bobby Fryers' Clio.

The Triumph class was again the domain of TR7 maestro (sorry, that's an Austin isn't it?) Mark Richards whose winning time of 69.94 would no doubt have been beaten on his second run had he remembered the first rule of motoring, namely cars go quicker when you put petrol in them. The shared TR7 of Derek Judson and Richard Kentwell took the next two places with runs of 71.54 and 71.95 respectively, Derek apparently trying out a novel 2 piece spark plug on one run.

The Porsche Class was won by Dr Kildare in his Shogun from that well known opera singer Geraint Evans...Sorry, I mean Richard Chamberlain in his 911 took the honours with a climb of 68.98 with Geraint Evans second in his 911 Coupe just a fraction slower at 69.04 in what was the closest contest of the day. Roger Gration in a 911 Carrera held third place with a 69.56

climb whilst the 911 Lux of Anthony Steele took fourth with a best effort of 70.16.

Into the triple C classes and the Standard Car Class was won by the Sierra Cosworth of Steve Muir in a time of 73.29. Andrew Barrett homed in on Steve with a run of 73.77 in his Elan but had to settle for second with the Clio Williams of Martin Domleo grabbing third with a time of 75.06.

The 1400cc Road Going Production Car class was won by the Nova of Maurice Clark with a climb of 74.70 taking the win from Jack Hemmings' Mini by nearly 2 seconds.

Next was the up to 1700cc Kit Car class in which the Caterham of Peter Shaw reigned supreme. A best run of 65.69 put him well over a second ahead of Westfield driver Jonathan Crayston's 66.98 quickest with Caterham mounted Keith Ritchie third on 68.07.

The over 1700cc Kit Car class was easily won by Neil Simons interesting Litton Corse from the shared Westfield of Paul and David Aspden.

The Formula Ford class once again demonstrated the closest racing with victory being grasped by David Bailey. David crossed the line after 63.38 seconds in the Reynard to put him ahead of David Sturdy and Trevor Cooper in the shared Van Diemen RF85, David's 2nd run of 64.13 just enough to beat Trevor's last effort of 64.20. Next came Stuart Abbott (who I got my perspex windows off) in the Van Diemen RFG86. Stuart (who I got my perspex windows off) stopped the clocks at 64.45 which probably would have disappointed Mr Abbott (who I got my perspex windows off) but I'm sure my subtle attempt at product placement will have cheered Stuart up who, by the way, I got my perspex windows from.

Class A was taken by the K Series engined Caterham 7 of Tim Wilson in a time of 66.80 with the same engined Metro (oops! I mean Rover 114) of Stuart Horswill taking second place with a 68.54 second climb. The Mini Cooper of Robin Woodward held onto third from a consistent Richard Wheat driving his Westfield. Richard's last 2 runs being 71.07 each time up.

Class B and C were merged and the prize money was gratefully received by yours truly in his re-shelled and lightweight Escort. A 66.15 climb just enough to snatch the win from Bev Fawkes 3.5 litre Scimitar and Martin Bakers 2.6 litre Chevette. The fact that I had no front brakes is yet another excuse that I've added to my collection.

The sole Clubmans car of Chris Henderson broke down on the start line and so classes D and E and G were won by Joe Ward in his WD9V with a time of 65.84 from Michael James in his James MkI, a real

constructors battle there.

The smallest two race car classes were also amalgamated and here the GP Zedi of Dave Kitching held sway with a climb of 62.24 which put him well ahead of next placed Andrew Greaves in his Jamun.

Class K, the up to 2 litre class was taken by Colin Wheeler's Delta with a climb of 61.27 seconds that was good enough to push Tony Briggs into second, Tony's time being 63.99 in the Royale.

Finally, the expected challenge of Roger Kilty unfortunately failed to materialise as clutch problems prevented Roger from competing in the class runs and left him with a lot of work to do to be able to compete on the Sunday. Would he find out what the problem was? If so, could it be fixed? Could the job be done in time? Would the pressure tell? Will he be there on Sunday? Will the reigning champion return? Will this years champion slow down? Will the Formula Fords challenge? Will any Marque Sports cars turn up? Will I ever lose 3 stone? Who knows? Who cares? Find out in the next episodes of SOAP.

Bye for now

Paul

## RESULTS

Class	Name	Time
1	Richard Casey	68.73
2+3	Tony Mekwinski	66.24
7	David Bailey	63.38
13	Mark Richards	69.94
16	Richard Chamberlain	68.98
22+23	Steve Muir	73.29
24	Maurice Clark	74.70
27	Peter Shaw	65.69
28	Neil Simons	69.91
A	Tim Wilson	66.80
B+C	Paul Nutter	66.15
D+E+G	Joe Ward	65.84
H+I	Dave Kitching	62.24
K	Colin Wheeler	61.27
L	Alan Newton	57.47
FTD	Alan Newton	57.47

