



### CHAIRMAN'S LETTER

Dear Member

Sadly my first duty is to record the untimely loss of Centre Member Mark Colton who was tragically killed at Craigtantlet recently. Mark's enthusiasm and commitment to his sport were an inspiration to many and always made him someone you wanted to watch. To his family and many friends may I express the Centre's heartfelt sympathies.

In light of this accident I can assure our competitors we will redouble our efforts as a committee to ensure Harewood is as safe as possible.

On a lighter note I would like to record my sincere thanks and congratulations to all marshals, organisers and competitors for the excellent spirit our meetings have been conducted in this year. Harewood has turned the corner and no meeting better demonstrated this than the RAC meeting in July. There is now the good humour and mutual enthusiasm that we used to enjoy and whilst we will continue to strive for further improvement I feel it is right to record my thanks to date.

In committee we continue to look at the re-siting of paddock and control and at present we are principally trying to secure the finances to make the investment required. On the plus side we appear to be ahead of budget on the year to date and providing we enjoy a profitable September meeting and Dinner Dance we should have a surplus of funds to direct towards the improvements.

On the subject of the Dinner Dance please let us enjoy a full evening. Nothing would delight me more than to see a good compliment of marshals, competitors, organisers and committee make this the special night in the Centres calendar that it has become these last three years under Pat and Brian's stewarding. (Details of tickets in this issue).

I look forward to seeing you all soon, hopefully at the September meeting.

Yours sincerely

Simon

### EDITORIAL

Please accept my apologies as your magazine is a little later in arriving than I originally intended but I have been somewhat indisposed with a recurrence of my back problem, this has laid me low for some time.

This magazine could be aptly named the 'Paul Nutter Times' for without Paul's invaluable contributions there would be very little in this edition. Nothing gladdens my editorial heart more than an unexpected article or letter. Please don't think that there is some sort of exclusive clique able to have things published in the 'Times'. Articles and letters from any member are always most welcome so please bang away on your word processor or typewriter or just get your pencil sharpened as any of these formats are most acceptable.

In this issue there are some thought provoking letters from some of our members on matters close to their heart so if you think you have an idea which could improve things at Harewood and the Centre, please put pen to paper.

Having worked in the 'Bus' at recent events I feel that the excellent spirit mentioned by Simon in his Chairman's Letter is gradually improving the general ambience at events - long may it continue to so do.

As our season draws to its close the social scene will soon be upon us. This year's Dinner has a new organiser, Georgina Clark. so please support her as you have supported me in the past. A social event with a slightly different slant is the Forum so make a note of these dates.

Pat

*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 October 20th 1995**

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# LETTERS TO THE EDITOR

Dear Editor

The 1995 Regulations Booklet, under the section giving General Information, states that; 7.1 Space in the Paddock is strictly limited and only competitors in Classes 7 and D to L inclusive, are allowed a maximum of one tender vehicle in the paddock.

Experience in the lower paddock (East of the Bus) at the August 6th meeting leads me to suggest that this regulation needs to be amended. There is obviously insufficient space for the corporate entertaining needs of the better-off and well sponsored entrants. I saw one group of supporters forced to park their valuable Porsche and BMW cars in the competitors access path. Not only did this endanger these very expensive cars, but it also reduced the available space for their dining table and folding chairs. This was only one example of the many scenes of hardship witnessed that day.

Perhaps the time has come for all Locaterfields and cars deemed to be deserving of special privileges ("star performers at Harewood") to be given unrestricted access for their Garage/Vans/Trucks/Campervans etc.

Naturally in order that these worthy people be given their proper status, others will have to make sacrifices.

It appeared that most of the drivers in Classes 1 to 6 and A to C were apparently unsupported, or like me, had left their support vehicles in the 'Competitors Park'. Why not pass a new regulation banning all the Class 1 to 6 and A to C inclusive cars from the current eastern paddock altogether?

This could then be aptly re-named the 'Elite and VIP Enclosure'. The rest of us could be summoned to do our 'supporting classes' act on the hill and having done so, we would do a sharp left back into our allocated meadow. We would still be required to pay the full entry fee of course, happy to subsidise the real stars and surely it is time for the underclasses (1 to 6 and A to C) to accept that if a meeting is running late, their timed runs will be reduced from 3 to 2 automatically and to 1 if necessary. This would give officials much more latitude to ensure that all single seat cars, cars driven by local notables and Locaterfields, be given the maximum opportunity to demonstrate their superior prowess to the paying Public.

There you are, a problem solved and a nuisance banished, at a stroke.

Yours sincerely  
Geoff Noblett  
Harrogate

Dear Pat

I would like to address this letter to whoever made the decision to start the class runs at 11.00am on Sunday at the July meeting. The reason I ask this is because after waiting well over two years to actually see an advert for Harewood in the Yorkshire Evening Post in which it announces that the class runs will commence at 11.30am. Armed with this information I told friends and family to arrive no later than 11.30am otherwise they will miss half of my days motorsport. So what happened, they all arrived at 11.30am just in time to see me parked up in the paddock after completing my 1st run. I am sure that I am not the only person to be confused by the attempt at attracting spectators to Harewood by totally ignoring an advertised programme. Although it said that the runs could start earlier in the competitors instructions, I would have thought there would be no rush to start early seeing as though only 2 runs were allocated for the day and considering the 3.30pm finish the previous day, when everyone I spoke to wondered why a fourth practice run wasn't offered.

I write this letter as a large number of spectators come to see us poor saloon car drivers and if they didn't arrive half an hour earlier than the time advertised, would have had a rather long wait to see just one run, which in my eyes is not very good value to the paying public.

Paul Nutter  
18.7.95 11.09pm

Dear Editor

In reply to Brian's request for a meeting on the short course, instead of offering 200 cars and a smaller fee and retaining three runs, why not keep the fee the same but offer 5 or 6 runs for 120 - 130 cars as this would mean more action for everyone instead of more sitting around on our elbows, as Baldrick would say.