## HAREWOOD HILL CLIMB CHAMPIONSHIP 1995

		APRIL	MAY	TOTAL
TONY	MEKWINSKI	18.77	18.52	37.29
DENNIS	CROMPTON	16.59	18.40	34.99
DAVID	BAILEY	17.26	16.88	34.14
STUART	ABBOTT	16.66	17.08	33.74
BOB	PREST	16.38	16.88	33.26
ALAN	AUCOTE	16.83	16.38	33.21
DENIS	COPE	15.36	15.39	30.75
PETER	HAWKEY	14.42	15.15	29.57
TIM	WILSON	14.15	14.72	28.87
NICK	REEVE	14.52	14.27	28.79
COLIN	STEWART	14.05	14.50	28.55
MARK	BROWN	13.11	15.21	28.32
NICK	BROWN	12.81	14.08	26.89
HAYDN	SPEEDING	12.76	12.64	25.40
JERRY	PATERSON	12.16	13.24	25.40
COLIN	WHEELER	12.48	12.67	25.15
MARTIN	BAKER	11.85	12.25	24.10
TONY	BRIGGS	10.88	13.22	24.10
MICHAEL	HAIGH	11.02	12.60	23.62
JOE	WARD	9.13	12.81	21.94
PHILIP	STURDY	10.47	11.07	21.54
MICHAEL	JAMES	10.24	10.41	20.65
ANDREW	ROBERTS	9.13	11.16	20.29
BOBBY	FRYERS	0.00	18.17	18.17
ALLAN	STANFORTH	9.09	8.67	17.76
KEN	BAILEY	0.00	17.25	17.25
JOHN	BENNETT	16.95	0.00	16.95

TREVOR	COOPER	16.72	0.00	16.72
DAVID	STURDY	15.94	0.00	15.94
ROGER	KILTY	15.90	0.00	15.90
BRENT	MEREDITH	0.00	14.72	14.72
BARRY	MARSDEN	0.00	14.48	14.48
ALAN	NEWTON	14.27	0.00	14.27
MARK	LAWRENCE	0.00	13.64	13.64
CHRIS	HENDERSON	13.62	0.00	13.62
PAUL	NUTTER	12.42	0.00	12.42
RICHARD	JACKSON	0.00	11.38	11.38
MIKE	SMITH	0.00	10.82	10.82
DAVID	SPAULL	10.41	0.00	10.41
KENNETH	BARKER	4.43	5.16	9.59
STEWART	MIDDLETON	5.06	0.00	5.06
JOHN	CRAGGS	4.96	0.00	4.96
DAVID	COULTHARD	0.06	0.00	0.06
PAUL	ASPDEN	0.00	0.00	0.00
DAVID	ASPDEN	0.00	0.00	0.00
JOHN	CASEY	0.00	0.00	0.00
PETER	JACKSON	0.00	0.00	0.00
BRIAN	LEE	0.00	0.00	0.00
TREVOR	LONGSTAFF	0.00	0.00	0.00
MICHAEL	NORTH	0.00	0.00	0.00
KEITH	RITCHIE	0.00	0.00	0.00
CLAUDE	SPENCER	0.00	0.00	0.00
PETER	STOCKTON	0.00	0.00	0.00
ANTHONY	TAYLOR	0.00	0.00	0.00
GRAHAM	WALKER	0.00	0.00	0.00

# ROGERS RETURN

## PAUL NUTTER

### SPRING NATIONAL MEETING

#### Sunday 16th May 1995

Roger Kilty made a successful return to Harewood after the previous days problems to set FTD at 56.31 in his Pilbeam MP40 to take away with him the Andrews Brothers Trophy after this, the first round of the 1995 Harewood Hillclimb Championship. Next quickest on the day was Saturday's victor Alan Newton driving his March up the course in a time of 57.94 whilst taking an excellent 3rd FTD was the 1052cc Terrapin of Alan Aucote who ended the day with a 58.56 best run.

Class 1 Touring Cars began the day and with Mick Holroyd a non-starter due to his previous days acrobatics, Richard Casey took the victory with a 1st run of 67.09 and then discovered that part of the Mini's suspension had broken and so was unable to improve further. Next in class was another returnee Dennis Cope, back on 10" rubber and a 68.28 climb put him well in front of the shared Mini of Mark and Nick Brown.

Class 2 Touring Cars saw the very quick Mk2 Shed (sorry, I mean Escort) of Tony Mekwinski obliterate the class record by 0.77 with a time of 65.47 to move into a healthy lead in the championship. Dennis Crompton took second with a climb of 67.65 in his very rare and very nice BMW 2002 short thing (or whatever you call it, no doubt he'll tell me the next time I see him). Colin Stewart's Lotus Cortina came next with a 70.19 run.

The 2 litre and unlimited Sports Cars were merged with the unlimited modifieds and here the Plastic Jag (oops! that's a Reliant Robin) I mean lightweight E Type of Haydn Spedding took the class with a time of 65.15 which was enough to keep the ever improving Martin Baker in second place. Martin's run of 66.06 in the Chevette HSR being his quickest yet at Harewood. John Green's TVR 3000M took third with a climb of 69.32.

The Formula Ford class was again the property of David Bailey's Reynard as he made it two wins out of two with a climb of 62.98. Runner-up was John Bennett who crossed the line in 63.29 seconds at the wheel of the Van Diemen shared with Stuart Abbott. Third was taken by Trevor Cooper in his Van Diemen with a run of 63.52 with Stuart Abbott just 0.06 adrift in fourth place.

The first of the guest classes was won by brummie Stephen Dinnes who drove his Metro 6R4 to the top of the hill in 70.59 to beat fellow Group B Car Club member Neil Smith's Sunbeam Lotus. The Alpine Renault class award was taken home by Renault 8

Gordini driver Salv Sacco in a time of 69.80. Following Salv up the hill came the 2.5 litre of Steve Henderson, the 1800 of Nigel Dodsworth and the 1565cc engined version of Stuart Clough.