Paul Nutter  
18.7.95 11.14pm

PS. Does the classic or vintage element Brian refers to apply to the cars or the drivers?

Paul Nutter 18.7.95 11.15pm

Dear Editor

Standing in the sun at the top of the hill by the old bus at the most recent Harewood meetings and chatting with fellow competitors, friends and officials, it struck me what folly it would be to move the paddock to the bottom field.

One of the hills key attributes is the opportunity offered to everyone to watch the course being tackled almost in its entirety, and the sociability resulting from the attraction of so many enthusiasts together in one place.

To disperse everybody to the foot of the hill would diminish this Harewood atmosphere to an alarming degree, for few would be bothered to rescale the slopes of Stockton Farm to view from the top, once established at their base camp.

I am uncertain how it is proposed to allow escape from the lower paddock whilst a meeting is in progress and the ability of some of the more elderly tow vehicles to haul a car and trailer back up to the top of the hill must be in doubt. But what is certain is when it rains, as even Yorkshire Water must admit sometimes happens, attempts to extract vehicles and regain firm ground will be like a scene from the battle of the Somme.

I fully understand the desirability to use the farm buildings. A clubhouse and bar, restaurant, office, shop, workshop, even hillclimb museum could all be accommodated and most worthwhile for the club. So why not keep the upper paddock, enlarged laterally to allow all competitors to bring in their support vehicles and trailers and link it to the aforementioned buildings by a decent path?

Am I a lone voice from the cheap end of the paddock or do other lovers of Harewood share my view that the price of moving its commanding nerve centre is too great?

Peter Herbert

## KEN BAILEY

We hear that Ken has recently been in hospital and hope that he has made a full recovery.

We wish him well and look forward to seeing him back behind the wheel of his Reynard which he shares with son David.

Dear Editor

As Clerk of Course for the Harewood RAC Championship meeting, I would like to thank everyone concerned, marshals, officials and competitors, not to mention the kerb painters, for their efforts this year. These resulted in a very successful meeting, in sharp contrast to last year's event.

You may not be aware, but following the 1994 event I tendered my resignation as Clerk of Course to the Yorkshire Centre Committee. In their wisdom, they refused to accept it and I was grateful for the opportunity this year to 'get it right'.

The success of a meeting is not just in the hands of the Clerk of Course; although they can ruin a meeting by bad planning, as I discovered last year; it is in the hands of everyone involved in whatever capacity. We 'got it right' this year, thank you all.

Yours sincerely

J Richard Hardcastle  
Vice Chairman Yorkshire Centre.

Dear Editor

In Issue 57, the November/December 1994 issue of the 'Times' I wrote that in my opinion the committee should contribute more to the magazine and that I found their lack of input and comment worrying.

In Issue 59 we had short Committee Notes and also a Treasurers Report. While this goes some way to allaying my fears I feel that unless this is followed up on a more frequent and informative basis, the committee's contact with the membership will suffer.

Various letters in this magazine point out shortcomings I have highlighted to the committee in the past, perhaps now that others have entered the fray maybe they will warrant a reply and explanation. In Issues 57 and 59 I wrote articles on the re-use of the short course and on split times, yet again the committee's interest or lack of it remains unknown to me.

A club thrives on a frank and open debate but the committee seems to shrink away from this and remains totally insular. Could it be perhaps that if they ignore the protestations or suggestions, those making them will either shut up or go away and things can continue in the same way as they have in the past. The centre is making progress with the running of events at Harewood but much more could and should be done to keep the members fully informed and therefore happy.

Brian Kenyon

# ROGERS TT

PAUL NUTTER

Hello, good evening and welcome to June's edition of Harewood Hillclimb Monthly, a gripping tale of thrilling action, daring deeds, spirited performances, naked women (sorry that's a different monthly) and all round good efforts. This episode entitled The Jim Thomson Trophy, featuring the Cars & Car Conversions Championship starring the Harewood Hillclimb Championship and with special guest stars the MG Car Club Twins (Speed & Moss Norwester), the Longton & District Club Championship and Club Alpine Renault Championship.

Prior to writing this report I have just repaired my axle in which the diff was faulty. I have now used up the last of my LSD and although feeling a bit funny, it will by no means affect my report on the June events which are crystal clear in my mind and that of my friend!

FTD and retaining the Jim Thomson Trophy was Pilbeam pilot Roger Kilty whose superb climb of 54.90 put him a glass and a half of full cream milk ahead of 2nd FTD man Alan Newton (March) whilst in an excellent 3rd place overall was the 2 litre Chevron of Peter Griffiths.

Into the classes and the baby Touring Car division held a close contest between the Minis of Messrs Cope, Brown and Brown and the Fiesta of Mr Meredith. Once again the Minis triumphed with Dennis Cope taking the class with a 68.35 run from Nick Brown whose 68.54 held off Mark Brown by just over a tenth and with Brent just a quarter of a second behind.

Class 2 Touring saw the Harewood Championship leader Tony Mekwinski extend his lead in the title race from the gorgeous Clio of Bobby Fryers with the BMW 2002 TOURING of Dennis Crompton (I told you he'd tell me what it was) third. Tony's Escort now has more dents than he has points after yet another attempt to leave Harewood by means other than the exit. This time he tried to leave at Orchard.

The Marque Sports Cars were merged and rocking Don Williams took another class win in his re-chassied Gilbern with a climb of 67.84. Richard Kentwell's TR7 finished as runner-up with a 71.03 best whilst co-driver Michael Smith took third with a 74.30 run.

The Formula Ford class was as usual well supported with a Bailey 1-2 in the family Reynard. Ken's 62.72 keeping David down in second spot with a 62.85 climb. The shared Van Diemen of Trevor Cooper and David Sturdy held the next two places with times of 63.07 and 63.74 respectively whilst the similar car of Tony Metcalf grabbed fifth spot from an out of sorts Stuart Abbott.

The MG car classes began with the standard class and victory here, with a new record, was the RV8 of John Dignan. John improving his own class record to 72.31. Following in his wake were the MGB of Terry Pigott and the MGB Roadster of Richard Saxton. The road going modified class also saw a new record being set by Allan Inwood in his Midget with a time of 70.83. The MGB GT of John Whitaker took second on 72.17 with John Stewart's MGB Roadster third ahead of John Wilman in his Sprite. That proves that things come in threes. The modified class was taken by Christopher Pawlin's Midget from Paul Haverson's similar car with yet another Midget of Colin Pattinson third.

The Renault Alpine class was again won by the R8 Gordini of Salv Sacco with Steven Henderson and Stuart Clough taking second and third naturally.

The first of the Triple C classes were the Standard Production classes and here the award was taken by the Lotus Elan of Andrew Barrett with Steve Muir's Sierra Cossie next ahead of Bob Davis driving a Lotus Sunbeam.

In the Road Going class Alan Templar's Nova held sway over Maurice Clark's similar car with Phil Concannon taking third place.

The up to 1700cc Road Going Kit Car class was very well supported and the honours were taken by Peter Shaw's Super 7 with a climb of 66.78 with the Westfield SE of Jonathan Crayston stopping the clocks after 67.15 seconds to take second. Third spot was held by the Caterham Supersprint of Jon Butterworth with a 68.05 best with John Palmer's Westfield SE fourth just 0.05 behind. Chris Bentley was next in his similar car taking 5th in class.

The over 1700cc Kit Cars was once again won by the Litton Corse of Neil Simons from the Westfield of Paul Aspden and the Phaeton of Rob Lewis.

Class A Modifieds was won convincingly by Andy Kitson driving the rapid Rover 114 with a climb of 64.58 with the similar engined Caterham of Tim Wilson second. The Rover's co-driver Stuart Horswill ended up third with the MG Metro of Mike Haigh next quickest.

Class B Modifieds was taken even more convincingly by the Caterham of Paul Turner with an excellent climb of 61.75 putting him well clear of Peter Hamilton's freshly slick shod (try saying that after 4 pints) Caterham with a depressed author in third place. Westfield drivers Chris Mann and David Spaul ended the day in fourth and fifth places.

Glass C Mod Prods was where Bev Fawkes' Scimitar reigned supreme with a run of 63.47 pushing Harewood regulars Haydn Spedding and Martin Baker into the silver and bronze positions.

The Clubmans Sports Cars saw the closest contest of the day with less than 3/4 second separating the four

contestants. Victor was Ian Cowling in the James MJ Mk1 with a time of 64.57 whilst Joe Ward crossed the line just 0.04 seconds adrift in second spot. Michael James co-drove the class winning car into third with a best time of 64.97 whilst Peter Sacree's Mallock completed the class with a run of 65.28.

The 1300 and 1600 Sports Libre classes were merged and the Datalinski of Basil Pitt took the win with a 61.20 climb from the 1300 Centaur of Peter Green. The unlimited Sports Libre class saw the turbo Phaeton of Mark Lewis take the spoils from the turbo Firenza of Anthony Taylor and the YKC Raider driven by Don Burt.

Classes H & I were merged to make HI and hitting the highs here was Terrapin pilot Alan Aucote putting in another excellent drive to stop the clock at 58.12 and take the class. Another great effort from Dave Kitching in the GP Zedi gave him second place with a 59.94 climb whilst the shared Maclan of Michael Dobson and Alan Greenwood took third and fourth positions with runs of 61.47 and 62.03 under their belts. First of the 500cc drivers was the OMS of David Bancroft in fifth on 62.63.

The 1600cc and 2000cc racers were also merged and the fastest man in this class was 3rd FTD driver Peter Griffiths with the sole 1600cc car of Nick Reeve taking an excellent second spot. The Quest Terrapin crossing the line in 58.64. Third and fourth in the shared Magnum (you wouldn't catch me sharing one) were Damon Milnes and Adrian Desoutter with Mike Smith in his Reynard next in class.

The two Class L contenders were Roger Kilty and Alan Newton who unexpectedly set the two quickest times of the day.

And so ends a very successful meeting in which thanks have to go to the officials and marshals (is this a first? me praising the organisation) as it is now clear that after a rather bad period where Harewood was a bit 'dodgy' it is now back on track and things are looking up. Keep up the good work gang.

## RETURN TROPHIES

**Will anyone who has a Yorkshire Centre trophy, please return it to Harewood at the September meeting. If you are not attending the meeting, please arrange either for someone to bring it for you or send it to Simon Clark, Design & Fittings, Sandbeck Way, Wetherby, LS22 7DN.**

## RESULTS

Class	Name	Car	Time
1	Dennis Cope	Mini	68.35
2	Tony Mekwinski	Escort	65.77
5+6	Don Williams	Gilbern	67.84
7	Ken Bailey	Reynard	62.72
8	John Dignan	MG RV8	72.31R
8A	Allan Inwood	MG Midget	70.83R
8B	Christopher Pawlin	MG Midget	66.21
15	Salv Sacco	Gordini	70.05
22+23	Andrew Barratt	Lotus Elan	71.08
24+26	Allan Templar	Nova	73.79
27	Peter Shaw	Caterham	66.78
28	Neil Simons	Litton Corse	67.91
A	Andy Kitson	Rover 114	64.58
B	Paul Turner	Caterham	61.75
C	Bev Fawkes	Scimitar	63.47
D	Ian Cowling	James Mk1	64.57
E+F	Basil Pitt	Datalinski	61.20
G	Mark Lewis	Dutton Phaeton	65.92
H+I	Alan Aucote	Terrapin	58.12
J+K	Peter Griffiths	Chevron B47	57.38
L	Roger Kilty	Pilbeam MP40	54.90

**FTD Roger Kilty Pilbeam MP40 54.90**

## BARC ANNUAL SPEED EVENTS FORUM

**Old Golf House Hotel  
Outlane, Nr Huddersfield  
Jn23 M62**

**Sunday 5th November 1995**

**9.30am from prompt 10.00am start  
Coffee at 9.30am courtesy of BARC**

The Forum will follow the usual format giving all those involved and interested in hillclimbing at Harewood a chance to air their views on classes, the way events are run and the proposed venue improvements/changes and anything else that members may feel is relevant to the improvement of our sport.