Class A Mod Prods was won by Tim Wilson's Caterham 7 in a time of 65.58 with the Metro of Mike Haigh next on 68.71. Philip Sturdy in another Metro took third with a climb of 69.26.

The two litre class prize money was gratefully received by yours truly with a run of 64.68 with Westfield driver Chris Mann taking second spot, crossing the line on 66.41. Peter Hamilton in a Caterham took third place just 0.08 adrift, with David Spaul in his Westfield fourth. Keith Ritchie in his Caterham had an 'incident' at Quarry and happily escaped unhurt.

The next class consisted of so many mergers there isn't enough space to write it all down. Let's just say that the winner was Bob Prest who stopped the clocks in his Mallock after 61.89 seconds to comfortably beat Joe Ward's latest creation into second place. Joe's climb of 64.44 kept him just ahead of Chris Henderson's 64.65 best in his Mallock.

The little race car class was won by the Jedi of Neil Jones in a time of 65.52 whilst the Marengo of Nick Akers finished second in class on 68.01 with another Jedi, this time driven by Andrew Roberts third on 68.23.

Class I saw Alan Aucote well in front on 58.56 whilst following in his wake were Dave Kitching's GP Zedi, Allan Staniforth's Megapin and Norman Kitching who was co-driving the Zedi.

Classes J and K were merged and here the Quest Terrapin of Nick Reeve withstood the challenge of Colin Wheeler's Delta and Tony Briggs' Royale. Nick's winning time of 59.16 giving him a comfortable margin over Colin's 61.59 best and Tony's 63.19.

With the two Class L competitors setting the two fastest times of the day here ends April's edition of Muttering News. I leave you with a few thoughts to ponder.

- 1 Where have all the entries gone?
- 2 Where have all the Midgets gone?

and finally

- 3 Does anybody know how the timing gear fixed itself as it seems nobody knows what the fault was in the first place.

See you in May (be?)

Paul

## RESULTS

Class	Name	Time
1	Richard Casey	67.09
2	Tony Mekwinski	65.47
5+6+C	Haydn Spedding	65.15
7	David Bailey	62.98
14	Stephen Dinnes	70.59
15	Salv Sacco	69.08
A	Tim Wilson	65.58
B	Paul Nutter	64.68
D+E+F+G	Bob Prest	61.89
H	Neil Jones	65.52
I	Alan Aucote	58.56
J+K	Nick Reeve	59.16
L	Roger Kilty	56.31
<b>FTD</b>	<b>Roger Kilty</b>	<b>56.31</b>

## JOY KERSWELL

Motor Sport in the North lost one of its 'characters' on 26th March, when Joy Kerswell died.

Joy started marshalling at Brands Hatch but when she moved to Harrogate she quickly adopted the northern circuits, and soon became a familiar figure at Croft, Cadwell Park, Donington, Oulton, Aintree and the 'temporary' venues like Rufforth, Catterick and Linton which were active some years ago.

Joy marshalled for BARC and the other clubs which promoted on our local circuits, but her base, and first love, was the British Motor Racing Marshals Club. She was the first lady to earn the coveted Observer grading, and was for some time the only female Observer taking charge of a post at race meetings.

She was also a regular rally marshal and was one of the team who helped me run the RAC Rally start in 1971 when 'From Harrogate it Started'.

We shall miss her as one of the people who made our sport more interesting and enjoyable by her company.

Tony Hodgetts

## CROFT - MORE MEMORIES

### TONY HODGETTS

I well remember the BARC International Race meeting which Brian mentioned in Issue 58 because I was Chief Observer, and caught for the job of taking John Surtees, Bruce McLaren and Denny Hulme round the circuit in my 'Land Crab' (Morris 1800S to you, sorry!) before the start of practice. What a lovely trio! They were friendly and courteous and asked sensible questions and appreciated the answers.

The race started in dry conditions and the group 7 cars thundered round in a quite staggering spectacle; then we had a 'Croft Special' downpour, and they all fell off at White House. We reckoned there were about £3 million worth of motors nose to tail in the ditch! That was the meeting when a Lotus 30 spun at the end of the straight under braking and joined the unsuspecting marshals in the White House post through the back entrance, 200 yards away. And there were drivers who wouldn't come back, after breakdown, with our Incident Officers; because they drove too fast....!

We could go on, between us, for some time. It's good to see Croft back!

## HAREWOOD HILLCLIMB CHAMPIONSHIP FTD SERIES

		APRIL	MAY	TOTAL
ALAN	AUCOTE	8	10	18
NICK	REEVE	7	9	16
BOB	PREST	5	7	12
COLIN	WHEELER	6	6	12
ROGER	KILTY	10		10
ALAN	NEWTON	9		9
MARK	LAWRENCE	0	8	8
DAVID	BAILEY	4	2	6
KEN	BAILEY		5	5
STUART	ABBOTT		4	4
TONY	BRIGGS	3		3
MIKE	SMITH		3	3
JOHN	BENNETT	2		2
TREVOR	COOPER	1		1
JOE	WARD	0	1	1

# AN AUDIENCE WITH TARZAN

PETER HERBERT

The Dutch are famous for several things. Caps, courage, uncles and a motor racing circuit called Zandvroot where not too many years ago, the most exciting Grand Prix of the season regularly took place.