Everyone is welcome and should anyone be unable to attend but wish their views to be known, please write to Chris Seaman, Seaman Photographer Ltd, 193 London Road, Sheffield S2 4LJ.

# IT'S MEO SAYS PRIAULX WITH GLEEO

PAUL NUTTER

## Harewood Hillclimb 9th July 1995

The July meeting held at Stockton Farm was the ninth round of the RAC Hillclimb Championship and proved a not unexpected victory for Andy Priaulx, who not only took the ten points from the run off but set a new Class L record at 52.72 and then became the only driver ever to complete the hill in under 52 seconds with a barnstorming run of 51.74 smashing David Grace's year old mark by nearly a second and a half. Left trailing in his wake was Mark Colton who, despite being under the old course record with a 52.75 in the class runs and an even better 52.19 in the run off, could do nothing to halt the challenge of the young Guernseyman who looks likely to be heading for the 1995 title. Helping him along the way today was father Graham who took third place and in doing so denied David Grace a valuable point.

Onto the important business now namely the saloon cars (who said I was biased?) and with it being a round of the Leaders Championship, the classes were jiggled about and were run in different batches than usual - however to keep it simple (because that's what I am der!!) I will start in the usual way ie Class 1 Touring Cars. Dennis Cope took another class win in his Mini with a time of 67.59 being one of the few Harewood regulars to actually improve on their second run. Brent Meredith took a welcome runner-up spot with a climb of 68.56 in his Fiesta whilst pin-ups Nick and Mark Brown battled for third spot in their sometimes three wheel Mini.

Class 2 was full of drama as the top two in the Harewood title battle both suffered bad luck. To begin with Dennis Crompton ran out of petrol on his 1st run and whilst trying hard on the second unfortunately joined a long list of drivers who have gone hedge hopping at Willow with a detrimental effect to the BMW. Following that was leader Tony Mekwinski in his Escort who shed a wheel at the end of the Thomson Straight to put yet another dent in his car but fortunately due to Dennis's 'off', not in his title hopes. I was one of the first to take the mick over his failure to tighten his wheels properly and was having a good laugh until Tony politely reminded me that he didn't fit the wheels on Saturday, but that I did (I didn't know how to answer that for at least three seconds). So taking the class was the Clio of Bobby Fryers with a 66.52 best. Third place was

held by Colin Stewart's Lotus Cortina who also had mechanical problems when he snapped a half shaft in practice.

All three Marque Sports Car classes were amalgamated (yes, I did say three as a vertically challenged vehicle turned up - note politically correct title for the first time this year). A good contest it turned out to be as well with a Blue Peter badge going to Richard Jackson's Porsche 944 Turbo with a 66.08 run, a crackerjack pencil to Don Williams' Gilbern with a 66.73 best and just 0.05 adrift came the Reliant Sabre of Barry Marsden who receives a Blankety Blank cheque book and pen. In fourth place was the aforementioned vertically challenged vehicle (as opposed to its similar version - the lemon and lime drink) of Nick Aveyard whose single run of 69.43 had to suffice as a blown head gasket caused retirement.

Into the sadly shrinking Formula Ford class and yet again the family Reynard provided another 1-2 for Ken and David Bailey. This time son David came out on top with a well executed 63.04 that ensured father Ken would have to settle for second with a run of 63.20. David Sturdy this time sharing a drive in the Mike Mullins Quest 87 took third with a 64.80 climb just keeping him ahead of Peter Hawkey's Royale RP26 by just 0.04 seconds. An out of sorts Stuart Abbott in his fly fuelled Van Diemen was next in class followed by Jeremy Paterson's Sparton FF81 and last but not least Mike Mullins. An unusually small entry but each car being a different make.

The MG T Register class was won by Alastair Naylor who hammered his way to the top in 75.38 behind the wheel of his MG TC after record holder Dave Clewley withdrew. The smaller engined TC of Ronnie Feather took second from Frank Woolley's Jowett Jupiter.

Class A was dominated by Harewood 'newcomer' Peter Herbert in his Westfield although a lot of regulars swore that they had met him before. Peter's first run of 62.41 put him in control from the rapid Clan Crusader of Pete Millington whose time of 63.82 was set after lunch as was the 65.12 climb of third place pilot Tim Wilson. Next in line was the ever improving Mike Haigh in the Metro whose 65.60 was his best class run yet. Another Clan Crusader, this time driven by Andrew Isherwood took fifth with time of 66.10. The expected challenge of Paul Reynolds sadly never materialised due to a broken differential.

The two litre Mod Prod class was won very convincingly by the works Westfield of Roger Thomas in a time of 59.65 seconds which is only half a second and a bit off the Ginger Nut's record. The Westfield SPi of Ian Chard sneaked into second place as Jonathan Gates in a similar car left them open (Gates that is) and

had to settle for third spot. Ian and Jonathan's best runs being 60.86 and 61.35 respectively. Keith Ritchie had a storming drive to stop the clock at 62.86 to take fourth in his Lotus 7 whilst less than a quarter of a second separated the next five runners who had their own private battle going.

The unlimited Mod Prods saw the thundering TVR Tuscan of Mark Waldron take a near two second victory from the equally throbbing TR8 of Pete Tyler. Third place was held by the Escort Cosworth of Mark Spencer with Martin Baker's Chevette improving yet again, now in the 64's, in fourth spot.

The Clubmans class saw a good duel between Peter Needham in the Ward, the Mallock Mk20 of Chris Merrick, the Mallock Mk24 of Tim Daniel and the Phantom of Tim Elmer. Local knowledge was on Peters' side as he took the class with a climb of 58.59 that in the end put him well clear of Chris's 59.96 best. The two Tims battled for third place with the Mallock driver prevailing with a quickest run of 60.14 beating the Phantom drivers 60.31. Mark Goodyear was not in any way tired and took fifth place in the Vision.