Designed by the recently departed John Hugenholtz, and based largely upon German gun emplacement access roads running across sand dunes on the edge of the North Sea, the track contains those magic ingredients that guarantee a good motor race - a fast bend leading onto a long straight that ends in a tight corner. That corner is Tarzan, a 180 degree right hander with wide entry. It's an absolute cracker and tests the most manic late breaker. Here Hunt and Andretti took one another off during the 1977 Dutch Grand Prix and Villeneuve audaciously took the lead of the 1979 race by driving around the outside of Jones.

Ascari, Brabham, Clark, Hill, Ickx, Stewart and Von Trips all won at Zandvroot, usually after memorable races. Sadly Courage and Williamson perished here too. The place has history and atmosphere aplenty.

Formula One no longer comes to Holland. A holiday village now stands where part of the original 2.6 track once ran. But a shortened 1.6 mile course remains, and with the inclusion of Gerlachbocht, Hugenholtzbocht, Hunze Rug, Bos Uit and of course Tarzan, it provides a driving challenge the equal of any British circuit.

So what exactly was a nobody like me doing on such a hallowed startline strapped into a BMW and awaiting the green light?

The story really began early in 1994 when never having seriously considered going circuit racing, and with the kind of luck that only befalls those who are kind to small animals and eat up all their greens, I was offered a drive and sponsorship in the BMW Car Club's Yokohama-Motul Championship. The car was Bob Sheill's Class A 323i, the sponsor 'Simply Thank You' a Darlington based gift delivery service. At the time I was in the throes of writing my first book '750 Racer' (available in all good bookshops in time for Christmas) so the offer was particularly fortuitous. Even if I made a complete prat of myself the experience would be invaluable to my literary endeavours.

That first season was eventful to say the least, the power of the Bee Em far exceeding its braking, handling and my modest abilities. In nine races I either spun or left the track more times than I had managed in almost

seventy hillclimbs and sprints, yet by what I can only attribute to divine intervention, I ended the year third in class and tenth overall in the championship, without putting a mark on the car. Its owner's generosity and trust still amaze me.

So to 1995. My friend and mentor Russ Cockburn, the man behind my Westfield's humble successes and a major league BMW nut, acquired a Class C 325i with a view to running Red Box Advertising sponsored Manxman Colin Kniveton in the by now Kuhmo Tyres - X - IR Additive supported BMWCC series. However the former rally driver would be unable to make all the races, which is where I came in.

I first drove the car at Oulton Park in testing prior to the third round. Scurrilous rumours that the cockpit was not wide enough to enable me to race in the first two events are totally unfounded. The 325 was a revelation to drive after the 323. Less power but much better balanced. So much was I enjoying myself that I turned into Old Hall far too early, ran wide on the exit, and ripped open the sump like a can of sardines on the high kerbing. Sorry Russ.

The ever resourceful owner had my crude attempt at dry sumping his machinery repaired in time for the following days race, but a downpour saw the event red flagged early after Guy Spurr spread bits of his M3 across Clay Hill. I finished a lowly sixth in class and thirteenth overall following a circumspect drive.

Meanwhile, back in the Netherlands, we rolled off the overnight ferry from Harwich onto a sun drenched Hook of Holland quay and embarked upon an early Saturday morning drive to the small seaside town of Zandvroot and round five of the BMWCC Championship.

Qualifying has never been my forte, a result no doubt of too many lethargic hillclimb practice sessions, so I was reasonably pleased with ninth on the grid, third quickest in Class C. The Championship's class structure is based upon power to weight ratios, each car being assessed on a rolling road near Silverstone then weighed prior to competing, and checked after each race with a Schrick meter and scales. Class A contains BMWs with the highest power to weight ratio, Class D the lowest, with Korean Kuhmo soft compound road tyres being obligatory. Of the fifteen rounds seven are run on handicap, so everyone has a shot at an outright win.

During fifteen laps of practice I was mystified by what appeared to be large airborne insects battering the screen, and the constant rattle of objects peppering the floor's underside. This turned out to be small balls of rubber plucked from tyre surfaces by the abrasive track, the result no doubt of wind blown sand continually pounding the tarmac. Off the racing line a treacherous residue of rubber formed a sea of marbles, not what you

want as you go through Bos Uit flat in third onto the main straight with only Armco for run-off area.

In Holland the Selenia Motor Oil Fiat Challenge was tagged onto the back of the BMW grid, so it was a healthy field that lined up on a warm Saturday afternoon for the start of the twelve lap race.

To my mind hillclimbing does not prepare a driver particularly well for the rigours and sheer sustained speed of circuit racing, but it does develop a decisive starting technique and as red turned to green I left the line like a rocket. Into Tarzan I had gained two places and was alongside the sixth placed car only to be forced onto the outside kerbing in the scramble to get through the hairpin, and as we raced towards Gerlachbocht I was back in eighth place, which became ninth at the following Hugenholtzbocht.

On completion of the first lap I held a tenuous ninth place overall and third in class, in line with my grid position and as Class C leaders Rowland and Kinnear in 325i and 535i pulled away, Kidman and Moseley in 323i and 1.8ti Compact crawled all over my boot lid.

Subscribing to the old adage of attack being the best form of defence, I put my pursuers out of my mind and went after the big 5. Down the straight I lost ground, but under braking and through the turns I closed up. Unable to use ideal lines, so as not to leave any doors open for the guys behind, I gave the kerbs a hammering and bit by bit reeled in Bob Kinnear. Then on the final lap, as we came out of Hunserug, the car in front faltered, running low on juice and I was past. There was no chance of catching Jonathan Rowland but fighting off a last minute charge from Nigel Moseley's new Compact, I took the chequered flag eighth overall and second in class.

Arriving back in the paddock and removing helmet and sweat-soaked balaclava, joy was unconfined.

Above the pits at Zandvroot is a bar called Mickey's, and there we relaxed and shot the breeze. Motor racing pictures and memorabilia adorned the walls and ceiling, constant motor sport videos played, the beer was good and the girls behind the bar resembled Claudia Schiffer on a very good day. Less than impressed by the seductive flaunting of a cleavage the depth of the Corinth Canal, the wife of one of my racing rivals was heard to remark "But can she boil an egg?" The words "who" and "cares" sprang to mind.

That night we took the train into Amsterdam. If Saturday night out with a bunch of racing drivers

in one of Europe's raunchiest cities sounds like an episode from a Mike Hawthorne biography, well that's how it was! Drinks at a canal-side pavement cafe preceded a fine meal in an Indonesian restaurant that boasted electrically operated toilet seats. Then came the inevitable tour of Amsterdam's famed 'red light' district, for research purposes only you must understand. Posing in neon-lit windows in flirtatious fashion was a vast range of ladies of all ages, shapes and colours from old slappers to stunningly beautiful nymphets. To the Dutch and their visitors it all seemed perfectly normal, and much good natured bartering was going on.

Sunday's race was an eighteen lapper, and in the warm conditions there was considerable speculation as to how the tyres would last. Prior to our race we watched the top of the bill Vento Championship round which was stopped twice due to so many cars either landing on their roofs or T-boning one another. Not an enjoyable way to go motor racing I would suggest. Championship leader Colin Wells, who had moved to Ventos after winning last year's BMW series, returned to England with hardly a straight body panel and bruised ribs, and must be pondering the wisdom of his defection.

In my race I made a poor start and spent the rest of the event trying to keep my rivals in sight and lapping the odd Fiat Uno. I was disappointed with tenth overall and fourth in class until learning that my fifteenth lap was a class record.

Looking back on it, that weekend's racing in Holland was right up there with my other personal motor sporting highs. That first rally class win and that first, and it has to be said, only outright rally win. My first award at Harewood and that class record I held for almost a year. Yes I could almost get hooked on motor racing, it brings the Tarzan out in all of us. But then I climb into my Westfield and line up at the start of one of this country's wonderful hillclimbs and I'm no longer sure.

What is certain is that I am so very fortunate to be able to do both.

## FOR SALE

FT and MK9 ratios

FT 9-31 CWP

Mk9 end cover

Facet Red Top

Microdynamics IGN 07 amplifier

NGK plugs - B9 and B8

Lobro joints and boots

2.25" ID coils

Techcraft repackable silencer

BDA distributor parts

Tel: 01423 323056 (evenings)

# CROFT ORIGINAL

PETER HERBERT

My late father, a kindly man but no motor enthusiast, after relentless pestering was persuaded to take me to the first ever race meeting held at Croft Autodrome on August Bank Holiday Monday 1964. I was 15 years old and had never been to a motor race before. The weather was perfect, the crowd large and the racing exciting, at least to me. I was totally and terminally hooked.

During my remaining school days in nearby Darlington I hardly missed a race meeting at Croft and even when I left for university in Edinburgh and discovered Ingliston on my door step, I still attended Croft whenever I was home.

Despite many a cold wind-lashed soaking, non-existent facilities and deteriorating entries, I was sad when Croft closed its gates to motor racing. Rallycross never captured my imagination in the same way.

At first I was doubtful when rumours began concerning Croft's renaissance and when it became a reality I was overjoyed. So on May Bank Holiday Monday 1995, just as I had been 30 years earlier, I was there on top of an earth bank to see the action. Yet much had happened in my life during the intervening period. Now I too was a racing driver. So would I still be impressed?

Initial impressions were ambivalent, as heavy showers vied with sunny periods. A wet Croft will always be a charmless spot, and a procession of ropery old F1 and F5000 cars that were back of the grid stuff even in their heyday did not bode well. Perhaps I really had grown out of this sort of thing.

Then out came the sun and so did the historic saloons. Pole man Jim Evans stalled his Alfa Romeo 1600GT on seeing the green light and the field stormed off without him led by Bob Sherring's glorious rumbling Galaxie. For 10 of the 15 laps the big American Ford resisted the close attentions of John Henderson's Lotus Cortina in a manner evocative of those classic battles between the likes of V8 powered Jack Sears and Sir Gwaine Baillie and Twin Cam powered Jim Clark and Sir John Whitmore. Meanwhile, hard driven Anglias and Imps were doing battle throughout the field as a highly motivated Evans fought his way back from last to first.