The up to 1300 Sports Libre class saw Mr OMS himself win the division with a climb of 60.13 at the wheel of his OMS SC. Runner-up was Mark Britt in the first customer car who set a quickest time of 61.82. Lynn Owen drove the class winning car into third position whilst Peter Green's Centaur prevented an OMS clean sweep with a 64.79 run that put him ahead of Paul Eastbury.

The remaining Sports Libre classes were merged and here Jim Robinson in the Pilbeam MP 43C had a near 6 second victory over the still being sorted Royale RP42 driven by Paul Parker. The turbo'd Firenza of Anthony Taylor grabbed third place from the Dutton Phaeton of Rob Lewis closely followed by Don Burt in the YKC Raider.

The 500cc racers had only one man under the minute mark and that Mark was named Coley who coolly completed the course in just 59.64 seconds, just a fraction off the class best. Giving chase to the rapid Jedi was lead OMS driver David Bancroft but try as he might, second place was the best he could realistically achieve and that is where he finished with a best run of 62.39. Andrew Roberts crossed the line in 63.21 seconds to take third place from Mike Fitzsimmons and John Watts.

A healthy entry took the field in the Maclan Moulding sponsored Class I and one of the closest competitions of the day emerged in the form of Mark Lawrence and Alex Tyson. Alex in the Royale ART led on 57.84 before lunch but after being fed and watered Mark bounced back to take the class with a storming 57.80. Terrapin driver Alan Aucote took third place

from a hard charging Dave Kitching in the GP Zedi. Craven Moses in the Maclan held fifth spot with a 59.51 climb whilst Brian Robbins made it six minute men with a run of 59.88 at the wheel of the Bewley Yamaha.

Class J was taken by the always watchable Nick Reeve in the BDA powered Quest Terrapin, a 56.90 being the reward for all his endeavours. Paul Shipp in the motorbike powered OMS took an excellent second place with a run of 57.50. Mark Lawrence co-drove the OMS into third place with Johnathen Varley next in the Crossle.

Class K was dominated by Roger Moran who shattered the class record by nearly two seconds to take the win. The Pilbeam MP62 drivers' 54.18 made him sixth fastest overall and showed that power isn't everything. Keeping Roger on his toes was another Pilbeam pilot Justin Fletcher whose 55.41 was also under the old record. John Moulds in his Pilbeam took third with two very consistent climbs, his best being 56.44 whilst quickest lady of the day in a Pilbeam (what else?) was Margaret Blankstone. Argo driver Simon Frost slithered up the course to take fifth with the Chevron of Peter Griffiths grabbing sixth in class. Club Treasurer Peter Varley was the next man in line in another extremely well supported class.

Onto the big boys and what proved to be the closest duel of the day. Many names were mentioned in the paddock as to who would take the honours and the two most mentioned were Mark Colton and Andy Priaulx. These two duly delivered the goods in a fascinating battle. Mark led on 53.19 by just 0.02 after the first runs but it was Andy who improved the most to win with a new record of 52.72 with Mark just 0.03 adrift. Third place was taken by Patrick Wood on 53.92 who forced his way ahead of Roy Lane and reigning champion David Grace who showed he was trying by inspecting the greenery at Orchard a bit too closely. Ray Rowan was the fastest non-Pilbeam driver in the Roman whilst next came Roger Kilty in the first non-V8 powered car.

For those who stayed to watch the top twelve run off it produced even more fireworks. Justin Fletcher in the 2 litre Pilbeam got into the 54's (54.80) and took a well deserved point by finishing in tenth place. Ninth and two points were the reward for Roger Moran whose 54.52 wasn't as quick as his new class best but was still a very rapid run. Patrick Wood was disappointed with his time of 54.15 as it was slower than his class runs and the three points gained was little compensation. Seventh and four points were taken by Roger Kilty whose 54.08 was some 0.65 quicker than his class run and was just 0.01 slower than Ray Rowan who took sixth place and five points. The top five consisted of Roy Lane whose 53.69 was 0.38 quicker than his class best and gained him six points. David Grace recovered from his 'off' to set a time of 53.47 which gained him only seven points however as

Graham Priaux improved by 1.67 seconds to storm into third place and pick up eight points which left the two main protagonists to fight it out for the ten points and the Double Twelve Trophy. As mentioned at the beginning of this article (for those of you still awake or interested) it was Andy Priaux whose new course record of 51.74 took the spoils from Mark's 52.19. An excellent finish to the day.

### RESULTS

Class	Name	Car	Time
1	Dennis Cope	Mini	67.59
2	Bobby Fryers	Renault Clio	66.52
4+5+6	Richard Jackson	Porsche 944T	66.08
7	David Bailey	Reynard FF89	63.04
12	Alastair Naylor	MG TC	75.38
A	Peter Herbert	Westfield SE	62.41
B	Roger Thomas	Westfield SEi	59.65
C	Mark Waldron	TVR Tuscan	60.72
D	Peter Needham	Ward Mk8	58.59
E	Steve Owen	OMS SC	60.13
F+G	Jim Robinson	Pilbeam MP43C	57.20
H	Mark Coley	Jedi	59.64
I	Mark Lawrence	OMS	57.80
J	Nick Reeve	Quest Terrapin	56.90
K	Roger Moran	Pilbeam MP62	54.18R
L	Andy Priaux	Pilbeam MP58	52.72R
FTD	Andy Priaux	Pilbeam MP58	51.74R

## MARSHALLING NEWS

Marshals are still required for the last Harewood event on September 23rd. Drivers, if you wish to see another side of Harewood or have a spare day, then have a go at marshalling. You will receive a warm welcome from 'the team' and will hopefully have a good day's sport, you'll maybe even learn something new too!. Please contact Tim Bendelow on 01423 340594.

### BARC are organising the Battle of Britain Meeting

at Croft on 2nd/3rd September 1995

### MARSHALS URGENTLY NEEDED

Because of the success of the first meeting in June, BARC has been asked to organise this one.

There will be cars, bikes, planes and many other attractions as well as the racing so come along and enjoy a full day's motorsport

## HAREWOOD HILLCLIMB CHAMPIONSHIP

### FTD SERIES

Pos	Driver	April	May	June	July	Aug	Total	Low Score
1=	Roger Kilty	10	0	10	10	10	40	0
1=	Nick Reeve	7	9	7	8	9	40	7
3	Alan Aucote	8	10	8	6	6	38	6
4	Alan Newton	9	0	9	9	8	35	0
5=	Colin Wheeler	6	6	0	5	5	22	0
5=	Mark Lawrence	0	8	0	7	7	22	0

Points above are total. Points are scored in five out of six rounds. Lowest score to be deducted.

## BARC ANNUAL COMPETITION 1995

Name	26/3	15/4	16/4	13/5	14/5	11/6	8/7	9/7	6/8	Sub	Cor	Total	Pos
John Hardcastle	3	3	3	5	5	6	6	3	0	34	3	31	1=
Graham Wride	3	0	3	6	6	5	5	3	0	31		31	1=
Bobby Fryers	3	3	0	0	4	5	3	6	6	30		30	3
Tim Bendelow	5	5	3	3	3	3	3	3	3	31	6	25	4=
David Dalrymple	5	5	3	3	3	3	3	3	3	31	6	25	4=
Tony Briggs	0	4	4	4	3	3	3	3	3	27	3	24	6=
Chris Seaman	6	0	3	0	3	3	0	3	6	24		24	6=
John English	3	3	3	3	3	3	3	3	3	27	6	21	8=
Catherine Hardcastle	0	3	3	3	3	3	3	3	0	21		21	8=
David Sturdy	0	5	3	0	0	3	3	4	0	18		18	10
Pat Kenyon	-	-	-	3	3	3	0	0	3	12		12	11
Colin Ellenden	0	0	0	0	0	3	0	0	0	3		3	12

# HAREWOOD HILLCLIMB CHAMPIONSHIP 1995

NAME	April	May	June	July	August	TOTAL	LOW SCORE
1 Tony Mekwinski	18.77	18.52	18.47	16.45	17.34	89.55	16.45
2 David Bailey	17.26	16.88	17.39	17.20	16.88	85.61	16.88
3 Alan Aucote	16.83	16.38	17.27	16.85	15.64	82.97	15.64
4 Stuart Abbott	16.66	17.08	15.90	15.03	16.72	81.39	15.03
5 Dennis Cope	15.36	15.39	15.29	16.05	15.54	77.63	15.29
6 Nick Reeve	14.52	14.27	15.04	16.78	15.61	76.22	14.27
7 Colin Stewart	14.05	14.50	15.53	15.47	14.46	74.01	14.05
8 Mark Brown	13.11	15.21	14.99	14.55	14.93	72.79	13.11
9 Tim Wilson	14.15	14.72	13.90	14.61	15.13	72.51	13.90
10 Bobby Fryers	0.00	18.17	18.26	17.72	17.60	71.75	0.00
11 Dennis Crompton	16.59	18.40	18.14	0.00	16.77	69.90	0.00
12 Roger Kilty	15.90	0.00	17.31	17.48	17.32	68.01	0.00
13 Jeremy Paterson	12.16	13.24	12.10	13.33	13.79	64.62	12.10
14 Mike Haigh	11.02	12.60	12.53	14.13	14.08	64.36	11.02
15 Colin Wheeler	12.48	12.67	9.66	14.15	12.61	61.57	9.66
16 Peter Hawkey	14.42	15.15	14.50	15.40	0.00	59.47	0.00
17 Brent Meredith	0.00	14.72	14.75	15.08	14.78	59.33	0.00
18 Andrew Roberts	9.13	11.16	12.23	14.15	12.22	58.89	9.13
19 Alan Newton	14.27	0.00	15.15	15.65	13.63	58.70	0.00
20 Joe Ward	9.13	12.81	11.84	12.90	10.72	57.40	9.13
21 Tony Briggs	10.88	13.22	10.82	11.22	10.74	56.88	10.74
22 Nick Brown	12.81	14.08	15.10	14.65	0.00	56.64	0.00
23 Ken Bailey	0.00	17.25	17.52	17.04	0.00	51.81	0.00
24 Haydn Spedding	12.76	12.64	12.86	12.56	0.00	50.82	0.00
25 Paul Nutter	12.42	0.00	12.70	13.15	12.00	50.27	0.00
26 Martin Baker	11.85	12.25	12.84	13.05	0.00	49.99	0.00
27 Bob Prest	16.38	16.88	0.00	0.00	15.69	48.95	0.00
28 Mark Lawrence	0.00	13.64	0.00	17.59	16.73	47.96	0.00
29 David Sturdy	15.94	0.00	16.50	15.44	0.00	47.88	0.00
30 David Spaul	10.41	0.00	11.05	13.12	12.44	47.02	0.00
31 Philip Sturdy	10.47	11.07	0.00	10.56	10.74	42.84	0.00
32 Michael James	10.24	10.41	11.48	0.00	10.51	42.64	0.00
33 Richard Jackson	0.00	11.38	0.00	14.73	14.64	40.75	0.00
34 Mike Smith	0.00	10.82	11.88	13.44	0.00	36.14	0.00
35 Allan Staniforth	9.09	8.67	0.00	8.74	8.57	35.07	0.00
36 Trevor Cooper	16.72	0.00	17.17	0.00	0.00	33.89	0.00
37 Barry Marsden	0.00	14.48	0.00	14.03	0.00	28.51	0.00
38 Chris Henderson	13.62	0.00	0.00	0.00	14.04	27.66	0.00
39 Claude Spencer	0.00	0.00	7.13	9.36	7.04	23.53	0.00
40 John Bennett	16.95	0.00	0.00	0.00	0.00	16.95	0.00

Another 9 drivers have scored points. A full list will be published in the next 'Times' following the September Final

## 1995 ANNUAL AWARDS

State of play after the August Harewood. All trophies are competed for exclusively by Yorkshire Centre

Members of the BARC, with the exception of 1.