Classic and evocative racing, just the way I remembered Croft in the sixties. I wish the circuit well and look forward to the day when I am able to race there. For the moment only classic and historic events are planned. But who knows, perhaps the BARC Yorkshire Centre might consider running a sprint at Croft? If so, I know a certain little yellow Westfield just itching to get its Avons onto that nice new track surface.

# PADDOCK PRATTLE

BRIAN KENYON

I love Paul Nutter's remark on the weather at the April event. I found that when you were watching from the top of the hill, you had to lean into the wind and that all the brass monkeys present were singing soprano by the end of the weekend.

## JOLLY ROGER

Roger Kilty managed to keep his equilibrium and sense of humour throughout Saturday as he battled to repair his stricken car. On Saturday with parts strewn all over the paddock there seemed little likelihood that the clutch problem would be repaired and that he would be competing at all over the weekend, but downright dogged determination saw him win through to take a splendid FTD on Sunday, but even on Sunday morning he was beset by even more problems with the starter motor and brakes but what impressed me most of all was the way that he acknowledged the help he had received over the weekend from his many friends and helpers.

## HAREWOOD JINX

Keith Ritchie must be wondering whether gremlins are making his life uncomfortable at Harewood for he must have had a severe fright at the Spring National meeting when his 1600 Caterham clattered along the Quarry Straight armco and into the gravel trap. The new gravel did its job wonderfully well in arresting the progress of the wayward car but Keith was severely shaken although fortunately uninjured. The same couldn't be said for the car which had to be physically lifted onto the back of a lorry at the conclusion of the meeting. His luck didn't improve any at the May event when the crank pulley detached itself from his 2000cc Vauxhall engined car and he was unable to take part in the event.

## NUT CRUNCH

Paul Nutter had a close encounter of the barrier kind at the National Sprint event at Ingliston. Paul had assessed that he could take the esses flat but unfortunately the need to use a lot of the kerbs sent the car spearing into the barriers. The front was destroyed virtually back to the front of the engine. To make matters worse, Paul had just had the car sprayed in its new livery but fortunately not to Concours condition. Many hours in the garage will be required before its next outing.



## **SWITCHED ON**

Brian Lee has had a chequered time at Harewood since the new course was inaugurated and Brian swears that his bad luck started when the change over was made. The latest episodes of his sad saga started when a steel cam follower broke in April. Brian rebuilt the top half of the engine but while running it up prior to the May Harewood found he couldn't switch the engine off and what's more, it exhibited another meaning to the term 'hot wired' as the ignition key and ignition switch were glowing red hot, so Brian wrenched off the battery lead but still the engine continued. In a mild state of panic by this time he ripped out the ignition coil lead, fortunately this killed the engine, but as all this happened on the night prior to the event, he was unable to rectify the faults in time to compete.

## **KITCHING HOT COOKIE**

We all know that Alan Aucote's no mug with many FTD's and fine performances he's not an easy man to beat but Dave Kitching was leading him after the first runs in the 1100cc racing car class at the May meeting. Dave first came to my attention when he achieved miracles in a Triumph Spitfire, not the easiest or best car to get a reasonable performance out of. His talent was perhaps not apparent to many when he switched to Class I for the car he shares with his father never seemed to get past Practice Day with a comprehensive engine blow up one year and father writing it off at the similar meeting the year after. But talent will out no matter what the odds and I can only see the combination of the GP Zedi and Dave Kitching reaping further success. My only reservation is that Farmer Dave, at well over 6 feet, is far too big a lad for such a small car, if you are not 5' 3" and 8 stone you are up against it in this sort of class.

## **OPEN THE BOX**

Joe Ward had problems with his Vauxhall black box - engine management to the uneducated. Joe had been experiencing misfires and an inability of the engine to rev to its prescribed limit. This obviously drastically affects his car's performance. The suppliers of the box were sympathetic but said that if Joe could send down the necessary 'readies' they would check it over. All this for something that should have worked properly in the first place - Oh for the days of points and condensers!

## **LIGHTWEIGHT AUSTIN**

Well actually, it's Carl's Mini I am talking about. It appears that as well as his well known, full steel Touring Car Mini he is developing another lightweight variety with which he is going to attack the National Sprint scene. I await developments with baited breath as Carl is the only man I know who would drill a lightening hole in the centre of a Polo Mint.

## **FAST FROG**

The Renault R8 Gordini of Salv Sacco showed prodigious speed the last time the Renault Alpine class was run at Harewood. I was much impressed by his handling of this somewhat ungainly French machine. He outpaced many mechanically superior vehicles. More power to your right foot Salvatore!

## **OFF THE DANGER LIST**

Dr Keith Wilford's Lotus Europa was severely mauled at Harewood when first he tried to attack Quarry (under I might add the advice of a certain BK) and wound up in the gravel trap cracking and twisting his chassis. Further damage was caused at a later meeting, when having spun off at Farmhouse, he attempted to join the course, hit the raised kerb on the inside, bouncing back, which caused even more damage to the distorted frame. Major transplant surgery was undertaken during the Winter lay-off and the car now sports a new Spyder chassis, which carried him to a comfortable win at a recent 2 lap Curborough. So hopefully he will be returning to Harewood soon to bolster the Marque class.