1. Yorkshire Post Trophy	Fastest Time of the Season	Andy Priaulx	51.74 secs
2. Jack Farrar Trophy	Fastest Time of the Season by a Member resident in the County of Yorkshire	Roger Kilty	54.08 secs
3. Arnold Burton Trophy	Classes 7,D,E,F&G Total Bogey Marks	David Bailey	85.61 points
4. Richard Sutherland Trophy	Classes 4,5,6,A,B,C Total Bogey Marks	Tim Wilson	72.51 points
5. Guyson Sandblast Trophy	Fastest Time of the Season by a Jaguar	Haydn Spedding	65.15 secs
6. Hatfield of Sheffield Jaguar Trophy	Total Bogey Marks	Haydn Spedding	50.82 points
7. Ford Woodhead Trophy	Fastest Time of the Season in Class 7	Ken Bailey	62.72 secs
8. Appleyard Group Trophy	Fastest Time of the Season Classes 4,5,6	Richard Jackson	66.08 secs
9. Wallace Arnold Trophy	Fastest Time of the Season Classes 1,2,3	Tony Mekwinski	65.47 secs
10. Wendy Wools Trophy	Fastest Time of the Season Classes A,B,C	Peter Herbert	62.41 secs
11. Total Trophy	Greatest Improvement on the Class Record during the season. Class 1,2,3	Tony Mekwinski	0.77 secs

## **FANTASY HILLCLIMB**

**PAUL NUTTER**

In the minor life form class a very good entry had a very close battle between the plankton with only a tenth of a second separating the three and a half million competitors at the end of the day. Whilst a driver having trouble with officialdom was the amoeba who was setting the pace by some 4 seconds only to be disqualified under rule L9.4.2 when it divided itself in two on its last run and was therefore kicked out for running with a passenger. The victory went to the millipede by a good length although it could only manage just the one run as it missed the first two runs whilst tying its boot laces.

Into the politicians class and it was a close battle between the grey primered Daimler of John Major and the people carrier of Tony Blair. Unfortunately no winner emerged as John Major's style in the corners was cut - cut - cut after cut and then attempted a very taxing cut at the last minute but ended up doing a U-turn whereas Tony Blair, who kept his car's spec well under wraps until he reached the startline, set off with all guns blazing but collected a fail for ignoring all the red flags. The third contender was Paddy Ashdown in his Sociallibdem SPP liberal special but he couldn't decide on which gear to use from the lights and was still there when the gates were locked late on Sunday evening.

The F1 car class was a welcome sight and Nigel Mansell and Mika Hakkinen were favourites in the McLaren. Mansell retired after first practice however after the car failed to beat the course record complaining of bad handling. Hakkinen then got into the car and promptly did a 52 second run but had an accident on his first run when trying an audacious overtaking move past the marshals hut at Clarks Corner. Martin Brundle and Jean Alesi failed to start after colliding on Harewood Avenue to leave the winning to Japanese rentadriver Havagota Sakacashi who stormed up the hill in the Forti in a time of 92.37 seconds.

Onto the footballers class now and Man Utd entered a Testarossa for Paul Ince and Eric Cantona whilst Arsenal entered an armoured car for Paul Merson and David Seaman. Many spectators wondered if the Ferrari was supercharged as it made a terrible whining noise when Ince drove it up the course but the mystery was solved when the whining continued when the midfielder killed the engine. Cantona had problems acclimatising to the power of the Hi-Karate sponsored vehicle and went off into the crowd when the power KICKED IN. After recovering the car though it was

promptly stolen by a short haired Londoner wearing a leather jacket and a Crystal Palace scarf prompting the crowd to start chanting " ooh ah got no car, ooh ah got no car". The expected challenge from Arsenal again disappointed as Paul Merson first had trouble leaving the beer tent and then spent the rest of the day keeping the startline clean by using his nose and a straw? David Seaman also wouldn't go near the car after someone mentioned the OVERHEAD camshaft. The merseyside duo of Neville Southall and Jan Molby had to retire as they could not fit into the bench seat of their 59 Chevy which left the class wide open for Chelsea's Dennis Wise and Everton's Duncan Ferguson with a Gp4 Escort!! It was Ferguson who battled his way to the top of the class although both players ended the day behind the bar(s) apparently.

The soap opera class was won by Brookside's Mick Johnson in his Pizza delivery van although he nearly spoiled his chances by stopping on his first run to pay his leccy bill but dey do do dat dere dough. don't dey. Second place was taken by the Street's Reg Houldsworth in his soft top convertible with a gallant third place held by Emmerdale vet Zoe Tate. The dale's vet's only problem was the struggle she had trying to change gear as the cow half way up her left arm got in the way. Last was the Eastenders entry which unfortunately had been a Cynthia in the Gregory Peck all day long and expired brown bread on the frog and toad with terminal engine problems which even ace spanner men Phil and Grant couldn't fix, and they sat around with blank expressions on their faces (for a change) before tucking into a bowl of Kelloggs Fruit & Fibre later on.

We then go into the joyriders class and this was literally stolen by newcomer to Harewood Robin B'stard closely followed by P C Plod in a Cavalier and a Sierra and an Escort and a Helicopter swiftly followed by a court appearance, a slap on the wrists and a month in Bermuda scuba diving.

We now go into the supermodel class and the winner here was Claudia Schiffer who amazingly disappeared from the startline and re-appeared at the finish to set a new course record of 0.5 seconds. It had only taken her mechanic, a Mr D Copperfield, 4 weeks and six million dollars to prepare for the run. Claudia was challenged by Cindy Crawford but she unfortunately missed out when she chose the wrong Gere whilst both Kate Moss and Naomi Campbell failed to sign on after falling through the cattle grid near the toilet block. Late entry Paula Hamilton in her AA sponsored car was let down by a flat battery. If only everything was as reliable as a Volkswagen, eh!

In the classes organised by the RAC Speed Event Committee the tuned Lancia of French driver Havant

Gotoclue entered in the saloon car class but by the time he reached Country Corner he was put in the Mod Prod class and when entering Quarry Straight found himself with the Sports Libre cars but no sooner had he crossed the line, the men from Colnbrook informed him that a decision on which class he had just competed in, was now deferred and could he wait 12 months to find out?

The drivers of the rubber band powered cars were puzzled by the insistence of the RAC on the wearing of fireproof overalls but there was no problem in the historic petrol tankers carrying a time bomb class as these were all owned by wealthy drivers to whom budget means 'trying to move something'.

The Celebrity Class was also entertaining with Harry Belafonte grabbing the win in his Daewoo, Daewoo from Mystic Meg in her Astra. Nick Faldo clubbed his way into third in his Golf to beat Pamela Anderson in a pair of VW Beetles. A good effort was also made by the world famous snake charmer Gupta Patel driving a Dodge Viper.

Onto the Public Transport class and this looked to be in the hands of the Streamline Cavalier Taxi which carried everyone up on the hill but victory was taken by the rusty metallic gold Datsun 120 complete with stained leopardskin seat covers and a 'FREE KASHMIR' sticker in the window although the driver had to be given directions on how to get to the top of the hill. Third, fourth and fifth were all taken by double decker buses which hadn't shown all day but then on the last runs the three came along together. In a very distant last place was the British Rail Sprinter which was held up for 2 hours by a dodgy set of points and leaves on the track.

The last class was the Royal Family class. Winner here naturally was the QUEEN in her Range Rover although she did suffer a potentially disastrous fire during practice which left the car in a mess. On hearing that she was down to her last £600 million a whip round was had and the 4x4 was soon repaired and looking spic and span although anyone who wanted to see the vehicle were charged a small fee! Second place in an Aston Martin powered racer that sported large side pods was Prince Charles (will he ever be No 1 eh?) whilst third place was taken by Princess Di in the latest of her invisible cars, (you know the ones that allow her to park anywhere in London and not get a ticket) whilst in fourth place was the bright orange recovery truck driven by Fergie (apparently they give good tow jobs!). Next was the Panzer driven by Princess Michael of Kent and last but not least was Prince Edward who entered in a car made from marine ply but unfortunately he failed to complete the course doing only half a run.

In answer to your questions, which I know you must be asking, no I haven't been released into the care of the community and I live on Planet Earth!

## FOR SALE

2 BDA Cosworth F1 camshafts, excellent condition

**£150 the pair**

Spridget half shafts - suit Mallock

**£10 each**

Contact Bob Prest on 01388 818101

## FOR SALE

Austin Healey 3000 1960 BT7, overdrive, wires, tuned engine, hard and soft tops, last owner 21 years, fibreglass wings hence

**£12,750 ono**

Call John Green on 01653 692617

TVR 3000M 1973, ex-works car as rallycrossed by the late Ron Douglas. Vulcan engine, triple Webers, roll cage. LSD, MoT

**£6,500**

Call John Green on 01653 692617

## MIDSUMMER MADNESS

Road conditions were perfect, track temperatures high, ambient temperature reasonable. All the makings of a really quick record breaking day but the only records to be broken were those of how many could fall off the track and how far.

While I congratulate people for their hard driving, for if you don't occasionally leave the track you haven't sought the limit, but gentlemen, some of your lines and antics were beyond belief and in 30 years attending Harewood I have never seen so many off course excursions except that is, on a wet and greasy day.

As all those competing and officiating on the day will know, only two runs were possible as all these highly amusing and fortunately non-damaging excursions were so time consuming.

Drivers were blaming everything in sight, it was too hot, the track was dusty but when taken to task on this matter, they admitted that at the RAC event temperatures were higher, despite this, new records were set

Peter Herbert came out with the quote of the day when he said that "the sun was softening people's brain cells" - I think he had a point there.

Brian Kenyon

# *DINNER DANCE & AWARD PRESENTATION*

*Saturday 25th November 1995*

*Hilton National Hotel*

*Garforth, Nr Leeds*

*Tickets £21 each*

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

## HOTEL

The Hilton National is situated at Garforth, Nr Leeds and quite close to the A1, M1 and M62. Please make your own booking arrangements but mention that you are with the BARC party.

## MARK COLTON

It is always sad to report the death of one of our members but the blow is made harder to bear when it involves one so young.

Officials, marshals and drivers at Harewood knew Mark as a dedicated and highly skilled, keen competitor. He had scaled the heights quickly in his all too short career in hillclimbing.

Mark was involved in a titanic struggle with Andy Priaulx and David Grace for this year's RAC British Hillimb Championship and it is tragic that in his quest for points he was dealt such a cruel blow at Craigtantlet.

Everyone involved in the Yorkshire Centre would wish to express their sincere condolences to Mark's family and friends.

## OLGA MARY SCOTT

Many older members of the Yorkshire Centre will remember with affection Olga Mary Scott, wife of Peter Scott, and it is with very much regret that we record Olga's death on 18 July after a short illness.

Peter Scott joined the Club (then called the Junior Car Club) in 1947 and for many years thereafter he and Olga were popular and enthusiastic members, being actively involved in all competitive and social events.

Olga will be sadly missed by many old friends and we send our sincere sympathy to Peter.

Harry Mason

## HAREWOOD HILLCLIMB DATES FOR 1996

20th March	Practice Day
7th April	Spring National Meeting
11th May	Open, Novice & Newcomers Meeting
12th May	Open Championship Meeting
9th June	Jim Thomson Trophy Meeting
6th/7th July	RAC British Hillclimb Championship
or 13th/14th July	(depending on GP date)
4th August	Montague Burton Trophy Meeting
22nd Sept	Championship Finals Meeting

## 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 Don Burt David Dalrymple Graham Wride Mark Richards