## **SHORT COURSE**

### **BRIAN KENYON**

When the new long course was introduced at Harewood it was stated at the Classes Forum that sometime in the future it would be possible to put on an event or events on the old short course. I am sure that many competitors would appreciate the chance of the variety this would introduce. It would only be necessary to run one event per year but just as the cross-over course is used at Prescott, it would present a different challenge

On the short course it would probably be feasible to run near to 200 cars and still retain the 3 timed run format. Perhaps the entry fee could be adjusted a little lower as the loss of revenue would be offset by the larger number of cars that could be run on a day.

One event that springs immediately to mind as being suitable for this short course experiment would be the Novices/Open/Newcomers, perhaps with the addition of even more one make classes and perhaps a classic or vintage element thrown in.

I await a reply from the Committee.

**OPEN/NOVICE/NEWCOMERS  
MEETING**

*Saturday 13th May 1995*

**VARLEY POWERS TO  
FTD**

**BRIAN KENYON**

Peter Varley scored the 2nd FTD of his long and varied career, the 1st was at Scamonden so today's victory was one that he will treasure for a long time.

Classes 1 and 2 were merged, Tony Mekwinski continued his winning ways despite a fright when an eye welded to one of his slipper rear springs detached itself. No damage was done and Tony simply fitted a mismatched spring which didn't seem to slow his progress any. Class 1 driver Mark Brown came a valiant second nine hundredths in front of his brother Nick.

Although John Swift was true to his name Simon was 'simply the best' in the Ferrari class. This event has many One Make classes and Stephen Wilkinson shaved victory in the Pre-War Austin Sevens from Robert Sterling.

Continuing in the One Make theme John Dignan's MG RV8 had too much poke for the smaller engined MGB of Terry Pigott to cope with so Terry had to settle for a distant second. The more modified MG's had classes 8A and 8B merged and the full race slick shod version of Christopher Pawlin was 4 seconds quicker than Allan Inwood's road version.

Don Williams' Gilbern returned from its Winter rebuild with a new scaffold-poled chassis fitted. It was obviously all worth while for Don was over one and a half seconds quicker than Richard Jackson's Porsche.

Classes A, B & C were merged and unsurprisingly Chris was the 'Mann' in this class, his 2 litre Westfield was chased by the 1300 Metro of Mike Haigh who managed to get in amongst the Westfields with his super second in front of Teemu Penttila.

It was a day of merged classes and C was merged with G which was merged with L. Martin Dowling's Reynard headed Paul Walker's Metro 6R4 with new committee member Don Burt in the YKC Raider third.

It appears to win class D your christian name has to be Tim and Tim Elmer (Phantom) took Novice FTD and the class victory from Tim Daniel's Mallock.

Stuart Abbott maintained his winning habit by romping the merged classes 7, H, I and J. Stuart had a three second victory over his more powerful adversaries.

Peter Varley was disappointed not to break into the 50's in taking FTD and Class K but his car was less than perfect, the clutch bell housing was in the process of detaching itself from the engine as a bolt had fallen out.

**OPEN CHAMPIONSHIP MEETING**  
*Sunday 14th May 1995*

**FLETCHER HOMES IN  
ON FTD**

**BRIAN KENYON**

Justin Fletcher secured for himself the aptly named Houseman & Falshaw Trophy for his FTD efforts. Justin's 57.30 shaded the similar Pilbeam of Ciaron Pilbeam who was a scant one hundredth in front of the 1100cc Royale ART 921 of Alex Tyson.

Dennis Cope'd with the extremely cool conditions best, (by cool I mean that you had to lean into the wind on both the Saturday and the Sunday events) while Mark Brown's challenge was hampered when he slid off into the wide blue yonder when a tie rod broke on the family Mini.

Dennis Crompton emerged to challenge the all conquering Escort of Tony Mekwinski. Dennis' BMW just missing the class win by 0.13 but both of them securely under the 1994 record as was the Clio Williams of Harewood regular Bobby Fryers.

Class 3 was merged with C and the two major adversaries only managed two runs apiece but Haydn Spedding came from behind to snatch yet another win for his Coventry Cat from the super, dare I say it, HSR Chevette of Martin Baker.

The two larger Marque categories were merged and the turbocharged Reliant Sabre saw off the advances of Richard Jackson's Porsche and Brian Woffenden's Lotus Elan.

"What a pity", said Ken Bailey, after his son had failed to match his own time, on his last class run of the Formula Fords. Trouble is Ken, you didn't say it with that much conviction and a smile on your face didn't help too to convince the surrounding throng of your sincerity and after all, these young upstarts have got to be kept in their place!

Norman Wheat reaped a class win in the 1600cc Morgans by over 4 seconds but in the larger category Mike Fellows took three seconds off the class record in his 4.5 litre +8 but only had a second to spare over the 3500cc engined version of Roger Williams while Dave Cook's 2 litre was third.

John Crook in his modified 1700cc Formula Ford Lotus 61 snatched the class win from class sponsor Paul Matty's Lotus 23B while the beautiful Lotus 69 of David Rose was a close third. The majority of the 23 strong class was made up of the many versions of the Elan. Tony Beer's example slid off on the straight between Country and Willow without damage while

Simon Riley's Eleven was lucky to be undamaged after a spin at Chippys.

Tim Wilson's Caterham just missed getting into the 64's by 1/100th to win Class A while Mike Haigh's Metro enlivened proceedings by reversing off at high speed at Farmhouse, the car ending up with its nose dug in the ground and its rear almost touching the tyre wall but he was fortunate that the car was unscathed.

In Class B Paul Turner's Caterham had a comprehensive near 3 second win from the similar car of Peter Hamilton.

Fortunes were reversed in the battle of the Tims when Tim Daniel avenged his previous day's defeat by Tim Elmer in the Clubmans.

F & G were merged, Ian Fidoe's swoopy Lola edged out Bob Prest by 0.33 second while Tom Hammond, out again this season after a two year lay off, found that the Audi can still bite if you are not careful.

Andrew Roberts in 2nd place split the similar shared Jedi of Nicholas and David Beere, stopping a family one, two. Mind you they were only here for the beer after all!

Alan Aucote found that Alex Tyson was a big hitter in Class I and had to give him best despite the fact that Alan is leading the Harewood FTD Championship while Dave Kitching, who? (see separate article) came a superb third after holding second place after the first runs.

Classes J & K were taken by 1st and 2nd in the FTD stakes, Justin Fletcher and Ciaron Pilbeam from the Chevron of Peter Griffiths.

Graham Hickman was well off the pace and had one of those undistinguished days which is best forgotten and took the uncontested Class L award. His expected adversaries suffering various problems at the previous days Barbon event when Mark Colton put his car into the wall, Peter Harper had an 'off' in the Vision while Roger Kilty suffered engine problems, so all three were obviously not able to start.

## RESULTS

CLASS	NAME	TIME
1	Dennis Cope	68.25
2	Tony Mekwinski	65.72
3+C	Haydn Speddong	65.27
5+6	Barry Marsden	66.33
7	Ken Bailey	62.99
9A	Norman Wheat	70.99
9B	Mike Fellows	67.62
18	John Crook	67.62
A	Tim Wilson	65.01
B	Paul Turner	62.02
D	Tim Daniel	61.55
F+G	Ian Fidoe	61.06
H	Nicholas Beere	62.79
I	Alex Tyson	58.06
J+K	Justin Fletcher	57.30
L	Graham Hickman	59.22

# TREASURERS REPORT

## PETER VARLEY

We are now half way through our hillclimbing season. It has not been so bad so far, financially or personally.

Before we started the season the major gravel traps were dug out and refilled. Drainage and general course preparation work were also completed. In all this cost £3200. A lot of money but the gentleman with the Lotus 7 proved our decision correct at Quarry (OK his car is very poorly but he is all right).

The events up to the end of May have all given financial results better than budget, although a loss in April (forecast) must be eliminated in future. Entries have been encouraging (oversubscribed in June) and we have had more spectators than we anticipated. The Committee is always looking for ways of letting more people compete at Harewood, but keeping in mind the need for 5 runs in a day and also giving the marshals a break during proceedings. Ideas would be welcome.

The moving of hill control to the Barn is well under way. The plans for moving the paddock to behind the new start are in an advanced state. It all costs money.

Allowing our competitive and social activities to centre around the Barn complex can only make our lives more comfortable and enjoyable.

I hope the weather will be kind to us for the rest of the season. For those of you who haven't been to Harewood recently, come and see us, you might be pleasantly surprised.

## RESULTS FOR SATURDAY 13th MAY

CLASS	NAME	TIME
2	Tony Mekwinski	66.59
5+6	Don Williams	67.97
7+H+I+J	Stuart Abbott	63.28
8	John Dignan	72.58
8A+8B	Christopher Pawlin	67.25
10	Simon Clark	67.27
19	Stephen Wilkinson	80.87
A+B	Chris Mann	65.76
C+G+L	Martin Dowling	65.71
D	Tim Elmer	60.85
K	Peter Varley	60.37
FTD Novice	Tim Elmer	60.85
FTD	Peter Varley	60.37
Best Improvement in Class Bogey Time	Tony Mekwinski	17.65

# *DINNER DANCE & AWARD PRESENTATION*

*Saturday 25th November 1995*

*Hilton National Hotel  
Garforth, Leeds*

*Tickets £21 each*

## BARC ANNUAL COMPETITIONS 1995

NAME	26/3	15/4	16/4	13/5	14/5	SUB	TOTAL	POS
Tim Bendelow	5	5	3	3	3	19	19	1
David Dalrymple	5	5	3	3	3	19	19	1
John Hardcastle	3	3	3	5	5	19	19	1
Graham Wride	3	0	3	6	6	18	18	4
Tony Briggs	0	4	4	4	3	15	15	5
John English	3	3	3	3	3	15	15	5
Catherine Hardcastle	0	3	3	3	3	12	12	7
Chris Seaman	6	0	3	0	3	12	12	7
Bobby Fryers	3	3	0	0	4	10	10	9
David Sturdy	0	5	3	0	0	8	8	10
Pat Kenyon	-	-	-	3	3	6	6	11
Colin Ellenden	0	0	0	0	0	0	0	12
Carol Wride	0	0	0	0	0	0	0	12

### BARC YORKSHIRE CENTRE

#### OFFICERS & COMMITTEE 1995

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 0114 258 5695 (Business)
COMMITTEE	
Tim C Bendelow	Nigel Drayton
David Naylor	David Dalrymple
Don Burt	Graham Wride
Mark Richards	

## BARC MARSHALS GIFTS

BARC Marshals gifts are now available. Tim Bendelow will have them at the June meeting.

The BARC voucher **MUST** be presented with name / address on the back to receive your gift.